

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

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

<b>Site Information</b>	<b>Broad Location 1 Land North &amp; South Of Barton Road</b>
<b>Site reference number(s):</b> SC232	
<b>Site name/address:</b> Land North and South of Barton Road	
<b>Functional area (taken from SA Scoping Report):</b> Not applicable in SCDC	
<b>Map:</b>	
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<p><b>Site description:</b> The site lies to the north and south of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east and the M11 and its slip road and Coton Road lie to the west. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm, and recreation grounds on the north eastern part of the land south of Barton Road. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.</p> <p>Note: this site forms part of a larger site, including land within Cambridge City Council's area (Site 921). On going discussions are being held with adjoining landowners to form a more complete site.</p>	
<p><b>Current use(s):</b> Agricultural and sports field.</p>	
<p><b>Proposed use(s):</b> Part of a larger site including land in Cambridge City Council's area for predominantly residential development of 2500+ dwellings and to include significant new College and public facilities, employment, retail, community uses, commercial uses and public open space (113.10 hectares in South Cambridgeshire)</p>	

<b>Site size (ha):</b> South Cambridgeshire: 149.97 ha
<b>Assumed net developable area:</b> 74.98-112.48ha (assuming 50%net or 75% net)
<b>Assumed residential density:</b> 40dph in SCDC
<b>Potential residential capacity:</b> 2,999-4,499
<b>Site owner/promoter:</b> <i>Owners known</i>
<b>Landowner has agreed to promote site for development?:</b> Yes (site has multiple land owners)
<b>Site origin:</b> <i>SHLAA call for sites</i>
<p><b>Relevant planning history:</b></p> <p>Parts of the site have been considered through the LDF:</p> <ul style="list-style-type: none"> <li>- Housing Shortfall Site 7 (2008) which was considered at Housing Supply session at SSP Examination</li> <li>- Objection Sites 2 (2007) – Sites 3 and 4, which were considered at the SSP Examination MM4</li> <li>- Objection Sites (2006) sites 5 and 6, which were considered in MM2 at the Core Strategy Examination.</li> </ul> <p>LDF SSP Examination Inspector (2009)</p> <ul style="list-style-type: none"> <li>- Barton Road north (mixed use) – “The quality of the view of the historic centre of Cambridge from the M11 and other locations west of Cambridge is of quite a different order from that seen from the A14. There is a large area of open land west of the City, between it and the motorway. This open land approaches close to the City Centre. There is little development to be seen in this extensive foreground landscape, and several historic features are clearly seen beyond the countryside. Even the reduced area for development, promoted since the representations were made on the submitted DPD, would impinge on this view, sometimes directly in front of historic features, and would spoil the setting of the city. It is not only the motorway traveller who benefits from these striking views of the historic centre. The footpath from Barton Road to the M11 overbridge provides views, and so does higher land west of the motorway. In our opinion a development of about 400 dwellings (in South Cambridgeshire), and other buildings, would not be hidden by virtue of its own design attributes, buildings outside the site, and vegetation. In addition the Barton Road approach to Cambridge is important because it is undeveloped. New development could be set back and landscaped, but would be seen from the road and would spoil the approach which is another valuable element in the setting of the City.</li> <li>- Barton Road south (mixed use including recreation and education) – “Although development for sports use would not be inappropriate in principle, such an extensive grouping of pitches and ancillary features in this location would be harmful to the rural character and visual amenities of the Green Belt, and to the setting of the City. There is also poor public transport along Barton Road, and this location outside the City is not well situated for users walking to facilities. An allocation would not be very sustainable, bearing in mind the size of the scheme.”</li> </ul> <p>Representations advancing similar arguments were rejected by the Structure Plan Examination In Public Panel (2002), by the Cambridge Local Plan Inspector (2006) and by the High Court (2007) which considered a subsequent challenge to the adoption of the Cambridge Local Plan (2006).</p>
<b>Level 1</b>
<b>Part A: Strategic Considerations</b>
<b>Conformity with the Council’s Sustainable Development Strategy (SDS)</b>

Criteria	Performance (fill with relevant colour R A G or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	G = Yes	Edge of Cambridge
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	A = Flood risk zone 2	Amber: Extensive parts of the land north of Barton Road between the City boundary and the M11 are within Flood Zone 3 (High Risk). The land south of Barton Road is all within Food Zones 1. Average score Amber
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.  Surface water ponding occurs in fields to south of Barton Road. M11 is known to have flooded in October 2001 at a location immediately west of the site. SCDC Strategic FRA should be consulted prior to site FRA or detailed design.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and	See below	Development on this site would have significant negative impact on the Green Belt affecting views from the west and setting of the city. Land to the south

setting?		of Barton Road is very open with exceptional views of the collegiate historic core.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The west edge of Cambridge can demonstrate perceived compactness because of the leafy environment of Barton Road.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Development south of Barton Road would decrease the distance between the City and Grantchester and would begin to compromise separation between.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: The existing urban edge is green and rural in the majority of this location.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt	R = Significant negative impacts incapable of satisfactory mitigation	Red: Development south of Barton Road would decrease the distance

villages (SCDC only)		between the City and Grantchester and would begin to compromise separation between the city and the village.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site would have a severe negative impact on the purposes of Green Belt.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: This site does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.  The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major

		<p>developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Part of site within the SZ for structures >90m
Is there a suitable access to the site?	A = Yes, with mitigation	<p>Amber: Yes access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location.</p> <p>The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge. Major areas of investigation will be for non domestic car usage.</p> <p>Although the site is outlined in red the Highway Authority requests information with regards to the other land in control /ownership to enable Highway Authority to assess potential deliverability.</p> <p>In the Highway Authority's opinion a significant level of infrastructure be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.</p>

		A full Transport Assessment will be required.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Amber: This site could accommodate around 1,500 dwellings (all in the City). Based on the West Corridor Area Transport Plan this would generate approximately 12,750 all mode daily trips. The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented. A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. County Council are currently updating the trip rate formulas.</p> <p>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.</p> <p>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.</p>
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic.

		<p>There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>These sites are likely to be closely related to the M11 at Junctions 12 &amp; 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>With regard to the A14, the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to the West Cambridge and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding</p>
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		<p>package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber: Yes, there are further sites to the north which require access off Barton Road as well, and there are sites in between which future development might be restricted by SC232.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green: No known constraints. The site has multiple landowners.</p>
<p>Timeframe for bringing the site forward for development?</p>	<p>A = Start of construction between 2017 and 2031</p>	<p>Amber: South Cambs SHLAA Assessment: The site is available immediately. The first dwellings could be completed on site 2011-16 Phasing - 250 dwellings 2011-16, 700 dwellings 2016-21, 700 dwellings 2021-26, 850 dwellings 2026-31</p> <p>This seems somewhat optimistic given size of site timing of Local Plan need for Master Planning and application processes. Change Green to Amber</p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p>Amber: Utility services (e.g. pylons) – power lines run across the south western corner of the land north of Barton Road.</p> <p>Electricity - Not supportable</p>

		<p>from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Medium Pressure reinforcement would be required to support the full load.</p> <p>Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal.</p>
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		An assessment will be required to determine the full impact of this site.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Site is over 800m from nearest local centre but it scores amber because it is large enough to support a new local centre.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Half of the site is within 3km limit (Chesterton Community College and Parkside Community College both currently operating at capacity) with the remainder beyond.
How far is the nearest primary school?	City preference:	Green: Site is between 1 and 3km from nearest primary schools (Barton CE

	<p>G = &lt;400m or non-housing allocations or site large enough to provide new school</p> <p>SCDC:</p> <p>A = 1-3 km</p>	<p>(A) Primary School, Coton CE Primary School, Fawcett Primary School, St Alban's Primary School, St Pauls Primary School, Newnham Croft Primary School and Park Street Primary School).</p> <p>Sites large enough to generate a need for a primary school can be assumed to provide one and be scored as a G.</p>
<p>Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?</p>	<p>G = No effect or would support the vitality and viability of existing centres</p>	<p>Green: The site would be large enough to support a new Local Centre. The distance to the nearest Local Centre, Grantchester Street in Newnham, is greater than 800m and therefore a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.</p>
<p><b>Accessibility to outdoor facilities and green spaces</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).</p>	<p>G=No</p>	<p>Green: Acceptable only if replaced by an equivalent area, of similar quality and in a suitable location.</p> <p>Two College playing fields are located at the eastern end of the site to the south of Barton Road. Both are in shared use by Kings College and Selwyn College. The second playing field is used by Queens College and Robinson College. Robinson being a newer foundation does not have an extensive stock of playing fields. Both playing fields are in active use and are close to the City. They would need to be replaced in any redevelopment. If</p>

		<p>they were to be relocated elsewhere on the site this may not be convenient for students given the distance involved and the quality of the Barton Road cycle path which is located on the north side of Barton Road.</p> <p>Of these 4 colleges only Kings and Queens College are sponsors of the redevelopment of site SC232.</p>
<p>If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	G=Yes	<p>Green:If development includes other open space provision, sports provision, or other recreation facilities of sufficient benefit to outweigh the loss</p> <p>The area could in theory be replaced by an equivalent area within the development but as pointed out above would be less than ideal for current users in terms of its location.</p>
<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?</p>	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	<p>Green: If there is clear demonstrable evidence of an excess in provision taking into account potential future demand and after local consultation.</p> <p>Assumes minimum on-site provision to adopted plan standards is provided onsite. This wouldn't necessarily cater for College requirements.</p>
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: Approximately half of the site is within 1km of an employment centre with the remainder within 3km of an employment centre.
Would development result	G = No loss of employment	Green: Development would

in the loss of employment land identified in the Employment Land Review?	land / allocation is for employment development	not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Barton LSOA 8224: 6.02 and Barton LSOA 8225: 7.07 and adjacent to Newnham LSOA 7984: 4.61
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Service does not meet the requirements of a high quality public transport (HQPT)
How far is the site from an existing or proposed train station?	R = >800m	Red: Over 800m to nearest station
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: The section of the site south of Barton Rd would need good links across to the off-road path north of Barton Road.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	A = Score 10-14 from 4 criteria below	Total Score = 14
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 1000m (2)	Newnham, Gough Way
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	75 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.1km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: Site less than 1,000 metres from M11. An air quality assessment is essential
Would the development of the site result in an adverse impact/worsening of air	R = Significant adverse impact	Red: Air quality issues – Less than 1000m from the M11. There is a potential

<p>quality?</p>		<p>for significant increases in traffic emissions and static emissions that could affect local air quality, especially within Cambridge City. Extensive and detailed air quality assessments, in line with local policy and in liaison with Cambridge City Council, will be required to assess the impact of such a development at pre-application stage.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Significant adverse noise impacts - The west of the site bounds the M11 including M11 junction 12 / Barton Road roundabout and Barton Road intersects the site. There are high levels of ambient / diffuse traffic noise and other noise sources include Laundry Farm and the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Site similar to North West Cambridge and at least half the site nearest M11 and to lesser distance from Barton Road either side is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be</p>

		<p>acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.</p> <p>Noise issues - Farm noise has not been quantified so off-site mitigation may be required and no guaranteed this can be secured, but overall in terms of adverse farm noise impact- low to medium risk.</p> <p>Noise issues - Site is close to Cambridge Model Engineering Society, Club House Premises and Miniature Railway Track, Fulbrooke Road, Granchester. The track is approximately 300m long and miniature ground level steam, electric (and occasionally gas turbine) trains run on 7¼in, 5in and 3½in tracks and at times the site is open to the public. Noise from any workshop and tracks has not been quantified but may require assessment etc.</p> <p>Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. No evidence requires possible site visit. Minor to moderate risk.</p>
Are there potential light	G = No adverse effects or	Green: From purely the

pollution problems if the site is developed, as a receptor or generator?	capable of full mitigation	residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.  No adverse odour issues as consequence of residential development.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination - part of the site is adjacent to filled land and therefore requires investigation. A Contaminated Land Assessment will be required as a condition of any planning application.

#### Protecting Groundwater

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

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

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: 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?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: The land south of Barton Road lies approximately 120m to the south west of the West Cambridge Conservation Area.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: 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	Amber: The site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site.  Results of <b>pre-determination</b> evaluation to be submitted with any planning application to inform a planning decision.

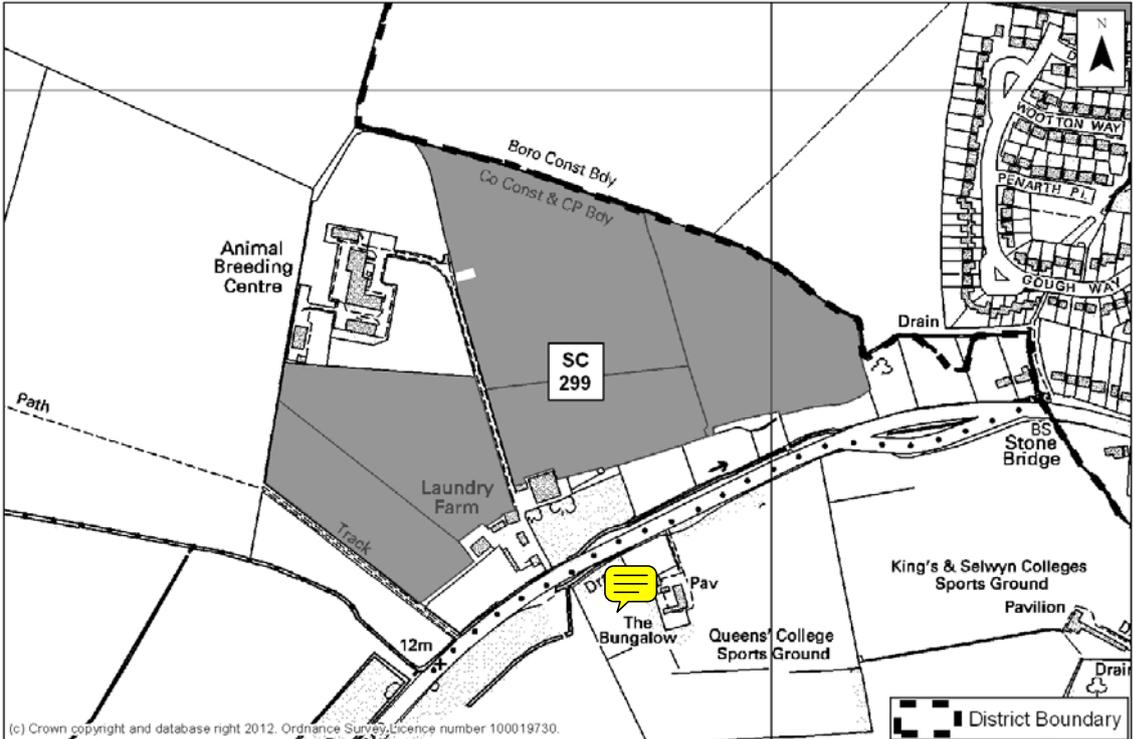
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Majority of site on Grade 3 land with a small amount of urban land and Grade 2 land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: Development not on PDL
Would development make use of previously developed land (PDL)? (SCDC) A=No G=Yes	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the JNCC Invertebrate Site Register supporting the

		<p>nationally Notable B Musk Beetle (<i>Aromia moschata</i>)</p> <p>The hedgerows to the east of the M11 are designated as a County Wildlife Site.</p>
<p>Does the site offer opportunity for green infrastructure delivery?</p>	<p>A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p>	<p>Amber: There are no significant opportunities identified in the Green Infrastructure Strategy or loss of existing green infrastructure capable of appropriate mitigation</p>
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p>	<p>A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p>	<p>Amber: The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the</p>

		<p>Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.</p> <p>With careful design it should be possible to mitigate any impact on the natural environment.</p>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: There are two groups of protected trees near the M11 slip road in the western part of the site, a group along the A603 in the middle of the site, and a group along the southern boundary of the site.
<b>Any other information not captured above?</b>		
The lay-by off Barton Road is in active use as a holding area for coach parking. This operates in conjunction with coach dropping off points in Queens Rd and Silver St. Its loss in conjunction with any development on the south side of Barton Road will create other issues.		
<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>-Development of this site would have a severe negative impact on the purposes of Green Belt.</li> <li>-Large areas of the land north of Barton Road falls within Flood Zone 3 (high risk).</li> <li>-Some surface water problems on south eastern part of site.</li> </ul>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>-The site does not have access to high quality public transport.</li> </ul>

		<p>-The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</p> <p>-Further than 800m to access health facilities though the size of the site would merit new provision within the development.</p>
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	<p>Red:</p> <p>-Site with a no significant development potential (significant constraints and adverse impacts)</p>
<b>Viability feedback (from consultants)</b>	<p>R = Unlikely to be viable, A = May be viable G = Likely to be viable</p>	<p>Consultants are at an early stage in the viability appraisal work. This work will be available to inform the choice of sites to include in the Draft Local Plan.</p>

Green Belt Site and Sustainability Appraisal Assessment Proforma

<p><b>Site Information</b></p>	<p><b>Broad Location 1 Land North &amp; South Of Barton Road</b></p>
<p><b>Site reference number(s):</b> SC299</p>	
<p><b>Site name/address:</b> Land North of Barton Road</p>	
<p><b>Functional area (taken from SA Scoping Report):</b> N/A as in SCDC</p>	
<p><b>Map:</b></p>	
 <p>The map shows the site SC299, which is a large area of agricultural land. It is bounded to the north by the 'Boro Const Bdy' and 'Co Const &amp; CP Bdy'. To the west is an 'Animal Breeding Centre'. The site includes 'Laundry Farm' and a 'Track'. To the east, it adjoins residential development including 'The Bungalow', 'Queens' College Sports Ground', 'Pav', 'King's &amp; Selwyn Colleges Sports Ground', and 'Pavilion'. A 'Drain' and 'BS Stone Bridge' are also shown. A 'Path' is marked on the western side. A scale of '12m' is provided. A legend indicates the 'District Boundary'. A copyright notice at the bottom left reads: '(c) Crown copyright and database right 2012. Ordnance Survey. Licence number 100019730.'</p>	
<p><b>Site description:</b> The site lies to the north of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm.</p> <p>On going discussions are being held with adjoining landowners to form a more complete site.</p>	
<p><b>Current use(s):</b> Agricultural use</p>	
<p><b>Proposed use(s):</b> Residential and open space uses</p>	
<p><b>Site size (ha):</b> South Cambridgeshire: 14.14 ha</p>	
<p><b>Assumed net developable area:</b> 7.07-10.61ha (assuming 50%net or 75% net)</p>	
<p><b>Assumed residential density:</b> 40dph in SCDC</p>	
<p><b>Potential residential capacity:</b> 283-424</p>	
<p><b>Site owner/promoter:</b> <i>Owners known</i></p>	
<p><b>Landowner has agreed to promote site for development?:</b> Yes (site has multiple land owners)</p>	
<p><b>Site origin:</b> <i>SHLAA call for sites &amp; Cambridge Green Belt Assessment 2012</i></p>	

**Relevant planning history:**

Parts of the site have been considered through the LDF:

- Housing Shortfall Site 7 (2008) which was considered at Housing Supply session at SSP Examination
- Objection Sites 2 (2007) – Sites 3 and 4, which were considered at the SSP Examination MM4
- Objection Sites (2006) sites 5 and 6, which were considered in MM2 at the Core Strategy Examination.

LDF SSP Examination Inspector (2009)

- Barton Road north (mixed use) – “The quality of the view of the historic centre of Cambridge from the M11 and other locations west of Cambridge is of quite a different order from that seen from the A14. There is a large area of open land west of the City, between it and the motorway. This open land approaches close to the City Centre. There is little development to be seen in this extensive foreground landscape, and several historic features are clearly seen beyond the countryside. Even the reduced area for development, promoted since the representations were made on the submitted DPD, would impinge on this view, sometimes directly in front of historic features, and would spoil the setting of the city. It is not only the motorway traveller who benefits from these striking views of the historic centre. The footpath from Barton Road to the M11 overbridge provides views, and so does higher land west of the motorway. In our opinion a development of about 400 dwellings (in South Cambridgeshire), and other buildings, would not be hidden by virtue of its own design attributes, buildings outside the site, and vegetation. In addition the Barton Road approach to Cambridge is important because it is undeveloped. New development could be set back and landscaped, but would be seen from the road and would spoil the approach which is another valuable element in the setting of the City.

- Barton Road south (mixed use including recreation and education) – “Although development for sports use would not be inappropriate in principle, such an extensive grouping of pitches and ancillary features in this location would be harmful to the rural character and visual amenities of the Green Belt, and to the setting of the City. There is also poor public transport along Barton Road, and this location outside the City is not well situated for users walking to facilities. An allocation would not be very sustainable, bearing in mind the size of the scheme.”

Representations advancing similar arguments were rejected by the Structure Plan Examination In Public Panel (2002), by the Cambridge Local Plan Inspector (2006) and by the High Court (2007) which considered a subsequent challenge to the adoption of the Cambridge Local Plan (2006).

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

Criteria	Performance (fill with relevant colour R A G or RR R A G GG etc and retain only chosen score text)	Comments

Is the site within an area that has been identified as suitable for development in the SDS?	G = Yes	Edge of Cambridge
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	R = Flood risk zone 3	Red: Approximately 50% of the site is within Flood Zone 3 (High Risk).
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.  SCDC Strategic FRA should be consulted prior to site FRA or detailed design.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is flat and low level and screened by mature hedges. Low density, low height development could be considered. However site is to the west of and isolated from existing developed areas.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The site is discrete and well screened. Impact on compactness could be mitigated.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would no affect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: There would be a negative impact on the setting of the City through development.

Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: The views from the west side of City are very sensitive. The site is discrete and screened and new development would need to consider sensitive views..
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing edge of the site is soft, green and rural. Any development would need to include a good landscape buffer to enhance existing hedgerows and create new edge.
Distinctive urban edge	G = Not present	Green: The site is discrete and screened and has a soft edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would not be a loss of land in a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on distribution, physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and unlikely to be mitigated because it is separated from existing urban edge.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development of this site would have a negative impact on the purposes of Green Belt because it is isolated and separate from existing urban edge.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM

Monument (SAM)?		
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.  The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: 85% of site within the SZ for structures >90m and 15% of site within the SZ for structures >45m
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location.

		<p>The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge. Major areas of investigation will be for non domestic car usage.</p> <p>Although the site is outlined in red the Highway Authority requests information with regards to the other land in control /ownership to enable Highway Authority to assess potential deliverability.</p> <p>In the Highway Authority's opinion a significant level of infrastructure be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.</p> <p>A full Transport Assessment will be required.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>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.</p> <p>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.</p>
<p>Would allocation of the site have a significant impact on</p>	<p>A = Insufficient capacity. Negative effects capable of</p>	<p>Amber: Insufficient capacity.</p>

the strategic road network capacity?	appropriate mitigation.	<p>Negative effects capable of appropriate mitigation.</p> <p>With regard to the A14 the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p>
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Yes, there are further sites to the north which require access off Barton Road as well, and there are sites in between which future development might be restricted by
Are there any known legal	G = No	Green: No known

issues/covenants that could constrain development of the site?		constraints. The site is in multiple land ownership.
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: Start of construction between 2017 and 2031
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	<p>Amber: Utility services (e.g. pylons) – power lines run across the south western corner of the land north of Barton Road.</p> <p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Medium Pressure reinforcement would be required to support the full load.</p> <p>Mains sewerage - This proposed site straddles three WWTW catchments;</p>

		Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For smaller sites this is likely to be off site

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: Site is over 800m from nearest local centre.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Site is isolated from existing communities with limited opportunities to facilitate community integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Over half of the site is within 3km limit (Chesterton Community College and Parkside Community College both currently operating at capacity) with the remainder beyond.

How far is the nearest primary school?	<p>City preference:</p> <p><b>R = &gt;800m</b></p> <p>SCDC:</p> <p><b>A = 1-3 km</b></p>	Red: Site is over 800m to the nearest Primary school at Newnham Croft and between 1 and 3km from (Barton CE (A) Primary School, Coton CE Primary School. It is too small to have to provide its own facilities.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	<b>G = No effect or would support the vitality and viability of existing centres</b>	Green: The distance to the nearest Local Centre, Grantchester Street in Newnham, is greater than 800m and therefore this site is unlikely to have any impact on the existing hierarchy.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	<b>G=No</b>	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 or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	N/A
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?	<b>G = Assumes minimum on-site provision to adopted plan standards is provided onsite</b>	Green: No obvious constraints that prevent the site providing minimum on-site provision.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	<b>G = &lt;1km or allocation is for or includes a significant element of employment or</b>	Green: Approximately 75% of the site is within 1km of an employment centre with

	is for another non-residential use	the remainder within 3km of an employment centre.
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Barton LSOA 8224: 6.02
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Service does not meet the requirements of a high quality public transport (HQPT)
How far is the site from an existing or proposed train station?	R = >800m	Red: Over 800m to nearest station
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: The section of the site south of Barton Rd would need good links across to the off-road path north of Barton Road. .
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 16
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Newnham, Gough Way
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	75 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.71km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the	R = Within or adjacent to an AQMA, M11 or A14	Red: Site less than 1,000 metres from M11. An air

A14?		quality assessment is essential
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Amber. An air quality assessment would be required.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	<p>Amber: Adverse noise impacts - There are high levels of ambient / diffuse traffic noise and other noise sources include Laundry Farm and the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment.</p> <p>Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated to determine the suitability of the site for residential use.</p> <p>Farm noise has not been quantified so off-site mitigation may be required and no guaranteed this can be secured, but overall in terms of adverse farm noise impact- low to medium risk.</p>
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	<p>Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.</p> <p>Other agencies should be consulted regarding the</p>

		impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination - part of the site is adjacent to filled land and therefore requires investigation. A Contaminated Land Assessment will be required as a condition of any planning application.

#### Protecting Groundwater

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

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

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: 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?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Site lies approximately 800m west of the Central Conservation Area.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: 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	Amber: Land to the south of the site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site.  Results of <b>pre-determination</b> evaluation to be submitted with any planning application to inform a planning decision.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Site on Grade 3 land
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: Development not on PDL
Would development make use of previously developed land (PDL)? (SCDC) A=No G=Yes	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the JNCC Invertebrate Site Register supporting the nationally Notable B Musk Beetle ( <i>Aromia moschata</i> )  The hedgerows to the east of the M11 are designated as a County Wildlife Site.

Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: There are no significant opportunities identified in the Green Infrastructure Strategy 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 = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	<p>Amber: The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.</p> <p>With careful design it</p>

		should be possible to mitigate any impact on the natural environment.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: There are no protected trees on-site.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Development of this site would have a negative impact on the purposes of Green Belt.  -Large areas of the land north of Barton Road falls within Flood Zone 3 (high risk).
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport. -Air quality issues as a result of its proximity to the M11.
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints and adverse impacts).
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	Consultants are at an early stage in the viability appraisal work. This work will be available to inform the choice of sites to include in the Draft Local Plan.