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

Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013)

May 2013

## Contents

1	Introduction	3
2	Sites List – audit of changes since Issues and Options 2	4
3	Site Options – (new sites/Significant changes)	
	Site R8 – 149 Cherry Hinton Road	9
	Site R12 - Ridgeons, 75 Cromwell Road	29
	Site R22 – Land north of Teversham Drift	49
	Site R23 – Land north of Coldhams Lane	66
	Site M2 – Clifton Road Industrial Estate	83
	Site R21 – 315-349 Mill Road and Brookfields	103
4	Site Options - Education Provision/Viability Assessment/Landowner Comments/Key Issues	
	Residential Site Options Within Cambridge	122
	Residential Moorings Site Options Within Cambridge	165
	University Site Options Within Cambridge	167
	Mixed Use Site Options Within Cambridge	170
	Employment Site Options Within Cambridge	183
	Appendices	

Viability Assessment

#### 1 Introduction

- 1.1 This report is part of the audit trail setting out the origination and evaluation of sites brought forward for allocation in the Submission Plan. The full audit trail to date includes:
  - the identification of sites through the Strategic Housing Land Availability Assessment, May 2012;
  - site and issues raised through the Issues and Option 1 stage of the Plan preparation, July 2012;
  - the detailed assessment of sites in Issues and Options 2, Part 2
     Site Options Within Cambridge January 2013: Technical
     Background Document Part 2;
  - the Issues and Options 2 Parts 2 consultation on specific sites;
  - the responses to this consultation.
- 1.2 This supplement provides a full technical assessment of any additional sites or sites on where there has been significant changes since Issues and Options 2.
- 1.3 This document continues the assessment by evaluating the sites against criteria covering:
  - impact on education provision;
  - site viability;
  - landowner comments and willingness to bring sites forward; and
  - key issues emerging from the representations on Issues and Options 2
- 1.4 Each site is given a red, amber and green rating of its acceptability for development against each of the criteria.
- 1.5 The process of evaluation identified:
  - which sites should be carried forward;
  - sites where the capacity and/or mix of uses should be amended;
     and
  - sites that should not be carried forward.

# 2. Sites List – Audit of changes since Issues and Options 2

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
Residential			
R1	295 Histon Road	32	The site to be allocated as defined in Issues and Options 2
R2 (Includes CC312)	Willowcroft, Histon Road	78	The site to be allocated as defined in Issues and Options 2
R3	City Football Ground	138	The site to be allocated as defined in Issues and Options 2. The potential residential capacity has been reduced from 147 to 138 to reflect a pending planning permission – 12/1211/FUL
R4	Henry Giles House, Chesterton Road	48	The site to be allocated as defined in Issues and Options 2
R5 (CC906)	Camfields Resource Centre and Oil Depot	35	The site to be allocated as defined in Issues and Options 2
R7	The Paddocks, Cherry Hinton Road	123	The site to be allocated as defined in Issues and Options 2
R8 (CC087 & CC081)	149 Cherry Hinton Road	33	This site has been extended to include the telephone exchange on Coleridge Road (SHLAA site CC081). The telephone exchange site is too small to allocate on its own and as it shares a boundary with 149 Cherry Hinton Road so it make sense to allocate them together. The site area has increased to 0.76ha and its potential residential capacity has increased from 17 to 33 dwellings.
R9	Travis Perkins, Devonshire Road	43	The site to be allocated as defined in Issues and Options 2
R10 (CC102)	Mill Road Depot and Adjoining Properties	167	The site to be allocated as defined in Issues and Options 2
R11 (CC629)	Horizon Resource Centre, Coldhams Lane	40	The site to be allocated as defined in Issues and Options 2
R12 (CC922)	Ridgeons, 75 Cromwell Road	245	The site boundary has changed because of a drafting error in the Issues and Options 2 document, the site area stays

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
			the same. The capacity of the site has been increased from 120 dwellings to 245 dwellings to reflect achievable site densities.
R13 (CC755)	78 and 80 Fulbourn Road	0	This site will not be allocated as it is below 0.5ha and therefore too small. There was a drafting error when calculating the site area at SHLAA and Issues and Options Stage.
R14 (CC583)	BT Telephone Exchange and Car Park, Long Road	76	The site to be allocated as defined in Issues and Options 2.
R15	Glebe Farm	35	The site to be allocated as defined in Issues and Options 2. Issues and Options - R15 incorporated into R24c
R16 (CC905)	Cambridge Professional Development Centre, Paget Road	67	The site to be allocated, but the site boundary has been redrawn to exclude the school playing fields. The site area has been reduced to 1.49ha and the potential residential capacity has increased to 67 to reflect achievable densities.
R17 (CC919)	Mount Pleasant House	50	The site to be allocated as defined in Issues and Options 2.
R18 (CC910)	21-29 Barton Road	0	This site has been removed because of conservation issues.
R19 (CC892)	64-68 Newmarket Road	0	This site will not be allocated because it is below 0.5ha and therefore too small to be allocated.
R20 (CC105)	Abbey Football Stadium	0	This site has been removed because of the failure to find an alternative location for this important facility.
M4	Police Station, Parkside	50	Originally consulted for mixed use (residential & hotel), but review, including consideration of the hotel study suggests a residential only allocation is more appropriate.
R22	Land north of Teversham Drift	351	New site – previously allocated through the Cambridge East AAP
R23	Land north of Coldhams Lane	57	New site – previously allocated through the Cambridge East

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
			AAP
R24a (9.05 & 9.06)	Clay Farm, South of Long Road	2225	Local Plan 2006 Allocation to be carried forward
R24b(9.08)	Trumpington Meadows	598	Local Plan 2006 Allocation to be carried forward
R24c (9.13 & R15)	Glebe Farm 1	286	Local Plan 2006 Allocation to be carried forward
	Glebe Farm 2	35	Issues and Options 2 Site R15 is incorporated into R24c
R24d (9.12)	Bell School	347	Local Plan 2006 Allocation to be carried forward
R25 (9.03)	NIAB	1780	Local Plan 2006 Allocation to be carried forward
R26 (7.02)	Betjeman House	156	Local Plan 2006 Allocation to be carried forward
R27	Land North of Newmarket Road	0	Local Plan 2006 Allocation to be carried forward
Residential			
RM1	Fen Road	0.98ha	The site to be allocated as defined in Issues and Options 2
University			
U1	Old Press, Mill Lane	150dws/2ha	The site to be allocated as defined in Issues and Options 2.
U2	New Museums	1.97ha	The site to be allocated as defined in Issues and Options 2.
Mixed Use			
M1	379-381 Milton Road	95 dwellings/0.53ha employment	Originally consulted on 40 dwellings and 1.95ha employment but following consultation with inhouse Urban Design Team the residential element has been raised to 95 dwellings and 0.5ha employment to reflect achievable site densities.
M2 (CC913)	Clifton Road Industrial Estate	550/2ha B uses	Originally consulted on 100 dwellings on an employment led development but following representations received at Issues and Options stage and advice from urban design it is proposed to allocated for 555 dwellings with 2ha employment. Site area consulted on has increased to 9ha.
M3	Michael Young Centre	50/0.5ha B uses	The site to be allocated as defined in Issues and Options 2.

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
M5 (CC872)	82 – 90 Hills Road and 57-63 Bateman Street	20 – residential over B uses	The site to be allocated as defined in Issues and Options 2, but with boundary redrawn to reflect current refurbishment at 90 Hills Road.
R6 (CC443)	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road	75	The site to be allocated as defined in Issues and Options 2. Originally consulted on for residential, now mixed use, same numbers
R21	315-349 Mill Road	128	This site has been extended to include Brookfields Hospital site following representations received from the Brookfields site owners. The site area has increased to to 2.87ha, residential capacity has increased to 128 with 100sq.m employment floorspace.
M7 (7.06)	West Cambridge Site	66.9ha	Local Plan 2006 Allocation to be carried forward – Higher Education, Research, Sports, Shared facilities
M8 (9.07 &9.11) NWAAP	North West Cambridge – University Site	91ha?	Local Plan 2006 Allocation to be carried forward – Outline PP
M9 (9.10)	Station Area	8.77ha	Local Plan 2006 Allocation to be carried forward – Mixed uses
M10 (9.02 & 9.09)	Addenbrookes	68.21	Local Plan 2006 Allocation to be carried forward – Mixed uses
Employmer E1	nt Orwell House	0.99ha	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites in this area will be dealt with in the Cambridge Northern Fringe AAP
E2	St Johns Innovation Park	3.15ha	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites in this area will be dealt with in the Cambridge Northern Fringe AAP
E3	Merlin Place	0.59	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
			in this area will be dealt with in the Cambridge Northern Fringe AAP
E4	Church End Industrial Estate	5.77ha	The site to be allocated as defined in Issues and Options 2, but with boundary redrawn to remove a residential planning permission.
E5	1 and 7-11 Hills Road	1.4ha	The site to be allocated as defined in Issues and Options 2.

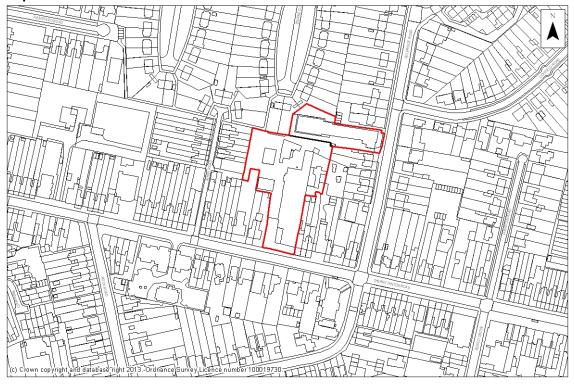
### 3. Site Options - (new sites/changes)

**Site Information** 

Site reference number(s): R8 - (SHLAA Site - CC087 & CC081)

Site name/address: 149 Cherry Hinton Road

Functional area (taken from SA Scoping Report): East Cambridge (Coleridge)



Site description: The site consists of a number of light industrial buildings (laundry site - retail shop to the front with laundry process works and telephone exchange to the rear of site). The surrounding area is predominantly residential.

Current use: Laundry site (retail shop to front with laundry process works (light industrial buildings) to the r/o the site).

Proposed use(s): Residential

Site size (ha): 0.76ha

Assumed net developable area: 0.413ha

Assumed residential density: 75dph

Potential residential capacity: 33

**Existing Gross Floorspace: -Proposed Gross Floorspace: -**

Site owner/promoter: Unconfirmed

Landowner has agreed to promote site for development?: Landowner of the laundry site considers current use will continue for some time but site could come forward before the end of the plan period and residential is a use that would be considered. Landowner of the telephone exchange has confirmed interest in residential development after 2020 when the site will be redundant.

Site origin: SHLAA Call for Sites

Relevant planning history: None.

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

Г		
Land Hand Control Dale		
Land Use / Green Belt	Destaura	0
Criteria	Performance	Comments
Will allocation make use of	R = Not on PDL	Green: 100% PDL
previously developed land	A = Partially on PDL	
(PDL)?	G = Entirely on PDL	
The NPPF promotes the	,	
effective use of land by		
reusing land that has been		
previously developed,		
provided it is not of high		
environmental value.		
Will the allocation lead to loss	R = Site is in the Green Belt	Green: Not in Green Belt
of land within the Green Belt?		Green recuir Green Ben
or land within the ereen bein	G = Site is not in the Green	
There is a small amount of	Belt	
Green Belt within the built up		
area of the City, such as		
Stourbridge Common,		
Coldham's Common and		
along the River Cam corridor.		
The Green Belt at the fringe		
of the City is considered in		
more detail in the joint pro		
forma with SCDC which		
looks at sites on the fringe of		
the City.		
Impact on national Nature Co	onservation Designations	
Criteria	Performance	Comments
Would allocation impact upon	R = Site is on or adjacent to	Green: Site is not near to an
a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
Interest (SSSI)?	impacts incapable of	impacts
	mitigation	
The assessment will take into	A =Site is on or adjacent to	
account the reasons for the	an SSSI with negative	
SSSI's designation and the	impacts capable of mitigation	
potential impacts that	G = Site is not near to an	
development could have on	SSSI with no or negligible	
this.	impacts	
Impact on National Heritage		Comments
Criteria Will allocation impact upon a	Performance  R = Site is on a SAM or	Comments Green: Site is not on or
Scheduled Ancient	allocation will lead to	adjacent to a SAM
Monument (SAM)?	development adjacent to a	adjacent to a OAW
Worldment (OAW):	SAM with the potential for	
Scheduling is the process	negative impacts incapable	
through which nationally	of mitigation	
important sites and	A =Site is adjacent to a SAM	
monuments are given legal	that is less sensitive / not	
protection. National planning	likely to be impacted/ or	
policy requires substantial	impacts are capable of	
harm to or loss of designated	mitigation	
heritage assets of the highest	G = Site is not on or adjacent	
Significantce, notably	to a SAM	
scheduled monuments, to be		
wholly exceptional. As such		
consideration needs to be		I I
consideration needs to be given to the impact that		

any nearby SAMS, taking		
account of the proposed		
development use and		
distance from the centre of		
the site to it. Development		
that is likely to have adverse		
impacts on a Scheduled		
Ancient Monument (SAM) or		
its setting should be avoided.		
Would development impact	R = Site contains, is adjacent	Green: Site does not contain
upon Listed Buildings?	to, or within the setting of	or adjoin such buildings, and
	such buildings with potential	there is no impact to the
Listed buildings are	for Significant negative	setting of such buildings
categorised as either Grade	impacts incapable of	
1(most important), Grade 2*	appropriate mitigation	
or Grade 2. Consideration	A =Site contains, is adjacent	
needs to be given to the	to, or within the setting of	
likely impact of development	such buildings with potential	
on the building and its setting	for negative impacts capable	
taking account of the listing	of appropriate mitigation	
category, the distance from	G = Site does not contain or	
the listed building, the	adjoin such buildings, and	
proposed use, and the	there is no impact to the	
possibility of mitigation.	setting of such buildings	
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
and Wasto EDT .	development would have	through the adopted Minerals
Reference needs to be made		
Reference needs to be made	Significant negative impacts	and Waste Core Strategy or
to the Minerals and Waste	Significant negative impacts  A = Site or a Significant part	and Waste Core Strategy or Site Specific Proposals Plan.
to the Minerals and Waste LDF in order to determine	Significant negative impacts  A = Site or a Significant part of it falls within an allocated	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a
to the Minerals and Waste LDF in order to determine whether development of the	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area,	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area;
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height restriction in comments)	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height restriction in comments)	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height restriction in comments) G = Site is not within the PSZ or SZ	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height restriction in comments) G = Site is not within the PSZ or SZ R = No	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ (add building height restriction in comments) G = Site is not within the PSZ or SZ R = No	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is capable of achieving	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is capable of achieving appropriate access that	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is capable of achieving appropriate access that meets County Highway	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is capable of achieving appropriate access that	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public
to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.  Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?  Is there a suitable access to the site?  The assessment needs to consider whether the site is capable of achieving appropriate access that meets County Highway	Significant negative impacts  A = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  G = Site is not within an allocated or safeguarded area.  R = Site is within the PSZ or is designated as an area where no development should occur  A = Site or part of site within the SZ (add building height restriction in comments)  G = Site is not within the PSZ or SZ  R = No A = Yes, with mitigation	and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals or Waste Consultation Area.  Amber: Entire site in SZ (Any Structure greater than 15m AGL)  Amber: Access to this site will be achievable with works to the adopted public

Would allocation of the site have a Significant impact on the local highway capacity?  Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. Some works either physical or soft (travel plan etc.) could in all likelihood overcome negative impacts.
Would allocation of the site have a Significant impact on the strategic road network capacity?  Consideration should be given to the capacity of the strategic road network and the impacts the development is likely to have on it.	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A =Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. The Highways authority does not require impact assessments for sites under 50 dwellings.
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes G = No	Green. No.
Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.		
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	Green: No known legal issues/covenants that could constrain development of the site
A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.		
Timeframe for bringing the site forward for development?  Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to	R = Beyond 2031 (beyond plan period) A = Start of construction between 2017 and 2031 G = Start of construction between 2011 and 2016	Amber: Start of construction between 2017 and 2031

contribute to the Council's		
required land supply for		
housing/employment land		
etc.		
Would development of the	R = Yes, Significant	Green: No, existing
site require Significant new /	upgrades likely to be required	infrastructure likely to be
upgraded utility	but constraints incapable of	sufficient
infrastructure?	appropriate mitigation	
	A = Yes, Significant	
	upgrades likely to be	
	required, constraints capable	
	of appropriate mitigation	
	G = No, existing	
	infrastructure likely to be	
	sufficient	
Is the site in the vicinity of an	G = Yes	Amber: No
existing or proposed district	A = No	
heating network/community		
energy networks?	D. Cahaal sanasitu nat	Deise and and an accordance
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new	sufficient, constraints cannot	red; overall amber. School sites in Cambridge are
education provision?	be appropriately mitigated.  A = School capacity not	largely constrained, and
	sufficient, constraints can be	without Significant
	appropriately mitigated	investment to replace
	<b>G</b> = Non-residential	existing buildings provide
	development / surplus school	only limited opportunities for
	places	expanding capacity further.
	Pilados	Mitigation for primary by
		expansion of existing
		capacity in south of City
Level 1 Conclusion		
Level 1 Conclusion (after	RR = Very Significant	Green:
allowing scope for mitigation)	constraints or adverse	<ul> <li>Existing</li> </ul>
,	impacts	infrastructure likely to be
Include an assessment of the	R = Significant constraints or	sufficient
suitability of the proposed	adverse impacts	
use. Also whether the	A =Some constraints or	
development of this site for	adverse impacts	
this use would be in line with	G = Minor constraints or	
emerging policy in the Local	adverse impacts	
Plan – from the Issues and	GG = None or negligible	
Options Report and key	constraints or adverse	
issues emerging from	impacts	
consultation responses.		

Level 2				
Accessibility to existing cent	Accessibility to existing centres and services			
Criteria	Performance	Comments		
How far is the site from edge of defined Cambridge City Centre?	>800m A = 400-800m <b>G =</b> <400m	Red: Site is more than 800m from the edge of the City Centre		
A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been				

included to provide an indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.  How far is the site from the	P. 000m	Green: Site is within 400m of
nearest District or Local centre?  A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift.  Criteria measuring the distance of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site.	R = >800m A = 400-800m G = <400m	both Cherry Hinton Road East and West local centre catchment areas.
How far is the nearest health centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.	R = >800m A =400-800m G = <400m	Amber: Majority of site is just within 800m distance of Cornford House Surgery, 364 Cherry Hinton Road, CB1 4BA
Would development lead to a loss of community facilities?	R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
How far is the nearest secondary school?  In planning for new development, consideration needs to be given to the proximity to schools so that	R = >3km A =1-3km G = <1km or non-housing allocation	Green: Site within 1km of Coleridge Community College, Radegund Road, CB1 3RJ

new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest secondary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  How far is the nearest primary school?	R = >800m A = 400-800m	Green: Site within 400m of Morley Memorial School, 91
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.	G = <400m or non-housing allocation	Blinco Grove, CB1 7TX
Accessibility to outdoor facil	ities and green spaces	
Criteria	Performance	Comments
Is the site defined as protected open space or have the potential to be protected	R = Yes G = No	Green: Site in not protected open space or has the potential to be protected
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space	R = No G = Yes	The site owner must provide details of how this can be achieved
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	RR = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.  R = No, the site by virtue of its size is not able to provide the minimum standard of OS.  G = Assumes minimum onsite provision to adopted plan standards is provided onsite  GG = Development would create the opportunity to	Green: No obvious constraints that prevent the site providing minimum onsite provision.

	deliver Significantly	
	enhanced provision of new public open spaces in excess of adopted plan standards	
How far is the nearest outdoor sports facilities?  A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via \$106 contributions.	R = >3km A = 1 - 3km G = <1km; or allocation is not housing	Green: Site is within 1km of Coleridge Community College Playing Fields
How far is the nearest play space for children and teenagers?  Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to provide an indication of the sustainability of the site.  The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new play space via \$106 contributions.	A = >400m from children and teenager's play space G = <400m; or allocation is not housing	Green: site is within 400m of Coleridge Recreation Ground
How far is the nearest accessible natural greenspace of 2ha?  Proximity to high quality open	R = >400m G = <400m; or allocation is not housing or employment	Green: site is within 400m of Coleridge Recreation Ground

spaces makes an important contribution to the health and		
well-being of communities.		
In planning for new		
development, consideration		
needs to be given to the		
proximity of development to		
parks/open space/multi-		
functional greenspace so that		
new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance from		
the site to such spaces (as		
identified in the Council's		
Open Space Strategy) has		
been included to provide an		
indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to		
whether the size of the site		
and scale of development		
Supporting Economic Growt	h	
Criteria	Performance	Comments
How far is the nearest main	R = >3km	Green: Site is less than 1km
employment centre?	A = 1-3km	from an employment centre.
At a transfer to	G = <1km or allocation is for	
National planning policy	or includes a Significant	
promotes patterns of	element of employment or is	
development which facilitate	for another non-residential	
the use of sustainable modes	use	
of transport. Proximity		
between housing and		
employment centres is likely		
to promote the use of sustainable modes of		
transport. Criteria has		
therefore been included to		
measure the distance		
between the centre of the site		
and the main employment		
centre to provide an		
indication of the sustainability		
of the site.		
Would development result in	R = Significant loss of	Green: While the site is in
the loss of employment land	employment land and job	light industrial use it is not
identified in the Employment	opportunities not mitigated by	identified in the Employment
Land Review?	alternative allocation in the	Land Review and given the
The ELR seeks to identify an	area (> 50%)	residential nature of the area
adequate supply of sites to	A =Some loss of employment	the redevelopment of the site
meet indicative job growth	land and job opportunities	for residential may be more
targets and safeguard and	mitigated by alternative	appropriate.
protect those sites from	allocation in the area (<	
competition from other higher	50%).	
value uses, particularly	G = No loss of employment	
housing.	land / allocation is for	
Proposals for non	employment development	
employment-uses for sites		
identified for potential		
<b> </b>		

protection in the ELR should be weighed up against the potential for the proposed use as well as the need for it.  Would allocation result in development in deprived areas of Cambridge?  The English Indices of Deprivation 2010 are measures or Multiple deprivation 2010 are measures or Multiple deprivation which underprins the Indices of Deprivation which the Deprivation 2010.  3 — Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  3 — Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  3 — Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  3 — Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  3 — Within Cambridge according to the Index of Multiple Deprivation 2010.  4 — Within Cambridge according to the Index of Multiple Deprivation 2010.  5 — Within Cambridge according to the Index of Multiple Deprivation 2010.  5 — Within Cambridge according to the Index of Multiple Deprivation 2010.  6 — Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  6 — Within Cambridge according to the Index of Multiple Deprivation 2010.  7 — Service dees not meet the requirements of a high quality public transport to Index of Multiple Deprivation 2010.  8 — Service dees not meet the requirements of a high quality public transport to Index of Multiple 2010.  9 — Service dees not meet the requirements of a high quality public transport to Index of Multiple 2010.  9 — Service dees not meet the requirements of high quality public transport			
Lose as well as the need for it.  Would allocation result in development in deprived areas of Cambridge?  The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpixation the Indices of Deprivation which underpixation which underpixation which underpixation which underpixation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is involat to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, elreence should be made to the Cambridge City Local Plan definition of high quality public transport routes'.  How far is the site from an existing or proposed train station.  R = >800m A 400 - 800m S = 400m A mber: Site is in LSOA Coleridge 7966: 11  Amber: Site is in LSOA Coleridge 7966: 11  Amber: Site is in LSOA Coleridge 7966: 11  Amber: Site is in LSOA Coleridge 7966: 11	protection in the ELR should		
Use as well as the need for it.	be weighed up against the		
Would allocation result in development in deprived areas of Cambridge?   The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 are measures of multiple deprivation which underpins the Indices of Deprivation 2010. G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.    What type of Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010. Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.    Performance	potential for the proposed		
development in deprived areas of Cambridge?  The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an anea. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  What type of public transport  Criteria  What type of public transport  Criteria  What type of public transport  Criteria  What type of bublic transport  Autional Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between twick that inclusion of transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m	use as well as the need for it.		
areas of Cambridge?  The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  What type of public transport  Criteria  What type of public transport the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and treal uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station.	Would allocation result in	A = Not within or adjacent to	Amber: Site is in LSOA
The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpoins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify, where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  Performance  Performance  Performance  R = Service does not meet the requirements of a high quality public transport a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance should be made to the Cambridge City Local Plan definition of high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m Auton = Multiple Deprivation 2010.  Within or adjacent to the August most ducated Local Super Output Areas (LSOA) within Cambridge according to the lades of Multiple Deprivation 2010.  S = Within or adjacent to the August Closal Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  S = Within or adjacent to the August Closal Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.  S = Within or adjacent to the August Closal Super Output Areas (LSOA) with the Index of Multiple Deprivation 2010.  S = Within or adjacent to the August Closal Super Output Areas (LSOA)  S = Gene : Accessible to HQPT as defined. Site is within 400m of the site to the City Centre and other areas.  S = Service does not meet the requirements of a high quali	development in deprived	the 40% most deprived Local	Coleridge 7966: 11
The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by Individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m Access between residential, employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m Access between residential employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	areas of Cambridge?	Super Output Areas (LSOA)	-
The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport Access between residential, employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m Actor Multiple Deprivation 2d Multiple Deprivation 2d Multiple Super dupting according to the Index of Multiple Deprivation 2d Local Super August (Local Plan definition of 'high quality public transport routes'.	_	within Cambridge according	
measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'injeh quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport. Access between requirements of high quality public transport in most but not all instances  G = High quality public transport or othe site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'injeh quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Seove meets requirements of high quality public transport route will provide an indication of the sustainability of the site.  R = Seove meets requirements of a high quality public transport route will provide an indication of the public transport routes'.	The English Indices of	to the Index of Multiple	
measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'injeh quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport. Access between requirements of high quality public transport in most but not all instances  G = High quality public transport or othe site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'injeh quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Seove meets requirements of high quality public transport route will provide an indication of the sustainability of the site.  R = Seove meets requirements of a high quality public transport route will provide an indication of the public transport routes'.	Deprivation 2010 are	Deprivation 2010.	
level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures this distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport in most but not all instances  G = High quality public transport service  ransport route will provide an indication of the sustainability of the site.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport in most but not all instances  G = High quality public transport route will provide an indication of the sustainability of the site.  R = Service does not meet the requirements of high quality public transport routes is until the requirements of high quality public transport route will provide an indication of the sustainability of the site.  How far is the site from an existing or proposed train  E = Service does not meet the requirements of a high quality public transport route will provide an indication of the sustainability of the site.  How far is the site from an existing or propose		G = Within or adjacent to the	
deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  Performance  R = Service does not meet the requirements of a high quality public transport (HQPT)  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = S800m A-400 - 800m A = 4400 m A	deprivation at the small area	40% most deprived Local	
the Indices of Deprivation 2010 is based on the idea of district domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  How far is the site from an existing or proposed train station?  The Indication of the distance of a sound of the site from an existing or proposed train station?  R = >800m A = 400 - 800m Comments  Comments  Green: Accessible to HQPT as defined. Site is within 400m of of other bus services that link the site to the City Centre and other areas.  Comments  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Fermion a service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  The provided of the site.  A such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the site.  How far is the site from an existing or proposed train station?  A service meets requirements of high quality public transport in most but not all instances  G = High quality public transport route will provide an indication of the site.  A service meets requirements of high quality public transport route will provide an indication of the	level. The model of multiple	Super Output Areas (LSOA)	
Deprivation 2010.  Performace  Comments  Green: Accessible to HOPT  as defined. Site is within 400m of the busient in the requirements of high quality public transport not with the requirements of high quality public transport not with the requirements of high quality public transport not with the requirements of high quality public transport not with the requirements of high quality public transport not with	deprivation which underpins	within Cambridge according	
distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport noties is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport notie will provide an indication of the site.  How far is the site from an existing or proposed train station?  R = \$800000000000000000000000000000000000	the Indices of Deprivation	to the Index of Multiple	
deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  Performance  R = Service does not meet the requirements of a high quality public transport (HQPT)  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport in most but not all instances  G = High quality public transport in most but not all instances  G = High quality public transport or service with a time. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes':  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport in most but not all instances  G = High quality public transport in most but not all instances  G = High quality public transport in most but not all instances  G = High quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes':  How far is the site from an existing or proposed train station?  A = 400 - 800m  A = 400 - 800m  A = 400 - 800m	2010 is based on the idea of	Deprivation 2010.	
recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport edge of the site?  What type of public transport edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  Reservice does not meet the requirements of a high quality public transport in most but not all instances  Gren: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Gren: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Fervice does not meet the requirements of a high quality public transport in most but not all instances  Gren: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Fervice meets requirements of a high quality public transport in most but not all instances  Gren: Accessible to HQPT as defined. Site is within 400m of the existing train station.	distinct domains of		
separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria Performance Performance Performance Sustainable Transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  What type of public transport Redge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport in most but not all instances  Green: Accessible to HQPT as definited to the Passervice meets of high quality public transport in most but not all instances  Green: Accessible to the City Centre and other areas.  Green: Accessible to the requirements of high quality public transport in most but not all instances  Green: Accessible to HQPT as definited in the requirements of high quality public transport routes is pivotal to achieving that aim. As a continuous public transport routes is pivotal to achieving that aim. As a continuous public transport routes is pivotal to achieving the requirements of a high quality public transport rout			
are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport (HQPT)  A service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  Teach the requirements of a high quality public transport in most but not all instances  G = High quality public transport service  Teach Te			
individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport (HQPT) as defined. Site is within 400m of the existing to HQPT as defined. Site is within 400m of the public transport in most but not all instances G = High quality public transport service  G = High quality public transport voute will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transport in most but not all instances G = High quality public transpo			
Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.  Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the requirements of a high quality public transport (HQPT) as defined. Site is within 400m of other bus services requirements of high quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport service  requirements of a high quality public transport in most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G = High quality public transport most but not all instances  G =			
identify where development may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria Performance Comments  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport service will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet the economents  R = Service does not meet draining.  R = Service does not meet the edis an issue.  Carnen: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site is within 400m of other bus services that link the site is within 400m of other bus services that link the site is within 400m of other bus services that link the site is within 400m of other bus services that link the site on the City Centre and other areas.  C = High quality public transport service  C = High quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?			
may benefit areas where deprivation is an issue.  Sustainable Transport  Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  Performance  Comments  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  G= High quality public transport in most but not all instances  G= High quality public transport service  G= High quality public transport service  G= High quality public transport service  Fequirements of a high quality public transport in most but not all instances  G= High quality public transport service  Fequirements of high quality public transport in most but not all instances  G= High quality public transport service  Fequirements of high quality public transport service  Fequirements of high quality public transport number in most but not all instances  G= High quality public transport service  Fequirements of high quality public transport number in most but not all instances  G= High quality public transport service  Fequirements of high quality public transport number in most but not all instances  Fequirements of high quality public transport number in mos			
Sustainable Transport Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = Service does not meet Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.			
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport so the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the site.  How far is the site from an existing or proposed train station?  Performance  R = Service does not meet the requirements of a high quality as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Comments  Green: Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  Fe High quality public transport service  G = High quality public transport service  Tansport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R = Service does not meet the requirements of a high quality public transport meets  requirements of high quality public transport in most but not all instances  G = High quality public transport service  Tansport service  Tansport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R = Sevom Amber: Site is within 800m of the existing train station.			
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  Performance  R = Service does not meet the requirements of a high quality public transport (HQPT)  A service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  G = High quality public transport service  Tensport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R = Service does not meet the requirements of a high quality public transport (HQPT)  A service meets requirements of a high quality public transport in most but not all instances  G = High quality public transport service  Tensport service sthat link the site to the City Centre and other areas.  Comments  Geen: Accessible to HQPT  as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.			
What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R = Service does not meet the requirements of a high quality public transport (HQPT)  as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.  G = High quality public transport service  service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  service meets requirements of high quality public transport in most but not all instances  G = High quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m  A = 800m  A = 400 - 800m  S = 4400m			
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainablity of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  the requirements of a high quality public transport (HQPT)  A - service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  Tensport route will provide an indication of the sustainability of the site.  Amber: Site is within 400m of other bus services that link the site to the City Centre and other areas.  Feature ments of high quality public transport in most but not all instances  G = High quality public transport service  Tensport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R =>800m  Amber: Site is within 400m of other bus services that link the site to the City Centre and other areas.	Criteria		
edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R =>800m			Green: Accessible to HQPT
National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  (HQPT)  A = service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  that link the site to the City Centre and other areas.  that link the site to the City Centre and other areas.	service is accessible at the	the requirements of a high	as defined. Site is within
National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  Centre and other areas.  Centre and other areas.			
promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  Requirements of high quality public transport in most but not all instances  G = High quality public transport service  requirements of high quality public transport in most but not all instances  G = High quality public transport service  ransport service  ransport service  F = High quality public transport service  Amber: Site is within 800m of the existing train station.		quality public transport	400m of other bus services
a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R =>800m A =400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?	quality public transport (HQPT)	400m of other bus services that link the site to the City
which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R =>800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy	quality public transport (HQPT) A =service meets	400m of other bus services that link the site to the City
sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R =>800m A =400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support	quality public transport (HQPT)  A =service meets requirements of high quality	400m of other bus services that link the site to the City
transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  Transport service  transport service  transport service  transport service   Transport service   Transport service   Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development	quality public transport (HQPT) A = service meets requirements of high quality public transport in most but	400m of other bus services that link the site to the City
residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of	quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances	400m of other bus services that link the site to the City
retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
pivotal to achieving that aim.  As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m Amber: Site is within 800m of the existing train station.  G = <400m	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim.	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = < 400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  R = >800m existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
public transport routes'.  How far is the site from an existing or proposed train station?  R = >800m A = 400 - 800m G = <400m  Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
How far is the site from an existing or proposed train station? $R = 800m$ $A = 400 - 800m$ $C = 400m$ Amber: Site is within 800m of the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
existing or proposed train station? $A = 400 - 800m$ $G = < 400m$ the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
existing or proposed train station? $A = 400 - 800m$ $G = < 400m$ the existing train station.	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public	400m of other bus services that link the site to the City
station? G = <400m	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public transport service	400m of other bus services that link the site to the City Centre and other areas.
	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public transport service	400m of other bus services that link the site to the City Centre and other areas.
	edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train	quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances G = High quality public transport service  R = >800m A = 400 - 800m	400m of other bus services that link the site to the City Centre and other areas.

promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.		
What type of cycle routes are accessible near to the site? National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  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.  A =Poor or medium quality off-road path.  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.  GG = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.	Amber: Medium quality off- road path along some of Cherry Hinton Road. Traffic calming or removal of car parking and introduction of cycle lanes needed on Coleridge Rd for route to station
Air Quality, pollution, contant		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?  The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of	R = Within or adjacent to an AQMA, M11 or A14 A =<1000m of an AQMA, M11 or A14 G = >1000m of an AQMA, M11, or A14	Green: Site is not in an Air Quality Management Area (AQMA), nor near M11 or A14.

the local authority's air quality action plan. There is currently one AQMA within Cambridge. Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes causing poor air quality, will provide an indication of the sustainability of the site.	P. Cignificant advance	Croon Minimal no impact
Would the development of the site result in an adverse impact/worsening of air quality?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	Green: Minimal, no impact, reduced impact.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.  Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available, and will also depend on the proposed development use.	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: The site is bounded by commercial uses and a site noise survey would be required with the potential for noise controls being needed.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or	Green: No adverse effects or capable of full mitigation

	capable of full mitigation	
Are there potential odour	R = Significant adverse	Green: No adverse effects or
problems if the site is	impacts incapable of	capable of full mitigation
developed, as a receptor or	appropriate mitigation	3
generator?	A =Adverse impacts capable	
3	of adequate mitigation	
	G = No adverse effects or	
	capable of full mitigation	
Is there possible	R = All or a Significant part of	Amber: Site could have
contamination on the site?	the site within an area with a	contamination issues
	history of contamination	(occupied by laundry,
Contaminated land is a	which, due to physical	previously animal byproducts
material planning	constraints or economic	and adjacent to builder
consideration, and Land Use	viability, is incapable of	yards).
History Reports are available	appropriate mitigation during	
from the Council's	the plan period	
Environmental Health	A =Site partially within or	
Scientific Team. The	adjacent to an area with a	
presence of contamination	history of contamination, or	
will not always rule out	capable of remediation	
development, but	appropriate to proposed	
development should not be	development	
permitted in areas subject to	G = Site not within or	
pollution levels that are	adjacent to an area with a	
incompatible with the	history of contamination	
proposed use. Mitigation		
measures can be		
implemented to overcome some contaminated land		
issues, although this may		
have an impact on the		
economic viability of the		
development. Further		
investigation will be required		
to establish the nature of any		
contamination present on		
sites and the implications that		
this will have for		
development.		
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within	A =Within SPZ 1	Green: Not within SPZ1 or
a source protection zone (EA	G = Not within SPZ1 or	allocation is for greenspace
data)?	allocation is for greenspace	
Out and and		
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.	d historic environment // anda	cane addressed by Green Bolt
Protecting the townscape and historic environment (Landscape addressed by Green Belt criteria)		
<i>criteria)</i> Criteria	Performance	Comments
Would allocation impact upon	R = Site contains, is adjacent	Amber: Yes. The
a historic park/garden?	to, or within the setting of	development of the site
a motoric park/yardem?	such areas with potential for	would not affect a Historic
Historic parks and gardens	Significant negative impacts	Park and Garden providing
Historic parks and gardens	olghineant negative impacts	i aik and Garden providing

that have been registered incapable of appropriate build height does not exceed under the 1983 National mitigation the immediate surrounding Heritage Act have legal A = Site contains, is adjacent protection. There are 11 to, or within the setting of such areas with potential for historic parks and gardens in negative impacts capable of Cambridge. National planning policy requires appropriate mitigation substantial harm to or loss of G = Site does not contain or designated heritage assets of adjoin such areas, and there the highest Significantce, is no impact to the setting of including historic parks, to be such areas wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting. Would development impact Amber: The development of R = Site contains, is adjacent upon a Conservation Area? to, or within the setting of the site would not impact on such an area with potential a Conservation Area The Planning (Listed for Significant negative providing build height does **Buildings and Conservation** impacts incapable of not exceed the immediate Areas) Act 1990, imposes a appropriate mitigation surrounding area. duty on planning authorities Site contains, is adjacent to, or within the setting of to designate as conservation areas 'areas of special such an area with potential architectural or historic for negative impacts capable interest that character or of appropriate mitigation appearance of which it is G = Site does not contain or desirable to preserve or adjoin such an area, and enhance'. Cambridge's there is no impact to the Conservation Areas are setting of such an area relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area. Would development impact A =Site contains, is adjacent Amber: The development of upon buildings of local to, or within the setting of the site would not affect any interest such buildings with potential locally listed buildings There are over 1,000 for negative impacts capable providing build height does buildings in Cambridge that of appropriate mitigation not exceed the immediate are important to the locality or G = Site does not contain or surrounding area. the City's history and adjoin such buildings, and architectural development. there is no impact to the Local planning policy protects setting of such buildings such buildings from development which adversely affects them unless: The building is demonstrably incapable of beneficial use or reuse; or there are clear

public benefits arising from redevelopment. As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.  Would development impact upon archaeology?	A = Known archaeology on site or in vicinity G = No known archaeology on site or in vicinity	Green: It is not anticipated that Significant archaeological remains would survive in this area.
Biodiversity and Green Infras	structure	
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)  Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures	R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green: The site is not of Local Nature Conservation Importance.
should be implemented.  Does the site offer opportunity for green infrastructure delivery?  Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site could have on creating and enhancing green	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.  A = No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  G = Development could deliver Significant new green infrastructure	Amber: No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation

infrastructure delivery.		
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)  A number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education. National planning policy requires the protection and recovery of priority species populations, linked to national and local targets.  As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Potentially positive impact through protection of existing habitats and enhancement in landscaping schemes.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future	R = Development likely to have a Significant adverse impact on the protected trees incapable of appropriate mitigation A = Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain or adjoin any protected trees	Green: There are no Tree Preservation Orders on or near the site.

amenity value of the trees.			
Any other information not captured above?  No known local car parking issues. Site not in Controlled Parking Zone (CPZ).			
No known local car parking issues. Site not in Controlled Parking Zone (CPZ).			
Level 2 Conclusion			
Level 2 Conclusion (after	R = Significant constraints or	Green:	
allowing scope for mitigation)	adverse impacts  A = Some constraints or adverse impacts  G = Minor constraints or adverse impacts	<ul> <li>Close to Cherry         Hinton Road West and         East Local Centres and         facilities</li> <li>Close to railway         station and good public         transport links to city         centre and other areas</li> <li>Close to Morley         Memorial Primary School         and Coleridge         Community School         <ul> <li>Close to outdoor</li> <li>sports facilities, play             space and accessible             natural greenspace</li> <li>Less than 1Km from             an employment centre</li> <li>Loss of local laundry             service</li> </ul> </li> <li>Concerns about         noise and potential         contamination</li> </ul>	
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and adverse impacts) A = Site with development potential (some constraints or adverse impacts) G = Site with development potential (few or minor constraints or adverse impacts)	Green: Site with development potential (few or minor constraints or adverse impacts)  Pros:  Close to Cherry Hinton Road West and East Local Centres and facilities  Close to railway station and good public transport links to city centre and other areas  Close to Morley Memorial Primary School and Coleridge Community School  Close to outdoor sports facilities, play space and accessible natural greenspace  Less than 1Km from an employment centre  Existing infrastructure likely to be sufficient	

		Cons:
		<ul> <li>Loss of local laundry service</li> <li>Concerns about noise and potential contamination</li> </ul>
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The site has high viability in a high value scenario and does not fall below medium viability even in adverse market conditions. It clearly justifies an amber ranking
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Green: Supported through SHLAA
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 9; object 5; support 3; comment 1. Key issues are: i. Loss of existing/mixed use a. The assessment concludes the loss of a small amount industrial land to housing is acceptable; the laundry provides a citywide service and does not depend on meeting an immediate local catchment ii. Development in keeping with the character of the area and retention of trees a. This can be addressed through planning and design are trees protected ii. Ensuring satisfactory access and parking a. The County Council raises no highway objections and says access to Cherry Hinton Road should be achievable The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report.

Conclusions for	This site has been extended to include the telephone	
Submission Local Plan	exchange on Coleridge Road (SHLAA site CC081). The	
	telephone exchange site is too small to allocate on its own	
	and as it shares a boundary with 149 Cherry Hinton Road it	
	make sense to allocate them together. The site area has	
	increased to 0.76ha and its potential residential capacity has	
	increased from 17 to 33 dwellings.	

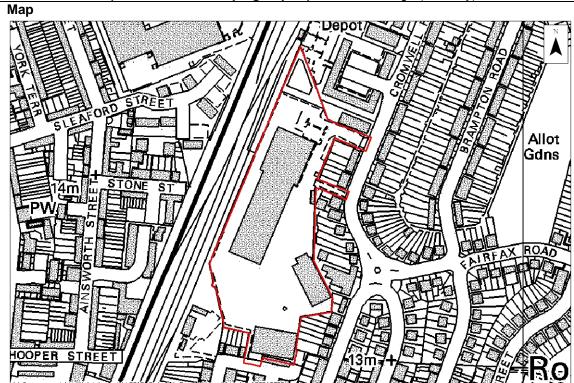
### **Cambridge City Sites Assessment Pro forma**

**Site Information** 

**Site reference number(s):** R12 (SHLAA Site CC922 - Part of a Local Plan 2006 allocation site (for residential) – site 5.14)

Site name/address: Ridgeons, 75 Cromwell Road

Functional area (taken from SA Scoping Report): East Cambridge (Romsey)



**Site description**: Large broadly wedge shaped industrial area, currently in use by Ridgeons, that forms part of a Local Plan 2006 allocation site (for residential) – site 5.14. The site is located In-between the Cambridge – Kings Lynn railway line to the west and Cromwell Road to the east.

Current use: Builders and timber merchants (commercial storage buildings with open storage)

Proposed use(s): 120 units - assess with allocation 5.14

Site size (ha): 3.27ha

Assumed net developable area: -

Assumed residential density: -

Potential residential capacity: 120

**Existing Gross Floorspace: -**

Proposed Gross Floorspace: -

Site owner/promoter: Known

Landowner has agreed to promote site for development?: Yes, put forward by landowner.

Site origin: SHLAA Call for Sites

Relevant planning history: None.

Level 1		
Part A: Strategic Considerations		
Flood Risk Criteria	Performance	Comments
Is site within a flood zone?	R = Flood risk zone 3	Green: Flood zone 1, lowest
is site within a nood zone:	A = Flood risk zone 2	risk of fluvial flooding.
The assessment will address	G = Flood risk zone 1	non or navial nooding.
whether the proposed use is	o = 1 lood flox 20110 1	
considered suitable for the		
flood zone with reference to		
the Council's Strategic Flood		
Risk Assessment.		
In line with the requirements		
of the NPPF a sequential test		
will be applied when		
determining the allocation of		
new development in order to steer development to areas		
with the lowest probability of		
flooding (Zone 1).		
Sites that fall within Flood		
Zone 3 will only be		
considered where there are		
no reasonably available sites		
in Flood Zones 1 or 2, taking		
into account the flood risk		
vulnerability of land uses and		
applying the Exceptions Test		
as required.	D. Trataga	One at Minara afair
Is site at risk from surface water flooding?	R = High risk, A = Medium risk	Green: Minor surface water issues that can be mitigated
water nooding:	G = Low risk	against through good design.
In addition to identifying	2011 11011	
whether site is in a high risk		
flood zone, consideration		
needs to be given to the risk		
of surface water flooding on		
the site. The Surface Water		
Management Plan for		
Cambridge (2011) shows that		
the majority of the City is at high risk of surface water		
flooding. Development, if not		
undertaken with due		
consideration of the risk to		
the development and the		
existing built environment,		
will further increase the risk.		
Consideration should also be		
given to the scope for		
appropriate mitigation, which		
		1
could reduce the level of risk		
on site and potentially reduce		
on site and potentially reduce flood risk elsewhere (for		
on site and potentially reduce		
on site and potentially reduce flood risk elsewhere (for		

Will allocation make use of	R = Not on PDL	Green: 100% PDL
previously developed land		
(PDL)?	A = Partially on PDL	
	G = Entirely on PDL	
The NPPF promotes the		
effective use of land by		
reusing land that has been		
previously developed,		
provided it is not of high		
environmental value.		
Will the allocation lead to loss	R = Site is in the Green Belt	Green: Site is not in the
of land within the Green Belt?	G = Site is not in the Green	Green Belt.
There is a small amount of	Belt	
Green Belt within the built up		
area of the City, such as		
Stourbridge Common,		
Coldham's Common and		
along the River Cam corridor.		
The Green Belt at the fringe		
of the City is considered in		
more detail in the joint pro		
forma with SCDC which		
looks at sites on the fringe of		
the City.		
Impact on national Nature Co	onservation Designations	
Criteria	Performance	Comments
Would allocation impact upon	R = Site is on or adjacent to	Green: Site is not near to an
a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
Interest (SSSI)?	impacts incapable of	impacts
, ,	mitigation	<b>F</b>
The assessment will take into	A =Site is on or adjacent to	
account the reasons for the	an SSSI with negative	
SSSI's designation and the	impacts capable of mitigation	
potential impacts that	G = Site is not near to an	
development could have on	SSSI with no or negligible	
this.	impacts	
Impact on National Heritage	Assets	
Criteria	Performance	Comments
Will allocation impact upon a	R = Site is on a SAM or	Green: Site is not on or
Scheduled Ancient	allocation will lead to	adjacent to a SAM
Monument (SAM)?	development adjacent to a	
	SAM with the potential for	
Scheduling is the process	negative impacts incapable	
through which nationally	of mitigation	
important sites and	A =Site is adjacent to a SAM	
monuments are given legal	that is less sensitive / not	
protection. National planning	likely to be impacted/ or	
policy requires substantial	impacts are capable of	
harm to or loss of designated	mitigation	
heritage assets of the highest	G = Site is not on or adjacent	
Significantce, notably	to a SAM	
scheduled monuments, to be		
wholly exceptional. As such		
consideration needs to be		
given to the impact that		
development could have on		
development could have on any nearby SAMS, taking		
development could have on		

distance from the centre of		
the site to it. Development		
that is likely to have adverse		
impacts on a Scheduled		
Ancient Monument (SAM) or		
its setting should be avoided.		
Would development impact	R = Site contains, is adjacent	Green: Site does not contain
upon Listed Buildings?	to, or within the setting of	or adjoin such buildings, and
apon Liotoa Bananigo.	such buildings with potential	there is no impact to the
Listed buildings are	for Significant negative	setting of such buildings.
categorised as either Grade	impacts incapable of	Setting of Such buildings.
1(most important), Grade 2*	appropriate mitigation	
or Grade 2. Consideration	A =Site contains, is adjacent	
needs to be given to the	to, or within the setting of	
likely impact of development	such buildings with potential	
on the building and its setting	for negative impacts capable	
taking account of the listing	of appropriate mitigation	
category, the distance from	G = Site does not contain or	
the listed building, the	adjoin such buildings, and	
proposed use, and the	there is no impact to the	
possibility of mitigation.	setting of such buildings	
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
aaa	development would have	through the adopted Minerals
Reference needs to be made	Significant negative impacts	and Waste Core Strategy or
to the Minerals and Waste	A =Site or a Significant part	Site Specific Proposals Plan.
LDF in order to determine	of it falls within an allocated	It does not fall within a
whether development of the	or safeguarded area,	Minerals Safeguarding Area;
site could prejudice any	development would have	a Waste Water Treatment
future Minerals and Waste	minor negative impacts	
	G = Site is not within an	Works or Transport Safeguarding Area; or a
sites. NB: Land that falls		Minerals or Waste
within an 'Area of Search'	allocated or safeguarded	
should be flagged up, but this	area.	Consultation Area
would not necessarily rule		
out the allocation of a site.		
Is the site located within the	R = Site is within the PSZ or	Amber: Entire site in SZ (Any
Cambridge Airport Public	is designated as an area	Structure greater than 15m
Safety Zone (PSZ) or	where no development	AGL)
Safeguarding Zone (SZ)?	should occur	
	A = Site or part of site within	
	the SZ (add building height	
	restriction in comments)	
	G = Site is not within the PSZ	
	or SZ	
Is there a suitable access to	R = No	Amber: Access to the site
the site?	A =Yes, with mitigation	will be achievable with works
	G = Yes	to the adopted public
The assessment needs to		Highway.
consider whether the site is		ingilway.
capable of achieving		
appropriate access that		
meets County Highway standards for scale of		
development.		

Would allocation of the site have a Significant impact on the local highway capacity?  Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.	<ul> <li>R = Insufficient capacity.</li> <li>Negative effects incapable of appropriate mitigation.</li> <li>A = Insufficient capacity.</li> <li>Negative effects capable of appropriate mitigation.</li> <li>G = No capacity constraints identified that cannot be fully mitigated</li> </ul>	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. Some works either physical or soft (travel plan etc.) could in all likelihood overcome negative impacts.
Would allocation of the site have a Significant impact on the strategic road network capacity?  Consideration should be given to the capacity of the strategic road network and the impacts the development is likely to have on it.	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A =Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.  For schemes of 50 dwellings or more - This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.  S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Is the site part of a larger site and could it prejudice development of any strategic sites?  Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.	R = Yes G = No	Green: Site is not part of a larger site and will not prejudice development of any strategic sites
Are there any known legal issues/covenants that could constrain development of the site?  A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing	R = Yes G = No	Green: No known legal issues/covenants that could constrain development of the site

use agreements, owner		
agreement or developer		
agreement.		
Timeframe for bringing the	R = Beyond 2031 (beyond	Amber: Start of construction
site forward for	plan period)	between 2017 and 2031
development?	A =Start of construction	
development:	between 2017 and 2031	
Kara la dura et de a Construcció		
Knowledge of the timeframe	G = Start of construction	
for bringing forward	between 2011 and 2016	
development will help inform		
whether allocation of the site		
would have the potential to		
contribute to the Council's		
required land supply for		
housing/employment land		
etc.	- V 0: VI	
Would development of the	R = Yes, Significant	Green: No, existing
site require Significant new /	upgrades likely to be required	infrastructure likely to be
upgraded utility	but constraints incapable of	sufficient
infrastructure?	appropriate mitigation	
	A = Yes, Significant	
	upgrades likely to be	
	required, constraints capable	
	of appropriate mitigation	
	G = No, existing	
	infrastructure likely to be	
	sufficient	
Is the site in the vicinity of an	G = Yes	Amber: No
existing or proposed district	A = No	
heating network/community		
energy networks?		
Would development of the	R = School capacity not	Primary amber; secondary
		ramber; overall amber due to
site be likely to require new	sufficient, constraints cannot	· · · · · · · · · · · · · · · · · · ·
education provision?	be appropriately mitigated.	numbers. School sites in
	A = School capacity not	Cambridge are largely
	sufficient, constraints can be	constrained, and without
	appropriately mitigated	Significant investment to
	G = Non-residential	replace existing buildings
	development / surplus school	provide only limited
	places	•
		opportunities for expanding
Í	piaces	opportunities for expanding
	places	capacity further. Mitigation for
	places	capacity further. Mitigation for primary by expansion of
	places	capacity further. Mitigation for primary by expansion of existing capacity in south of
	places	capacity further. Mitigation for primary by expansion of
Loyal 1 Canalysian	places	capacity further. Mitigation for primary by expansion of existing capacity in south of
Level 1 Conclusion	•	capacity further. Mitigation for primary by expansion of existing capacity in south of City.
Level 1 Conclusion (after	RR = Very Significant	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
	RR = Very Significant constraints or adverse	capacity further. Mitigation for primary by expansion of existing capacity in south of City.
Level 1 Conclusion (after allowing scope for mitigation)	RR = Very Significant constraints or adverse impacts	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the	RR = Very Significant constraints or adverse impacts R = Significant constraints or	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts G = None or negligible	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and Options Report and key	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts GG = None or negligible constraints or adverse	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or
Level 1 Conclusion (after allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and	RR = Very Significant constraints or adverse impacts R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts G = None or negligible	capacity further. Mitigation for primary by expansion of existing capacity in south of City.  Amber: Some constraints or

Level 2			
Accessibility to existing centres and services			
Criteria	Performance	Comments	
How far is the site from edge of defined Cambridge City Centre?  A key element of sustainable	>800m A = 400-800m G = <400m	Red: Less than half of the site is within 800m from the edge of the City Centre with the remainder beyond 800m	
development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.			
How far is the site from the nearest District or Local centre?	R = >800m A =400-800m G = <400m	Green: Site is within 400m of Fairfax Road local centre catchment area.	
A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. Criteria measuring the distance of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site.  How far is the nearest health	B	Amber: Site is within 800m of	
centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an	R = >800m A =400-800m G = <400m	York Street Medical Practice, 146-148 York Street, CB1 2PY and The Surgery, 279/281 Mill Road, CB1 3DG	
indication of the sustainability of the site.  Would development lead to a	R = Allocation would lead to	Green: Development would	

loss of community facilities?	loss of community facilities  G = Development would not	not lead to the loss of any community facilities or
	lead to the loss of any	replacement /appropriate
	community facilities or	mitigation possible
	replacement /appropriate	
How far is the nearest	mitigation possible  R = >3km	Amber: Site within 3km of 6
secondary school?	A =1-3km	secondary schools
cocomacily concom	G = <1km or non-housing	
In planning for new	allocation	
development, consideration		
needs to be given to the		
proximity to schools so that new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance of a		
site from the nearest		
secondary school has been included to provide an		
indication of the sustainability		
of the site. Development will		
also be required to contribute		
to the provision of new local		
services.	D = > 900m	Amber: Site is within 800m of
How far is the nearest primary school?	R = >800m A = 400-800m	St Philip's Primary School
primary school:	$G = \langle 400 \text{m} \text{ or non-housing} \rangle$	and St Matthew's Primary
In planning for new	allocation	School
development, consideration		
needs to be given to the		
proximity to schools so that new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance of a		
site from the nearest primary		
school has been included to provide an indication of the		
sustainability of the site.		
Development will also be		
required to contribute to the		
provision of new local		
Services.	litios and groon spaces	
Accessibility to outdoor facil	Performance	Comments
Is the site defined as	R = Yes	Green: Site in not protected
protected open space or	G = No	open space or has the
have the potential to be		potential to be protected
protected		
If the site is protected open	R = No	The site owner must provide
space can the open space be	G = Yes	details of how this can be
replaced according to CLP		achieved
Local Plan policy 4/2		
Protection of Open Space		Oraca Na i
If the site does not involve	RR = No, the site by virtue of	Green: No obvious
any protected open space would development of the	its size is not able to provide the minimum standard of OS	constraints that prevent the site providing minimum on-
site be able to increase the	and is located in a ward or	site provision.

quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	parish with identified deficiency.  R = No, the site by virtue of its size is not able to provide the minimum standard of OS.  G = Assumes minimum onsite provision to adopted plan standards is provided onsite  GG = Development would create the opportunity to deliver Significantly enhanced provision of new public open spaces in excess of adopted plan standards	
How far is the nearest outdoor sports facilities?  A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via \$106 contributions.	R = >3km A = 1 - 3km G = <1km; or allocation is not housing	Green: Majority of site is within 1km of Coleridge Community College Playing Fields, Coleridge Recreation Ground, Romsey Recreation Ground.
How far is the nearest play space for children and teenagers?  Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to provide an indication of the sustainability of the site.  The assessment should also give consideration as to	A = >400m from children and teenager's play space G = <400m; or allocation is not housing	Green: Site is within 400m of Ainsworth Street Play Area, Hampden Gardens, Romsey Recreation Ground and Coldhams Common teenage play space.

whether the size of the site		
and scale of development are		
likely to require a contribution		
to the provision of new local		
services such as new play		
space via S106 contributions		
How far is the nearest	R = >400m	Green: Site is within 400m of
accessible natural	G = <400m; or allocation is	Romsey Recreation ground,
greenspace of 2ha?	not housing or employment	Coldhams Common and Mill
	3 - 1 - 1 - 1	Road Cemetery.
Proximity to high quality open		
spaces makes an important		
contribution to the health and		
well-being of communities.		
In planning for new		
development, consideration		
needs to be given to the		
proximity of development to		
parks/open space/multi- functional greenspace so that		
new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance from		
the site to such spaces (as		
identified in the Council's		
Open Space Strategy) has		
been included to provide an		
indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to		
whether the size of the site		
and scale of development		
Supporting Economic Growt		
Criteria	Performance	Comments
How far is the nearest main	R = >3km	Green: Site is less than 1km
employment centre?	A = 1-3km	from an employment centre.
Notional planning palicy	G = <1km or allocation is for	
National planning policy promotes patterns of	or includes a Significant element of employment or is	
development which facilitate	for another non-residential	
the use of sustainable modes	use	
of transport. Proximity		
between housing and		
employment centres is likely		
to promote the use of		
sustainable modes of		
transport. Criteria has		
therefore been included to		
measure the distance		
between the centre of the site		
and the main employment		
centre to provide an		
indication of the sustainability		
of the site.		
Would development result in	R = Significant loss of	Green: No loss of
TRA LOGG OF OMNIOUM ON LONG		
the loss of employment land identified in the Employment	employment land and job opportunities not mitigated by	employment land

Land Review? The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and protect those sites from competition from other higher value uses, particularly housing. Proposals for non employment-uses for sites identified for potential protection in the ELR should be weighed up against the potential for the proposed use as well as the need for it. Would allocation result in development in deprived areas of Cambridge?  The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area.	alternative allocation in the area (> 50%)  A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%).  G = No loss of employment land / allocation is for employment development  A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.  G = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Green: Site in Romsey LSOA 7997: 17.43 (within 40% most deprived LSOA)
identify where development may benefit areas where		
deprivation is an issue.		
Sustainable Transport		
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability	Performance  R = Service does not meet the requirements of a high quality public transport (HQPT)  A = service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service	Comments  Amber: Not accessible to a HQPT as defined. Small area is within 400m of other bus services that link the site to the City Centre and other areas.

of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.		
How far is the site from an existing or proposed train station?	>800m A =400 - 800m G = <400m	Red: Site is beyond 800m from either an existing or proposed train station.
National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.		
What type of cycle routes are accessible near to the site?  National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  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.  A = Poor or medium quality off-road path.  G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road	Green: Any development here must safeguard land for the Chisholm Trail.
	path e.g. cycleway adjacent to guided busway. <b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional	
Air Quality, pollution, contan	hybrid cycle lanes.	
All Quality, pollution, contain	imation and noise	

Criteria	Performance	Comments
Is the site within or near to an	Within or adjacent to an	Red: Adjacent to AQMA will
AQMA, the M11 or the A14?	AQMA, M11 or Á14	require Air Quality
	A =<1000m of an AQMA,	assessment could benefit
The planning system has a	M11 or A14	from full EIA
role to play in the protection	<b>G</b> = >1000m of an AQMA,	Hom tall Elix
of air quality by ensuring that	M11, or A14	
land use decisions do not	WITT, OF ATA	
adversely affect, or are not		
adversely affected by, the air		
quality in any AQMA, or		
conflict with or render		
ineffective any elements of		
the local authority's air quality		
action plan. There is		
currently one AQMA within		
Cambridge.		
Inclusion of criteria that		
measures the distance		
between the site and the		
AQMA, as well as between		
the site and roads with the		
highest traffic volumes		
causing poor air quality, will		
provide an indication of the		
1 .		
Sustainability of the site.  Would the development of	R = Significant adverse	Ambar: Advarea impact
the site result in an adverse		Amber: Adverse impact
	impact	
impact/worsening of air	A =Adverse impact	
quality?	G = Minimal, no impact,	
National planning policy	reduced impact	
requires preventing both new		
and existing development		
from contributing to or being		
put at unacceptable risk from,		
or being adversely affected		
by unacceptable levels of air		
pollution.		
Are there potential noise and	R = Significant adverse	Amber: Adjacent to main
vibration problems if the site	impacts incapable of	railway line. Noise and
is developed, as a receptor	appropriate mitigation	vibration issues for such a
or generator?	A =Adverse impacts capable	location as 24 hour line
_	of adequate mitigation	usage.
National planning policy	G = No adverse effects or	Noise and vibration
requires preventing both new	capable of full mitigation	assessment and mitigation
and existing development	3	required.
from contributing to or being		- 1200
put at unacceptable risk from,		
or being adversely affected		
by unacceptable levels of		
noise pollution.		
Criteria has been included to		
assess whether there are any		
existing noise sources that		
could impact on the suitability		
of a site, which is of particular		
importance for residential		
development. The presence		
of noise sources will not		

necessarily render a site undevelopable as appropriate mitigation measures may be available, and will also depend on the proposed development use.  Are there potential light	R = Significant adverse	Amber: Adverse impacts
pollution problems if the site is developed, as a receptor or generator?	impacts incapable of appropriate mitigation  A = Adverse impacts capable of adequate mitigation  G = No adverse effects or capable of full mitigation	capable of adequate mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Green: No adverse effects or capable of full mitigation
Is there possible contamination on the site?  Contaminated land is a material planning consideration, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.	R = All or a Significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development G = Site not within or adjacent to an area with a history of contamination	Amber: Multiple former contaminative uses - Motor vehicles, coatings, engineering, fuel storage, light industry - May not be suitable for houses with gardens - Developable but will require full condition.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone (EA data)?	A = Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1
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.	d historic environment (Lands	cane addressed by Green Relt
criteria)	d mstoric environment (Lanas	cape addressed by Green Ben
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.	R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Amber: The development of the site would not affect a Historic Park and Garden providing build height does not exceed the immediate surrounding area.
Would development impact upon a Conservation Area?  The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas 'areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.	R = Site contains, is adjacent to, or within the setting of such an area with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Amber: The development of the site would not impact on a Conservation Area providing build height does not exceed the immediate surrounding area.
Would development impact upon buildings of local interest There are over 1,000 buildings in Cambridge that	A =Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Amber: The development of the site would not affect any locally listed buildings providing build height does not exceed the immediate

are important to the locality or the City's history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:  - The building is demonstrably incapable of beneficial use or reuse; - or there are clear public benefits arising from redevelopment.  As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.  Would development impact upon archaeology?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings  A = Known archaeology on site or in vicinity G = No known archaeology on site or in vicinity	Amber: NGR: 546280 257020. P=Uncertain land status, possibly truncate land from railyard works. Roman marching camp was located in the former Cattle Market area (MCB6256). Excavations in advance of redevelopment of the cattle market revealed Roman settlement remains (5828). Roman pottery found at Coleridge recreation ground (MCB5886). A programme of archaeological works should be undertaken prior to the submission of any planning application to determine the impacts of the railways and present buildings on potential archaeological remains.
Biodiversity and Green Infras Criteria		Comments
Would development impact	Performance  R = Contains or is adjacent to	Comments Green. The site is not of
upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)  Sites of local nature	an existing site and impacts incapable of appropriate mitigation  A = Contains or is adjacent to an existing site and impacts capable of appropriate	Local Nature Conservation Importance.
conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife	mitigation  G = Does not contain, is not adjacent to or local area will	

Sites. Local authorities have be developed as greenspace a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted. suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented. Does the site offer R = Development involves a Amber. No Significant opportunity for green loss of existing green opportunities or loss of infrastructure delivery? existing green infrastructure infrastructure which is Green infrastructure plays an incapable of appropriate capable of appropriate important role in delivering a mitigation. mitigation No Significant wide range of environmental and quality of life benefits for opportunities or loss of existing green infrastructure local communities. As such criteria has been included to capable of appropriate assess the opportunity that mitigation G = Development could development on the site could have on creating and deliver Significant new green enhancing green infrastructure infrastructure delivery. Would development reduce R = Development would have Green: Potentially positive impact through protection of habitat fragmentation, a negative impact on existing enhance native species, and features or network links existing habitats and help deliver habitat incapable of appropriate enhancement in landscaping restoration (helping to mitigation schemes. achieve Biodiversity Action Development would have Plan targets?) a negative impact on existing features or network links but A number of Biodiversity capable of appropriate mitigation Species and Habitat Action G = Development could have Plans exist for Cambridge. Such sites play an important a positive impact by role in enhancing existing enhancing existing features biodiversity for enjoyment and adding new features or and education. National network links planning policy requires the protection and recovery of priority species populations. linked to national and local targets. As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted,

suitable mitigation and/or		
compensatory measures and		
nature conservation		
enhancement measures		
should be implemented.		
Are there trees on site or	R = Development likely to	Green: There are no Tree
immediately adjacent	have a Significant adverse	Preservation Orders on or
protected by a Tree	impact on the protected trees	near the site.
Preservation Order (TPO)?	incapable of appropriate	
Trees are an important facet	mitigation	
of the townscape and	A =Any adverse impact on	ļ
landscape and the	protected trees capable of	
maintenance of a healthy and	appropriate mitigation	
species diverse tree cover	G = Site does not contain or	
brings a range of health,	adjoin any protected trees	
social, biodiversity and		
microclimate benefits.		
Cambridge has in excess of		
500 TPOs in force. When		
considering sites that include		
trees covered by TPOs, the		
felling, Significant surgery or		
potential root damage to such		
trees should be avoided		
unless there are		
demonstrable public benefits		
accruing from the		
development that outweigh		
the current and future		
amenity value of the trees.		
Any other information not on	ntions at all access	

## Any other information not captured above?

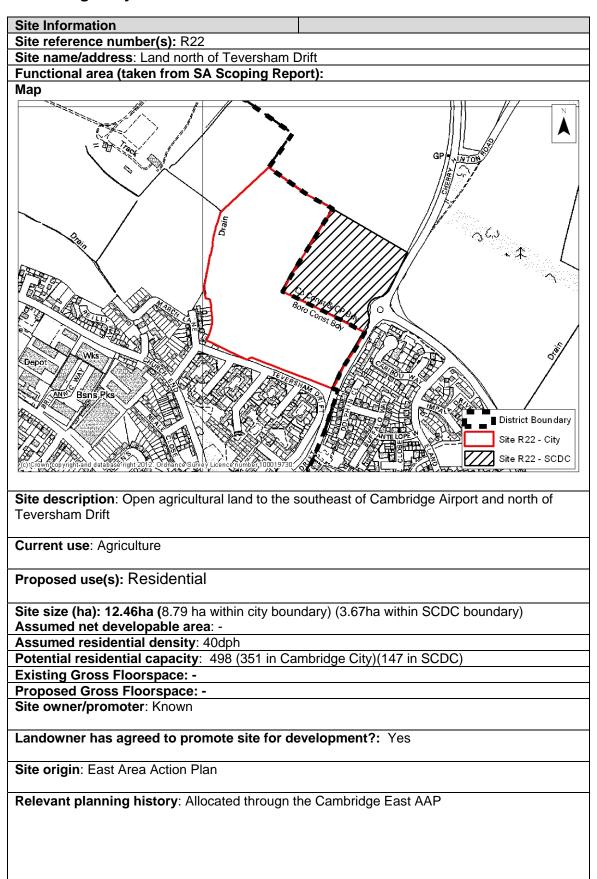
Parking issues in the area, likely as a result of the nearby rail station. Part of northern tip of site in CPZ.

Level 2 Conclusion		
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	Green:  Close to Fairfax Road Local Centre and shops and facilities on Mill Road at a greater distance  Site is close to sports facilities, play areas and accessible natural greenspace  Site access is achievable and existing infrastructure is likely to be sufficient  Good public transport and cycling links  Adjacent to AQMA  Potential contamination from several former uses. Will require mitigation.

		a Thoronometrical
		<ul> <li>There are noise and vibration issues due to the proximity of the site to the railway line</li> <li>Mitigation for education required by expansion of existing capacity in south of the city</li> </ul>
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and adverse impacts) A = Site with development potential (some constraints or adverse impacts) G = Site with development potential (few or minor constraints or adverse impacts)	Green: Site with development potential (few or minor constraints or adverse impacts)  Pros:  Close to Fairfax Road Local Centre and shops and facilities on Mill Road at a greater distance  Site is close to sports facilities, play areas and accessible natural greenspace  Site access is achievable and existing infrastructure is likely to be sufficient  Good public transport and cycling links  Cons:  Likely to be contaminated land  Adjacent to AQMA  There are noise and vibration issues due to the proximity of the site to the railway line  Mitigation for education required by expansion of existing capacity in south of the city
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The site ranges across high, medium and low viability. It has the potential to perform well under the right conditions and, despite the low viability under adverse conditions, in view of the overall strength of the local market, an amber rating is justified.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to	Green:  Company intends to vacate site and supports

	release site	development for
	in plan period	before 2031
Isues and Options 2 representations	G = Site likely to be available in plan period  R - Major planning objections to the allocation - Significant planning concerns expressed, but can be addressed G - No Significant planning objections to the allocation	residential purposes
		The consultation has raised the issues of the retention of
		the business use that was not identified in the Issues and Options 2 Part 2 report.
Conclusions for Submission Local Plan	The site boundary has changed the Issues and Options 2 docur same. Following consultation w the capacity of the site has bee dwellings to 245 dwellings to re	ment, the site area stays the with the Urban Design Team on increased from 120
	Taweinings to 245 aweinings to re	nect achievable site densities.

## **Cambridge City Sites Assessment Pro forma**



Level 1 Part A: Strategic Considerations		
Flood Risk		
Criteria  Is site within a flood zone?  The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.  In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development in order to steer development to the state of the stat	Performance  R = Flood risk zone 3  A = Flood risk zone 2  G = Flood risk zone 1	Green: Flood zone 1, lowest risk of fluvial flooding.
areas with the lowest probability of flooding (Zone 1). Sites that fall within Flood Zone 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk vulnerability of land uses and applying the Exceptions Test as required.  Is site at risk from surface	R = High risk,	Amber: Some risk of
In addition to identifying whether site is in a high risk flood zone, consideration needs to be given to the risk of surface water flooding on the site. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the City is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the risk. Consideration should also be given to the scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).	A = Medium risk G = Low risk	surface water flooding in NW corner of the site which could affect site density.
Land Use / Green Belt Criteria	Performance	Comments
Will allocation make use of previously developed land (PDL)?	Not on PDL  A = Partially on PDL  G = Entirely on PDL	Red: Not on PDL
The NPPF promotes the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value.		
Will the allocation lead to	R = Site is in the Green Belt	Green: Site is not in the

loss of land within the Green	G = Site is not in the Green	Green Belt.
Belt?	Belt	
There is a small amount of		
Green Belt within the built up		
area of the City, such as		
Stourbridge Common,		
Coldham's Common and along		
the River Cam corridor. The		
Green Belt at the fringe of the		
City is considered in more detail		
in the joint pro forma with SCDC		
which looks at sites on the fringe		
of the City.		
Impact on national Nature C	onservation Designations	
Criteria	Performance	Comments
Would allocation impact upon	R = Site is on or adjacent to	Green: Site is not near to an
a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
Interest (SSSI)?	impacts incapable of	impacts
, ,	mitigation	·
The assessment will take into	A =Site is on or adjacent to	
account the reasons for the	an SSSI with negative	
SSSI's designation and the	impacts capable of mitigation	
potential impacts that	G = Site is not near to an	
development could have on this.		
	SSSI with no or negligible	
Immed on National Heritage	impacts	
Impact on National Heritage		0
Criteria	Performance	Comments
Will allocation impact upon a	R = Site is on a SAM or	Green: Site is not on or
Scheduled Ancient	allocation will lead to	adjacent to a SAM
Monument (SAM)?	development adjacent to a	
	SAM with the potential for	
Scheduling is the process	negative impacts incapable	
through which nationally	of mitigation	
important sites and monuments	A =Site is adjacent to a SAM	
are given legal protection.	that is less sensitive / not	
National planning policy requires	likely to be impacted/ or	
substantial harm to or loss of	impacts are capable of	
designated heritage assets of	mitigation	
the highest Significantce, notably scheduled monuments,	G = Site is not on or adjacent	
to be wholly exceptional. As	to a SAM	
such consideration needs to be	to a or tivi	
I given to the impact that		
given to the impact that development could have on any		
development could have on any		
development could have on any nearby SAMS, taking account of		
development could have on any		
development could have on any nearby SAMS, taking account of the proposed development use		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact	R = Site contains, is adjacent	Green: Site does not contain
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.	to, or within the setting of	or adjoin such buildings, and
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact		
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact	to, or within the setting of	or adjoin such buildings, and
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most	to, or within the setting of such buildings with potential for Significant negative	or adjoin such buildings, and there is no impact to the
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2.	to, or within the setting of such buildings with potential for Significant negative impacts incapable of	or adjoin such buildings, and there is no impact to the
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given	to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation	or adjoin such buildings, and there is no impact to the
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of	to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A =Site contains, is adjacent	or adjoin such buildings, and there is no impact to the
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building	to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of	or adjoin such buildings, and there is no impact to the
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of	to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A =Site contains, is adjacent	or adjoin such buildings, and there is no impact to the

from the listed building the	of appropriate without a	
from the listed building, the proposed use, and the	of appropriate mitigation <b>G</b> = Site does not contain or	
possibility of mitigation.	adjoin such buildings, and	
, and the same	there is no impact to the	
	setting of such buildings	
Part B: Deliverability and Via		
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
	development would have	through the adopted Minerals
Reference needs to be made to	Significant negative impacts	and Waste Core Strategy or
the Minerals and Waste LDF in order to determine whether	A =Site or a Significant part	Site Specific Proposals Plan.
development of the site could	of it falls within an allocated	It does not fall within a
prejudice any future Minerals	or safeguarded area, development would have	Minerals Safeguarding Area; a Waste Water Treatment
and Waste sites. NB: Land that	minor negative impacts	Works or Transport
falls within an 'Area of Search'	<b>G</b> = Site is not within an	Safeguarding Area; or a
should be flagged up, but this would not necessarily rule out	allocated or safeguarded	Minerals or Waste
the allocation of a site.	area.	Consultation Area
Is the site located within the	R = Site is within the PSZ or	Amber: Entire site in SZ (Any
Cambridge Airport Public	is designated as an area	Structure greater than 10m
Safety Zone (PSZ) or	where no development	AGL)
Safeguarding Zone (SZ)?	should occur	
	A = Site or part of site within	
	the SZ (add building height restriction in comments)	
	<b>G</b> = Site is not within the PSZ	
	or SZ	
Is there a suitable access to	R = No	Amber: Insufficient capacity.
the site?	A =Yes, with mitigation	Negative effects capable of
	G = Yes	appropriate mitigation.
The assessment needs to consider whether the site is		
consider whether the site is capable of achieving appropriate		
access that meets County		
Highway standards for scale of		
development.	D. Inc. officient consents	A male and Military to a mark a mark and a
Would allocation of the site	R = Insufficient capacity.	Amber: Without any proper
have a Significant impact on the local highway capacity?	Negative effects incapable of appropriate mitigation.	information and analysis of the local area that is
ine local highway capacity?	A = Insufficient capacity.	generally provided in the TA,
Consideration should be given	Negative effects capable of	we cannot be any more
to the capacity of the local	appropriate mitigation.	detailed at this stage.
highway network and the	G = No capacity constraints	
impacts the development is likely to have on it.	identified that cannot be fully	
intery to have on it.	mitigated	
Would allocation of the site	R = Insufficient capacity.	Amber: Insufficient capacity.
have a Significant impact on	Negative effects incapable of	Negative effects capable of
the strategic road network	appropriate mitigation.	appropriate mitigation.
capacity?	A =Insufficient capacity.	
Consideration should be since	Negative effects capable of	For schemes of 50 dwellings
Consideration should be given to the capacity of the strategic	appropriate mitigation.	or more - This site is of a
road network and the impacts	<b>G</b> = No capacity constraints identified that cannot be fully	scale that would trigger the
the development is likely to have	mitigated	need for a Transportation
on it.		Assessment (TA) and Travel
		Plan (TP), regardless of the need for a full Environmental
		Impact Assessment.
		ווויףמטנ הטטבטטווובוונ.

		S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Is the site part of a larger site and could it prejudice development of any strategic sites?  Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site.  Consideration of this at allocation stage can help ensure coordination of development.	R = Yes G = No	Green: Whilst the site is part of a larger site it is capable of development without prejudice to the potential of the overall site.
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	Green: No known legal issues/covenants that could constrain development of the site
A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.		
Timeframe for bringing the site forward for development?  Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to contribute to the Council's required land supply for housing/employment land etc.	R = Beyond 2031 (beyond plan period) A = Start of construction between 2017 and 2031 G = Start of construction between 2011 and 2016	Amber: Start of construction between 2017 and 2031
Would development of the site require Significant new / upgraded utility infrastructure?	R = Yes, Significant upgrades likely to be required but constraints incapable of appropriate mitigation A = Yes, Significant upgrades likely to be required, constraints capable of appropriate mitigation G = No, existing infrastructure likely to be sufficient	Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Is the site in the vicinity of an	G = Yes	Amber: No

existing or proposed district	A = No	
heating network/community		
energy networks? Would development of the	R = School capacity not	Amber. School capacity not
site be likely to require new	sufficient, constraints cannot	sufficient, constraints can be
education provision?	be appropriately mitigated.	appropriately mitigated.
Cadoation provision:	A = School capacity not	
	sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	Possible mitigations: Primary: This level of development would require an additional 1 form of entry of provision. Secondary: Expansion of Netherhall and other City secondary schools limited by site constraints.
		Regardless of the housing mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the
		cumulative impact of developments across the south of the City.
Level 1 Conclusion		
Level 1 Conclusion (after	RR = Very Significant	Green:
allowing scope for mitigation)	constraints or adverse impacts	<ul> <li>Minor constraints could be mitigated</li> </ul>
Include an assessment of the	R = Significant constraints or	Development has
suitability of the proposed use.	adverse impacts	potential to trigger need
Also whether the development of this site for this use would be	A =Some constraints or	for 1 form of entry of
in line with emerging policy in	adverse impacts	primary provision
the Local Plan – from the Issues	G = Minor constraints or adverse impacts	
and Options Report and key	GG = None or negligible	
issues emerging from consultation responses.	constraints or adverse	
Tonical and Proportion	impacts	

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from edge of defined Cambridge City Centre?	>800m A = 400-800m <b>G =</b> <400m	Red: Site is more than 800m from the City Centre.
A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an indication of the sustainability of the site. Sites located closer to the City Centre,		

where the majority of services		
are located, are expected to		
score more highly in sustainability terms.		
How far is the site from the	>800m	Red: Site is more than 800m
nearest District or Local	A =400-800m	from the nearest District or
centre?	<b>G</b> = <400m	Local centre.
Ceritie:	<b>G</b> = <400111	Local centre.
A key element of sustainable		
development is ensuring that		
people are able to meet their		
needs locally, thus helping to		
encourage a modal shift.		
Criteria measuring the distance		
of a site from its nearest district/local centre has been		
included to provide an indication		
of the sustainability of the site		
and to determine the appropriate		
density of development of a site.		
How far is the nearest health	>800m	Red: Approx. 80% of
centre or GP service?	A =400-800m	site is more than 800m
	<b>G</b> = <400m	from the nearest health
Local services are essential to		centre or GP service.
the quality of life of residents		centre of GP service.
and employees. In planning for		
new development, consideration needs to be given to the		
proximity of development to local		
services so that new residents		
can access these using		
sustainable modes of transport.		
As such, measuring the distance		
of a site from the nearest health centre/GP service has been		
included to provide an indication		
of the sustainability of the site.		
Would development lead to a	R = Allocation would lead to	Green: Development would
loss of community facilities?	loss of community facilities	not lead to the loss of any
	G = Development would not	community facilities or
	lead to the loss of any	replacement /appropriate
	community facilities or	mitigation possible
	replacement /appropriate	
	mitigation possible	
How far is the nearest	R = >3km	Amber: Site is between 1
secondary school?	A =1-3km	and 3km from Coleridge
	G = <1km or non-housing	Community College, St
In planning for new	allocation	Bede's Inter-Church
development, consideration		Comprehensive School and
needs to be given to the proximity to schools so that new		Netherhall School
residents can access these		22
using sustainable modes of		
transport. As such, measuring		
the distance of a site from the		
nearest secondary school has		
been included to provide an		
indication of the sustainability of the site. Development will also		
be required to contribute to the		
provision of new local services.		
How far is the nearest	>800m	Red: Approx. 10% of
primary school?	A = 400-800m	site is within 800m from
	G = <400m or non-housing	
		Teversham Primary

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

The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via \$106 contributions.		
How far is the nearest play space for children and teenagers?  Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to provide an indication of the sustainability of the site.  The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new play space via \$106 contributions	A = >400m from children and teenager's play space G = <400m; or allocation is not housing	Green: Half of site is within 400m of children's / teenager's play space with the remainder within approx. 600m.
How far is the nearest accessible natural greenspace of 2ha?  Proximity to high quality open spaces makes an important contribution to the health and well-being of communities. In planning for new development, consideration needs to be given to the proximity of development to parks/open space/multifunctional greenspace so that new residents can access these using sustainable modes of transport. As such, measuring the distance from the site to such spaces (as identified in the Council's Open Space Strategy) has been included to provide an indication of the sustainability of the site.  The assessment should also give consideration as to whether	>400m G = <400m; or allocation is not housing or employment	Red: Site is beyond 400m of the nearest accessible natural greenspace of 2ha
the size of the site and scale of development  Supporting Economic Growt	h	
Criteria	Performance	Comments
How far is the nearest main employment centre?	R = >3km A = 1-3km G = <1km or allocation is for	Green: Site is less than 1km from an employment centre.
National planning policy promotes patterns of development which facilitate the	or includes a Significant element of employment or is for another non-residential	

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

aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.		
How far is the site from an existing or proposed train station?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.	>800m A =400 - 800m G = <400m	Red: Site is beyond 800m from either an existing or proposed train station.
What type of cycle routes are accessible near to the site?  National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  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.  A = Poor or medium quality off-road path.  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.  GG = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.	Amber: Narrow cycle lanes on Cherry Hinton High Street

Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?  The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA within Cambridge. Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes causing poor air quality, will provide an indication of the sustainability of the site.	R = Within or adjacent to an AQMA, M11 or A14 A =<1000m of an AQMA, M11 or A14 G = >1000m of an AQMA, M11, or A14	Green: More than 1000m from an AQMA
Would the development of the site result in an adverse impact/worsening of air quality? National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	Amber: Adverse impact
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.  Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available, and will also depend on the proposed development use.	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: Site near Cambridge Airport – noise from aircraft movements including flight school and helicopters, commercial activities including engine testing as well as traffic noise from Cherry Hinton Road will require assessment prior to determination. Mitigation measures including detailed design of development necessary.
Are there potential light	R = Significant adverse	Green: No adverse effects or

pollution problems if the site is developed, as a receptor or generator?	impacts incapable of appropriate mitigation  A = Adverse impacts capable of adequate mitigation  G = No adverse effects or	capable of full mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	capable of full mitigation  R = Significant adverse impacts incapable of appropriate mitigation  A = Adverse impacts capable of adequate mitigation  G = No adverse effects or capable of full mitigation	Green: No adverse effects or capable of full mitigation
Is there possible contamination on the site?  Contaminated land is a material planning consideration, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.	R = All or a Significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period  A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development  G = Site not within or adjacent to an area with a history of contamination	Amber: The site has a history of agricultural uses. Further contamination assessment is required.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone (EA data)?	A =Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1
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.	d historic environment (Lands	cane addressed by Green Polt
criteria)	a matoric environment (Lands	cape addressed by Green Belt
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in	R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of	Green: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas

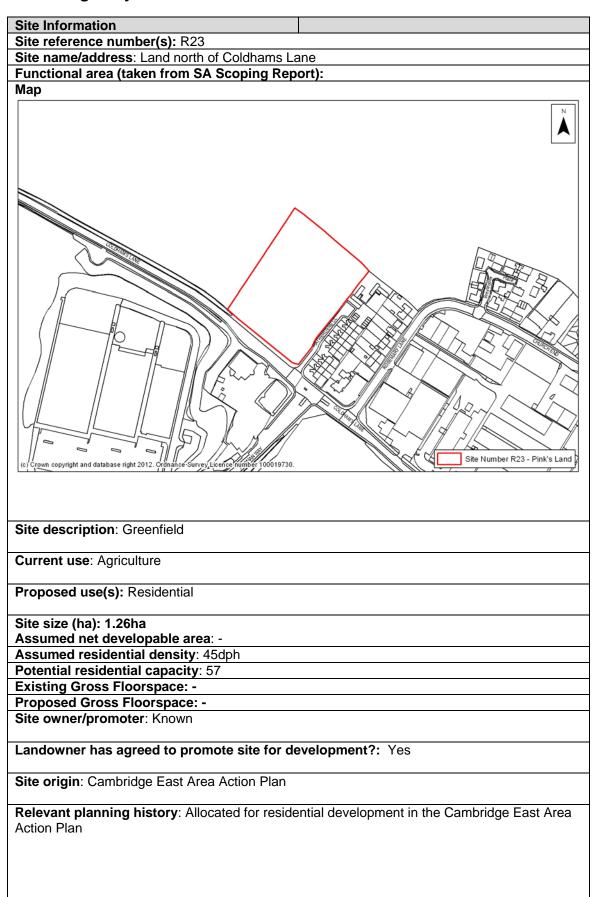
Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.	such areas with potential for negative impacts capable of appropriate mitigation  G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	
Would development impact upon a Conservation Area?  The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas 'areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.	R = Site contains, is adjacent to, or within the setting of such an area with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: Site does not contain or adjoin such an area, and there is no impact to the setting of such an area
Would development impact upon buildings of local interest There are over 1,000 buildings in Cambridge that are important to the locality or the City's history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:  - The building is demonstrably incapable of beneficial use or reuse; - or there are clear public benefits arising from redevelopment. As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Would development impact upon archaeology?	A =Known archaeology on site or in vicinity G = No known archaeology on site or in vicinity	Amber: A late Saxon settlement and cemetery are known to the west. There is also evidence for Roman and medieval activity in the

		vicinity. Evaluation would be recommended to support any development proposals for this site.
Biodiversity and Green Infras	structure	
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)  Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.	R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation G = Does not contain, is not adjacent to or local area will be developed as greenspace	Amber: Site contains Teversham Drift Hedgerow City Wildlife Site. Potential to incorporate into a development given sufficient buffer to the built environment.
Does the site offer opportunity for green infrastructure delivery? Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site could have on creating and enhancing green infrastructure delivery.	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation. A = No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation G = Development could deliver Significant new green infrastructure	Amber. Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species. Opportunity to increase biodiversity within any new natural open space. Including retention, buffering and long term management of the Hedgerow City Wildlife Site.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)  A number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education. National planning policy requires the protection and recovery of priority species populations,	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Potential to retain existing habitat features and enhance current arable fields.

linked to national and local targets.  As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.  Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits.  Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value	R = Development likely to have a Significant adverse impact on the protected trees incapable of appropriate mitigation A = Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain or adjoin any protected trees	Green: There are no Tree Preservation Orders on or near the site.
of the trees.		
Any other information not ca	ptured above?	
Level 2 Conclusion	D. Circificant and in	Amaham Carana and III
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	Amber: Some constraints or adverse impacts  • More than 800m from Primary school  • Accessible to HQPT  • Airport noise issues require mitigation  • Site contains County Wildlife Site
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and	Green: Site with development potential (few or minor constraints or

	impacts)	<ul> <li>Adjacent to an existing residential community</li> <li>Close to childerns play space</li> <li>Upgrade to education infrastructure required</li> <li>Airport noise issues require mitigation</li> <li>Site contains County Wildlife Site</li> <li>More than 800m from Primary school</li> </ul>
Viability feedback (from consultants)	R = Unlikely to be viable A = May be viable G = Likely to be viable	Green: Site not assessed, assume as for GB3. The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Not consulted on, in AAP
Conclusions for Submission Local Plan	New site – previously allocated AAP	through the Cambridge East

## **Cambridge City Sites Assessment Pro forma**



Level 1		
Part A: Strategic Considerati	ons	
Flood Risk	Destaura	0
Criteria	Performance	Comments
Is site within a flood zone?  The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.  In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development in order to steer development to areas with the lowest probability of flooding (Zone 1).  Sites that fall within Flood Zone 3 will only be considered where there are no reasonably	R = Flood risk zone 3 A = Flood risk zone 2 G = Flood risk zone 1	Green: Flood zone 1, lowest risk of fluvial flooding.
available sites in Flood Zones 1 or 2, taking into account the flood risk vulnerability of land uses and applying the Exceptions Test as required.		
Is site at risk from surface water flooding?	R = High risk, A = Medium risk G = Low risk	Green. Minor surface water issues that can be mitigated against through good design.
In addition to identifying whether site is in a high risk flood zone, consideration needs to be given to the risk of surface water flooding on the site. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the City is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the risk. Consideration should also be given to the scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).		
Criteria	Performance	Comments
Will allocation make use of previously developed land (PDL)?	Not on PDL  A = Partially on PDL  G = Entirely on PDL	Red: Not on PDL
The NPPF promotes the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value.		
Will the allocation lead to	Site is in the Green Belt	Red: Site is in the Green Belt.

There is a small amount of Green Belt			
There is a small amount of Green Belt within the built up area of the City, such as Stourbridge Common, Coldham's Common and along the River Cam condor. The Green Belt at the firinge of the City is considered in more detail in the joint pro forms with SCDC which looks at sites on the firinge of the City.  Impact on national Nature Conservation Designations  Performance  Criteria  Referentable Comments  Reformance  Performance  Performance  Resides on adjacent to an SSI with negative impacts incapable of mitigation and the potential impacts that development could have on this.  SI with no or negligible impacts  Impact on National Heritage Assets  Criteria  Performance  Impact on National Heritage Assets  Criteria  Reformance  Performance  SSI with negative impacts and development could have on this.  Reformance  Performance  Performance  Comments  Creen: Site is not near to an SSI with no or negligible impacts  Will allocation impact upon a Scheduled Ancient of Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection.  National planning policy requires substantial ham to or loss of designated heritage assets of the highest Significantice, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a scheduled ancient may be a succession or a scheduled protection.  Site contains, is adjacent to a sam there is no impact to the setting of such buildings impacts incapable of mitigation.  Site contains, is adjacent to a set incapable of mitigation and its setting taking account of the site of incapation and the setting of such buildings and there is no impact to the setting o	loss of land within the Green	G = Site is not in the Green	
Green Belt within the built up area of the City, such as Stouchridge Common, Coldham's Cormon and along the River Cam corridor. The Green Belt at the finge of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Criteria  Performance  Referen Belt within the built up assistance of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Performance  Performance  Set is is on or adjacent to an SSSI with negative impacts incapable of mitigation  A site is on or adjacent to an SSSI with no or negligible impacts start development could have on this.  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Impact on National Heritage  Criteria  Impact on National Heritage  Cri	Belt?	Belt	
Green Belt within the built up area of the City, such as Stouchridge Common, Coldham's Cormon and along the River Cam corridor. The Green Belt at the finge of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Criteria  Performance  Referen Belt within the built up assistance of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Performance  Performance  Set is is on or adjacent to an SSSI with negative impacts incapable of mitigation  A site is on or adjacent to an SSSI with no or negligible impacts start development could have on this.  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Impact on National Heritage  Criteria  Impact on National Heritage  Cri			
area of the City, such as Stourbridge Common, Coldham's Common and along the River Cam corridor. The Green Belt at the fringe of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the fringe of the City.  Impact on national Nature Conservation Designations Criteria Performance Comments Criteria Performance Comments Would allocation impact upon a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Impact on National Heritage Assets  Impact on National Heritage Assets  Criteria Performance Comments  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection.  National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantee, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Listed buildings are categorised as either Grade 1 (most impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most impact to the likely impact of development on the building and its setting taking account of the proposed development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most impact) and the setting of such buildings with potential for radjoin such buildings, and there is no impact to the setting of such buildings with potential for radjoin such buildings, and there is no impact to the setting of such buildings with potential or within the setting of such buildings with potential solutions with potential solutions.	There is a small amount of		
Stourbridge Common and along the River Cam corridor. The Green Belt at the finge of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Performance  Criteria  Performance  Performance  Performance  Selts is on or adjacent to an SSI with negative impacts incapable of mitigation  The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Performance  Selts is no or adjacent to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts on a SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not on or adjacent to a SAM that is less sensitive I not likely to be impacted or the site of it. Development use and distance from the centre of the site to it. Development use and distance from the centre of the site to it. Development to the wind of the proposed development use and distance from the centre of the site to it. Development the to, or within the setting of such buildings, and there is no impact to the setting of such buildings with potential for such buildings, and	Green Belt within the built up		
Stourbridge Common and along the River Cam corridor. The Green Belt at the finge of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the finge of the City.  Impact on national Nature Conservation Designations  Performance  Criteria  Performance  Performance  Performance  Selts is on or adjacent to an SSI with negative impacts incapable of mitigation  The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Performance  Selts is no or adjacent to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts on a SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with negative impacts incapable of mitigation G = Site is not on or adjacent to a SAM that is less sensitive I not likely to be impacted or the site of it. Development use and distance from the centre of the site to it. Development use and distance from the centre of the site to it. Development to the wind of the proposed development use and distance from the centre of the site to it. Development the to, or within the setting of such buildings, and there is no impact to the setting of such buildings with potential for such buildings, and	area of the City, such as		
the River Cam corridor. The Green Belt at the finge of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the fringe of the City.  Impact on national Nature Conservation Designations  Performance  Criteria  Performance  Performance  Comments  Would allocation impact upon a Site of Special Scientific Interest (SSSI):  Interest (SSSI): Stesignation and the potential impacts that development could have on this.  SSI with negative impacts capable of mitigation G = Site is not near to an SSI with negative impacts capable of mitigation  SSI with no or negligible impacts  G = Site is on or adjacent to an SSI with negative impacts incapable of mitigation G = Site is not near to an SSI with no or negligible impacts  SSI with no or negligible impacts  G = Site is not near to an SSI with no or negligible impacts  SSI with no or negligible impacts or negligible impacts  G = Site is not near to an SSI with negative impacts or negligible impacts  Criteria  Performance  Comments  G = Site is not near to an SSI with no or negligible impacts  SSI with no or negligible impacts  G = Site is not near to an SSI with no or negligible impacts  SSI with no or negligible impacts or negligible impacts or negligible impacts  G = Site is not near to an SSI with negative impacts incapable of mitigation or mitigation or adjacent to a SAM with the potential for negative impacts incapable of mitigation or mitigation or mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation or mitigation or mitigation or mitigation or adjoin such buildings, and there is no impact to the setting of such buildings with potential for adjoin such buildings, and there is no impact to the setting of such buildings with potential for within the setting of such buildings with potential or within the setting of such buildings with potential or within the setting of such buildings with potential or within the setting of such buildings with potential or within the			
Green Belt at the fringe of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the fringe of the City.  Impact on national Nature Conservation Designations Criteria Performance Comments Would allocation impact upon a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets Criteria Performance Green: Site is not near to an SSI with negative impacts incapable of mitigation Ge site is not near to an SSI with negative impacts Impact on National Heritage Assets Criteria Performance Green: Site is not near to an SSI with negative impacts Impact on National Heritage Assets Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)? Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impact to near the setting of such buildings with potential for Significant negative impacts incapable of mitigation and setting and its setting falking account of the Wellopment on the building with potential for Significant negative impacts incapable of or within the setting of such buildings with potential for Significant negative impacts incapable of or within the setting of such buildings with potential for Significant negative impacts incapable of or within the setting of such buildings with potential for Significant negative impac	Coldham's Common and along		
City is considered in more detail in the joint pro forms with SCDC which books at sites on the fringe of the City.  Impact on national Nature Conservation Designations  Criteria  Performance  Performance  Performance  Performance  Green: Site is not near to an SSSI with no or negligible impacts incapable of mitigation and the potential impacts that development could have on this.  SSI's designation and the potential impacts that development could have on this.  SSI with no or negligible impacts  Performance  Performance  Performance  Performance  Green: Site is not near to an SSSI with no or negligible impacts  SSI with no or negligible impacts  Performance  Performance  Performance  SSI with no or negligible impacts  SSI with no or negligible impacts  Performance  Performance  Performance  Performance  Performance  SSI with no or negligible impacts  SSI with no or negligible impacts  Performance  Performance  Performance  Performance  Performance  SSI with no or negligible impacts  Performance  Performance  Comments  SSI with no or negligible impacts  Performance  Performance  Performance  Performance  SSI with no or negligible impacts  Performance  Performance  Performance  Performance  SSI with no or negligible impacts  Performance  National planning policy requires substantial for a pagative impact to a SAM with the potential for negative impact negative impacts incapable of mitigation Performance  National planning policy requires substantial for integrative impacts incapable of mitigation Performance  National Performance  Performan	the River Cam corridor. The		
in the joint pro forma with SCDC which looks at sites on the fringe of the City.  Impact on national Nature Conservation Designations Criteria Performance Comments Asite of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSI's designation and the potential impacts that development could have on this.  SSI's with no or negligible impacts with no or negligible impacts capable of mitigation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantoe, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development tould have on any nearby SAMS, taking account of the site to it. Development that is likely to have adverse impacts on a Scheduled Arcient Monument (SAM) or its setting should be avoided.  Listed buildings are categorised as either Grade 1 (most to the likely impact of development on the buildings?  Listed buildings are categorised as either Grade 1 (most to the likely impact of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building swith potential for setting of such buildings with potential and setting of such buildings with potential of such buildings with potential and setting of such buildings with potential of	Green Belt at the fringe of the		
which looks at sites on the fringe of the City.  Impact on national Nature Conservation Designations  Criteria  Would allocation impact upon a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSSI's designation and the olderal impacts that development could have on this.  SSI with negative impacts capable of mitigation development could have on this.  SSI with negative impacts capable of mitigation development (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significance, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most impact to the likely impact of development and the filed buildings?  Listed buildings are categorised as either Grade 1 (most impact to the the lights) impact of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of development on the building and its setting laking account of the development on the building and its setting laking account of the proposed development and the proposed develop			
Impact on national Nature Conservation Designations  Criteria  Performance  Performance  R = Site is on or adjacent to an SSS with negative impacts incapable of mitigation  SSSI velopment could have on this.  Site is Signation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Criteria  Performance  SSI with negative impacts site in or adjacent to an SSSI with negative impacts capable of mitigation and solve impacts are capable of mitigation and solve impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have advised impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a Scite is not on or adjacent to a SAM that is less sensitive / not likely to be impacted / or impacts are capable of mitigation and its setting of such buildings?  Would development impact upon a Scheduled Ancient for impact since a seither Grade 1 (most impact as either Grade 1 (most important), Grade 2º or Grade 2.  Consideration needs to be given to the impact to the setting of such buildings and its setting taking account of development on the building and its setting taking account of development on the building and its setting taking account of development on the building and its setting taking account of such buildings with potential for Significant needs to be given to the integration and there is no impact to the setting of such buildings and its setting taking account of appropriate mitigation  Site is ad			
Impact on national Nature Conservation Designations   Criteria			
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the potential impacts that development could have on this.  Impact on National Heritage Assets Criteria  Impact on National Heritage Assets Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of the highest Significantee, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a Scheduled monument to the likely in pact of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon the buildings are categorised as either Grade 1 (most impact so incapable of mitigation  R = Site is on or adjacent to a SSI with negative impacts and as a stance and instance or and proposed development and a stance or and a stance from the centre of the site to it. Development that a such consideration needs to be given to the likely impact of the site of the proposed development and th		<u> </u>	
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Impact on National Heritage Assets  Criteria  Performance  Comments  R = Site is on or adjacent to an SSI with no or negligible impacts that development could have on this.  R = Site is on or adjacent to an SSI with no or negligible impacts that development could have on this.  R = Site is not near to an SSI with no or negligible impacts incapable or negligible imp			
a Site of Special Scientific Interest (SSSI)?  The assessment will take into account the reasons for the SSS's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of the highest Significantee, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a Scheduled monument to the likely impact of the signate form the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon a Scheduled setting as et al. (SAM) or its setting should be avoided.  Would development impact upon a Scheduled so the given to the likely impact of development on the building and is setting taking account of development on the building and its setting taking account of development on the building and its setting taking account of such buildings with potential for office in pact to the setting of such buildings with potential for office in pact to the setting of such buildings with potential for office in pact to the setting of such buildings with potential for office in pact to the setting of such buildings with potential for office in pact to the setting of such buildings with potential for office in pact to the setting of such buildings with potential of the building suith potential for pact of the setting of such buildings with potential for pact of the setting of such buildings with potential for pact of the setting of such buildings with			
Interest (SSSI)?  The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assest  Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantice, notably scheduled monuments to be wholly exceptional. As such consideration needs to be given to the impact that development tould have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact tupon Listed buildings are categorised as either Grade 1 (most important), Grade 2 ° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the likely impact of development on the building and its setting taking account of the likely impact of development on the building and its setting taking account of the likely impact of development on the building and its setting taking account of the likely impact of development on the building and its setting taking account of the likely impact of development on the building and its setting taking account of the buildings with potential or adjoin such buildings and its setting taking account of the building with potential or adjoin such buildings and its setting taking account of the process that to a SAM in the peatities on a SSI with negative impacts on a SAM or adjocant to a SAM or adjacent to a SAM that is less sensitive / not allocation impacts incapable of appropriate mitigation.  A Site is not near to an SSAM or adjocant to a SAM that is less and or adjocant to a SAM that is less to in a SAM.  Site is not near to an SSAM or adjocant to a SAM that is less on a SAM or ad		R = Site is on or adjacent to	Green: Site is not near to an
The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria Performance Comments  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact tupon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the development on the building and its setting taking account of the site to sit. Development impact upon Listed Buildings are categorised as either Grade 1(most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the site to sit. Development will be a proportiate mitigation and its setting taking account of the site to site to give to the likely impact of development on the building and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such bui	a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria Performance Comments  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact tupon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the development on the building and its setting taking account of the site to sit. Development impact upon Listed Buildings are categorised as either Grade 1(most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the site to sit. Development will be a proportiate mitigation and its setting taking account of the site to site to give to the likely impact of development on the building and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such buildings and its setting taking account of the setting of such buildings with potential or adjoin such bui	Interest (SSSI)?	impacts incapable of	impacts
The assessment will take into account the reasons for the SSS's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Performance  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantice, notably scheduled monuments to be wholly exceptional. As such consideration needs to be given to the impact that development tould have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that to an SAM in the potential for negative impacts incapable of mitigation  A Site is on a SAM or allocation will lead to development adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation or adjacent to a SAM state or sensitive / not likely to be impact are capable of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  Site contains, is adjacent to a SAM that is less sensitive / not likely to be impact impa			·
account the reasons for the SSS's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantee, notably scheduled monuments to be wholly exceptional. As such consideration needs to be given to the impact that development ould have on any nearby SAMS, taking account of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  R = Site is on a SAM or adjacent to a SAM with the potential for negative impacts incapable of mitigation and its setting aking account of development must be setting of such buildings with potential for neds to the given to the likely impact of development in the building and its setting aking account of development on the building and its setting taking account of such buildings with potential for neds to the given to the likely impact of development on the building and its setting taking account of such buildings with potential for neds to the site to the site to the given to the likely impact of development on the building and its setting taking account of such buildings with potential for significant negative impacts incapable of appropriate mitigation and its setting taking account of such buildings with potential for Significant negative impacts incapable of appropriate mitigation and its setting taking account of such buildings with potential for setting aking account of such buildings with potential for setting aking account of such buildings with potential for setting aking account of such buildings with potential for setting and its setting aking account of such buildings with potential for setting aking account of such buildings with potential for s	The assessment will take into		
SSSI's designation and the potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  R = Site is not near to an SSM with no reagligible impacts  R = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts incapable of mitigation  A = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts incapable of mitigation  G = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts incapable of mitigation  G = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts are capable of mitigation  G = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts incapable of mitigation  G = Site is not nor adjacent to a SAM that is less sensitive / not likely to be impacted/or impacts incapable of mitigation  G = Site is not near to an SAM or allocation will lead to development to a SAM with the potential for negative impacts incapable of mitigation or aljacent to a SAM that is less sensitive / not likely to be impacted/or impact to a SAM what is less sensitive / not likely to be impacted/or impact to a SAM what is less sensitive / not likely to be impacted/or impact to a SAM what is less sensitive / not	account the reasons for the		
potential impacts that development could have on this.  Impact on National Heritage Assets  Criteria Performance Comments  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of development on the building and its setting taking account of development on the building and its setting taking account of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such buildings with potential or or within the setting of such b	SSSI's designation and the		
Impact on National Heritage Assets   Criteria   Performance   Comments	potential impacts that		
Impact on National Heritage   Assets	development could have on this.		
Impact on National Heritage Assets   Criteria			
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Performance  R = Site is on a SAM or allocation will lead to development algocation will lead to development and algocation will lead to development and algocation will lead to development algocation will lead to algocation will lead to development algocation will lead to development algocation will lead to algocation will lead to development algocation will lead to algocation valuation algocation valuation.  R = Site is not on a SAM state is algocated to a SAM that is less sensitive / not likely to be impacted/or impacted/or	Impact on National Haritage		
Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of development on the building and its setting taking account of development on the building and its setting taking account of such buildings with potential for Significant negative impacts of appropriate mitigation  R = Site is no a SAM or adjacent to a SAM that is less essitive / not likely to a SAM that is less essistive / not likely to be impacted or impacted or impact are capable of mitigation  A = Site is not on or adjacent to a SAM that is less essistive / not likely to be impacted or impact or adjacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM that is less essistive / not algacent to a SAM t			Comments
Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the setting taking account of development on the buildings and its setting taking account of the buildings with potential to a SAM that is less sensitive / not likely to pact and pacted or impacts in capable of mitigation  adjacent to a SAM development to a SAM that is less sensitive / not likely to pact in pactic in pact or a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation  G = Site is not on or adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation  G = Site is not on or adjacent to a SAM that is less sensitive / not likely to be impacted or impact are capable of mitigation  G = Site is not on or adjacent to a SAM that is less sensitive / not likely to be impacted or impact are capable of mitigation  G = Site is not on or adjacent to a SAM  Site contains, is adjacent to a SAM  A site is adjacent to a SAM  A			
Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of			
Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Would development impact inportant), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of such buildings with potential			adjacent to a SAM
Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of mitigation  G = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/or impacts are capable of mitigation  G = Site is not on or adjacent to a SAM  SAM  SET ESITE CONTAINS, adjacent to a SAM  That is less sensitive / not likely to be impacted/or impacts are capable of mitigation  G = Site is adjacent to a SAM  That is less sensitive / not likely to be impacted/or impacts are capable of mitigation  G = Site is not on or adjacent to a SAM  That is less sensitive / not likely to be impacted/or impacts are capable of mitigation  G = Site is not on or adjacent to a SAM  SET ESITE CONTAINS, and that is less adjacent to a SAM  That is less to a SAM  That is less adjacent to a SAM  That is less adjacen	Monument (SAM)?		
through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of		· · · · · · · · · · · · · · · · · · ·	
important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2° or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of			
that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation. Sauch consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of such buildings with potential for such buildings with potential of such buildings with potential for contain to, or within the setting of such buildings with potential for such buildings with potential for such buildings with potential to, or within the setting of such buildings with potential for such buildings with potenti		of mitigation	
National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Would development impact as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of		A =Site is adjacent to a SAM	
substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  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  A = Site contains, is adjacent to, or within the setting of such buildings with potential		that is less sensitive / not	
impacts are capable of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of		likely to be impacted/ or	
mitigation  G = Site is not on or adjacent to a SAM  mitigation  G = Site or all is a			
notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	I designated heritage assers or		
to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of			
such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce,	mitigation	
given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  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  A = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such buildings with potential to	the highest Significantce, notably scheduled monuments,	mitigation G = Site is not on or adjacent	
development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As	mitigation G = Site is not on or adjacent	
nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be	mitigation G = Site is not on or adjacent	
the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that	mitigation G = Site is not on or adjacent	
and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any	mitigation G = Site is not on or adjacent	
is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such buildings with potential to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of	mitigation G = Site is not on or adjacent	
is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such buildings with potential to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use	mitigation G = Site is not on or adjacent	
on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of	mitigation G = Site is not on or adjacent	
would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such buildings with potential to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that	mitigation G = Site is not on or adjacent	
Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient	mitigation G = Site is not on or adjacent	
upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting	mitigation G = Site is not on or adjacent	
Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the likely impact of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of such buildings with potential there is no impact to the setting of appropriate mitigation.	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.	mitigation  G = Site is not on or adjacent to a SAM	
Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of such buildings setting of such buildings such building	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact	mitigation G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent	
Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of such buildings setting of such buildings such building	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact	mitigation G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent	
as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of impacts incapable of appropriate mitigation  A =Site contains, is adjacent to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact	mitigation  G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of	or adjoin such buildings, and
important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of appropriate mitigation  A =Site contains, is adjacent to, or within the setting of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?	mitigation  G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential	or adjoin such buildings, and there is no impact to the
Consideration needs to be given to the likely impact of development on the building and its setting taking account of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most	mitigation  G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative	or adjoin such buildings, and there is no impact to the
to the likely impact of development on the building and its setting taking account of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2.	mitigation  G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of	or adjoin such buildings, and there is no impact to the
and its setting taking account of such buildings with potential	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given	mitigation  G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation	or adjoin such buildings, and there is no impact to the
and its setting taking decount of	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of	mitigation G = Site is not on or adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent	or adjoin such buildings, and there is no impact to the
the listing category, the distance	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building	R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of	or adjoin such buildings, and there is no impact to the
	the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.  Would development impact upon Listed Buildings?  Listed buildings are categorised as either Grade 1(most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of	R = Site contains, is adjacent to a SAM  R = Site contains, is adjacent to, or within the setting of such buildings with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such buildings with potential	or adjoin such buildings, and there is no impact to the

from the listed building the	of appropriate mitigation	
from the listed building, the proposed use, and the	of appropriate mitigation  G = Site does not contain or	
possibility of mitigation.	adjoin such buildings, and	
	there is no impact to the	
	setting of such buildings	
Part B: Deliverability and Via		
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
	development would have	through the adopted Minerals
Reference needs to be made to	Significant negative impacts	and Waste Core Strategy or
the Minerals and Waste LDF in order to determine whether	A =Site or a Significant part	Site Specific Proposals Plan.
development of the site could	of it falls within an allocated	It does not fall within a
prejudice any future Minerals	or safeguarded area,	Minerals Safeguarding Area; a Waste Water Treatment
and Waste sites. NB: Land that	development would have minor negative impacts	Works or Transport
falls within an 'Area of Search'	<b>G</b> = Site is not within an	Safeguarding Area; or a
should be flagged up, but this would not necessarily rule out	allocated or safeguarded	Minerals or Waste
the allocation of a site.	area.	Consultation Area
Is the site located within the	R = Site is within the PSZ or	Amber: Entire site in SZ (Any
Cambridge Airport Public	is designated as an area	Structure)
Safety Zone (PSZ) or	where no development	
Safeguarding Zone (SZ)?	should occur	
	A = Site or part of site within	
	the SZ (add building height	
	restriction in comments) <b>G</b> = Site is not within the PSZ	
	or $SZ$	
Is there a suitable access to	R = No	Amber: Yes, with mitigation
the site?	A =Yes, with mitigation	
	G = Yes	
The assessment needs to		
consider whether the site is		
capable of achieving appropriate access that meets County		
Highway standards for scale of		
development.		
Would allocation of the site	R = Insufficient capacity.	Amber: Without any proper
have a Significant impact on	Negative effects incapable of	information and analysis of
the local highway capacity?	appropriate mitigation.	the local area that is
Consideration should be given	A = Insufficient capacity.	generally provided in the TA,
to the capacity of the local	Negative effects capable of appropriate mitigation.	we cannot be any more detailed at this stage.
highway network and the	<b>G</b> = No capacity constraints	dotallod at tillo stage.
impacts the development is	identified that cannot be fully	
likely to have on it.	mitigated	
Would allocation of the site	R = Insufficient capacity.	Amber: Insufficient capacity.
have a Significant impact on	Negative effects incapable of	Negative effects capable of
the strategic road network	appropriate mitigation.	appropriate mitigation.
capacity?	A =Insufficient capacity.	_
	Negative effects capable of	For schemes of 50 dwellings
Consideration should be given	appropriate mitigation.	or more - This site is of a
to the capacity of the strategic road network and the impacts	G = No capacity constraints	scale that would trigger the
the development is likely to have	identified that cannot be fully	need for a Transportation
on it.	mitigated	Assessment (TA) and Travel
		Plan (TP), regardless of the
		need for a full Environmental
		Impact Assessment.

		S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes G = No	Green: Site is not part of a larger site and will not prejudice development of any strategic sites
Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.		
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	Green: No known legal issues/covenants that could constrain development of the site
A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.		
Timeframe for bringing the site forward for development?  Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to contribute to the Council's required land supply for housing/employment land etc.	R = Beyond 2031 (beyond plan period) A = Start of construction between 2017 and 2031 G = Start of construction between 2011 and 2016	Amber: Start of construction between 2017 and 2031
Would development of the site require Significant new / upgraded utility infrastructure?	R = Yes, Significant upgrades likely to be required but constraints incapable of appropriate mitigation A = Yes, Significant upgrades likely to be required, constraints capable of appropriate mitigation G = No, existing infrastructure likely to be sufficient	Amber: Yes, upgrades likely to be required, constraints capable of appropriate mitigation
Is the site in the vicinity of an	G = Yes	Amber: No

existing or proposed district heating network/community energy networks?	A = No	
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary probably not needed.
Level 1 Conclusion		
Level 1 Conclusion (after	RR = Very Significant	Amber: Some constraints.
allowing scope for mitigation)	constraints or adverse	Entire site in Airport
Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and Options Report and key issues emerging from consultation responses.	impacts  R = Significant constraints or adverse impacts  A = Some constraints or adverse impacts  G = Minor constraints or adverse impacts  GG = None or negligible constraints or adverse impacts	Safeguarding Zone (any structures)

Level 2		
Accessibility to existing cent	tres and services	
Criteria	Performance	Comments
How far is the site from edge of defined Cambridge City Centre?	>800m A = 400-800m <b>G =</b> <400m	Red: Site is more than 800m from the City Centre.
A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.		
How far is the site from the nearest District or Local centre?  A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift.  Criteria measuring the distance	>800m A =400-800m <b>G =</b> <400m	Red: Site is more than 800m from the nearest District or Local centre.
of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site		

and to determine the appropriate density of development of a site.  How far is the nearest health centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
How far is the nearest health centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  Red: Site is more than 800r from the nearest health centre or GP service.  GP service.  Red: Site is more than 800r from the nearest health centre or GP service.  GP service.  Green: Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate
Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate
Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate
the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities of replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  We allocation would lead to loss of community facilities of replacement /appropriate  R = Allocation would lead to loss of any community facilities or replacement /appropriate
new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport.  As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities  G = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate
proximity of development to local services so that new residents can access these using sustainable modes of transport.  As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities  G = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
sustainable modes of transport.  As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities  G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities  G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
centre/GP service has been included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
included to provide an indication of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
of the sustainability of the site.  Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
Would development lead to a loss of community facilities?  R = Allocation would lead to loss of community facilities G = Development would not lead to the loss of any community facilities or replacement /appropriate  Green: Development would not lead to the loss of any community facilities or replacement /appropriate
loss of community facilities?    loss of community facilities   G = Development would not lead to the loss of any community facilities or replacement /appropriate   not lead to the loss of any community facilities or replacement /appropriate   mitigation possible
G = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
lead to the loss of any replacement /appropriate mitigation possible replacement /appropriate
community facilities or mitigation possible replacement /appropriate
replacement /appropriate
mitigation possible
How far is the nearest $R = >3km$ Green: Site is within 1km of
secondary school?  A =1-3km  St Bede's Inter-Church
G = <1km or non-housing Comprehensive School.
In planning for new allocation
development, consideration
needs to be given to the
proximity to schools so that new
residents can access these
using sustainable modes of transport. As such, measuring
the distance of a site from the
nearest secondary school has
been included to provide an
indication of the sustainability of
the site. Development will also
be required to contribute to the
provision of new local services.
How far is the nearest  R = >800m  Amber: Site is within 800m
primary school?  A = 400-800m Spinney Primary School
In planning for new G = <400m or non-housing allocation
development, consideration
needs to be given to the
proximity to schools so that new
residents can access these
using sustainable modes of
transport As such massuring
transport. As such, measuring
the distance of a site from the
the distance of a site from the nearest primary school has been
the distance of a site from the nearest primary school has been included to provide an indication
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the provision of new local services.
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facilities and green spaces
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facilities and green spaces  Criteria Performance Comments
the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facilities and green spaces

have the potential to be		potential to be protected
protected		
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space	R = No G = Yes	The site owner must provide details of how this can be achieved
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	RR = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.  R = No, the site by virtue of its size is not able to provide the minimum standard of OS.  G = Assumes minimum onsite provision to adopted plan standards is provided onsite  GG = Development would create the opportunity to deliver Significantly enhanced provision of new public open spaces in excess	Green: No obvious constraints that prevent the site providing minimum onsite provision.
How far is the nearest outdoor sports facilities?  A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via \$106 contributions.	of adopted plan standards  R = >3km A = 1 - 3km G = <1km; or allocation is not housing	Green: Site is within 1km of nearest outdoor sports facilities.
How far is the nearest play space for children and teenagers?  Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to	A = >400m from children and teenager's play space G = <400m; or allocation is not housing	Green: Site is within 400m of a children's / teenager's play space

provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new play space via \$106 contributions		
How far is the nearest accessible natural greenspace of 2ha?	R = >400m G = <400m; or allocation is not housing or employment	Green: Site is within 400m of landfill sites along Norman Way.
Proximity to high quality open spaces makes an important contribution to the health and well-being of communities. In planning for new development, consideration needs to be given to the proximity of development to parks/open space/multifunctional greenspace so that new residents can access these using sustainable modes of transport. As such, measuring the distance from the site to such spaces (as identified in the Council's Open Space Strategy) has been included to provide an indication of the sustainability of the site.  The assessment should also give consideration as to whether the size of the site and scale of development		
<b>Supporting Economic Growt</b>	h	
Criteria	Performance	Comments
How far is the nearest main employment centre?	R = >3km A = 1-3km	Green: Site is less than 1km from an employment centre.
National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.	G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use	
Would development result in the loss of employment land identified in the Employment Land Review? The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%) A = Some loss of employment land and job opportunities	Green: No loss of employment land
safeguard and protect those	mitigated by alternative	

sites from competition from other	allocation in the area (<	
higher value uses, particularly	50%).	
housing.	G = No loss of employment	
Proposals for non employment-	land / allocation is for	
uses for sites identified for	employment development	
potential protection in the ELR	compleyment development	
should be weighed up against		
the potential for the proposed		
use as well as the need for it.		
Would allocation result in	A = Not within or adjacent to	Green: Site is adjacent to
development in deprived	the 40% most deprived	LSOA Abbey 7947: 23.64
areas of Cambridge?	Super Output Areas within	(within 40% most deprived
, and the second	Cambridge according to the	LSOA)
The English Indices of	Index of Multiple Deprivation	,
Deprivation 2010 are measures	2010.	
of multiple deprivation at the	G = Within or adjacent to the	
small area level. The model of	40% most deprived Super	
multiple deprivation which		
underpins the Indices of	Output Areas within	
Deprivation 2010 is based on	Cambridge according to the	
the idea of distinct domains of	Index of Multiple Deprivation	
deprivation which can be	2010.	
recognised and measured		
separately. These domains are		
experienced by individuals living		
in an area.		
Inclusion of this criteria will		
identify where development may		
benefit areas where deprivation		
is an issue.		
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport	Service does not meet	Red: Service does not meet
		I TICA. OCIVICE ACCS HOLHICEL
• • • • • • • • • • • • • • • • • • • •		
service is accessible at the	the requirements of a high	the requirements of a high
• • • • • • • • • • • • • • • • • • • •	the requirements of a high quality public transport	the requirements of a high quality public transport
service is accessible at the edge of the site?	the requirements of a high quality public transport (HQPT)	the requirements of a high
service is accessible at the edge of the site?  National Planning Policy	the requirements of a high quality public transport (HQPT) A =service meets	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which	the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential,	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City	the requirements of a high quality public transport (HQPT) A =service meets requirements of high quality public transport in most but not all instances G = High quality public	the requirements of a high quality public transport
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service	the requirements of a high quality public transport (HQPT)
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service	the requirements of a high quality public transport (HQPT)  Red: Site is beyond 800m
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  >800m  A =400 - 800m	Red: Site is beyond 800m from either an existing or
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service	the requirements of a high quality public transport (HQPT)  Red: Site is beyond 800m
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  >800m  A =400 - 800m	Red: Site is beyond 800m from either an existing or
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?  National Planning Policy	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  >800m  A =400 - 800m	Red: Site is beyond 800m from either an existing or
service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.  How far is the site from an existing or proposed train station?	the requirements of a high quality public transport (HQPT)  A =service meets requirements of high quality public transport in most but not all instances  G = High quality public transport service  >800m  A =400 - 800m	Red: Site is beyond 800m from either an existing or

facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.

What type of cycle routes are accessible near to the site?

National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.

RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.

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.

A =Poor or medium quality off-road path.

**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.

**GG** = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.

Amber: Poor link to the substandard off-road provision at the eastern end of the Tins, although this has been proposed for improvement by the County Council. There is no provision along Coldham's Lane, connecting to retail and other facilities (ie. Supermarket and Swimming pool) to the north and east.

Air Quality, pollution, contamination and noise
Criteria Performance

Is the site within or near to an AQMA, the M11 or the A14?

The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA within Cambridge. Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes

Performance

R = Within or adjacent to an AQMA, M11 or A14

A =<1000m of an AQMA, M11 or A14

G = >1000m of an AQMA, M11. or A14

Comments
Green: More than 1000m
from an AQMA

causing poor air quality, will provide an indication of the sustainability of the site.  Would the development of the site result in an adverse impact/worsening of air quality?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	Amber: Adverse impact
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.  Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available, and will also depend on the proposed development use.	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: Site close to Cambridge Airport – noise from aircraft movements including flight school and helicopters, commercial activities including engine testing as well as traffic noise from Coldhams Lane will require assessment prior to determination. Mitigation measures including detailed design of development necessary.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Green: No adverse effects or capable of full mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Green: No adverse effects or capable of full mitigation
Is there possible contamination on the site?  Contaminated land is a material planning consideration, and Land Use History Reports are	R = All or a Significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of	Amber: The site is adjacent to Marshalls and opposite the former Coldhams Lane landfills. Further contamination assessment will be required.

available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.	appropriate mitigation during the plan period  A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development  G = Site not within or adjacent to an area with a history of contamination	
Protecting Groundwater Criteria	Performance	Comments
Would development be within a source protection zone (EA data)?	A = Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1
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.		and a deliver and the Organ Deliver
criteria)	d historic environment (Lands	,
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or	R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
garden its setting.		

special architectural or historic	to, or within the setting of	
interest that character or	such an area with potential	
appearance of which it is	for negative impacts capable	
desirable to preserve or	of appropriate mitigation	
enhance'. Cambridge's	G = Site does not contain or	
Conservation Areas are relatively diverse. As such	adjoin such an area, and	
consideration needs to be given	there is no impact to the	
to the potential impact that	setting of such an area	
development may have on the	Sound of Such an area	
setting, or views into and out of a		
Conservation Area.		
Would development impact	A =Site contains, is adjacent	Green: Site does not contain
upon buildings of local	to, or within the setting of	or adjoin such buildings, and
interest		
	such buildings with potential	there is no impact to the
There are over 1,000 buildings in	for negative impacts capable	setting of such buildings
Cambridge that are important to the locality or the City's history	of appropriate mitigation	
and architectural development.	G = Site does not contain or	
Local planning policy protects	adjoin such buildings, and	
such buildings from development	there is no impact to the	
which adversely affects them	setting of such buildings	
unless:		
- The building is		
demonstrably incapable		
of beneficial use or		
reuse;		
- or there are clear public		
benefits arising from		
redevelopment.		
As such the presence of a locally		
listed building on a site would		
not necessarily rule		
development; however detailed		
justification would be required to		
demonstrate acceptability of		
schemes at the planning		
application stage.		
Would development impact	A =Known archaeology on	Amber: The site has been
upon archaeology?	site or in vicinity	subject to an archaeological
3,	G = No known archaeology	evaluation, the results of
	on site or in vicinity	which indicate that Significant
	or site of in vielinty	assets relating to Roman and
		Saxon survive in the area,
		including evidence for
		burials. A condition would be
		required to secure mitigation
		of the impact of development.
<b>Biodiversity and Green Infras</b>		
Criteria	Performance	Comments
Would development impact	R = Contains or is adjacent to	Amber: Site does not
upon a locally designated	an existing site and impacts	contain a locally designated
wildlife site i.e. (Local Nature	incapable of appropriate	Wildlife Site. Site is opposite
Reserve, County Wildlife Site,	mitigation	the Coldham's Lane Old
City Wildlife Site)	A =Contains or is adjacent to	Landfill Pit City Wildlife Site
Citae of least water	an existing site and impacts	and has the potential to link
Sites of local nature conservation	capable of appropriate	habitat features to this site
include Local Nature Reserves,	mitigation	and the wider arable
County Wildlife Sites and City	G = Does not contain, is not	farmland.
Wildlife Sites. Local authorities	adjacent to or local area will	
have a Duty to have regard to	be developed as greenspace	
the conservation of biodiversity		

in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.  Does the site offer opportunity for green infrastructure delivery? Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site could have on creating and enhancing green infrastructure delivery.	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.  A = No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  G = Development could deliver Significant new green infrastructure	Green: Site is opposite the Coldham's Lane Old Landfill Pit City Wildlife Site and has the potential to link habitat features to this site and the wider arable farmland. The existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species. Opportunity to increase biodiversity within any new natural open space
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)  A number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education.  National planning policy requires the protection and recovery of priority species populations, linked to national and local targets.  As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Development could have a positive impact by enhancing existing features and adding new features or network links
Are there trees on site or immediately adjacent protected by a Tree	R = Development likely to have a Significant adverse impact on the protected trees	Green: There are no Tree Preservation Orders on or near the site.

Preservation Order (TPO)? Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value of the trees.

incapable of appropriate mitigation

A = Any adverse impact on protected trees capable of appropriate mitigation
 G = Site does not contain or adjoin any protected trees

# Any other information not captured above?

1 100 1 :		
Level 2 Conclusion		
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	<ul> <li>Amber:</li> <li>Site is more than 800m from City Centre, District Centre, GP and Train Station</li> <li>Close to schools</li> <li>Airport noise issues</li> </ul>
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and adverse impacts) A = Site with development potential (some constraints or adverse impacts) G = Site with development potential (few or minor constraints or adverse impacts)	Pros:  Allocated for residential through the Cambridge East AAP  Accessible to schools  Limited visual impact if well landscaped  Ability to integrate with existing communities  Cons:  Entire site in airport safeguarding zone (any structures). Will require careful design and layout  Noise issues from adjacent airport require mitigation
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: Site not assessed, assume as for GB3. The viability study shows that the site has strong viability across base and high value

		scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: no comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Not consulted on, in AAP
Conclusions for Submission Local Plan	New site – previously allocated AAP	through the Cambridge East

#### **Cambridge City Sites Assessment Pro Forma**

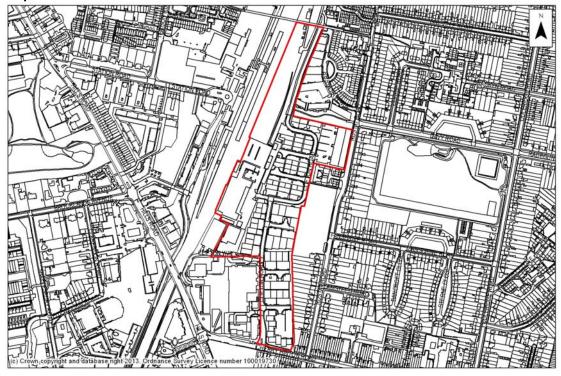
Site Information

Site reference number(s): M2 (Includes SHLAA site CC913 within its boundary)

Site name/address: Clifton Road Industrial Estate, Clifton Court

Functional area (taken from SA Scoping Report): East Cambridge (Coleridge)

Map



**Site description**: This is a large industrial estate located either side of Clifton Road (north of the junction between Hills Road and Cherry Hinton Road). The site is mostly in industrial use, but also has some office type uses. Royal Mail, who have indicated they may move, is a notable business located here. The site shares a border with the Cambridge Leisure Park to the south. The site forms part of an opportunity area for redevelopment in the Cambridge Plan Towards 2031 – Issues and Options Report.

Current use (s): Industrial Estate

**Proposed use(s):** Mixed Use Quarter, 5.5ha residential with 2 ha employment and leisure related

Site size (ha): 9.43ha

Assumed net developable area:Assumed residential density:- 100dph
Potential residential capacity: 555

Existing Gross Floorspace: Proposed Gross Floorspace: Site owner/promoter: Owner known.

Landowner has agreed to promote site for development? Sorting office part of the site – unknown. Rest of site - Landowner put forward as mixed use (employment + residential) in call for additional sites.

Site origin: SHLAA Call for Sites

Relevant planning history: Is a protected industrial site.

The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.  In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development in order to steer development to areas with the lowest probability of flooding (Zone 1).  Sites that fall within Flood Zone 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk zone 2  G = Flood risk zone 2  G = Flood risk zone 2  F = Flood risk zone 1	Level 1 Part A: Strategic Considerations		
Is site within a flood zone?  The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.  In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development to areas with the lowest probability of flooding (Zone 1).  Sites that fall within Flood Zones 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk vulnerability of land uses and applying the Exceptions Test as required.  Is site at risk from surface water flooding?  R = Flood risk zone 3  A = Flood risk zone 1  S = Flood risk zone 1		Deufennesen	0
Is site at risk from surface water flooding?  R = High risk, A = Medium risk  Green: Minor to moderat amount of surface water	The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.  In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development in order to steer development to areas with the lowest probability of flooding (Zone 1).  Sites that fall within Flood Zone 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk yulnerability of land uses and applying the Exceptions Test	R = Flood risk zone 3 A = Flood risk zone 2	Green: Flood zone 1, lowest
In addition to identifying required which could imp	s site at risk from surface water flooding? In addition to identifying whether site is in a high risk flood zone, consideration needs to be given to the risk of surface water flooding on the site. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the City is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the risk. Consideration should also be given to the scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for	R = High risk, A = Medium risk G = Low risk	Green: Minor to moderate amount of surface water flooding. Careful mitigation required which could impact on achievable site layout
Land Use / Green Belt Criteria Performance Comments		Performance	Comments

Will allocation make use of	R = Not on PDL	Green: 100% PDL
previously developed land		
(PDL)?	A = Partially on PDL	
,	G = Entirely on PDL	
The NPPF promotes the		
effective use of land by		
reusing land that has been		
previously developed,		
provided it is not of high		
environmental value.		
Will the allocation lead to loss	R = Site is in the Green Belt	Green: Not in Green Belt
of land within the Green Belt?		Green. Not in Green Ben
or land within the Green Beit:	G = Site is not in the Green	
There is a small amount of	Belt	
Green Belt within the built up		
area of the City, such as		
Stourbridge Common,		
Coldham's Common and		
along the River Cam corridor.		
The Green Belt at the fringe		
of the City is considered in		
more detail in the joint pro forma with SCDC which		
looks at sites on the fringe of		
the City.	naconsation Decimations	
Impact on national Nature Control	Performance	Comments
		Cross Site is not near to an
Would allocation impact upon	R = Site is on or adjacent to	Green: Site is not near to an
a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
Interest (SSSI)?	impacts incapable of	impacts
The assessment will take into	mitigation	
account the reasons for the	A =Site is on or adjacent to	
	an SSSI with negative	
SSSI's designation and the	impacts capable of mitigation <b>G</b> = Site is not near to an	
potential impacts that development could have on		
this.	SSSI with no or negligible	
Impact on National Heritage	impacts Assots	
Criteria	Performance	Comments
Will allocation impact upon a	R = Site is on a SAM or	Green: Site is not on or
Scheduled Ancient	allocation will lead to	adjacent to a SAM
Monument (SAM)?	development adjacent to a	adjacent to a GAW
Mondificit (O/NVI):	SAM with the potential for	
Scheduling is the process	negative impacts incapable	
through which nationally	of mitigation	
important sites and	A =Site is adjacent to a SAM	
monuments are given legal	that is less sensitive / not	
protection. National planning	likely to be impacted/ or	
policy requires substantial	impacts are capable of	
harm to or loss of designated	mitigation	
heritage assets of the highest	G = Site is not on or adjacent	
Significantce, notably	to a SAM	
scheduled monuments, to be		
wholly exceptional. As such		
consideration needs to be		
given to the impact that		
development could have on		
any nearby SAMS, taking		
account of the proposed		
development use and		

,		
distance from the centre of		
the site to it. Development		
that is likely to have adverse		
impacts on a Scheduled		
Ancient Monument (SAM) or		
its setting should be avoided.		
Would development impact	R = Site contains, is adjacent	Green: The development of
upon Listed Buildings?	to, or within the setting of	the site would not involve
apon Listea Ballalings:	such buildings with potential	demolition of a listed building
Listed buildings are	for Significant negative	
Listed buildings are		nor affect the setting of a
categorised as either Grade	impacts incapable of	listed building providing build
1(most important), Grade 2*	appropriate mitigation	height does not exceed the
or Grade 2. Consideration	A =Site contains, is adjacent	immediate surrounding area.
needs to be given to the	to, or within the setting of	
likely impact of development	such buildings with potential	
on the building and its setting	for negative impacts capable	
taking account of the listing	of appropriate mitigation	
category, the distance from	G = Site does not contain or	
the listed building, the	adjoin such buildings, and	
proposed use, and the	there is no impact to the	
possibility of mitigation.	setting of such buildings	
Part B: Deliverability and Via		
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
	development would have	through the adopted Minerals
Reference needs to be made	Significant negative impacts	and Waste Core Strategy or
to the Minerals and Waste	A =Site or a Significant part	Site Specific Proposals Plan.
	of it falls within an allocated	It does not fall within a
LDF in order to determine	or safeguarded area,	Minerals Safeguarding Area;
whether development of the	development would have	a Waste Water Treatment
site could prejudice any	minor negative impacts	Works or Transport
future Minerals and Waste	G = Site is not within an	Safeguarding Area; or a
sites. NB: Land that falls	allocated or safeguarded	Minerals or Waste
within an 'Area of Search'		Consultation Area.
should be flagged up, but this	area.	Consultation Area.
would not necessarily rule		
out the allocation of a site.		
Is the site located within the	R = Site is within the PSZ or	Amber: Entire site in SZ (Any
Cambridge Airport Public	is designated as an area	Structure greater than 15m
Safety Zone (PSZ) or	where no development	AGL)
Safeguarding Zone (SZ)?	should occur	
	A = Site or part of site within	
	the SZ (add building height	
	restriction in comments)	
	G = Site is not within the PSZ	
	or SZ	
Is there a suitable access to	R = No	Green: Access to the site is
the site?	A = Yes, with mitigation	already adopted public
	G = Yes	highway and the site will
The assessment needs to	0 - 100	require no stopping up of
consider whether the site is		existing adopted public
capable of achieving appropriate		Highway.
access that meets County		i iigiiway.
Highway standards for scale and		

Would allocation of the site have a Significant impact on the local highway capacity?  Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.	R = Insufficient capacity.  Negative effects incapable of appropriate mitigation.  A = Insufficient capacity.  Negative effects capable of appropriate mitigation.  G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. Some works either physical or soft (travel plan etc.) could in all likelihood overcome negative impacts.
Would allocation of the site have a Significant impact on the strategic road network capacity?  Consideration should be given to the capacity of the strategic road network and the impacts the development is likely to have on it.	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.  For schemes of 50 dwellings or more: This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.  S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Is the site part of a larger site and could it prejudice development of any strategic sites?  Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site.  Consideration of this at allocation stage can help ensure coordination of development.	R = Yes G = No	Green: No. The site forms part of an opportunity area for redevelopment in the Cambridge Plan Towards 2031 – Issues and Options Report however the site's development would not prejudice development of any strategic sites.
Are there any known legal issues/covenants that could constrain development of the site?  A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.	R = Yes G = No	Green: No known legal issues/covenants that could constrain development
Timeframe for bringing the	R = Beyond 2031 (beyond	Amber: Start of construction

site forward for development?  plan period)  A = Start of construction	etween 2017 and 2031
I UEVELUDITIETIL!	
between 2017 and 2031	
Knowledge of the timeframe for G = Start of construction	
bringing forward development between 2011 and 2016	
will help inform whether	
allocation of the site would have the potential to contribute to the	
Council's required land supply	
for housing/employment land	
etc.	
	Amber: Improved utilities
	equired. The developer will need to liaise with the
	elevant service provider/s to
	determine the appropriate
	itility infrastructure provision.
required, constraints capable	,
of appropriate mitigation	
G = No, existing	
infrastructure likely to be	
Is the site in the vicinity of an G = Yes A	Amber: No
existing or proposed district  A = No	TITINGI. INO
heating network/community	
energy networks?	
	Amber: School capacity not
	sufficient, constraints can be
	appropriately mitigated.
A = School capacity not sufficient, constraints can be	Mitigation: Expansion of
	capacity at Ridgefield or
	other primary schools in the
	south of Cambridge.
	Mitigation: Expansion of
	Coleridge and other City secondary schools limited by
	site constraints.
	nto constrainto.
	Regardless of the housing
	nix of dwellings on this
	development there is likely to
	be a need for additional blaces to be secured through
	CIL/S106. The approach for
	securing these places would
n n	need to reflect a more
	strategic review of school
	place provision and the
	cumulative impact of
	developments across the south of the City
Level 1 Conclusion	
1 7 3 11 1	Amber:
allowing scope for mitigation) constraints or adverse	Education capacity will
Include an assessment of the R = Significant constraints or	need to be mitigated
suitability of the proposed use. adverse impacts	
suitability of the proposed use. Also whether the development of this site for this use would be in	

line with emerging policy in the Local Plan – from the Issues and Options Report and key issues emerging from consultation responses.

G = Minor constraints or adverse impacts GG = None or negligible constraints or adverse impacts

Level 2		
Accessibility to existing cent	tres and services	
Criteria Criteria	Performance	Comments
How far is the site from edge of defined Cambridge City Centre?	R = >800m A = 400-800m G = <400m	Red: Site is more than 800m from the edge of the City Centre
A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.		
How far is the site from the nearest District or Local centre?  A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift.  Criteria measuring the distance of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site.	R = >800m A = 400-800m G = <400m	Green: Site is within 400m of Cherry Hinton Road West local centre catchment area and within 800m of both Cherry Hinton Road West local centre catchment area and Mill Road East district centre
How far is the nearest health centre or GP service?  Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of	R = >800m A =400-800m G = <400m	Green: Approximately 60% of site is within 400m distance of The Woodlands Practice, 32-34 Station Road, CB1 2JH with the remainder between 400 and 800m

site from the nearest health		
centre/GP service has been		
included to provide an		
indication of the sustainability		
of the site.		
Would development lead to a	R = Allocation would lead to	Green: Development would
loss of community facilities?	loss of community facilities	not lead to the loss of any
,	G = Development would not	community facilities or
	lead to the loss of any	replacement /appropriate
	community facilities or	mitigation possible
	replacement /appropriate	That galleri pecciole
	mitigation possible	
How far is the nearest	R = >3km	Green: Approximately 85% of
secondary school?	A =1-3km	site within 1km of Coleridge
Secondary School:		
In planning for pass	G = <1km or non-housing	Community College,
In planning for new	allocation	Radegund Road, CB1 3RJ
development, consideration		
needs to be given to the		
proximity to schools so that		
new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance of a		
site from the nearest		
secondary school has been		
included to provide an		
indication of the sustainability		
of the site. Development will		
also be required to contribute		
to the provision of new local		
services.		
I How far is the nearest	R = >800m	Green: Majority of site is
How far is the nearest primary school?	R = >800m A = 400-800m	Green: Majority of site is within 400m of Morley
How far is the nearest primary school?	A = 400-800m	within 400m of Morley
primary school?	A = 400-800m G = <400m or non-housing	
primary school?  In planning for new	A = 400-800m	within 400m of Morley
primary school?  In planning for new development, consideration	A = 400-800m G = <400m or non-housing	within 400m of Morley
primary school?  In planning for new development, consideration needs to be given to the	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that	A = 400-800m G = <400m or non-housing	within 400m of Morley
primary school?  In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such,	A = 400-800m G = <400m or non-housing	within 400m of Morley
primary school?  In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a	A = 400-800m G = <400m or non-housing	within 400m of Morley
primary school?  In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local	A = 400-800m G = <400m or non-housing	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.	A = 400-800m G = <400m or non-housing allocation	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local	A = 400-800m G = <400m or non-housing allocation  ities and green spaces	within 400m of Morley
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance	within 400m of Morley Memorial Primary School  Comments
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil	A = 400-800m G = <400m or non-housing allocation  ities and green spaces	within 400m of Morley Memorial Primary School
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance	within 400m of Morley Memorial Primary School  Comments
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes	within 400m of Morley Memorial Primary School  Comments Green: Site is not protected open space or has the
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as protected open space or have the potential to be	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes	within 400m of Morley Memorial Primary School  Comments Green: Site is not protected open space or has the potential to be protected. Site
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as protected open space or	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes	Comments Green: Site is not protected open space or has the potential to be protected. Site is adjacent to Rustat Avenue
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as protected open space or have the potential to be	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes	Comments Green: Site is not protected open space or has the potential to be protected. Site is adjacent to Rustat Avenue Amenity Green Space
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as protected open space or have the potential to be protected	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes	Comments Green: Site is not protected open space or has the potential to be protected. Site is adjacent to Rustat Avenue Amenity Green Space (Protected Open Space)
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.  Accessibility to outdoor facil Criteria  Is the site defined as protected open space or have the potential to be	A = 400-800m G = <400m or non-housing allocation  ities and green spaces  Performance R = Yes G = No	Comments Green: Site is not protected open space or has the potential to be protected. Site is adjacent to Rustat Avenue Amenity Green Space

replaced according to CLP		achieved
Local Plan policy 4/2 Protection of Open Space		
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	RR = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.  R = No, the site by virtue of its size is not able to provide the minimum standard of OS.  G = Assumes minimum onsite provision to adopted plan standards is provided onsite  GG = Development would create the opportunity to deliver Significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green: No obvious constraints that prevent the site providing minimum onsite provision.
How far is the nearest outdoor sports facilities?  A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via \$106 contributions.	R = >3km A = 1 - 3km G = <1km; or allocation is not housing	Green: Site is within 400m of Coleridge Recreation Ground.
How far is the nearest play space for children and teenagers?  Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance	A = >400m from children and teenager's play space G = <400m; or allocation is not housing	Green: Site is within 400m of Coleridge Recreation Ground.

of a site from the nearest children's play space has		
been included to provide an indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to whether the size of the site		
and scale of development are		
likely to require a contribution		
to the provision of new local		
services such as new play space via S106 contributions		
How far is the nearest	<b>R</b> = >400m	Green: Site is within 400m of
accessible natural greenspace of 2ha?	<b>G</b> = <400m; or allocation is	Coleridge Recreation Ground.
greenspace or zna!	not housing or employment	Ground.
Proximity to high quality open		
spaces makes an important		
contribution to the health and well-being of communities.		
In planning for new		
development, consideration		
needs to be given to the		
proximity of development to parks/open space/multi-		
functional greenspace so that		
new residents can access		
these using sustainable		
modes of transport. As such, measuring the distance from		
the site to such spaces (as		
identified in the Council's		
Open Space Strategy) has		
been included to provide an indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to		
whether the size of the site and scale of development		
<b>Supporting Economic Growt</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	R = >3km A = 1-3km	Green: Site is less than 1km from an employment centre.
Cimployment centre!	G = <1km or allocation is for	nom an employment centre.
National planning policy	or includes a Significant	
promotes patterns of	element of employment or is	
development which facilitate the use of sustainable modes	for another non-residential use	
of transport. Proximity	use	
between housing and		
employment centres is likely		
to promote the use of		
sustainable modes of transport. Criteria has		
therefore been included to		
measure the distance		
between the centre of the site		

and the main employment		
centre to provide an		
indication of the sustainability		
of the site.		
Would development result in	R = Significant loss of	Amber: It is proposed to
the loss of employment land	employment land and job	allocate the site for mixed
identified in the Employment	opportunities not mitigated by	use development, including
Land Review?	alternative allocation in the	employment.
The ELR seeks to identify an	area (> 50%)	
adequate supply of sites to	A =Some loss of employment	
meet indicative job growth	land and job opportunities	
targets and safeguard and	mitigated by alternative	
protect those sites from	allocation in the area (<	
competition from other higher	50%).	
value uses, particularly	G = No loss of employment	
housing.	land / allocation is for	
Proposals for non	employment development	
employment-uses for sites		
identified for potential		
protection in the ELR should		
be weighed up against the		
potential for the proposed		
use as well as the need for it.		
Would allocation result in	A = Not within or adjacent to	Amber: Site in Coleridge
development in deprived	the 40% most deprived	LSOA 7966: 11.03
areas of Cambridge?	Super Output Areas within	
The Fredish Indiana of	Cambridge according to the	
The English Indices of	Index of Multiple Deprivation 2010.	
Deprivation 2010 are measures of multiple	G = Within or adjacent to the	
deprivation at the small area	40% most deprived Super	
level. The model of multiple	Output Areas within	
deprivation which underpins	Cambridge according to the	
the Indices of Deprivation	Index of Multiple Deprivation	
2010 is based on the idea of	2010.	
distinct domains of	2010.	
deprivation which can be		
recognised and measured		
separately. These domains		
are experienced by		
individuals living in an area.		
Inclusion of this criteria will		
identify where development		
may benefit areas where		
deprivation is an issue.		
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport	R = Service does not meet	Green: Accessible to HQPT
service is accessible at the	the requirements of a high	as defined. Site is within
edge of the site?	quality public transport	400m of other bus services
1	(HQPT)	that link the site to the City
National Planning Policy	A =service meets	Centre and other areas.
promotes the need to support	requirements of high quality	
a pattern of development	public transport in most but	
which facilitates the use of	not all instances	
sustainable modes of	G = High quality public	
transport. Access between	transport service	
residential, employment and		
retail uses and high quality public transport routes is		

pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.		
How far is the site from an existing or proposed train station?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.	R = >800m A =400 - 800m G = <400m	Green: Approximately 70% of site is within 400m of an existing train station with the remainder within 400 and 800m
What type of cycle routes are accessible near to the site? National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  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.  A = Poor or medium quality off-road path.  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.  GG = Quiet residential street designed for 20mph speeds,	Green: Although on road links to the site can be difficult at peak hours due to parked cars and narrow road space and the junction at Hills Road does not have provision for cyclists.

	high quality off-road paths	
	with good segregation from	
	pedestrians, uni-directional	
	hybrid cycle lanes.	
Air Quality, pollution, contar		
Criteria	Performance	Comments
Is the site within or near to an	Within or adjacent to an	Red: Adjacent to an AQMA,
AQMA, the M11 or the A14?	AQMA, M11 or A14	will require Air Quality
The planning eveters has a vale	A =<1000m of an AQMA,	assessment could benefit
The planning system has a role to play in the protection of air	M11 or A14	from full EIA
quality by ensuring that land use	<b>G</b> = >1000m of an AQMA,	
decisions do not adversely	M11, or A14	
affect, or are not adversely		
affected by, the air quality in any		
AQMA, or conflict with or render		
ineffective any elements of the		
local authority's air quality action plan. There is currently one		
AQMA within Cambridge.		
Inclusion of criteria that		
measures the distance between		
the site and the AQMA, as well		
as between the site and roads		
with the highest traffic volumes		
causing poor air quality, will provide an indication of the		
sustainability of the site.		
Would the development of	R = Significant adverse	Amber: Adverse impact
the site result in an adverse	impact	
impact/worsening of air	A =Adverse impact	
quality?	G = Minimal, no impact,	
National planning policy requires	reduced impact	
preventing both new and		
existing development from		
contributing to or being put at unacceptable risk from, or being		
adversely affected by		
unacceptable levels of air		
pollution.		
Are there potential noise and	R = Significant adverse	Amber: Significant issues for
vibration problems if the site	impacts incapable of	this site with the railway
is developed, as a receptor	appropriate mitigation	noise and vibration, tannoy
or generator?	A =Adverse impacts capable	from the new platform and
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	of adequate mitigation	parts of the site adjacent to
National planning policy requires	G = No adverse effects or	the Junction and leisure
preventing both new and existing development from	capable of full mitigation	complex. Patron noise on
contributing to or being put at		some events & noise escape
unacceptable risk from, or being		until 6am. Detailed design
adversely affected by		and acoustic report and
unacceptable levels of noise		mitigation needed. Not all of the site will be suitable for
pollution.		housing.
Criteria has been included to assess whether there are any		nousing.
existing noise sources that could		
impact on the suitability of a site,		
which is of particular importance		
for residential development. The		
presence of noise sources will		
not necessarily render a site undevelopable as appropriate		
mitigation measures may be		

available, and will also depend on the proposed development use.		
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: Adverse impacts capable of adequate mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: Adverse impacts capable of adequate mitigation
Is there possible contamination on the site?  Contaminated land is a material planning consideration, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.	R = All or a Significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development G = Site not within or adjacent to an area with a history of contamination	Amber: Multiple former contaminative uses - Motor vehicles, coatings, engineering, fuel storage, light industry. May not be suitable for houses with gardens. Developable but will require full condition.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone (EA data)?	A =Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1
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.		
criteria)	d historic environment (Lands	
Criteria	Performance	Comments
Would allocation impact upon	R = Site contains, is adjacent	Amber: Yes, the

#### a historic park/garden?

Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.

to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation

A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation

G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas

development of the site would not affect a Historic Park and Garden providing build height does not exceed the immediate surrounding area.

# Would development impact upon a Conservation Area?

The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas 'areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.

R = Site contains, is adjacent to, or within the setting of such an area with potential for Significant negative impacts incapable of appropriate mitigation
A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation
G = Site does not contain or

adjoin such an area, and

there is no impact to the

setting of such an area

Amber: The development of the site would not impact on a Conservation Area providing build height does not exceed the immediate surrounding area.

# Would development impact upon buildings of local interest

There are over 1,000 buildings in Cambridge that are important to the locality or the City's history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:

- The building is demonstrably incapable of beneficial use or reuse;
- or there are clear public benefits arising from redevelopment.

As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.

A =Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings

Amber: The development of the site would not affect any locally listed buildings providing build height does not exceed the immediate surrounding area.

Would development impact upon archaeology?	R = Known archaeology on site or in vicinity requiring verification before any planning consent can be given A = Known archaeology on site or in vicinity G = No known archaeology on site or in vicinity	Amber: Roman earthworks with the Old Cattle market were once known from the area (MCB5828). Roman pottery finds from numerous locations around this plot (e.g. MCBs5554, 5886). An Archaeological Condition is recommended for any consented scheme.
Biodiversity and Green Infras	structure	
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)  Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.	R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green: The site is not of Local Nature Conservation Importance.
Does the site offer opportunity for green infrastructure delivery? Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site could have on creating and enhancing green infrastructure delivery.	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.  A = No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  G = Development could deliver Significant new green infrastructure	Amber: No Significant opportunities or loss of 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 number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have	Green: Potentially positive impact through protection of existing habitats and enhancement in landscaping schemes.

important role in enhancing existing biodiversity for enjoyment and education. National planning policy requires the protection and recovery of priority species populations, linked to national and local targets.

As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.

a positive impact by enhancing existing features and adding new features or network links

Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value of the trees.

R = Development likely to have a Significant adverse impact on the protected trees incapable of appropriate mitigation

A =Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain or adjoin any protected trees Amber: There are some Tree Preservation Orders along the eastern edge of the site.

#### Any other information not captured above?

#### **Level 2 Conclusion**

Level 2 Conclusion (after allowing scope for mitigation)

R = Significant constraints or adverse impacts
A = Some constraints or adverse impacts
G = Minor constraints or

adverse impacts

#### Amber:

- Possible contamination on site. Capable of remediation but may not be suitable for houses with gardens
- Issues for this site with the railway noise and vibration, tannoy from the new platform and parts of the site adjacent to the Junction and leisure complex.

		Detailed design and acoustic report and mitigation needed  Proximity to Cherry Hinton Road West Local Centre and facilities  Close to medical centre, primary and secondary schools, outdoor sports facilities, play space for children/teenagers and accessible greenspace  Good public transport links to City Centre and other areas
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and adverse impacts) A = Site with development potential (some constraints or adverse impacts) G = Site with development potential (few or minor constraints or adverse impacts)	Amber: Site with development potential (some constraints or adverse impacts)  Pros: Potential for site to form part of a high quality residential led development including offices, supporting a vibrant new employment centre, around the railway station Proximity to Cherry Hinton Road West Local Centre and facilities Close to medical centre, primary and secondary schools, outdoor sports facilities, play space for children/teenagers and accessible greenspace Good public transport links to City Centre and other areas  Cons: Possible contamination on site. Capable of remediation but may not be suitable for houses with gardens Issues for this site with the railway noise and vibration, tannoy from the new platform and parts of the site adjacent to the Junction and leisure complex. Detailed design and acoustic report and mitigation needed

		Education capacity
		requires mitigation
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall, however needs more detailed viability assessment for increased residential capacity
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	<ul> <li>Amber:         <ul> <li>Royal Mail objects to the current allocation. No objection to identification of the site as part of proposed redevelopment provided the Mail centre is located elsewhere with costs met from the disposal of the site.</li> <li>Turnstone Estates has no objection to the allocation, but development should support Cambridge Leisure Park.</li> <li>City Council supports in principle potential mixed use development.</li> <li>Remove designation as protected industrial site from Clifton Road industrial estate – opportunity for City centre mixed use residential and commercial development. (Confirm USS owned)</li> </ul> </li> </ul>
Isues and Options 2 representations	R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Amber: Representations: total 14; object 5; support 5; comment 4. A balance of representations across object, support and comment. Key issues are: . Competing demands for development on this key site close to the Station a. The site has seen Significant periods of vacancies over recent years; furthermore the site is currently

		underused with
		extensive areas of car
		parking. The site is
		capable of being
		redeveloped as a new
		high quality mixed use
		scheme.
		. Comprehensive or
		piecemeal approach
		a. A comprehensive
		approach is required
		and this is addressed
		through the policies for
		Major Areas of Change
		. Possible contamination on
		site
		a. This can be addressed
		by appropriate
		remediation and
		mitigation; it may
		restrict the type of
		housing provided
		iv. Traffic, access and new
		links into the wider area
		a. The County Council
		raises no highway
		objections; and says
		access should be
		achievable onto
		Cherry Hinton Road,
		which would need to
		be subject to capacity
		analysis.
		b. Any transport and
		viability study would
		have to assess the
		issue of links into the
		wider area
		The consultation has raised
		no fundamental issues not
		identified in the Issues and
		Options 2 Part 2 report.
Conclusions for	Originally consulted on 100 dwe	
Submission Local Plan	development, but following repr	esentations received at
	Issues and Options stage and a	advice from the Urban Design
	Team it is proposed to allocated	d for 550 dwellings with 2ha
	employment.	

#### **Cambridge City Sites Assessment Pro Forma**

#### Site Information

Site reference number(s): R21 (Includes Local Plan 2006 Allocation Site 7.12 (Mixed Use))

Site name/address: 315 to 349 Mill Road and Brookfields

Functional area (taken from SA Scoping Report): East Cambridge (Romsey)

### Мар



## Site description:

This site on the Mill Road frontage was formerly occupied by Priory Motors and adjoins the former John Lewis warehouse to the west.

The site includes Brookfields Hospital and other NHS buildings to the north, including a number of Buildings of Local Interest (BLI's). Houses on Vinery Road border the site to the west. There is a small group of commercial/retail buildings adjacent to the south-west corner. Opposite the site, on the south side of Mill Road, are terraced houses from the end of the nineteenth century. There is a planned mosque and community facilities (granted planning permission 11/1348/FUL) on the eastern side of the site on the site of the former John Lewis warehouse. The plot to the east forms the other part of the Local Plan 2006 allocation (mixed use) – Site 7.12

Current use (s): Vacant land and community hospital

Proposed use(s): Residential with up to 1000m2 employment floorspace

Site size (ha): 2.87ha

Assumed net developable area: -

Assumed residential density: -

Potential residential capacity: 128

Existing Gross Floorspace: -

**Proposed Gross Floorspace: -**

Site owner/promoter: Known

Landowner has agreed to promote site for development?: Yes

Site origin: Allocated Site

# Relevant planning history:

Par of the site is a Local Plan 2006 allocation site 7.12 (for mixed use housing & community facilities, possibility for ARU student hostels too).

2007 Proposal for 100 bed care home with associated car parking and gardens refused planning permission (07/0644/FUL).

Remainder of allocation site 7.12, planning consent (11/1348/FUL) granted subject to Section 106 agreement regarding a place of worship (mosque) and community facilities (all D1 Use Class), cafe (A3 Use Class), 2 social rented dwellings and associated development.

A development brief was prepared by the Council's Urban Design Team in 2007

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

reduce flood risk elsewhere (for example from site run-off).		
example from site run on.		
Land Use / Green Belt		
Criteria	Performance	Comments
Will allocation make use of	R = Not on PDL	Green: 100% PDL
previously developed land	A = Partially on PDL	
(PDL)?	•	
	G = Entirely on PDL	
The NPPF promotes the		
effective use of land by reusing		
land that has been previously developed, provided it is not of		
high environmental value.		
Will the allocation lead to loss	R = Site is in the Green Belt	Green: Not in Green Belt
of land within the Green Belt?		
	G = Site is not in the Green Belt	
There is a small amount of	Deit	
Green Belt within the built up		
area of the City, such as		
Stourbridge Common, Coldham's Common and along		
the River Cam corridor. The		
Green Belt at the fringe of the		
City is considered in more detail		
in the joint pro forma with SCDC		
which looks at sites on the fringe		
of the City. Impact on national Nature Co	nearyation Designations	
Criteria	Performance	Comments
Would allocation impact upon	R = Site is on or adjacent to	Green: Site is not near to an
a Site of Special Scientific	an SSSI with negative	SSSI with no or negligible
Interest (SSSI)?	impacts incapable of	impacts
	mitigation	pacto
The assessment will take into	A =Site is on or adjacent to	
account the reasons for the	an SSSI with negative	
SSSI's designation and the	impacts capable of mitigation	
potential impacts that	G = Site is not near to an	
development could have on this.	CCCI with no or negligible	
	SSSI with no or negligible	
	impacts	
Impact on National Heritage	impacts Assets	
Criteria	impacts Assets Performance	Comments
Criteria Will allocation impact upon a	impacts Assets Performance R = Site is on a SAM or	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient	impacts  Assets Performance  R = Site is on a SAM or allocation will lead to	
Criteria Will allocation impact upon a	impacts  Assets Performance  R = Site is on a SAM or allocation will lead to development adjacent to a	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)?	impacts  Assets Performance R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)? Scheduling is the process	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)?	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection.	impacts  Assets Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM	Green: Site is not on or
Criteria Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce,	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation  G = Site is not on or adjacent	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation  G = Site is not on or adjacent	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation  G = Site is not on or adjacent	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation  G = Site is not on or adjacent	Green: Site is not on or
Criteria  Will allocation impact upon a Scheduled Ancient Monument (SAM)?  Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significantce, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any	impacts  Assets  Performance  R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation  G = Site is not on or adjacent	Green: Site is not on or

is likely to have adverse impacts		
on a Scheduled Ancient		
Monument (SAM) or its setting		
should be avoided.		
Would development impact	R = Site contains, is adjacent	Green: Site does not contain
upon Listed Buildings?	to, or within the setting of	or adjoin such buildings, and
	such buildings with potential	there is no impact to the
Listed buildings are categorised	for Significant negative	setting of such buildings
as either Grade 1(most	impacts incapable of	
important), Grade 2* or Grade 2.	appropriate mitigation	
Consideration needs to be given to the likely impact of	A =Site contains, is adjacent	
development on the building	to, or within the setting of	
and its setting taking account of	such buildings with potential	
the listing category, the distance	for negative impacts capable	
from the listed building, the	of appropriate mitigation	
proposed use, and the possibility	G = Site does not contain or	
of mitigation.	adjoin such buildings, and	
	there is no impact to the	
	setting of such buildings	
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Is the site allocated or	R = Site or a Significant part	Green: Site is not allocated /
safeguarded in the Minerals	of it falls within an allocated	identified for a mineral or
and Waste LDF?	or safeguarded area,	waste management use
	development would have	through the adopted Minerals
Reference needs to be made to	Significant negative impacts	and Waste Core Strategy or
the Minerals and Waste LDF in	A =Site or a Significant part	Site Specific Proposals Plan.
order to determine whether	of it falls within an allocated	It does not fall within a
development of the site could	or safeguarded area,	Minerals Safeguarding Area;
prejudice any future Minerals and Waste sites. NB: Land that	development would have	a Waste Water Treatment
falls within an 'Area of Search'	minor negative impacts	Works or Transport
should be flagged up, but this	G = Site is not within an	Safeguarding Area; or a
would not necessarily rule out	allocated or safeguarded	Minerals or Waste
the allocation of a site.	area.	Consultation Area.
Is the site located within the	R = Site is within the PSZ or	Amber: Entire site in SZ
Cambridge Airport Public	is designated as an area	(50% of site in 'Any Structure
Safety Zone (PSZ) or	where no development	greater than 10m AGL' and
Safeguarding Zone (SZ)?	should occur	50% in 'Any Structure greater
	A = Site or part of site within	than 15m AGL')
	the SZ (add building height	
	restriction in comments)	
	G = Site is not within the PSZ	
	or SZ	
Is there a suitable access to	R = No	Amber: Yes, with mitigation
the site?	A = Yes, with mitigation	,gadon
	G = Yes	
The assessment needs to		
consider whether the site is		
capable of achieving appropriate		
access that meets County		
Highway standards for scale and		
type of development.		

Would allocation of the site have a Significant impact on the local highway capacity?	R = Insufficient capacity.  Negative effects incapable of appropriate mitigation.  A = Insufficient capacity.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.
Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.	Negative effects capable of appropriate mitigation. <b>G</b> = No capacity constraints identified that cannot be fully mitigated	
Would allocation of the site have a Significant impact on the strategic road network capacity?  Consideration should be given to	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation
the capacity of the strategic road network and the impacts the development is likely to have on it.	<b>G</b> = No capacity constraints identified that cannot be fully mitigated	
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes G = No	Green: Site is not part of a larger site and would not prejudice development of any strategic sites
Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.		
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	Green: No known legal issues/covenants that could constrain development
A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.		
Timeframe for bringing the site forward for development?	R = Beyond 2031 (beyond plan period) A = Start of construction between 2017 and 2031	Green: Start of construction between 2017 and 2031
Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to contribute to the Council's required land supply for housing/employment land etc.	G = Start of construction between 2011 and 2016	
Would development of the site require Significant new / upgraded utility	R = Yes, Significant upgrades likely to be required but constraints incapable of	Green: No, existing infrastructure likely to be sufficient

infrastructure?	appropriate mitigation	
	A = Yes, Significant upgrades likely to be required, constraints capable of appropriate mitigation G = No, existing infrastructure likely to be sufficient	Green: Yes
Is the site in the vicinity of an existing or proposed district heating network/community energy networks?	G = Yes A = No	Green: Yes
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Amber: School capacity not sufficient, constraints can be appropriately mitigated.  Mitigation: Expansion of capacity at St Philip's or other primary schools in the south of Cambridge Mitigation: Expansion of Coleridge and other City secondary schools limited by site constraints.  Regardless of the housing mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the south of the City.
Level 1 Conclusion		
Level 1 Conclusion (after	RR = Very Significant	Green:
allowing scope for mitigation)  Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and Options Report and key issues emerging from consultation responses.	constraints or adverse impacts  R = Significant constraints or adverse impacts  A = Some constraints or adverse impacts  G = Minor constraints or adverse impacts  GG = None or negligible constraints or adverse impacts	<ul> <li>Site is on brownfield land and part of an existing allocation.</li> <li>No impact on national heritage assets.</li> <li>Other constraints could be mitigated.</li> </ul>

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from edge of defined Cambridge City Centre?	>800m A = 400-800m G = <400m	Red: Site is more than 800m from the edge of the City Centre

A key element of sustainable		
development is ensuring that people are able to meet their		
needs locally, thus helping to		
encourage a modal shift.		
This criteria has been		
included to provide an		
indication of the sustainability		
of the site. Sites located		
closer to the City Centre,		
where the majority of		
services are located, are		
expected to score more		
highly in sustainability terms.		
How far is the site from the	R = >800m	Green: Site within 400m of
nearest District or Local	A =400-800m	Mill Road West District
centre?	<b>G</b> = <400m	Centre
A key element of sustainable		
development is ensuring that		
people are able to meet their		
needs locally, thus helping to encourage a modal shift.		
Criteria measuring the		
distance of a site from its		
nearest district/local centre		
has been included to provide		
an indication of the		
sustainability of the site and		
to determine the appropriate		
density of development of a		
site.		
How far is the nearest health	R = >800m	Green: Site is within 400m
centre or GP service?	A =400-800m	distance of The Surgery,
I and an income and an incident	<b>G</b> = <400m	279/281 Mill Road, CB1 3DG
Local services are essential		and Brookfields Health
to the quality of life of		Centre, Seymour Street
residents and employees. In planning for new		
development, consideration		
needs to be given to the		
proximity of development to		
local services so that new		
residents can access these		
using sustainable modes of		
transport. As such,		
measuring the distance of a		
site from the nearest health		
centre/GP service has been		
included to provide an		
indication of the sustainability		
of the site.		
Would development lead to a	Allocation would lead to	Red: Potential loss of
loss of community facilities?	loss of community facilities	community hospital functions
	G = Development would not	
	lead to the loss of any	
	community facilities or replacement /appropriate	
	mitigation possible	
How far is the nearest	R = >3km	Green: Site within 1km of
I IOW IAI IS LITE HEATEST	IV = ZUKITI	OTCOM. ONE WILLIII TRITLO

accondent achael2	A _4 Okm	Coloridae Community
In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest secondary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.	A =1-3km G = <1km or non-housing allocation	Coleridge Community College, Radegund Road, CB1 3RJ and St.Bedes Inter- Church School, Birdwood Road, CB1 3TB
How far is the nearest primary school?  In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site.  Development will also be required to contribute to the provision of new local services.	R = >800m A = 400-800m G = <400m or non-housing allocation	Green: Approximately half of site is within 400m of St Philips School, 2 Vinery Way, CB1 3DR. Approximately 5% of site within 400m of Ridgefield Primary School, Radegund Road, CB1 3RH Other uses - N/A
Accessibility to outdoor facil	ities and green spaces	
Criteria	Performance	Comments
Is the site defined as protected open space or have the potential to be protected	R = Yes G = No	Green: Site is not protected open space or has the potential to be protected.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space	R = No G = Yes	The site owner must provide details of how this can be achieved
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	RR = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.  R = No, the site by virtue of its size is not able to provide the minimum standard of OS.  G = Assumes minimum on-	Green: No obvious constraints that prevent the site providing minimum onsite provision.

	site provision to adopted plan	
	standards is provided onsite	
	GG = Development would	
	create the opportunity to	
	deliver Significantly	
	enhanced provision of new	
	public open spaces in excess	
	of adopted plan standards	
How far is the nearest	R = >3km	Green: Site is within 1km of
outdoor sports facilities?	A =1 - 3km	St Bede's School outdoor
	<b>G</b> = <1km; or allocation is not	sports facilities and Coleridge
A key objective of national	housing	Community College Playing
planning policy is for planning		Fields
to promote healthy		
communities. Good		
accessibility to sports		
facilities is likely to		
encourage healthier		
lifestyles. Inclusion of criteria		
that measures distance from		
the site to outdoor sports facilities has therefore been		
included to provide an		
indication of the sustainability		
of the site. The assessment		
should also give		
consideration as to whether		
the size of the site and scale		
of development are likely to		
require a contribution to the		
provision of new local		
services such as new		
outdoor sports facilities via		
S106 contributions.		
How for in the percent play	100 ( 111	Croop: 4400m from Romany
How far is the nearest play	A = >400m from children and	Green: <400m from Romsey
space for children and teenagers?	teenager's play space	Rec/Vinery Road Park
teenagers:	G = <400m; or allocation is	
Proximity to high quality play	not housing	
spaces makes an important		
contribution to the health and		
well-being of children. As		
such, measuring the distance		
of a site from the nearest		
children's play space has		
been included to provide an		
indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to		
whether the size of the site		
and scale of development are		
likely to require a contribution		
to the provision of new local		
services such as new play		
space via S106 contributions		
How far is the nearest	P = >400m	Green: Site is within 400m of
	<b>R</b> = >400m	C.CO.I. CILO IO WILLIAM TOURI UI

acceptible material	C = 4400m; or allocation is	populations of assessible
accessible natural	G = <400m; or allocation is	nearest area of accessible
greenspace of 2ha?	not housing or employment	natural greenspace of 2ha.
Duavinaity to high avality and		
Proximity to high quality open		
spaces makes an important		
contribution to the health and		
well-being of communities.		
In planning for new		
development, consideration		
needs to be given to the		
proximity of development to		
parks/open space/multi-		
functional greenspace so that		
new residents can access		
these using sustainable		
modes of transport. As such,		
measuring the distance from		
the site to such spaces (as		
identified in the Council's		
Open Space Strategy) has		
been included to provide an		
indication of the sustainability		
of the site.		
The assessment should also		
give consideration as to		
whether the size of the site		
and scale of development		
Supporting Economic Growt		0
Criteria  How far is the nearest main	Performance R = >3km	Comments Green: Site is less than 1km
T DOW IN IS THE DESIRES TOURS	K = >5KIII	i Green Sile is less man ikm i
employment centre?	<b>A</b> = 1-3km	from an employment centre.
employment centre?	A = 1-3km G = <1km or allocation is for	
employment centre?  National planning policy	A = 1-3km G = <1km or allocation is for or includes a Significant	
employment centre?  National planning policy promotes patterns of	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is	
employment centre?  National planning policy promotes patterns of development which facilitate	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use	
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use  R = Significant loss of	from an employment centre.  Green: No loss of
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use  R = Significant loss of employment land and job	Green: No loss of employment land or
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use  R = Significant loss of	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use  R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the	Green: No loss of employment land or
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%)	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an adequate supply of sites to	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%)  A = 1-3km G = <1km or allocation is for or includes a Significant element or is for another non-residential use  R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%) A = Some loss of employment	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an adequate supply of sites to meet indicative job growth	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%)  A = Some loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%)  A = Some loss of employment land and job opportunities	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and	R = Significant loss of employment land and job opportunities mitigated by alternative	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and protect those sites from	A = 1-3km G = <1km or allocation is for or includes a Significant element of employment or is for another non-residential use  R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%) A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (<	Green: No loss of employment land or allocation for employment
employment centre?  National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.  Would development result in the loss of employment land identified in the Employment Land Review?  The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and	R = Significant loss of employment land and job opportunities mitigated by alternative	Green: No loss of employment land or allocation for employment

housing.	land / allocation is for	
Proposals for non	employment development	
employment-uses for sites		
identified for potential		
protection in the ELR should		
be weighed up against the		
potential for the proposed		
use as well as the need for it.		
Would allocation result in	A = Not within or adjacent to	Green: Site is in Romsey
development in deprived	the 40% most deprived	LSOA 8000: 10.3 and
areas of Cambridge?	Super Output Areas within	Romsey LSOA 7999: 24.29
	Cambridge according to the	(within 40% most deprived
The English Indices of	Index of Multiple Deprivation	LSOA)
Deprivation 2010 are	2010.	
measures of multiple	G = Within or adjacent to the	
deprivation at the small area	40% most deprived Super	
level. The model of multiple	Output Areas within	
deprivation which underpins	Cambridge according to the	
the Indices of Deprivation	Index of Multiple Deprivation	
2010 is based on the idea of	2010.	
distinct domains of		
deprivation which can be		
recognised and measured		
separately. These domains		
are experienced by		
individuals living in an area.		
Inclusion of this criteria will		
identify where development		
may benefit areas where		
deprivation is an issue.		
adpirration to an todadi		
Sustainable Transport		
Sustainable Transport Criteria	Performance	Comments
Sustainable Transport	Performance  R = Service does not meet	Comments Amber: Not accessible to
Sustainable Transport Criteria		
Sustainable Transport Criteria What type of public transport	R = Service does not meet	Amber: Not accessible to
Sustainable Transport Criteria What type of public transport service is accessible at the	R = Service does not meet the requirements of a high	Amber: Not accessible to HQPT as defined. However,
Sustainable Transport Criteria What type of public transport service is accessible at the	R = Service does not meet the requirements of a high quality public transport	Amber: Not accessible to HQPT as defined. However, site is within 400m of other
Sustainable Transport Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Sustainable Transport Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim.	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Sustainable Transport Criteria What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other
Criteria  What type of public transport service is accessible at the edge of the site?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.  In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public	Amber: Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other

How far is the site from an existing or proposed train station?  National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.	>800m A =400 - 800m G = <400m	Red: Site is beyond 800m from either an existing or proposed train station
What type of cycle routes are accessible near to the site? National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  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.  A = Poor or medium quality off-road path.  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.  GG = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.	Green. There is no provision for cyclists on Mill Rd but good links via Madras Rd to the station and city centre. A zebra crossing of Mill Rd should be considered to assist this.
Air Quality, pollution, contan		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?  The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any	R = Within or adjacent to an AQMA, M11 or A14 A =<1000m of an AQMA, M11 or A14 G = >1000m of an AQMA, M11, or A14	Amber: <1000m of an AQMA

AQMA, or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA within Cambridge. Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes causing poor air quality, will provide an indication of the sustainability of the site.  Would the development of the site result in an adverse	R = Significant adverse impact	Amber: Potential for impact depending upon traffic and
impact/worsening of air quality? National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.	A = Adverse impact G = Minimal, no impact, reduced impact	car parking.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?  National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.  Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available, and will also depend on the proposed development use.	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Amber: Proposed mixed commercial/residential and adjacent to existing commercial properties. Also fronts onto Mill Road therefore traffic noise will have an impact. Noise assessment and mitigation will be required including careful design.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Green: No adverse effects or capable of full mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable	Green/Amber: Depending on type of commercial units proposed – some commercial uses can be odourous, for

	of adequate mitigation	example if to include
	G = No adverse effects or	commercial kitchens then
	capable of full mitigation	odour mitigation measures
		will be essential.
Is there possible	R = All or a Significant part of	Amber: The site has a long
contamination on the site?	the site within an area with a	history of uses that could
contamination on the site.	history of contamination	give rise to contamination
Contaminated land is a material	which, due to physical	including garage, hospital
planning consideration, and	constraints or economic	and cement works. Further
Land Use History Reports are		contamination assessment is
available from the Council's	viability, is incapable of	
Environmental Health Scientific	appropriate mitigation during	required. Houses with
Team. The presence of	the plan period	private gardens may not be
contamination will not always	A = Site partially within or	suitable.
rule out development, but	adjacent to an area with a	
development should not be	history of contamination, or	
permitted in areas subject to	capable of remediation	
pollution levels that are	appropriate to proposed	
incompatible with the proposed	development	
use. Mitigation measures can	G = Site not within or	
be implemented to overcome	adjacent to an area with a	
some contaminated land issues,	history of contamination	
although this may have an	Thorety of communication	
impact on the economic viability		
of the development. Further		
investigation will be required to		
establish the nature of any contamination present on sites		
and the implications that this will		
have for development.		
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within	A =Within SPZ 1	Green: Not within SPZ1 or
a source protection zone (EA	G = Not within SPZ1 or	allocation is for greenspace
data)?	allocation is for greenspace	anocation to for groomspace
data).	anocation to for groomspace	
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.		
pollution in the area.  Protecting the townscape an	d historic environment (Lands	cape addressed by Green Belt
pollution in the area.  Protecting the townscape an criteria)	·	· · · · · · · · · · · · · · · · · · ·
pollution in the area.  Protecting the townscape an criteria) Criteria	Performance	Comments
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon	Performance  R = Site contains, is adjacent	Comments Green: Site does not contain
pollution in the area.  Protecting the townscape an criteria) Criteria	Performance  R = Site contains, is adjacent to, or within the setting of	Comments Green: Site does not contain or adjoin such areas, and
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts	Comments Green: Site does not contain or adjoin such areas, and
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation  G = Site does not contain or	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation  G = Site does not contain or adjoin such areas, and there	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the
pollution in the area.  Protecting the townscape an criteria) Criteria Would allocation impact upon a historic park/garden?  Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of	Performance  R = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation  G = Site does not contain or	Comments Green: Site does not contain or adjoin such areas, and there is no impact to the

wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.		
Would development impact upon a Conservation Area?  The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas 'areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.	R = Site contains, is adjacent to, or within the setting of such an area with potential for Significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Amber: Site is in Mill Road Conservation Area
Would development impact upon buildings of local interest There are over 1,000 buildings in Cambridge that are important to the locality or the City's history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:  - The building is demonstrably incapable of beneficial use or reuse; - or there are clear public benefits arising from redevelopment. As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Amber: Site takes-in part of a Designated Heritage Asset ie Mill Road Conservation Area including BLIs - the older Brookfields Hospital buildings on and set back from Mill Road itself.  Mitigation in terms of the historic environment aspect of the wider site would take the form of retention (& reuse) of the BLIs within the conservation area.
Would development impact upon archaeology?	R = Known archaeology on site or in vicinity requiring verification before any planning consent can be	Green: Site of 19 <sup>th</sup> C Cement and Lime Works. No archaeological requirement for this site.

	given	
	A = Known archaeology on	
	site or in vicinity	
	G = No known archaeology	
	on site or in vicinity	
<b>Biodiversity and Green Infras</b>	structure	
Criteria	Performance	Comments
Would development impact	R = Contains or is adjacent to	Green: Does not contain, is
upon a locally designated	an existing site and impacts	not adjacent to or local area
wildlife site i.e. (Local Nature	incapable of appropriate	will be developed as
Reserve, County Wildlife Site,	mitigation	greenspace
City Wildlife Site)	A =Contains or is adjacent to	
,	an existing site and impacts	
Sites of local nature conservation	capable of appropriate	
include Local Nature Reserves,	mitigation	
County Wildlife Sites and City	G = Does not contain, is not	
Wildlife Sites. Local authorities	adjacent to or local area will	
have a Duty to have regard to	be developed as greenspace	
the conservation of biodiversity	be developed as givenispace	
in exercising their functions. As		
such development within such		
sites, or that may affect the substantive nature conservation		
value of such sites, will not		
normally be permitted. Where		
development is permitted,		
suitable mitigation and/or		
compensatory measures and		
nature conservation		
enhancement measures should		
be implemented.		
Does the site offer	R = Development involves a	Amber: No Significant
opportunity for green	loss of existing green	opportunities or loss of
infrastructure delivery?	infrastructure which is	existing green infrastructure
Green infrastructure plays an	incapable of appropriate	capable of appropriate
important role in delivering a wide range of environmental and	mitigation.	mitigation
quality of life benefits for local	A =No Significant	
communities. As such criteria	opportunities or loss of	
has been included to assess the	existing green infrastructure	
opportunity that development on	capable of appropriate	
the site could have on creating	mitigation	
and enhancing green	G = Development could	
infrastructure delivery.	deliver Significant new green	
	infrastructure	
Would development reduce	R = Development would have	Green: Through provision of
habitat fragmentation,	a negative impact on existing	new habitats, green spaces,
enhance native species, and	features or network links	green roofs etc
help deliver habitat	incapable of appropriate	
restoration (helping to	mitigation	
achieve Biodiversity Action	A =Development would have	
Plan targets?)	a negative impact on existing	
	features or network links but	
A number of Biodiversity Species	capable of appropriate	
and Habitat Action Plans exist for	mitigation	
Cambridge. Such sites play an	G = Development could have	
important role in enhancing	a positive impact by	
existing biodiversity for enjoyment and education.	enhancing existing features	
National planning policy requires	and adding new features or	
the protection and recovery of	network links	
priority species populations,		
linked to national and local		
targets.		

As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.

Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value of the trees.

R = Development likely to have a Significant adverse impact on the protected trees incapable of appropriate mitigation

A = Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain or adjoin any protected trees Amber: There are many Tree Preservation Orders along the northern and eastern edges of the site.

### Any other information not captured above?

#### **Level 2 Conclusion**

Level 2 Conclusion (after allowing scope for mitigation)

R = Significant constraints or adverse impactsA = Some constraints or

adverse impacts

G = Minor constraints or adverse impacts

#### Amber:

- Close to District Centre, outdoor sports, health and education facilities
- Within 400m of bus services that link the site to the city centre and other areas
- The site is within an Air Quality Management Area although it is not likely that there would be net
- Potential contamination, former contaminative uses on site.
   Developable but will require mitigation
- Site adjacent to buildings of local interest and

		many protected trees along northern and eastern edges
Overall Conclusion	R = Site with no Significant development potential (Significant constraints and adverse impacts) A = Site with development potential (some constraints or adverse impacts) G = Site with development potential (few or minor constraints or adverse impacts)	Amber: Site with development potential (few or minor constraints or adverse impacts)  Pros:  The site is adjacent to an established residential community, on brownfield land and part of an existing allocation.  Close to District Centre, outdoor sports, health and education facilities  Within 400m of bus services that link the site to the city centre and other areas
		<ul> <li>Cons:</li> <li>The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality</li> <li>Potential contamination, former contaminative uses on site. Developable but will require mitigation</li> <li>The site is adjacent to buildings of Local Interest</li> <li>Potential loss of community facilities</li> </ul>
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: Original site green, but amended site not assessed; extended site includes LLBs and health facilities to be relocated, which may reduce visbility
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning	Green: Representations: total 16; object 3; support 2; comment 11. The consultation elicited more comments than objections or representation of support.

		14 :
	objections to the allocation	Key issues are:
		. The priority for open
		space in the development
		a. This can be addressed
		through planning and
		design
		. The type of housing to be
		provided
		a. Development for a mix
		of types and sizes with
		reference to the Plan
		and the Affordable
		Housing SPD
		ii. The need for good quality
		development
		a. This can be
		addressed through
		planning and design
		v. Ensuring satisfactory
		access
		a. The County Council
		raises no highway
		objections and says
		access to Mill Road
		should be achievable
		Apart from the issue of open
		space, the consultation has
		raised no issues not
		identified in the Issues and
		Options 2 Part 2 report.
Conclusions for	This site has been extended to	
Submission Local Plan	site following representations re	
	site owners. The site area has	•
	residential capacity has increas	sed to 128 with 100sq.m
	employment floorspace.	

# 4. Site Options - Education Provision/Viability Assessment/Landowner Comments/Key Issues

## **Residential Site Options Within Cambridge**

Site Information		
Site reference number(s): R1		
Site name/address: 295 Histon Road		
Level 1	L 1114 - Out - ut -	
Part B: Deliverability and Via		0
Criteria Would development of the	P = School capacity not	Comments  Primary ambar: accordany
Would development of the site be likely to require new education provision?  Level 2	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary red; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in north of City.
Viability feedback (from	R = Unlikely to be viable,	Amber: The viability study
consultants)	A =May be viable G = Likely to be viable	shows that the site has medium viability across base and high value scenarios. Low viability under the low value scenario makes the site perform less well overall but, in view of the strength of the local market, an amber rating is justified.
Landowner comments	R = Site unlikely to be	Amber: No comments
	<ul> <li>available</li> <li>A = No immeadiate plans to release site</li> <li>G = Site likely to be available in plan period</li> </ul>	
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation  A – Significant planning concerns expressed, but can be addressed  C – No Significant planning objections to the allocation	total 16; object 7; support 4; comment 5. Key issues are: i. Loss of existing sports facilities a. Re-provision will be sought in line with policy on the protection of facilities, subject to reviewing need ii. Adverse impacts on amenity of the area a. This can be addressed through planning and design iii. Development in keeping with the character of the

	2002
	area
	a. This can be addressed
	through planning and
	design
	iv. Risk of surface water
	flooding
	a. This can be addressed
	through mitigation and
	remediation; there will
	be policies in the Plan
	about flooding and
	integrated surface
	water management
	v. Ensuring satisfactory
	access
	a. The County Council
	raises no highway
	objections and says
	access should be
	achievable onto Histon
	Road
	The consultation has raised
	no issues not identified in
	the Issues and Options 2
	Part 2 report.
Conclusions for	The site to be allocated as defined in Issues and Options 2
Submission Local Plan	·

Site Information		
Site reference number(s): R2		
Site name/address: Willowcro	ft, 137-143 Histon Road	
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the	School capacity not	Primary amber; secondary
site be likely to require new education provision?	sufficient, constraints cannot	red; overall red due to numbers. School sites in
education provision?	be appropriately mitigated.  A =School capacity not	Cambridge are largely
	sufficient, constraints can be	constrained, and without
	appropriately mitigated	Significant investment to
	G = Non-residential	replace existing buildings
	development / surplus school	provide only limited
	places	opportunities for expanding
		capacity further. Mitigation for
		primary by expansion of
		existing capacity in north of
1		City.
Level 2	D - Unlikely to be viable	Ambor: The visbility study
Viability feedback (from consultants)	R = Unlikely to be viable, A =May be viable	Amber: The viability study shows that the site has
Consultants	G = Likely to be viable	medium viability across base
	C = Linely to so viasio	and high value scenarios.
		Low viability under the low
		value scenario makes the
		site perform less well overall
		but, in view of the strength of
		the local market, an amber
	B. O'the all the bar	rating is justified.
Landowner comments	R = Site unlikely to be available	Amber: Willowcroft:
	A = No immeadiate plans to	Support residential
	release site	allocation.
	G = Site likely to be available	No immediate plans for
	in plan period	site to come forward for
		development.
		Site not fully utilized and
		could locate/consolidate
		to smaller site before
		2031.
		<ul><li>149 Histon Road</li><li>Unlikely to come forward</li></ul>
		in plan period and
		should not be allocate
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation	total 10; object 2; support 5;
	A – Significant planning	comment 3.
	concerns expressed, but can	Key issues are:
	be addressed	i. Uncertainty about
	6 – No Significant planning	availability
	objections to the allocation	a. Key landowner
		supports development
		potentially before 2031
		ii. The preferred mix of uses a. Residential is the most
		appropriate use for this
L		appropriate use for tills

	site; the mix of types and sizes will be determine by reference to the Plan and the Affordable Housing SPD  iii. Ensuring satisfactory access a. The County Council raises no highway objections and says access should be achievable onto Histon Road  The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report.
Conclusions for Submission Local Plan	The site to be allocated as defined in Issues and Options 2

Site Information		
Site reference number(s): R3		
Site name/address: City Footl		
Level 1	,	
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new	sufficient, constraints cannot	amber; overall amber due to
education provision?	be appropriately mitigated.	numbers. School sites in
	A =School capacity not	Cambridge are largely
	sufficient, constraints can be appropriately mitigated	constrained, and without Significant investment to
	G = Non-residential	replace existing buildings
	development / surplus school	provide only limited
	places	opportunities for expanding
		capacity further. Mitigation for
		primary by expansion of
		existing capacity in north of
		City.
Level 2	D. Halikahata bersiehle	Not account with a tot
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable	Not assessed; subject of planning application, so
Consultants)	G = Likely to be viable	assumed to be viable
Landowner comments	R = Site unlikely to be	Green:
	available	Fully support continuing
	A = No immeadiate plans to	allocation for housing.
	release site	<ul> <li>Site will be available and</li> </ul>
	= Site likely to be available	suggested problems can
	in plan period	be mitigated
Isues and Options 2	R – Major planning objections to the allocation	Green: Representations:
representations	A – Significant planning	total 16; object 8; support 1; comment 7. Objections
	concerns expressed, but can	Significantly outweigh
	be addressed	support.
	G – No Significant planning	Key issues are:
	objections to the allocation	. Loss of existing sports
		facilities
		a. Improvements in the
		area are being
		addressed; CCFC working on alternative
		provision in the
		Cambridge catchment
		ii. Ensuring satisfactory
		access
		a. The County Council
		raises no highway
		objections and says capacity analysis of
		site access junctions
		will be required
		The consultation has raised
		no issues not identified in
		the Issues and Options 2
		Part 2 report. Note site has
		planning consent for
Conclusions for	The site to be allocated as defi	housing.
Submission Local Plan		ity has been reduced from 147
Capillission Local Flair	The potential residential capac	nty mas been reduced from 147

to 138 to reflect a pending planning permission –
12/1211/FUL

Site Information		
Site reference number(s): R4		
Site name/address: Henry Giles House, 73-79 Chesterton Road		
Level 1	hilitar Cuitouio	
Part B: Deliverability and Via Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.  A = School capacity not sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in north of City.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be	Amber: No comment
Isues and Options 2	available A = No immeadiate plans to release site G = Site likely to be available in plan period R - Major planning objections	Green: Representations:
representations	to the allocation  A – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	total 17; object 2; support 8; comment 7. Site enjoys a good measure of support. Key issues are:  i. Benefits of retaining business use  a. The site is an existing residential allocation as such the loss of business uses has been accepted previously. The site is capable of making a Significant contribution to meeting residential need and, while occupied currently, the fact that it is set in a residential location means it may not be attractive to business uses once it is vacated.  ii. Development in keeping with the character of the area  a. This can be addressed through planning and

design iii. Reducing flood risk a. This can be addressed through mitigation and remediation; there will be policies in the Plan about flooding and integrated surface water management iv. Ensuring satisfactory
access and car parking a. The County Council raises no highway objections and says vehicular access should be off Carlyle Road, not Chesterton Road say something about car parking standards The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report. Do we need to say something specific about housing need v student  The site to be allocated as defined in Issues and Options 2.
access and car parking a. The County Council raises no highway objections and says vehicular access should be off Carlyle Road, not Chesterton Road say something about car parking standards The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report. Do we need to say something specific about housing need v student
access and car parking a. The County Council raises no highway objections and says vehicular access should be off Carlyle Road, not Chesterton Road say something about car parking standards The consultation has raised
iv. Ensuring satisfacto

Site Information		
Site reference number(s): R5		
	Resource Centre and Oil Depo	t, 137-139 Ditton Walk
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace
	G = Non-residential development / surplus school places	existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The viability study shows that the site has medium viability across base and high value scenarios.  Low viability under the low value scenario makes the site perform less well overall but, in view of the strength of the local market, an amber rating is justified.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 10; object 5; support 3; comment 2 Key issues are: i. Benefits of retaining business use a. The assessment concludes the loss of a small amount industrial land to housing is acceptable. Any residential scheme would have to be designed to work with adjacent industrial uses, as the residential use across the road already does. ii. Impacts on amenity of the meadow a. This can be addressed through planning and design iii. Need to reduce flood

Site Information		
Site reference number(s): R7		
Site name/address: The Pado		
Level 1	· · · · · · · · · · · · · · · · · · ·	
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not	Primary amber; secondary amber; overall amber due to numbers. School sites in
	sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The site has high viability in a high value scenario and does not fall below medium viability even in adverse market conditions. It clearly justifies an amber ranking.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 12; object 6; support 3; comment 3. Key issues are: ii. Retention of employment site a. The site is an existing residential allocation and as such the loss of business uses has previously been accepted. The site is capable of making a Significant contribution to meeting residential needs. iii. Adverse impacts on amenity of the area a. This can be addressed through planning v. Development in keeping with the character of the area a. This can be addressed through planning and design

	v. Ensuring satisfactory access a. The County Council raises no highway objections and says access would need to be reviewed carefully given the constrained location The consultation has raised issues of amenity and design not in the Issues and Options 2 Part 2 report, but these can be dealt with.
Conclusions for	The site to be allocated as defined in Issues and Options 2.
Submission Local Plan	

Site Information			
Site reference number(s): R8			
	Site name/address: 149 Cherry Hinton Road		
Level 1			
Part B: Deliverability and Via			
Criteria	Performance	Comments	
Would development of the site be likely to require new education provision?  Level 2	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary red; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.	
	P - Unlikely to be viable	Ambar: The site has high	
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The site has high viability in a high value scenario and does not fall below medium viability even in adverse market conditions. It clearly justifies an amber ranking	
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Supported through SHLAA	
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed C – No Significant planning objections to the allocation	Green: Representations: total 9; object 5; support 3; comment 1. Key issues are: iv. Loss of existing/mixed use a. The assessment concludes the loss of a small amount industrial land to housing is acceptable; the laundry provides a citywide service and does not depend on meeting an immediate local catchment v. Development in keeping with the character of the area and retention of trees a. This can be addressed through planning and design are trees protected vi. Ensuring satisfactory access and parking b. The County Council	

		raises no highway
		objections and says
		access to Cherry
		Hinton Road should be
		achievable
		The consultation has raised
		no issues not identified in
		the Issues and Options 2
		Part 2 report.
Conclusions for	This site has been extended to	include the telephone
Submission Local Plan	exchange on Coleridge Road (S	
	telephone exchange site is too	small to allocate on its own
	and as it shares a boundary wit	h 149 Cherry Hinton Road it
	make sense to allocate them to	gether. The site area has
	increased to 0.76ha and its pote	
	increased from 17 to 33 dwellin	gs.

Site Information		
Site reference number(s): R9		
Site name/address: Travis Perkins, Devonshire Road		
Level 1		
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated.	Primary amber; secondary red; overall amber. School sites in Cambridge are
	A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing
		capacity in south of City.
Level 2		capacity in country on only.
Viability feedback (from	R = Unlikely to be viable,	Not assessed; subject of
consultants)	A = be viable G = Likely to be viable	planning application, so assumed to be viable
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2	R – Major planning objections	Amber : Representations:
representations	to the allocation  - Significant planning concerns expressed, but can be addressed  G - No Significant planning objections to the allocation	total 25; object 7; support 10; comment 8. Site enjoys a good measure of support. Key issues are: i. Loss of employment land close to station a. The site is an existing residential allocation and as such the loss of business uses has previously been accepted. The site is capable of making a Significant contribution to meeting residential needs.
		ii. Type of housing to be provided a. Aim is to provide a mix of housing types and sizes in line with the requirements of the Plan and the Affordable housing SPD ii. Need for open space in the area a. Agreed; development should help to meet

	the issue of open space provision that was not identified as a concern in the Issues and Options 2 Part 2
	v. Capacity of community infrastructure a. School capacity is limited, but primary constraints can be mitigated v. Dealing with traffic and ensuring satisfactory access a. The County Council raises no highway objections, but says access to this site would need to be considered carefully given constrained location The consultation has raised
	the need and is identified in the Proposals Schedule

Sito Information			
Site Information	0		
Site reference number(s): R10			
Site name/address: Mill Road Depot and adjoining properties  Level 1			
Part B: Deliverability and Via	hility Critoria		
Criteria	Performance Comments		
Would development of the	R = School capacity not	Primary amber; secondary	
site be likely to require new	sufficient, constraints cannot	amber; overall red due to	
education provision?	be appropriately mitigated.	numbers. School sites in	
	A =School capacity not	Cambridge are largely	
	sufficient, constraints can be	constrained, and without	
	appropriately mitigated	Significant investment to	
	G = Non-residential	replace existing buildings	
	development / surplus school	provide only limited	
	places	opportunities for expanding capacity further. Mitigation for	
		primary by expansion of	
		existing capacity in south of	
		City.	
Level 2			
Criteria	Performance	Comments	
Viability feedback (from	R = Unlikely to be viable,	Green: The viability study	
consultants)	A =May be viable	shows that the site has	
	G = Likely to be viable	strong viability across base,	
		high and low value scenarios.	
Landowner comments	R = Site unlikely to be	Amber:	
Landowner comments	available	No firm decision has been	
	A = No immeadiate plans to	made on the future of the	
	release site	site, but the Council is not	
	G = Site likely to be available	opposed, in principle, to	
	in plan period	exploring possible future	
		development, including for	
		residential use.	
		Development would depend on successful	
		relocation of the Depot.	
		"As joint owner of one of	
		these garages [Hooper	
		Street], I strongly oppose	
		their demolition"	
Isues and Options 2	R – Major planning objections	Amber: Representations:	
representations	to the allocation	total 184; object 150;	
	A – Significant planning	support 15; comment 19.	
	concerns expressed, but can be addressed	Objections constitute the overwhelming response.	
	G – No Significant planning	Much of this reaction flows	
	objections to the allocation	from a fear of the traffic	
	,	implications, especially	
		traffic being taken through	
		Hooper Street and into the	
		narrow streets of St	
		Matthews (stimulated by the	
		Issues and Options Report	
		saying access should not be	
		from Mill Road) and the loss of garages in Hooper Street,	
		organages in nooper street,	

in an area where parking is at a premium. These concerns may have generated additional points of objection to reinforce the case against the allocation. The 15 representations of support and 19 of comment are more than for any other site

Key issues are:

- Potentially remote, less sustainable, location of Council Depot
  - a. It is not generally used by the public
- ii. Loss of employment land and uses
  - a. The Depot functions rely on a high number of movements by large vehicles. The current site is not ideal for this. The employment would be replaced elsewhere.
- iii. Lack of green space nearby
  - a. The site has potential to help redress the local deficiency
- iv. Adverse impact on character and amenity of the area
  - a. This can be addressed through planning and design
- v. Adverse impact on heritage assets
  - a. This can be addressed through planning and design; and the Library is a Listed Building
- vi. Adverse impact on community and cultural facilities
  - a. This can be addressed through planning to incorporate provision
- vii. Capacity of community infrastructure
  - School capacity is limited, primary constraints can be mitigated, but overall a serious concern
- viii. Concerns over viability
  - a. Study shows site has good viability
- ix. Dealing with traffic and ensuring satisfactory

	access a. The County Council raises no highway objections, but says this site would be in need of careful review in the of highway access The consultation has not raised substantive issues that were not identified in the Issues and Options 2 Part 2
	report.
Conclusions for Submission Local Plan	The site to be allocated as defined in Issues and Options 2.

Site Information			
Site reference number(s): R1	1		
Site name/address: Horizon R	eource Centre, 285	Coldham's	Lane
Level 1			
Part B: Deliverability and Via	bility Criteria		
Criteria	Performance		Comments
Would development of the site be likely to require new education provision?	R = School capacity sufficient, constrain be appropriately minus A = School capacity sufficient, constrain appropriately mitigated G = Non-residential development / surp places	ts cannot tigated. not ts can be ited	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.

Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Supported through SHLAA
Isues and Options 2 representations	R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Amber: Representations: total 11; object 3; support 2; comment 6. The consultation has prompted comment rather that strong objection of comment Key issues are: i. The suitability of this busy location for housing a. This is a sustainable location for housing and design will address the challenges of the location ii. Impacts on nearby green spaces a. This can be addressed through planning and design iii. Ensuring satisfactory access a. The county Council raises no highway objections, but says vehicular access could

		be difficult to achieve and will need careful consideration  The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report.
Conclusions for Submission Local Plan	The site to be allocated as defir	ned in Issues and Options 2.

Site Information			
Site reference number(s): R12			
Site name/address: Ridgeons	, 75 Cromwell R	oad	
Level 1			
Part B: Deliverability and Via	bility Criteria		
Criteria	Performance		Comments
Would development of the site be likely to require new education provision?	R = School cap sufficient, cons be appropriatel A = School cap sufficient, cons appropriately m G = Non-reside development / places	straints cannot ly mitigated. acity not straints can be nitigated ential	Primary amber; secondary amber; overall amber due to numbers. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.

Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: The site ranges across high, medium and low viability. It has the potential to perform well under the right conditions and, despite the low viability under adverse conditions, in view of the overall strength of the local market, an amber rating is justified.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green:  Company intends to vacate site and supports development for residential purposes before 2031
Isues and Options 2 representations		Amber: Representations: total 32; object 16; support 4; comment 12. The proposal elicited a Significant number of objection and comments Key issues are: vi. Loss of existing business/use a. The business has approached the Council and informed it that the business intends to relocate to an alternative site. This site is capable of making a Significant contribution to meeting residential need. iii. The form housing should take a. This can be addressed

	through planning and
	design
	ii. The quality of the
	development and its
	impact on the area a. This can be addressed
	through planning and
	design
	ix. The adequacy of local
	services and facilities
	a. There are facilities
	nearby, but education
	is an issue
	x. Ensuring satisfactory
	access
	a. The County Council
	raises no highway
	objections and says
	access should be
	achievable from
	Cromwell Road
	The consultation has raised
	the issues of the retention of
	the business use that was
	not identified in the Issues
	and Options 2 Part 2 report.
Conclusions for	The site boundary has changed because of a drafting error in
Submission Local Plan	the Issues and Options 2 document, the site area stays the
	same. Following consultation with the Urban Design Team
	the capacity of the site has been increased from 120
	dwellings to 245 dwellings to reflect achievable site densities.

Site Information		
Site reference number(s): R13		
Site name/address: 78 & 80 Fulbourn Road		
Level 1		
Part B: Deliverability and Via		0
Criteria Would development of the	Performance  R = School capacity not	Comments  Primary groop: secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.  A = School capacity not sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	Primary green; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Primary can be absorbed in catchment capacity.
Viability feedback (from	R = Unlikely to be viable,	Green: The viability study
consultants)	A =May be viable G = Likely to be viable	shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be	Amber: No comment
Isues and Options 2	available A = No immeadiate plans to release site G = Site likely to be available in plan period R - Major planning objections	Green: Representations:
representations	to the allocation  A – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	total 11; object 5; support 3; comment 2. Key issues are: i. Flood risk a. This can be addressed through mitigation and remediation; there will be policies in the Plan about flooding and integrated surface water management ii. Ensuring satisfactory access a. The County Council raises no highway objections and observes that the site has no direct access to the highway iii. Relationship with GB3 & GB4 a. GB3 & GB4 allocated for business use; satisfactory relationship can be achieved by planning and design The consultation has raised no issues not identified in

		the Issues and Options 2 Part 2 report. Impact on neighbouring properties can be dealt with through planning and design. Address issue of relationship with GB3 & GB4
Conclusions for Submission Local Plan	This site has not been allocated therefore too small. There was calculating the site area at SHL Stage.	a drafting error when

Site Information		
Site reference number(s): R14		
Site name/address: BT Telephone Exchange and Car Park, Long Road		
Level 1		
Part B: Deliverability and Viability Criteria		
Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.	amber; overall amber due to numbers. School sites in
education provision?	A =School capacity not	Cambridge are largely
	sufficient, constraints can be	constrained, and without
	appropriately mitigated	Significant investment to
	G = Non-residential	replace existing buildings
	development / surplus school	provide only limited
	places	opportunities for expanding capacity further. Mitigation for
		secondary at new
		Trumpington Secondary
		School.
Level 2		
Viability feedback (from	R = Unlikely to be viable,	Green: The viability study
consultants)	A =May be viable	shows that the site has
	G = Likely to be viable	strong viability across base, high and low value
		scenarios.
Landowner comments	R = Site unlikely to be	Amber: No comment
	available	
	A = No immeadiate plans to	
	release site G = Site likely to be available	
	in plan period	
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation	total 10; object 2; support 7;
	A – Significant planning	comment 1. The proposal
	concerns expressed, but can be addressed	elicited a significant support and little objection.
	6 – No significant planning	Key issues are:
	objections to the allocation	i. The form housing should
	,	take
		a. This can be addressed
		through planning and
		design ii. The quality of the
		development and its
		impact on the area
		a. This can be addressed
		through planning and
		design ii. Ensuring satisfactory
		access
		a. The County Council
		raises no highway
		objections and says
		access should be
		achievable from Long Road
		The consultation has raised
		no issues not identified in
		the Issues and Options 2

	Part 2 report.	
Conclusions for	The site to be allocated as defined in Issues and Options 2.	
Submission Local Plan		

Site Information		
Site reference number(s): R15 (This has been incorporated into R24c in the Draft Local		
Plan)		
Site name/address: Glebe Farm, Addenbrooke's Road		
Level 1		
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary and secondary by use of capacity at new southern fringe schools.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Green: Supported through SHLAA. To be sustainable such development must be accompanied by supporting associated infrastructure, the long recognised need for a HWRC remains unmet.
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No significant planning objections to the allocation	Green: Representations: total 17; object 4; support 8; comment 5. Support and comments significantly outnumber objections. Key issues are: . Integration with existing and proposed development a. This can be addressed through planning and design . The ongoing search for a Household Recycling Centre a. This has already been discussed at length and this is not considered to be suitable site . Ensuring satisfactory access a. The County Council raises no highway objections and says access is preferable

	through the current	
	development site	
	rather that onto	
	Addenbrooke's Road	
	The consultation has raised	
	no issues not identified in	
	the Issues and Options 2	
	Part 2 report. Need to	
	coordinate with Southern	
	Fringe Policy	
Conclusions for	The site to be allocated as defined in Issues and Options 2.	
Submission Local Plan	Issues and Options R15 incorporated into R24c	

Boundary Redrawn on R16 as shown below

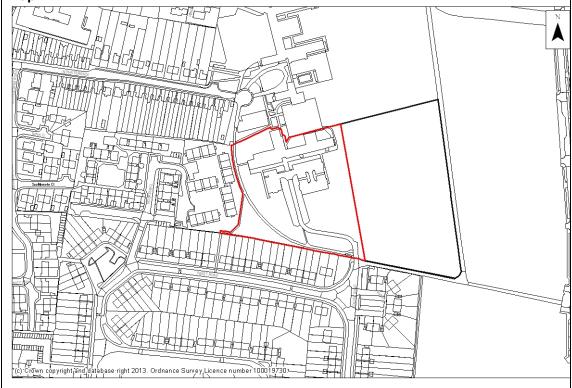
**Site Information** 

Site reference number(s): R16 (SHLAA Site CC905)

**Site name/address**: Cambridge Professional Development Centre Paget Road Trumpington

Functional area (taken from SA Scoping Report): South Cambridge (Trumpington)





**Site description**: Old school site, now used as training centre. Made up of old school building, associated car parking. Green space (old playing fields) located directly to the east. Located south east of Alpha Terrace and north of Paget Road. Fawcett Primary School bounds the site to the north and there is open agricultural land to the east of the site, which forms part of the Clay Farm development site.

Current use: In use as a professional County Council training centre

Proposed use(s): Residential

Site size (ha): 1.49

Assumed net developable area: Constrained

Assumed residential density: -

Potential residential capacity: 67

Site owner/promoter: Owner known

Landowner has agreed to promote site for development? Yes. Put forward by landowner

in SHLAA Call for Sites

Site origin: SHLAA Call for Sites

Relevant planning history: No relevant planning history

Level 1

Part B: Deliverability and Viability Criteria

Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.  A = School capacity not sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	amber; overall amber. School sites in Cambridge are largely constrained, and without significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary and secondary by use of capacity at new southern fringe schools.
Level 2		J
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Supported through SHLAA
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No significant planning objections to the allocation	Green: Representations: total 22; object 14; support 3; comment 5. Objections significantly outnumber support and comments. Key issues are: i. The loss of open space, which is needed by the community a. Revised site allocation protects the playing field ii. The option of only developing the existing buildings and car park a. This option is being taken forward ii. Ensuring satisfactory access a. The County Council raises no highway objections and says access should be achievable via Foster Road The consultation has raised no issues not identified in the Issues and Options 2 Part 2 report. Need to coordinate with Southern Fringe Policy
Conclusions for Submission Local Plan	Site boundary has been redrawn to exclude the school playing fields. The site area has been reduced to 1.49ha and the potential residential capacity has increased to 67 to reflect achievable densities.	

Site Information		
Site reference number(s): R17		
Site name/address: Mount Plesaant House, Mount Pleasant		
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the site be likely to require new	R = School capacity not sufficient, constraints cannot	Primary amber; secondary red; overall amber. School
education provision?	be appropriately mitigated.  A = School capacity not sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	sites in Cambridge are largely constrained, and without significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in north of City.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Supported through SHLAA
Isues and Options 2 representations	R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No significant planning objections to the allocation	Amber: Representations: total 16; object 4; support 5; comment 7. Key issues are: i. The loss commercial building in central location a. The site is capable of making a significant contribution to meeting residential need and, while occupied currently, the fact that it is adjacent to residential/collegiate properties means that residential development will be attractive. ii. Need for careful design in sensitive location a. This can be addressed through planning and design iii. Flood risk a. This can be addressed through mitigation and remediation

	iv. Ensuring satisfactory
	access
	a. The County Council
	raises no highway
	objections and says
	access should be
	achieved of the
	A1134 Mount
	Pleasant
	The consultation has raised
	no issues not identified in
	the Issues and Options 2
	Part 2 report.
Conclusions for	The site to be allocated as defined in Issues and Options 2.
Submission Local Plan	

Site Information		
Site reference number(s): R18		
Site name/address: 21-29 Barton Road		
Level 1		
Part B: Deliverability and Via		0
Criteria Would development of the	Performance  R = School capacity not	Comments  Primary ambor: secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.  A = School capacity not sufficient, constraints can be appropriately mitigated  G = Non-residential development / surplus school places	Primary amber; secondary red; overall amber. School sites in Cambridge are largely constrained, and without significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City
Viability feedback (from	R = Unlikely to be viable,	Green: The viability study
consultants)	A = May be viable G = Likely to be viable	shows that the site has strong viability across base, high and low value scenarios.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	Green: Supported through SHLAA
Isues and Options 2 representations	- Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed G - No significant planning objections to the allocation	Red: Representations: total 16; object 8; support 4; comment 4. Key issues are: . The loss existing buildings, trees and garden at front of site a. The group of buildings does contribute positively to the Conservation Area and English Heritage has made major representation to this effect. There is an opportunity for refurbishment and renewal Need for careful design in sensitive location a. This can be addressed through planning and design, however, it is by no means certain that a sufficiently sensitive scheme will be realised . Ensuring satisfactory access

	a. The County Council raises no highway objections and says access onto Barton Road should be achievable  The consultation has raised no igauge not identified in
	no issues not identified in the Issues and Options 2
	Part 2 report.
Conclusions for	This site has been removed because of conservation issues.
Submission Local Plan	

Site Information		
Site reference number(s): R19		
Site name/address: 64-68 Newmarket Road		
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new education provision?	sufficient, constraints cannot be appropriately mitigated.	amber; overall amber. School sites in Cambridge
education provision:	A =School capacity not	are largely constrained, and
	sufficient, constraints can be	without significant investment
	appropriately mitigated	to replace existing buildings
	G = Non-residential	provide only limited
	development / surplus school	opportunities for expanding
	places	capacity further. Mitigation for
		primary by expansion of existing capacity in south of
		City
Level 2		
Viability feedback (from	R = Unlikely to be viable,	Green: The viability study
consultants)	A =May be viable	shows that the site has strong
	G = Likely to be viable	viability across base, high
Landowner comments	R = Site unlikely to be	and low value scenarios.  Green:
Landowner comments	available	Support development for
	A = No immeadiate plans to	residential purposes
	release site	before 2031.
	= Site likely to be available	Actively promoting
	in plan period	development and draft
		proposals with Council.
Isues and Options 2	R – Major planning	Green: Representations: total
representations	objections to the allocation  A – Significant planning	11; object 4; support 4; comment 3.
	concerns expressed, but can	Key issues are:
		i. The opportunities for a
	S – No significant planning	mixed use scheme
	objections to the allocation	a. Agreed; opportunities for
		other ground floor uses
		and potentially on other levels
		ii. Ensuring satisfactory
		access
		a. The County Council
		raises no highway
		objections, but requires minimal impact on the
		Ring road and says
		access should be off
		Sun Street or Severn
		Place
		Aside from the option of
		mixed use, the consultation has raised no issues not
		identified in the Issues and
		Options 2 Part 2 report.
		Need to address the issue of
		the need for housing v the
		need for student
		accommodation

Conclusions for	This site will not be allocated as it is below 0.5ha and	
Submission Local Plan	therefore too small. There was a drafting error when	
Submission Local Flam		
	calculating the site area at SHLAA and Issues and Options	
	Stage.	

Site Information		
Site reference number(s): R20		
Site name/address: Abbey Football Stadium		
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the	R = School capacity not	Primary amber; secondary
site be likely to require new	sufficient, constraints cannot	amber; overall amber due to numbers. School sites in
education provision?	be appropriately mitigated.  A =School capacity not	Cambridge are largely
	sufficient, constraints can be	constrained, and without
	appropriately mitigated	significant investment to
	G = Non-residential	replace existing buildings
	development / surplus school	provide only limited
	places	opportunities for expanding
		capacity further. Mitigation for
		primary by expansion of
		existing capacity in south of
Level 2		City
Viability feedback (from	R = Unlikely to be viable,	Amber: The site ranges
consultants)	A =May be viable	across high, medium and
,	G = Likely to be viable	low viability. It has the
		potential to perform well
		under the right conditions
		and, despite the low viability
		under adverse conditions, in
		view of the overall strength of the local market, an
		amber rating is justified.
Landowner comments	R = Site unlikely to be	Amber:
	available	The land shaded is owned
	A = No immeadiate plans to	by the City Council and
	release site	subject to a long lease for
	G = Site likely to be available	use as a football stand (or
	in plan period	similar uses). Inclusion of
		this area in any proposed scheme is therefore
		subject to discussions with
		the City Council, which we
		intend to initiate in due
		course
Isues and Options 2	<ul> <li>– Major planning objections</li> </ul>	Red: Representations: total
representations	to the allocation	45; object 34; support 1;
	A – Significant planning	comment 10. The
	concerns expressed, but can	consultation elicited a large
	be addressed G – No significant planning	number of objections. Many of these were concerned
	objections to the allocation	with the impact on the
	,	allotments; and there were
		significant concerns about
		the relocation of the stadium
		Key issues are:
		i. The successful
		reallocation of the
		stadium onto an
		acceptable site a. The stadium meets a
		clear and important
		oleai anu important

need and no satisfactory alternative location has been found ii. The impact on allotments, including the restoration of those previously taken a. Importance agreed and will be taken into account in future discussions on the future of the stadium ii. Ensuring satisfactory access a. The County Council raises no highway objections, but says the existing junction at Newmarket Road/Ditton Walk should be reviewed and the need for improvements taken into consideration The consultation report raised the option of development on the allotment land to the south, but did not address this in the pros and cons. Otherwise the consultation has raised no issues not identified in the Issues and Options 2 Part 2 report. However, in the absence of finding an acceptable site for a replacement stadium this allocation is withdrawn. Conclusions for This site has been removed because of the failure to find an **Submission Local Plan** alternative location for this important facility.

Site Information		
Site reference number(s): M4		
Site name/address: Police Station, Parkside		
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City
Level 2	1	
Viability feedback (from consultants)	R = Unlikely to be viable, A =May be viable	Amber: Not assessed
Landowner comments	G = Likely to be viable R = Site unlikely to be	Amber: No Comment
Isuas and Ontions 2	available A = No immeadiate plans to release site G = Site likely to be available in plan period	Groon: Poprosontations:
Isues and Options 2 representations	R – Major planning objections to the allocation  A – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Green: Representations: total 14; object 6; support 2; comment 6. More representations of objection than support Key issues are: i. The mix of uses and the desirability of development for a hotel a. Consideration of the hotel study and existing proposals suggests a residential only allocation is more appropriate ii. Design suitable to the sensitive location a. This can be addressed through planning and design ii. The relocation of the Police Station a. Police would prefer Southern HQ building with good access to main road network; some City centre presence to be maintained v. Traffic and access

	a. The County Council
	raises no highway
	objections; says there
	is a need to discuss a
	transport strategy; and
	notes access from
	Warkworth Street or
	Parkside should be
	achievable
	With the exception of the
	relocation of the Police
	Station, the consultation has
	raised no fundamental
	issues not identified in the
	Issues and Options 2 Part 2
	report.
Conclusions for	Originally consulted for mixed use (residential & hotel), but
Submission Local Plan	review, including consideration of the hotel study suggests a
	residential only allocation is more appropriate.

Site name/address: Land north Teversham Drift  Level 1  Part B: Deliverability and Viability Criteria  Performance  Would development of the site be likely to require new education provision?  R = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places  Performance  Comments  Amber. School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated. A = Regardless of the housing mix of dwellings on this development there is likely to be a need for additional places to be secured through these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the south of the City.  Level 2  Level 2  Level 2  Level 2  Level 2  Level 2  Level 3  R = Site unlikely to be viable. A May be viable, a	Site Information		
Part B: Deliverability and Viability Criteria			
Part B: Deliverability and Vlability Criteria   Criteria   Performance   Performance   Performance   Performance   Performance   Performance   R			
Performance   Comments	Level 1		
Would development of the site be likely to require new education provision?			
site be likely to require new education provision?  A = School capacity not sufficient, constraints can be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development would require an additional 1 form of entry of provision.  Secondary: Expansion of Netherhall and other City secondary schools limited by site constraints.  Regardless of the housing mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the south of the City.  Level 2  Viability feedback (from consultants)  R = Unlikely to be viable, A May be viable G = Likely to be viable  R = Unlikely to be viable  R = Unlikely to be viable G = Likely to be viable A May be viable of the low value scenario gives evidence of good viability across base and high value scenario gives evidence of good viability overall.  Landowner comments  R = Site unlikely to be available in plan period  R = Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed Objections to the allocation New site - previously allocated through the Cambridge East			
appropriately mitigated   G = Non-residential development / surplus school places	site be likely to require new	sufficient, constraints cannot be appropriately mitigated.  A =School capacity not	sufficient, constraints can be appropriately mitigated.
mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the south of the City.  Level 2  Viability feedback (from consultants)  R = Unlikely to be viable,  A - May be viable  G = Likely to be viable  G = Likely to be viable  G = Likely to be viable  A - May be viable  G = Likely to be viable  G = Likely to be viable  A - May be viable  G = Likely to be viable  Green: Site not assessed, assume as for GB3. The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenarios gives evidence of good viability overall.  Amber: No comment  R = Major planning objections to the allocation  A - Significant planning concerns expressed, but can be addressed  - No Significant planning objections to the allocation  New site - previously allocated through the Cambridge East		appropriately mitigated  G = Non-residential development / surplus school	Primary: This level of development would require an additional 1 form of entry of provision.  Secondary: Expansion of Netherhall and other City secondary schools limited by
Viability feedback (from consultants)       R = Unlikely to be viable, A May be viable       Green: Site not assessed, assume as for GB3. The viability study shows that the viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenarios gives evidence of good viability overall.         Landowner comments       R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period       Amber: No comment         Isues and Options 2 representations       R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation       Green: Not consulted on, in AAP         Conclusions for       New site - previously allocated through the Cambridge East			mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the
consultants)  A May be viable G = Likely to be viable  S = Likely to be viable  C = Likely to be viable  S = Site unlikely to be available available A = No immeadiate plans to release site G = Site likely to be available in plan period  S = Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  C = Conclusions for  A = Major planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  New site - previously allocated through the Cambridge East			
Conclusions for   Conclusions   Conclusions for   Conclusions for   Conclusions   Conclusion   Conclusions for   Conclusions   Concl			•
site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.  Landowner comments  R = Site unlikely to be available available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed Decorporation of the company of the compan	consultants)	· · · · · · · · · · · · · · · · · · ·	
across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.  Landowner comments  R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation New site - previously allocated through the Cambridge East		G = Likely to be viable	• •
scenarios. Medium viability under the low value scenario gives evidence of good viability overall.  Landowner comments  R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  Conclusions for  New site - previously allocated through the Cambridge East			
under the low value scenario gives evidence of good viability overall.  R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  New site - previously allocated through the Cambridge East			
Conclusions for   Gives evidence of good viability overall.   Gives evidence of good viability overall.			
Landowner comments       R = Site unlikely to be available       A = No immeadiate plans to release site       A = No immeadiate plans to release site       A = Site likely to be available in plan period         Isues and Options 2 representations       R - Major planning objections to the allocation       Green: Not consulted on, in AAP         A - Significant planning concerns expressed, but can be addressed       O - No Significant planning objections to the allocation         Conclusions for       New site - previously allocated through the Cambridge East			gives evidence of good
available A = No immeadiate plans to release site G = Site likely to be available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  Conclusions for  New site - previously allocated through the Cambridge East			
release site G = Site likely to be available in plan period  Isues and Options 2 representations  R - Major planning objections to the allocation A - Significant planning concerns expressed, but can be addressed C - No Significant planning objections to the allocation  Conclusions for  R - Major planning objections data of the consulted on, in AAP  Green: Not consulted on, in AAP  AAP  Conclusions to the allocation  New site - previously allocated through the Cambridge East	Landowner comments	available	Amber: No comment
in plan period  Isues and Options 2 representations  R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed C – No Significant planning objections to the allocation  Conclusions for  In plan period R – Major planning objections AAP  Green: Not consulted on, in AAP  AAP  Conclusions for No Significant planning objections to the allocation  New site – previously allocated through the Cambridge East			
Isues and Options 2 representations  R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed Conclusions for  R – Major planning objections to the allocation AAP  AAP  Conclusions for  R – Major planning objections to the allocation AAP  AAP  Conclusions for  R – Major planning objections to the allocation AAP		G = Site likely to be available	
to the allocation  A – Significant planning concerns expressed, but can be addressed C – No Significant planning objections to the allocation  Conclusions for  to the allocation  AAP  AAP  Conclusions for  New site – previously allocated through the Cambridge East		in plan period	
concerns expressed, but can be addressed — No Significant planning objections to the allocation  Conclusions for  New site – previously allocated through the Cambridge East		R – Major planning objections to the allocation	
		concerns expressed, but can be addressed — No Significant planning objections to the allocation	
Culturiacion I coal Dian I AAD			through the Cambridge East
Submission Local Plan   AAP	Submission Local Plan	AAP	

Site Information		
Site reference number(s): R23		
Site name/address: Land north Coldham's Lane		
Level 1		
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary peobably not needed.
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: Site not assessed, assume as for GB3. The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: no comment
Isues and Options 2 representations	<ul> <li>R – Major planning objections to the allocation</li> <li>A – Significant planning concerns expressed, but can be addressed</li> <li>G – No Significant planning objections to the allocation</li> </ul>	Green: Not consulted on, in AAP
Conclusions for Submission Local Plan	New site – previously allocated AAP	through the Cambridge East

# **Residential Moorings Site Options Within Cambridge**

Site Information		
Site reference number(s): RM1		
Site name/address: Fen Road	1	
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the	R = School capacity not	Amber: No comments from
site be likely to require new	sufficient, constraints cannot	County; some resident
education provision?	be appropriately mitigated.	children possible
	A =School capacity not	
	sufficient, constraints can be appropriately mitigated	
	<b>G</b> = Non-residential	
	development / surplus school	
	places	
Level 2	Fixed	
Viability feedback (from	R = Unlikely to be viable,	Amber: Not assessed
consultants)	A =May be viable	
,	G = Likely to be viable	
Landowner comments	R = Site unlikely to be	Green:
	available	<ul> <li>Support development as</li> </ul>
	A = No immeadiate plans to	a marina.
	release site	Facilities for boaters and
	= Site likely to be available	residential and leisure
	in plan period	moorings.
		<ul> <li>Development before or after 2031.</li> </ul>
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation	total 10; object 3; support 3;
· oprocontations	A – Significant planning	comment 2.
	concerns expressed, but can	Key issues are:
	be addressed	i. Strategic location in
	6 – No Significant planning	relation to river
	objections to the allocation	a. The location is
		appropriate in relation
		tot the wider heeds of
		the river, including reducing congestion
		and conflicts in the
		most heavily used
		stretches.
		ii. Relationship to South
		Cambs site
		Site is same ownership
		give an opportunity for
		an integrated approach
		ii. Impact on river use a. Off river moorings
		would help to reduce
		congestion and conflict
		and has the potential
		to assist in managing
		on-river mooring in the
		closer in to the City
		v. Traffic and access
		a. The County Council

	has raided no objections on access issues The consultation has raised two issues not identified in the Issues and Options 2 Part 2 report: potential adverse impacts on the river; and the need to coordinate with South Cambs
Conclusions for	The site to be allocated as defined in Issues and Options 2.
Submission Local Plan	

## **University Site Options Within Cambridge**

Site Information		
Site reference number(s): U1		
Site name/address: Old Press/Mill Lane		
Level 1		
Part B: Deliverability and Viability Criteria		
Criteria	Performance	Comments
Would development of the	R = School capacity not	Amber: No comments from
site be likely to require new	sufficient, constraints cannot	County; some resident
education provision?	be appropriately mitigated.	children possible if Significant residential component
	A =School capacity not sufficient, constraints can be	residential component
	appropriately mitigated	
	G = Non-residential	
	development / surplus school	
	places	
Level 2		
Viability feedback (from	R = Unlikely to be viable,	Amber: Not assessed
consultants)	A =May be viable	
	G = Likely to be viable	
Landowner comments	R = Site unlikely to be available	Green:
	A = No immeadiate plans to	<ul> <li>University supports with proposals to come forward</li> </ul>
	release site	in 2014
	= Site likely to be available	23
	in plan period	
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation	total 19; object 1; support 8;
	A – Significant planning	comment 10. Good support
	concerns expressed, but can	and positive comments for
	be addressed  - No Significant planning	this proposal. Key issues are:
	objections to the allocation	i. Need for development to
		take advantage of
		opportunities offered by
		the site and respect the
		heritage environment
		a. This can be
		addressed through
		planning and design i. Potential for mixed use
		a. This can be
		addressed through
		planning and design
		i. Traffic and access,
		especially at Trumpington
		Street junctions
		a. This can be addressed
		through planning and an appropriate
		transport strategy
		The consultation has raised
		no issues not identified in
		the Issues and Options 2
		Part 2 report. Mention that
		the allocation is carried
		forward from the existing
		Local Plan & the Old Press

	Mill Lane SPD sets out key principles for the redevelopment of the area.
Conclusions for Submission Local Plan	The site to be allocated as defined in Issues and Options 2.

Site Information		
Site reference number(s): U2		
Site name/address: New Museums		
Level 1	Lilita Cuita uia	
Part B: Deliverability and Via Criteria	Performance	Comments
Would development of the	R = School capacity not	Green: No comment from
site be likely to require new	sufficient, constraints cannot	County; no residential
education provision?	be appropriately mitigated.	componenet
	A =School capacity not	
	sufficient, constraints can be	
	appropriately mitigated  G = Non-residential	
	development / surplus school	
	places	
Level 2		
Viability feedback (from	R = Unlikely to be viable,	Amber: Not assessed
consultants)	A =May be viable	
Landowner comments	G = Likely to be viable R = Site unlikely to be	Green:
Zandowner comments	available	The University supports
	A = No immeadiate plans to	the inclusion of policy and
	release site	proposals in the revised
	= Site likely to be available	Local plan for
	in plan period	development at the New Museums Site.
Isues and Options 2	R – Major planning objections	Green: Representations:
representations	to the allocation	total 15; object 1; support 5;
•	A – Significant planning	comment 8. Good support
	concerns expressed, but can	and positive comments for
	be addressed	this proposal.
	<ul><li>6 – No Significant planning objections to the allocation</li></ul>	Key issues are: i. Need for development to
		take advantage of
		opportunities offered by
		the site and respect the
		heritage environment
		a. This can be addressed through planning and
		design
		ii. The future of the Corn
		Exchange
		a. There are no plans to
		change the Corn Exchange
		ii. Wider access to the site
		and cycle parking
		b. This can be addressed
		through planning and
		design With the exception of the
		future of the Corn Exchange,
		the consultation has raised
		no issues not identified in
		the Issues and Options 2
Conclusions for	The site to be allocated as defi	Part 2 report.
Submission Local Plan	The site to be allocated as defi	neu in issues and Options 2.
Oubillission Local Flati	<u> </u>	

## **Mixed Use Site Options Within Cambridge**

Site Information		
Site reference number(s): M1		
Site name/address: 379-381 Milton Road		
Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in north of City
Level 2		
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: Not assessed
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No Comment
Isues and Options 2 representations	R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Amber: Representations: total 9; object 3; support 3; comment 3. A balance of representations across object, support and comment. Key issues are: i. Suitability of site for residential component a. Adjacent to residential area and is capable of taking mixed use ii. Traffic and access a. County Council raises no objections, wishes so see a transport strategy and says access onto Milton Road should be achievable The consultation has raised no issues not identified in the Issues and Options 2
Conclusions for Submission Local Plan	Originally consulted on 40dwe but have reworked after consu Now 95 dwellingsand 0.5ha en	Iting with Urban Design Team.

Site Information		
Site reference number(s): M2		
Site name/address: Clifton Road Industrial Estate		
Level 1		
Part B: Deliverability and Via	bility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: School capacity not sufficient, constraints can be appropriately mitigated.  Mitigation: Expansion of capacity at Ridgefield or
	G = Non-residential development / surplus school places	other primary schools in the south of Cambridge. Mitigation: Expansion of Coleridge and other City secondary schools limited by site constraints.
		Regardless of the housing mix of dwellings on this development there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of
		developments across the south of the City
Level 2		South of the City
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site = Site likely to be available in plan period	<ul> <li>Amber:         <ul> <li>Royal Mail objects to the current allocation. No objection to identification of the site as part of proposed redevelopment provided the Mail centre is located elsewhere with costs met from the disposal of the site.</li> </ul> </li> <li>Turnstone Estates has no objection to the allocation, but development should support Cambridge Leisure Park.</li> <li>City Council supports in principle potential mixed</li> </ul>

		· · · · · · · · · · · · · · · · · · ·
		use development.
		<ul> <li>Remove designation as protected industrial site</li> </ul>
		from Clifton Road
		industrial estate –
		opportunity for City
		centre mixed use
		residential and
		commercial
		development. (Confirm
		USS owned)
Isues and Options 2	R – Major planning objections	Amber: Representations:
representations	to the allocation	total 14; object 5; support 5;
	<ul> <li>Significant planning</li> </ul>	comment 4. A balance of
	concerns expressed, but can	representations across
	be addressed	object, support and
	G – No Significant planning	comment.
	objections to the allocation	Key issues are:
		<ul> <li>Competing demands for</li> </ul>
		development on this key
		site close to the Station
		a. The site has seen
		Significant periods of
		vacancies over recent
		years; furthermore the
		site is currently
		underused with
		extensive areas of car
		parking. The site is
		capable of being redeveloped as a new
		high quality mixed use
		scheme.
		. Comprehensive or
		piecemeal approach
		a. A comprehensive
		approach is required
		and this is addressed
		through the policies for
		Major Areas of Change
		. Possible contamination on
		site
		a. This can be addressed
		by appropriate
		remediation and
		mitigation; it may
		restrict the type of
		housing provided
		iii. Traffic, access and new links into the wider area
		a. The County Council
		raises no highway
		objections; and says
		access should be
		achievable onto
		Cherry Hinton Road,
		which would need to
		be subject to capacity
		analysis.
		b. Any transport and
		or rang transport and

		viability study would
		have to assess the
		issue of links into the
		wider area
		The consultation has raised
		no fundamental issues not
		identified in the Issues and
		Options 2 Part 2 report.
Conclusions for	Originally consulted on 100 dwe	ellings on an employment led
Submission Local Plan	development, but following representations received at	
	Issues and Options stage and advice from the Urban Design	
	Team it is proposed to allocated for 550 dwellings with 2ha	
	employment. The area of the site has increased from 7.7 to	
	9.3ha	

Site Information			
	Site reference number(s): M3		
Site name/address: Michael Y	oung Centre, Purbeck Road		
Level 1	hility Critorio		
Part B: Deliverability and Via Criteria	Performance	Comments	
Would development of the	R = School capacity not	Primary amber; secondary	
site be likely to require new	sufficient, constraints cannot	amber; overall amber.	
education provision?	be appropriately mitigated.	School sites in Cambridge	
	A =School capacity not	are largely constrained, and	
	sufficient, constraints can be	without Significant	
	appropriately mitigated <b>G</b> = Non-residential	investment to replace	
	development / surplus school	existing buildings provide only limited opportunities for	
	places	expanding capacity further.	
		Mitigation for primary by	
		expansion of existing	
		capacity in south of City	
Level 2	D. Haliled, to be 211	Cycon. The siebility of J	
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable	Green: The viability study shows that the site has	
Consultants)	G = Likely to be viable	strong viability across base,	
		high and low value	
		scenarios.	
Landowner comments	R = Site unlikely to be	Green:	
	available	Purbeck Road is a	
	A = No immeadiate plans to release site	private road owned by Hills Road Sixth Form	
	= Site likely to be available	College and is bust with	
	in plan period	students at some times	
		of day. Reinforces the	
		access concern.	
		Homerton College owns	
		the site and supports the allocation for mixed use	
		development. It	
		believes the site can be	
		delivered from a	
		technical viewpoint.	
		Current designation of the site and a Police 7/2	
		the site under Policy 7/3 is not reflective of the	
		current situation on the	
		ground and overall	
		planning permission on	
		the site.	
Isues and Options 2	R – Major planning objections to the allocation	Green: Representations:	
representations		total 9; object 3; support 4;	
		Key issues are:	
	be addressed	. Competing demands for	
	6 – No Significant planning	development and	
	objections to the allocation		
		The site is capable of	
Topiooniaiono	A – Significant planning concerns expressed, but can be addressed	comment 2. Key issues are: Competing demands for development and retention for light industry a. The site currently has relatively little industria use on it, it is also currently underused.	

	being redeveloped as a new mixed use scheme.  Traffic and access a. The County Council raises no highway objections; says there is a need to discuss a transport strategy; and notes access should be from Purbeck Road, which is a private road The consultation notes some errors in the assessment and flags up the issue of Purbeck road being a private road. Otherwise it has raised no fundamental issues not identified in the Issues and Options 2 Part 2
Conclusions for Submission Local Plan	The site to be allocated as defined in Issues and Options 2.

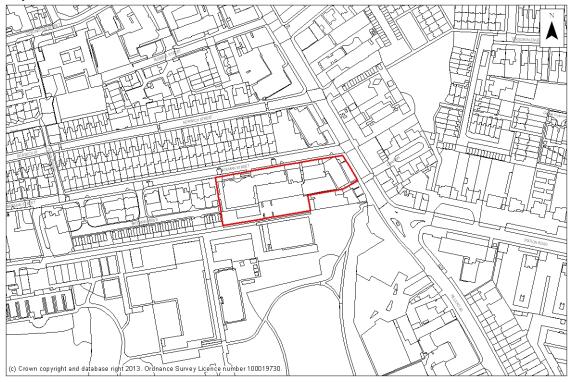
Site Information

Site reference number(s): M5 (SHLAA Site – CC872)

Site name/address: 82-90 Hills Road and 57-63 Bateman Street

Functional area (taken from SA Scoping Report): City Centre (Trumpington)

#### Map



#### Site description:

This site comprises a row of mixed-use buildings, bounded by Hills Road on the east, Bateman Street to the north and Bateman Mews to the south. The University Botanic Gardens share a common boundary with the site along its southern edge. The site has potential for mixed use including residential on part.

Current use: Offices, Bank and Language School

Proposed use(s): Mixed Use

Site size (ha): 0.5

Assumed net developable area:
Assumed residential density: 34dph
Potential residential capacity: 20

Existing Gross Floorspace: -

Proposed Gross Floorspace: -

Site owner/promoter: Owner known

Landowner has agreed to promote site for development? Some potential for mixed use including residential on part. No potential on 57-60 Bateman Street as 100+ year lease. Some potential for mixed use including residential on remainder. On-going discussions regarding current leases.

Site origin: SHLAA Call for Sites

Relevant planning history: None relevant

Level 1			
Part B: Deliverability and Viability Criteria			
Criteria	Performance	Comments	
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary green; secondary green; overall green. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. No impact on education if no dwellings are proposed.	
Level 2			
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.	
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: complex ownership and lease issues	
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 9; object 3; support 3; comment 3. There is an even balance of object, support and comment responses. Key issues are: . Design suitable to the sensitive location a. This can be addressed through planning and design . Potential flood risk a. This can be addressed through mitigation and remediation; there will be policies in the Plan about flooding and integrated surface water management . Traffic and access a. The County Council raises no highway objections; says there is a need to discuss a transport strategy; and notes access should be achieved onto Bateman Street, although there are constraints that need further consideration	

		The consultation has raised no fundamental issues not identified in the Issues and Options 2 Part 2 report.  Need to coordinate with Station Area West policy and Hills Road Policy. Air quality issues can be addressed through mitigation & remediation, Policy in the Local Plan will ensure no deterioration of air quality from new development.
Conclusions for Submission Local Plan	The site to be allocated as defined in Issues and Options 2, but with boundary redrawn to reflect current refurbishment at 90 Hills Road.	

Site Information	
Site reference number(s): R6	

Site name/address: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Ciommunity Centre and Meadowlands, Newmarket Road  Level 1		
Part B: Deliverability and Via	hility Criteria	
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City.
Level 2		One of The California
Viability feedback (from consultants)	R = Unlikely to be viable, A =May be viable G = Likely to be viable	Green: The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Amber: Representations: total 11; object 6; support 2; comment 3. Objections Significantly outweigh support. Key issues are: i. Competing demand for use as community facility hub a. The County Council has plans for a sizable community hub on the site of the current community centre and Christ the Redeemer Church. This will impact on housing numbers and this may be better as a mixed use allocation. The Clay farm community centre might be model. ii. Loss of recreation spaces a. Re-provision will be sought in line with policy on the protection of facilities, subject to reviewing need

		I
		iii. Ensuring satisfactory
		access
		<ol> <li>The County Council</li> </ol>
		raises no highway
		objections and says
		vehicular access onto
		Barnwell Road or
		Peverel Road should
		be achievable
		The consultation has raised
		no issues not identified in
		the Issues and Options 2
		Part 2 report.
Conclusions for	The site to be allocated as defined in Issues and Options 2.	
Submission Local Plan	Originally consulted on for residential, now mixed use, same numbers	
	Humbers	

Site Information	
Site reference number(s): R21	

Site name/address: 315-349 Mill Road				
Level 1				
Part B: Deliverability and Via				
Criteria	Performance	Comments		
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Primary amber; secondary amber; overall amber. School sites in Cambridge are largely constrained, and without Significant investment to replace existing buildings provide only limited opportunities for expanding capacity further. Mitigation for primary by expansion of existing capacity in south of City		
Level 2				
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: Original site green, but amended site not assessed; extended site includes LLBs and health facilities to be relocated, which may reduce visbility		
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment		
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 16; object 3; support 2; comment 11. The consultation elicited more comments than objections or representation of support. Key issues are: The priority for open space in the development a. This can be addressed through planning and design The type of housing to be provided a. Development for a mix of types and sizes with reference to the Plan and the Affordable Housing SPD ii. The need for good quality development a. This can be addressed through planning and design ii. Ensuring satisfactory access a. The County Council raises no highway objections and says access to Mill Road should be achievable		

	Apart from the issue of open space, the consultation has raised no issues not identified in the Issues and Options 2 Part 2 report.	
Conclusions for Submission Local Plan	This site has been extended to include Brookfields Hospital site following representations received from the Brookfields site owners. The site area has increased to to 2.87ha, residential capacity has increased to 128 with 100sq.m employment floorspace.	

# **Employment Site Options Within Cambridge**

Site Information					
Site reference number(s): E1					
Site name/address: Orwell House, Orwell Furlong					
Level 1					
	ability and Viability Criteria				
Criteria	Performance	Comments			
Would development of the	R = School capacity not	Green: non residential;			
site be likely to require new education provision?	sufficient, constraints cannot	preschool childcare to be taken into account			
education provision?	be appropriately mitigated.  A =School capacity not	taken into account			
	sufficient, constraints can be				
	appropriately mitigated				
	G = Non-residential				
	development / surplus school				
	places				
Level 2					
Viability feedback (from	R = Unlikely to be viable,	Amber: Not assessed			
consultants)	A =May be viable				
Landowner comments	G = Likely to be viable R = Site unlikely to be	Green:			
Landowner comments	available	Property Services at			
	A = No immeadiate plans to	Cambridge City Council			
	release site	suppers the proposed			
	= Site likely to be available	allocation as a high quality			
	in plan period	employment site. Will be			
		part of overall proposals			
		for Northern Fringe East			
Isues and Options 2	R – Major planning objections	Green: Representations:			
representations	to the allocation  A – Significant planning	total 12; object 2; support 6; comment 4. There is			
	concerns expressed, but can	Significantly more support			
	be addressed	and comment than			
	6 – No Significant planning	objection.			
	objections to the allocation	Key issues are:			
		Need to be part of			
		planning for Northern			
		Fringe East			
		a. Agreed the site will be			
		covered by a policy looking at the long			
		term, comprehensive			
		redevelopment of the			
		area			
		. The inclusion of			
		alternative uses			
		a. The inclusion of			
		alternative uses,			
		including residential, is not likely in the short			
		term while the WWTW			
		continues to emit			
		odour. Other uses			
		may be considered.			
		. Potential adverse impact			
		of proximity to WWTW			
		a. Can be dealt with			

	through planning and	
	design for appropriate	
	mitigation	
	iv. Traffic and access	
	a. The County Council	
	raises no highway	
	objections and says	
	access to Cowley	
	road should be	
	achievable	
	Apart from the issue of	
	alternative uses, the	
	consultation has raised no	
	fundamental issues not	
	identified in the Issues and	
	Options 2 Part 2 report.	
Conclusions for	This site has been removed, it will be dealt with in the	
Submission Local Plan	Cambridge Northern Fringe AAP	

Site Information					
Site reference number(s): E2					
Site name/address: St John's Innovation Park					
Level 1					
	Part B: Deliverability and Viability Criteria				
Criteria	Performance	Comments			
Would development of the site be likely to require new	R = School capacity not sufficient, constraints cannot	Green: non residential; preschool childcare to be			
education provision?	be appropriately mitigated.	taken into account			
Caacanen provision:	A =School capacity not	tanen inte decedin			
	sufficient, constraints can be				
	appropriately mitigated				
	G = Non-residential				
	development / surplus school				
Lovel 2	places				
Level 2 Viability feedback (from	R = Unlikely to be viable,	Amber: Not assessed			
consultants)	A =May be viable	, wilder. Not assessed			
	G = Likely to be viable				
Landowner comments	R = Site unlikely to be	Amber: No comment			
	available				
	A = No immeadiate plans to				
	release site				
	G = Site likely to be available				
Isues and Options 2	in plan period  R – Major planning objections	Green: Representations:			
representations	to the allocation	total 14; object 2; support 7;			
	A – Significant planning	comment 5. There is			
	concerns expressed, but can	Significantly more support			
	be addressed	and comment than			
	6 – No Significant planning	objection.			
	objections to the allocation	Key issues are:  . Need to be part of			
		planning for Northern			
		Fringe East			
		a. Agreed the site will be			
		covered by a policy			
		looking at the long			
		term, comprehensive			
		redevelopment of the area			
		. The need for this site to			
		be redeveloped			
		a. There may be potential			
		for new buildings in the			
		short term, over a			
		longer period some			
		buildings may be redeveloped			
		. Potential adverse impact			
		of proximity to WWTW			
		a. A long term strategy			
		for the area will be			
		developed that allows			
		for, in the short term,			
		the continued operation of the			
		WWTW, but allows for			
		potential changes to be			
		considered in the long			

		term. In the short term
		odour impacts can be
		dealt with through
		planning and design
		and appropriate
		mitigation measures
	iv.	Traffic and access
		a. The County Council
		raises no highway
		objections
	Ap	art from the issue of
	wh	ether the site needs to be
	rec	leveloped, the
	cor	nsultation has raised no
	fun	damental issues not
	ide	ntified in the Issues and
	Op	tions 2 Part 2 report.
Conclusions for	This site has been removed, it will be dealt with in the	
Submission Local Plan	Cambridge Northern Fringe AAP	

Site Information				
Site reference number(s): E3				
Site name/address: Merlin Place				
Level 1				
Part B: Deliverability and Via				
Criteria	Performance	Comments		
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school	Green: non residential; preschool childcare to be taken into account		
	places			
Level 2	D. Halikalı ta haz 'alılı	Ampham Nict access 1		
Viability feedback (from consultants)	<ul><li>R = Unlikely to be viable,</li><li>A = May be viable</li><li>G = Likely to be viable</li></ul>	Amber: Not assessed		
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available	Amber: No comment		
James and Ontions 0	in plan period	One and Demonstrations		
Isues and Options 2 representations	R – Major planning objections to the allocation  A – Significant planning concerns expressed, but can be addressed  C – No Significant planning objections to the allocation	Green: Representations: total 8; object 2; support 4; comment 2. There are more support and comment representations than objection. Key issues are: . Need to be part of planning for Northern Fringe East     Agreed the site will be     covered by a policy     looking at the long     term, comprehensive     redevelopment of the     area . The relocation of the     WWTW a. A long term strategy     for the area will be     developed that allows     for, in the short term,     the continued     operation of the     WWTW, but allows for     potential changes to be     considered in the long     term Potential adverse impact     of proximity to WWTW a. Can be dealt with     through planning and     design for appropriate     mitigation iv. Traffic and access		

		<ol> <li>The County Council</li> </ol>
		raises no highway
		objections
		The consultation has raised
		no fundamental issues not
		identified in the Issues and
		Options 2 Part 2 report.
Conclusions for	This site has been removed, it will be dealt with in the	
Submission Local Plan	Cambridge Northern Fringe AAP	

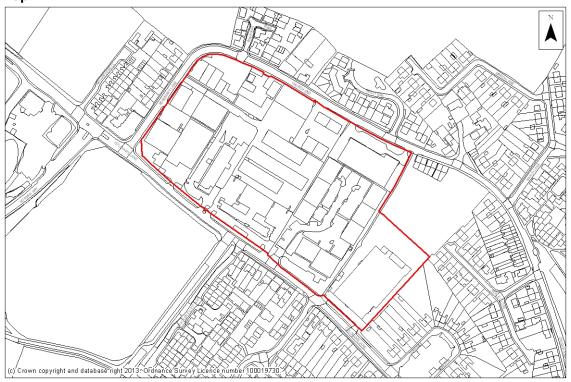
Site Information

Site reference number(s): E4 (Employment Land Review Site 126)

Site name/address: Church End Industrial Estate

Functional area (taken from SA Scoping Report): South Cambridge (Cherry Hinton)

Map



**Site description**: Mixed industrial use site with some offices, housing a number of warehouses. Bounded by Rosemary Lane to the north, Church Lane to the east and Coldhams Lane to the west. Southeast of the site is a residential area.

Current use (s): Mixed use industrial site

Proposed use(s): Employment

Site size (ha): 5.77ha

Assumed net developable area:

Assumed residential density: N/A

Potential residential capacity: N/A

**Existing Gross Floorspace:** 

**Proposed Gross Floorspace:** 

Site owner/promoter:

Landowner has agreed to promote site for development?

Site origin: Employment Land Review

#### Relevant planning history:

The far south eastern section of the site had a reserved matters application giving permission for design, scale and layout of 40 residential units, detailed landscaping scheme and revised access arrangements, following outline planning permission for residential development, Ref: 06/0063/OUT in August 2009.

Level 1		
Part B: Deliverability and Via		
Criteria	Performance	Comments
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Green: non residential; preschool childcare to be taken into account
Level 2		
Viability feedback (from consultants)	<ul><li>R = Unlikely to be viable,</li><li>A =May be viable</li><li>G = Likely to be viable</li></ul>	Amber: Not assessed
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available in plan period	Amber: No comment
Isues and Options 2 representations	R – Major planning objections to the allocation A – Significant planning concerns expressed, but can be addressed G – No Significant planning objections to the allocation	Green: Representations: total 10; object 5; support 3; comment 2. Objections outnumber support. Key issues are:  v. Adverse impact of operations in the area, which is already a problem  a. Redevelopment can provide an opportunity to introduce modern buildings that have less impact on nearby residences  v. Need to consider community facilities  a. Not appropriate within the employment allocation; needs may be addresses with other potential developments in the area  ii. Traffic and access  a. The County Council raises no highway objections and says access off Rosemary Lane and Church Lane should be achievable  The consultation has raised issues about the existing and future operations in the area and the need for community facilities. Other

	issues were identified in the Issues and Options 2 Part 2 report.	
Conclusions for Submission Local Plan	Allocated, but Boundary has been redrawn to remove a residential planning permission.	

Site Information			
Site reference number(s): E5			
Site name/address: 1 & 7-11	Hills Road		
Level 1	L 1114 - A - 14 1		
Part B: Deliverability and Via		0	
Criteria	Performance	Comments	
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Green: non residential; preschool childcare to be taken into account	
Level 2			
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Amber: Not assessed	
Landowner comments	R = Site unlikely to be available A = No immeadiate plans to release site G = Site likely to be available	Amber: No comment	
Isues and Options 2 representations	in plan period  R – Major planning objections to the allocation  – Significant planning concerns expressed, but can be addressed  G – No Significant planning objections to the allocation	Amber: Representations: total 10; object 2; support 4; comment 4. Support and comments outnumber objections. Key issues are: Good design and conservation at important site a. This can be addressed through planning and design Traffic and access a. The County Council raises no overriding highway objections, but needs to discuss the transport strategy and assessment and require minimal impact on the Ring Road and Hills Road/Lensfield Road Junction. Junction improvements have been proposed The consultation raised the Significant traffic and access issues in addition to the matters identified in the Issues and Options 2 Part 2	
Conclusions for Submission Local Plan	The site to be allocated as defi	report. ned in Issues and Options 2.	

#### **Appendix 1**

## **Viability Assessment**

### Composite Assessment and Comments for Cambridge Site Options Schedule<sup>1</sup>

Individual Site Viability assessment combinations <sup>2</sup>	Notional Score <sup>3</sup>	Number of sites	Composite Score	Number of sites	Proposed text for schedule
GGG	9	16	Green	22	Green: The viability study shows that the site has strong viability across base, high and low value scenarios.
GGA	8	5			Green: The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.
GGR	7	1			Green: The viability study shows that the site has strong viability across base and high value scenarios. Low viability under the low value scenario makes the site perform less strongly overall but, in view of the overall strength of the local market, a green rating is justified.
GAA	7	2	Amber	11	Amber: The site has high viability in a high value scenario and does not fall below medium viability even in adverse market conditions. It clearly justifies an amber ranking <sup>4</sup>
GAR	6	6			Amber: The site ranges across high, medium and low viability. It has the potential to perform well under the right conditions and, despite the low viability under adverse conditions, in view of the overall strength of the local market, an amber rating is justified.

<sup>&</sup>lt;sup>1</sup> Based on composite table consultants' final report May 2013 <sup>2</sup> Sites assessed against base, high and low value scenarios. Rated green (G), amber (A) and red (R) to indicate viability. Sites not assessed given an amber rating.

<sup>&</sup>lt;sup>3</sup> G=3; A=2; R=1 <sup>4</sup> Case for elevating this to green?

Individual Site Viability assessment combinations <sup>2</sup>	Notional Score <sup>3</sup>	Number of sites	Composite Score	Number of sites	Proposed text for schedule
AAA	6	0			Amber: The viability study shows that the site has medium viability across base, high and low value scenarios.
AAR	5	3			Amber: The viability study shows that the site has medium viability across base and high value scenarios. Low viability under the low value scenario makes the site perform less well overall but, in view of the strength of the local market, an amber rating is justified.
GRR	5	1	Red	6	Red: The viability study show that the site has poor viability in low and base value scenario. The high viability under the high scenario does not justify an overall amber score <sup>5</sup> .
ARR	4	1			Red: The site has low viability in base and low value scenarios and achieves only medium viability under even the best conditions. It justifies a red ranking
RRR	3	4			Red: The viability study shows that the site has low viability across base, high and low value scenarios.

#### Notes

- 1. The composite scores are based on three underlying assumptions:
  - i. that over the plan period the local economy will remain relatively strong because of its inherent advantages, e.g. high growth sector business activity, good environment and proximity to London;
  - ii. there is an expectation that over the longer term of the plan period the national economy will recover, albeit slowly; and
  - the overall amount of land coming forward for development in the City will continue to be constrained by the Green Belt and other environmental and capacity factors.
- 2. On the basis of these assumptions viability is expected to be strong, hence:
  - i. sites with two G scores should score G overall;
  - ii. sites with a strong A and G score should score A overall, even where the low value scenario shows R; and
  - iii. sites with two or more R scores score R overall.

\_

<sup>&</sup>lt;sup>5</sup> Case for elevating this to amber?

3. Fifty-six percent of sites are green; 28% are amber; and 15% are red. This is consistent with intuitive expectations