

# **Major Facilities Sub Regional Facilities in the Cambridge Area**

## **Review of Evidence and Site Options**

Cambridge City Council  
South Cambridgeshire District Council

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## Executive Summary

The purpose of this paper is to consider the evidence available regarding the need for major Sub Regional Facilities in the Cambridge area, and explore whether any site options warrant consultation in the second issues and options consultations for the Cambridge and South Cambridgeshire District Council Local Plans.

### *The Need for a Community Stadium*

This study has reviewed the evidence commissioned by Cambridgeshire Horizons (Major Sports Facilities Strategy for the Cambridge Sub Region, and the Community Stadium Feasibility Study) to consider whether there is a need for a community stadium.

Studies have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the aspirations of one or more of its major sports clubs and providing supporting facilities to local communities. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities.

Studies also suggest that Cambridge United would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United. However, the facilities are not ideal for the club. The club supports the potential community stadium due to the scope for further facilities. Given this situation, whether there is a need is a subjective issue, but the right package of uses in a suitable location could deliver benefits for the wider sub region.

In terms of whether there is a need, it is considered that demonstrable need is a subjective issue, and should be tested further through public consultation. The Councils did ask questions relating to the need for a facility, the type and size, and the most appropriate location during the Issues and Options consultations in the summer (2012). However, no overall conclusions have been reached at this stage and it is considered that the question of need should be raised again in light of the current joint consultation, and in considering site options.

### *Specific Proposals*

A number of locations were suggested through the Local Plan Issues and Options Consultations in 2012, including two more detailed proposals.

Grosvenor / Wrenbridge submitted a proposal for land adjoining Trumpington Meadows on land within the recently reviewed Cambridge Green Belt. The Grosvenor / Wrenbridge Supporting Statement describes their proposal as a sporting village, with a centre piece of a new Community Stadium. It is described as providing a broad range of community uses, and formal and informal recreation opportunities.

The Union Place Proposal involves a site north of the A14 between Impington and Milton, comprising 24 hectares, and has been suggested for a community stadium with 10,000 seat capacity, a concert hall, an Ice Rink, and a large high quality conference centre and adjoined extended hotel.

Only Grosvenor/ Wrenbridge provided detail regarding the mix of uses to be included in their community stadium proposal. It proposes a sporting hub with a range of education uses, which would deliver many elements of the identified sub regional needs identified. It would appear less focused on meeting local needs of the nearby community.

Not only does the relationship with Trumpington Meadows need to be considered if the proposal is taken forward, but the relationship with the whole of the Cambridge Southern Fringe. This includes

planned education, health and community provision.

### *Community Stadium – Site Options*

This paper has explored potential site options where a community stadium could be located. A number of options were rejected before detailed consideration as they did not merit further exploration. Although tested further, significant constraints were identified for all the site options tested. This illustrates the difficulty in finding available, suitable and deliverable site options. No specific option is being proposed or promoted at this stage. The existing Abbey Stadium site in its current form is unlikely to be able support a development of a community stadium. One potential alternative would be to increase the size of the existing Abbey Stadium site, by including the allotment land to the south. This would make it possible to deliver a stadium, and potentially other facilities associated with the sports hub at the abbey sports complex. The allotments are currently protected open space, and a suitable alternative would need to be found.

There are limited alternative site options within the built up area of the City. The Cowley Road site is constrained, but could accommodate a stadium. The land owners (Cambridge City Council) indicate that it is not available, as it would reduce land available for employment development associated with the new railway station. The North of Newmarket Road site identified in the Cambridge East Area Action Plan could have potential for a stadium to be incorporated into development, forming part of a new community.

On the edge of Cambridge, land is primarily designated as Green Belt. The National Planning Policy Framework requires the consideration of exceptional circumstances to justify a review of the Green Belt. The lack of an alternative site would be a key consideration, alongside consideration of the need for a facility. The Inner Green Belt Study (November 2012) has reviewed the development potential of the ten broad locations identified in the Cambridge and South Cambridgeshire Issues and Options Reports. It identified a small number of options where housing may be possible whilst limiting harm to Green Belt purposes. In all cases a community stadium in these locations would result in significant harm to the Green Belt.

Sites have been proposed to the Councils adjoining Trumpington Meadows to the south of Cambridge, and north of the A14 between Impington and Milton. A further option has been identified adjoining the development between Huntingdon Road and Cambridge Road (Histon Road) Impington (on the edge of Cambridge), as the only Green Belt option identified following the Inner Green Belt Study capable of accommodating a community stadium. All three would impact on the purposes of the Green Belt.

A further alternative would be to locate a site at the next level in the settlement hierarchy, at Northstowe, or other new settlement options being explored through the Local Plan review, although the Cambridgeshire Horizons Reports indicate Cambridge United has stated a requirement for a Cambridge location.

### *Other Sub Regional Facilities - Ice Rink*

Analysis in the Cambridgeshire Horizons studies showed that there is demand for a facility, and a sufficient population catchment similar to a number of other facilities in the country. The Major Sports Facilities Strategy recommended that an ice rink be developed with a vision to provide an ice centre that offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc.) with a focus on providing opportunities for community, local clubs and the University of Cambridge. Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge no firm proposals have been put forward. A facility would be much smaller than a community stadium and there could be more options regarding location.

Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy, so that should proposals come forward they can be appropriately considered.

#### *Other Sub Regional Facilities - Concert Hall*

The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031.

Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy, so that should proposals come forward they can be appropriately considered.

## 1) Introduction

- 1.1. In 2006 Cambridgeshire Horizons commissioned a series of reports examining the infrastructure needs of the Cambridge Sub Region, under the banner 'Quality of Life Strategies'. They identified a need for a range of facilities generated by growth, including a number of major sub-regional facilities – an ice rink, concert hall, and a community stadium. Cambridgeshire Horizons followed up the major sports strategy in 2008 with a specific study exploring the feasibility of a community stadium, including potential site options.
- 1.2. In summer 2012 Cambridge City Council and South Cambridgeshire District Council undertook consultation on their respective Local Plans. Both Issues and Options consultations sought views on whether there was a need for these facilities, and if so where should they be located.
- 1.3. A range of representations were received, including some recommending specific locations. Two site proposals included more detailed submissions. One from Grosvenor / Wrenbridge proposing a Cambridge Sporting Village and Community Stadium adjoin the Trumpington Meadows development to the south west of Cambridge. The other a proposal for a Community Stadium, Ice Rink and Concert Hall on a site adjoining the A14 between Impington and Milton.
- 1.4. The purpose of this paper is to review the case for these sub-regional facilities, and consider whether either of the Local Plans should allocate a site for any of the three sub-regional facilities. This has been undertaken through the following stages:
  - 2) Review of the Needs Evidence
- 1.5. This section considers the requirements of the National Planning Policy Framework, and reviews the findings of the Horizons Quality of Life studies (the Major Sports Facilities Study and the Arts and Culture Strategy), and other related studies, with the aim of identifying the basis for the needs identified.
  - 3) Identify the Nature of Facilities Needed
- 1.6. This section reviews the more detailed evidence available regarding community stadia, to consider in particular what a community stadium in the Cambridge context would comprise.
  - 4) Review of the Submitted Proposals
- 1.7. This section compares the two submitted proposals with the needs identified, and consider whether the nature of proposals reflect the definition of a community stadium.

*Site Review*

  - 5) Consider key locational requirements, and establish site review criteria
- 1.8. This section considers any particular design issues related to each facility, and establish site testing criteria, and the relationship with the sustainability appraisal, of the Local Plans.
  - 6) Identify Reasonable Alternative Site Options
- 1.9. A number of site options have been identified in the Cambridgeshire Horizons Feasibility Study, and those proposing site options. There is the need to consider which of these remain potentially reasonable alternative options and warrant further assessment. Additionally, it is necessary to consider whether there are other alternative options that warrant assessment.

7) Review site options

- 1.10. This section assesses and compares the potential site options, including those suggested in representations.

8) Identification of Site Options for Consultation

- 1.11. Determine whether there are reasonable alternatives which warrant consideration for allocation in the Cambridge or South Cambridgeshire Local Plans. Note: Detailed site review proformas have been bound separately, in annex 1 to this report.

## **2) Review of the Needs Evidence**

### **National Planning Policy Framework**

- 2.1. One of the 12 core planning principles in the NPPF is to take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- 2.2. Paragraph 70 states that, 'To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
- 2.3. Paragraph 73 states, 'Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.'

### **Major Sports Facilities Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons 2006)**

- 2.4. The Major Sports Facilities Strategy for the Cambridge Sub-Region was prepared for Cambridgeshire Horizons by consultants PMP, and completed in 2006. Its preparation was overseen by a project steering group, which included representatives from Cambridgeshire Horizons, Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, Huntingdonshire District Council, and Sport England. The strategy was endorsed in July 2006 at the Strategy Scrutiny committee of Cambridge City Council. It was received and welcomed by South Cambridgeshire District Council Cabinet in July 2006 (note: it was not endorsed).
- 2.5. The Strategy aimed to evaluate existing facility provision within the sub region, and consider the increase in demand expected as a result of the significant population growth planned over the next twenty years, including as a result of the development of Northstowe and urban extensions to Cambridge.
- 2.6. The strategy includes an audit of existing built community facilities like sports halls and swimming pools, and a review of specialist sport specific facilities. For each facility it collated information on the facilities available, and their capacity. The strategy notes that, 'given the current facility mix it would appear that the sub-region has few facilities through which higher profile sporting events can be staged. This has implications in terms of the profile that sport can have within the sub-region.'
- 2.7. The needs analysis took account of a number of sources, including district, county and governing body strategies, and consultation with stakeholders. It provides detailed recommendations regarding community sports facilities. The strategy notes a need for full size third generation artificial pitches in Cambridge, as well as the benefits of the sports village concept, to support development of strategically positioned community clubs in new communities. It specifically identifies needs for martial arts, gymnastics, and indoor athletics, highlighting opportunities for integration with other sports, and potential for co-

location. It notes specific potential to provide a focused hub for hockey, with at least two synthetic pitches.

### *Community Stadium*

- 2.8. There is a specific section of the strategy reviewing the need for a community stadium. It identifies the position of the three local football clubs. It reports Cambridge United's desire to relocate to a new stadium, that they consider the current site has traffic problems and there is limited space for any additional development. The club's existing lease arrangement exceeds any income potential that can be generated through the current stadium, a financial burden that the club have had to carry for some time and which places them in a difficult position in terms of competing with similar sized clubs. The club are keen to provide a facility mix that has relevance across the community, to sit the club at the heart of its community and ensure that a new stadium is fully utilised on a daily basis. The Report also identified that Cambridge City FC were in need of an alternative venue, and Histon FC had their needs met by their existing site, and were having success on the pitch, and aspirations may be constrained on their existing site.
- 2.9. The Strategy concludes that there is clearly a desire and a demand for a new community stadium to serve the needs of one or more of these clubs. It states that, 'Good practice trends in stadia development follows the principles of 'Sweating the Assets,' not just from a revenue perspective but to ensure that a stadium becomes a resource that is fully utilised on a daily basis and places a club at the heart of its community. This generates real value of these clubs to the community in sporting and wider quality of life benefits.'
- 2.10. It reports that the consensus from consultation was that any new development must be a community stadium, co-located to meet other area needs (e.g. sports hall, health and fitness, conference /exhibition space, cultural/arts space, other community provision). This could logically link to identified sub regional needs for larger conference venues. Ground sharing with another club was particularly highlighted. It reports that the FA noted that it would strongly support a combined proposition from two of the clubs, as this is the logical approach from a cost and sustainability perspective.
- 2.11. Following this analysis the report concludes that, 'The development of a community football stadium is a worthwhile and important aspiration for the sub-region. This development has the potential to provide the landmark sporting development that the Sub Region currently lacks, whilst also contributing towards the development of sustainable communities through the provision of additional community services through the facility mix on site.'
- 2.12. The strategy explores the benefits of co-located provision, and the development of community hubs relevant to all sectors. This helps to break down some of the traditional barriers and stigma attached to sport and enables sport to link directly into supporting the delivery of agendas in health, education, and physical, social and economic regeneration. Other services may include:
- business incubation units
  - discreet spaces for young people
  - health facilities
  - educational services
- 2.13. The sports village model is highlighted as having real merit. It further recommends that a partnership approach is developed, including local authorities, the FA, education and health sectors, as well as other agencies as appropriate.
- 2.14. The report provides the following recommendation: 'A community asset in the widest sense, the stadium would be the new home to Cambridge United FC, and if feasible one of the City's two other clubs, with a capacity of circa 10,000. If feasible the stadium can become the focal point for football in the sub-region offering a new base for Cambridgeshire County

FA, and associated football pitches for development programmes and Academy. In relation to the community, the stadium would look to provide facilities for a wide range of other services in areas such as health, education, and economic development, as well as offering an affordable resource for the local community to access. It is expected that the stadium would generate commercial income opportunities in areas such as leasing or conferencing and banqueting to ensure that the asset is sustainable.'

### *Ice Rink*

- 2.15. The Cambridgeshire Horizons Major Sports Facilities Strategy for the Cambridge Sub Region reviewed existing provision in the area, and identified the need for an Ice Rink.
- 2.16. There are currently no Ice Rinks in the sub-region, with the nearest provision in Peterborough at Planet Ice. The strategy concluded that there is demand, and a unique catchment, to support a facility in the Cambridge area. The strategy notes that within a 20minute drive time catchment the population would be in the order of 300,000 by 2026, making the target market comparable with many other existing ice rinks across the country.
- 2.17. The strategy identifies that there is some funding available, in the form of the University's Gattiker Ice Rink fund, which stands at approximately £1.5m. The University established a charitable company (Cambridge Leisure and Ice Centre Ltd, CLIC) to oversee the Ice facility. CLIC will receive the Gattiker funds and arrange to build the proposed rink in association with the University's sports plans. The strategy estimated a funding shortfall of around £2m to deliver a facility.
- 2.18. The strategy refers to a pre-feasibility study which suggested that a local facility would likely be successful in the Cambridge area with the following facilities:
  - a 30m by 60m Olympic size ice rink with appropriate amenities including changing rooms and washrooms
  - bar/canteen area with catering facilities
  - small retail store,
  - seating for approximately 500-1000 people,
  - three curling sheets.
- 2.19. It is envisaged that the facility would cater for a wide variety of uses including ice hockey, figure skating, ice dancing, speed skating, public skating and disco skating. In addition, the facility could also house a second rink for curling. It is estimated this would require around 4000m<sup>2</sup> of floorspace.
- 2.20. At the time of the Horizons strategy, the Orchard Park site was being considered as a potential location, but this did not materialise. Subsequently, a number of other sites were considered, but did not come to fruition.

### **Arts and Culture Strategy for the Cambridge Sub-Region**

- 2.21. The Arts and Culture Strategy for the Cambridge Sub-Region was prepared for Cambridgeshire Horizons, Arts Council England, Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the Greater Cambridge Partnership by consultants David Powell Associates Ltd, and was completed in 2006. The strategy was endorsed in July 2006 by the Strategy Scrutiny Committee of Cambridge City Council. The strategy was received and welcomed by South Cambridgeshire District Council Cabinet in July 2006 (note: it was not endorsed).
- 2.22. The strategy comprises a survey of existing provision, and assessment of future need, taking account of population growth anticipated over the next 20 years.

### *Concert Hall*

- 2.23. When reviewing music provision, it identified existing provision at the Corn Exchange, the Junction, the University's West Road Concert Hall, and Ely Cathedral. It notes that despite a distinguished music tradition, there is no purpose-built large-scale venue provision within the Cambridge sub-region. It states, 'Although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for large scale music – the nearest concert halls are at Aldeburgh and in Nottingham, Birmingham and London.'
- 2.24. A purpose built concert hall would be a long term project of regional significance with a 10 – 15 year development timetable. It would significantly raise the cultural offer of the Cambridge sub-region: the Greater Cambridge Partnership (GCP) has identified culture and quality of life issues as being critically important in maintaining Cambridge's place in the increasingly competitive global market place for academia, science and technology and the knowledge economies.
- 2.25. It advises that next steps would be to consider the costs and benefits of similar projects, such as The Sage at Gateshead (heavily supported by Arts Lottery funding, the Regional Development Agency, and Gateshead MBC, and significant local commercial sponsorship) as well as venues which have been developed without Lottery funding and without direct subsidy such as Bridgewater Hall in Manchester. It states that it is vital to demonstrate the need and potential for such a major development.

### **Other Studies the Need for Sporting or Related Facilities**

#### *Open Space*

- 2.26. Cambridge City Council adopted the Open Space and Recreation Strategy 2011 as a material consideration and as part of the technical evidence base for the Local Plan Review in October 2011. The strategy covers many open spaces within the city, from major tracts of green space to small pockets of open space. It includes land which is available for use by the public, but also private land which contributes to the character, environmental quality or recreational resources of the city. The strategy is important as it seeks to ensure that open space supports the development of sustainable communities, and the enhancement of the health and well-being of residents and the biodiversity of the city. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.
- 2.27. Across the City, there are some 743.59 hectares of Protected Open Space on 305 sites, of which 348.35 hectares on 163 sites are publicly accessible. Overall, this equates to approximately 6.2 hectares of Protected Open Space per 1,000 people based on mid-2009 population estimates, of which 2.9 hectares per 1,000 people is publicly accessible. This can be compared to the existing standard for all open space provision through new residential development of 3.3 hectares per 1,000 people (3.7 hectares per 1,000 people in the urban extensions as allotments are included). Open spaces are not evenly distributed, with many suburbs experiencing a relative paucity of open space in comparison with the City Centre and the west of the City.
- 2.28. In Trumpington, the King George V Playing Field includes (one full size pitch) with bookings being taken via Trumpington Pavilion, 1 tennis court and 1 MUGA. Queen Ediths Ward has Nightingale Avenue Recreation Ground, with one nearly full size and two mini soccer pitches) used by Cherry Hinton Lions FC. There are also two tennis courts and one MUGA.

- 2.29. The South Cambridgeshire Recreation Study draft 2012 focuses on the needs of village communities. In most larger villages there is a shortfall of open space provision against adopted standards. Netherhall School also has a number of full-size pitches, a MUGA and a sports hall.

#### *Sports Halls*

- 2.30. The Cambridgeshire Horizons Major Sports Facilities Strategy identifies a need for 3-4 eight court sport halls in the area up to 2026. It identifies that this need could be met by sites at Northstowe, Cambridge East, Huntingdonshire, and Ely.
- 2.31. In June 2008 Cambridge City Council and South Cambridgeshire District Council commissioned a Sports Hall Assessment, using the Sport England Facilities Planning Model. This considered a range of scenarios, including whether facilities met the need of existing population, and then what facilities were needed to meet the population growth anticipated by 2021. It should be noted that this population growth included that anticipated from the development of Cambridge East.
- 2.32. It concluded that by 2021 additional sports hall provision is required in a number of locations to meet unmet demand arising from existing sports halls being used to capacity, and from additional residents in the area demanding more sports hall space. The assessment considered options for provision at: Northstowe, Cambridge Regional College, Cambridge University, Cambridge Southern Fringe and Cambridge East.
- 2.33. Subsequent to the assessment, Cambridge Regional College has provided 4 additional courts. A new sports hall is being constructed at the University's West Cambridge site, incorporating an 8 court hall, and other facilities including a multipurpose room, and a health club. Further phases will include indoor and outdoor tennis courts, and a 50 metre Olympic size swimming pool. Public access was recently agreed through a section 106 agreement with Cambridge City Council. A new sports centre, including 25 metre swimming pool is proposed at King's College School. Access to this facility would be limited. Provision is planned at Northstowe. A new sports hall is planned as part of the secondary school provision in the Southern Fringe in the Clay Farm/Showground site. New provision already planned exceeds the level of unmet demand (equivalent to 15 courts, up to four halls) identified by the assessment in 2021.
- 2.34. The results of these studies were also summarised in a report commissioned by Grosvenor / Wrenbridge from Pan Leisure, to review the potential for sports facilities alongside a community stadium. (Note this report was commissioned independently, and has not been endorsed by either of the Councils). The study also sought views from a range of stakeholders, including local authorities, sports governing bodies, and sports clubs. According to their analysis there was support for a range of specialist sport provision. A survey of sports clubs also indicated support for additional facilities. In terms of commercial facilities, they consider that there is a need for conference facilities (500+ delegates), hotel accommodation (although it acknowledges new provision was planned), health and fitness, and 5 a side synthetic pitches.

#### *Synthetic Turf Pitches*

- 2.35. There are existing full size outdoor 3G pitches at Comberton and Linton village colleges. The Horizons Major Sports Facilities Strategy identifies a need for full size 3G pitches in Cambridge City, and that they should be flood lit. Consideration should also be given to a focused site for hockey, with at least 2 synthetic pitches.

### *Conference Facilities*

- 2.36. Conferencing facilities have been identified as a facility that could potentially be co-located as part of a community stadium.
- 2.37. The South Cambridgeshire Economic Development Strategy recognised opportunities to expand conferencing opportunities. The Cambridge Cluster at 50 study identifies that the conference market is important to the economy of Cambridge. It suggests that the market for conferences over 300 delegates is under provided for.
- 2.38. In 2012 Cambridge City Council commissioned a study into Hotel provision in and around the City, which concluded the conference market was important to some of the hotels, particularly for small midweek conferences. Most did not have facilities for larger residential conferences e.g. over 100 delegates.

## **Conclusions Regarding Needs**

### *Community Stadium*

- 2.39. Studies have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the aspirations of one or more of its major sports clubs and providing supporting facilities to local communities. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities.
- 2.40. Studies also suggest that Cambridge United would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United. However, the facilities are not ideal for the club. The club supports the potential community stadium due to the scope for further facilities. Given this situation, whether there is a need is a subjective issue, but the right package of uses in a suitable location could deliver benefits for the wider sub region.
- 2.41. In terms of whether there is a need, it is considered that demonstrable need is a subjective issue, and should be tested further through public consultation. The Councils did ask questions relating to the need for a facility, the type and size, and the most appropriate location during the Issues and Options consultations in the summer (2012). However, no overall conclusions have been reached at this stage and it is considered that the question of need should be raised again in light of the current joint consultation, and in considering site options.

### *Ice Rink*

- 2.42. Analysis in the Strategy showed that there is demand for a facility, and a sufficient population catchment similar to a number of other facilities in the country. It recommended that an ice rink be developed with a vision to provide an ice centre that offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc) with a focus on providing opportunities for community, local clubs and the University of Cambridge. Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge but no firm proposals have been put forward.
- 2.43. Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy, so that should proposals come forward they can

be appropriately considered.

#### *Concert Hall*

- 2.44. The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031. Of all three facilities, there is there least evidence regarding the need for a facility, or what it would comprise.
- 2.45. Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy, so that should proposals come forward they can be appropriately considered.

### **3) Identify the Nature of Facilities Needed**

#### **Cambridge Community Stadium Feasibility Study (PMP for Cambridgeshire Horizons 2008)**

- 3.1. The Cambridge Community Stadium Feasibility Study was commissioned by Cambridgeshire Horizons, responding to the recommendations of the Major Sports Facilities Strategy. It was guided by a steering group with representatives from the Local Authorities, Sport England East, and Cambridgeshire FA.
- 3.2. It aimed to identify a vision for a community stadium that meets the needs of local clubs, and that could act as a hub for the community. It considers examples of best practice to refine the vision and the facilities it could offer a community, identifies critical success factors for a stadium, as well as reviewing site options and funding opportunities, and the potential for enabling development.
- 3.3. The study advises that the term 'community stadium' is typically used to describe a stadium facility that delivers amenities and services to local communities beyond its core operations. This can encompass many different services and provisions<sup>1</sup>. The principles behind a community stadium encompasses an aspiration to be at the centre of the local community through, for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities. A community stadium aims to be accessible to the communities it serves throughout the day and evening, on weekdays and weekends. This is markedly different from the typical sports stadium, which beyond its core operation, often provides very little community benefit<sup>2</sup>.
- 3.4. A community focussed stadium can be achieved by locating a facility within the heart of the community and providing service provision that attracts and engages with it. This can help provide a critical mass of services and increased awareness of services available, including from the high footfall on event days. A community stadium can play a community hub role, supporting community engagement and development. This could include:
  - Health provision (including PCT and health improvement services)
  - Leisure provision (community health and fitness, or larger commercial scale opportunities)
  - Education facilities (e.g. playing for success centres, community class rooms and ICT suites)
  - General community provisions (community halls, meeting places, libraries)
  - Sports Facilities (indoor sports halls, outdoor pitches)
  - Local retail and other businesses.<sup>3</sup>
- 3.5. The study states that this is typical of many examples of existing stadia, but needs to be tailored to the community being served. Dependent on the 'focus' of provision beyond the core stadium facilities (eg sport, health, community, education, business and enterprise etc), a community stadium provides local communities with a hub facility and presents particular opportunities around community engagement, development and cohesion.<sup>4</sup>
- 3.6. New communities offer particular opportunities. The study recommends that a Cambridge community stadium and the facilities and services that it provides should be linked to the key requirements and priorities of the sub-regions new and existing communities, guided by a number of strategic documents which help to identify these priorities<sup>5</sup>. The development of a community stadium is not only applicable to the sporting agenda, it can also contribute towards health, community, education, social inclusion and economic objectives<sup>6</sup>.

<sup>1</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.7

<sup>2</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.8

<sup>3</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.9

<sup>4</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.12

<sup>5</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.17

<sup>6</sup> Cambridge Community Stadium Feasibility Study Paragraph 1.25

3.7. It states (at paragraph 4.3) that, 'Of key importance to ensuring that a scheme provides a genuine community stadium, are the developments and facilities that coexist within or alongside the core facility. It is the success of these facilities that will determine whether the facility is embraced by the local community and the extent that it will be used outside of match days.'

3.8. The study explores opportunities for colocation of facilities under 6 headings:

A Core stadium requirements

- stadium and circulation amenities
- players and officials areas
- venue management, operations and security

B Sports medicine/ health

- Sports medicine provision (for professional club tenants and local community)
- Healthy living centre
- PCT/ health service provision (including taking advantage of footfall on match days for delivery of services and information)

C Community sport and physical activity

- football club academy (e.g. CUFC)
- community health and fitness
- flexible indoor sports space
- ancillary provision, crèche
- playing fields/ open space provision
- other sports provision

D Education

- CUFC 'playing for success' centre
- community classroom
- school/nursery
- adult education

E Other community/ cultural provision

- dance / rehearsal / performance space
- flexible meeting space for community use/coaching courses etc

F Commercial uses

- bars and restaurants
- branded health and fitness
- hotel
- business/office accommodation
- business incubation units
- branded play/ children's activities
- conference/ exhibition space
- commercial leisure
- student accommodation

3.9. In particular in section 4 it highlights:

- The Cambridge City and South Cambridgeshire Primary Care Trust (PCT) are looking for sites to enhance their service provision and delivery within local communities. (Note PCTs have now been abolished)

- There is a need for additional health and fitness stations. This provides a rationale for the inclusion of a low cost community access health and fitness facility within the community stadium.
- A need for new training pitches, highlighted by Cambridgeshire FA, and the Major Sports Strategy highlighted need for more synthetic pitches. There is a particular demand for training facilities across all clubs and for community club accessible playing fields in particular areas of Cambridge.
- Playing fields or open space provision to supplement community football/ rugby programmes of anchor tenants
- Indoor facilities - flexible space would most likely be in the form of a small multi purpose sports hall or studio space and could be expected to support a range of community and leisure activities.
- Any sporting facilities could also benefit from the provision of ancillary facilities such a crèche and a café.
- Inclusion of school, nursery or adult education provision within the community stadium site.
- The stadium should also be considered for continuous adult learning opportunities.
- A range of cultural and community activities could be catered for in a flexible hall space.
- Commercial uses are regularly incorporated within stadium developments. These uses represent the enabling development aspects of the scheme. The list includes conference and exhibition space, highlighted in other economic development studies.

3.10. When exploring potential site options, the study concludes that the location and size of site would influence the type of facility that could be achieved, and the package of facilities that could go with the core uses of a stadium. The study explores 3 options (Cambridge East, Milton, and Cowley Road), and explores their opportunities and constraints.

- Cowley Road is only large enough to focus on the professional sport stadium itself, and possibly one full size training pitch. This would not reflect the large scale outdoor training facilities favoured by partners and the County FA Its separation from a community would mean it would be more suited to providing a hub location for businesses, rather than wider community uses.
- Cambridge East has most potential to integrate with a community, and be integrated with a range of community uses, and match the vision identified in the study. It provides an opportunity to design the stadium and supporting / enabling developments whilst maximising integration with a community, ensuring facilities meet residents requirements and aspirations. It identifies a list of local facilities that could be integrated to meet community need, including small scale community shops and entertainment.
- The Milton site is in the Green Belt, which could restrict its potential for supporting built development, as well as its links to an existing or new community, but could provide space for outdoor training pitches, supporting its role as a sports hub. A number of commercial uses apparently expressed interest in the site, in particular offices, retail, and commercial leisure.

3.11. The study identifies Cambridge United as a key partner, as the only club which has scale requirements to justify a stadium of 10,000 capacity, and the most significant finance<sup>7</sup>. The club's lease arrangements for the Abbey Stadium are prohibitive to the clubs development plans.

3.12. The Abbey Stadium will continue to be adequate, although not ideal for the club. Cambridge Rugby Club, and Cambridge City Football Club are identified as potential partners, as well as the University for major sporting events. Cambridge City FC also has an urgent need to

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<sup>7</sup>Cambridge Community Stadium Feasibility Study Paragraph 6.2

find a new ground. The study states that, 'There is an option that CUFC alone could utilise a 10,000 capacity stadium but this solution would not maximise the financial viability of the scheme and is unlikely to deliver full community benefits.'

3.13. In summary, drawing on factors identified in the study, a community stadium would:

- Meet needs of at least one, but ideally more than one locally significant sports club;
- Be at the centre of the local community, through for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities;
- Deliver amenities and services to local communities beyond its core operations;
- Be accessible to the communities it serves throughout the day and evening, on weekdays and weekends;
- Help provide a critical mass of services, and increased awareness of services available;
- Increase participation in sporting activity;
- Play a community hub role, supporting community engagement and development;
- Include a mix of uses appropriate to the location such as health, leisure, education, general community provision, sports, retail, and business, the success of these facilities that will determine whether the facility is embraced by the local community;
- Reflect the key requirements and priorities of the sub-regions new and existing communities;
- Be financially sustainable.

#### **4) Review of the Submitted Proposals**

##### **The Grosvenor / Wrenbridge Community Stadium Proposal**

- 4.1. Grosvenor / Wrenbridge have submitted a proposal in representations to the South Cambridgeshire and Cambridge issues and Options consultations adjoining Trumpington Meadows on land within the recently reviewed Cambridge Green Belt. The Grosvenor / Wrenbridge Supporting Statement describes their proposal as a sporting village, with a centre piece of a new Community Stadium. It is described as providing a broad range of community uses, and formal and informal recreation opportunities.
- 4.2. The statement indicates that the stadium would be home to a single club, Cambridge United FC, although it states that discussions have taken place with a number of potential partners including other sporting clubs. Particular links are highlighted with Anglian Ruskin University, who would utilise the site for a sports science faculty, and the Cambridge United Youth and Community Trust. It indicates that there is flexibility to incorporate other potential partners, uses and users. A Community Management Company would manage the facilities, to ensure long term sustainability.
- 4.3. The facilities described in the Grosvenor / Wrenbridge supporting statement are:
- 8,000 capacity community stadium
  - Indoor training hall
  - Sports Science faculty for Anglia Ruskin University
  - British Judo HQ
  - Sports medicine and conditioning
  - 6.5 ha. of outdoor pitches for rugby, football and hockey
  - 8.5 ha. extension to Trumpington Meadows Country Park
- 4.4. The proposal includes an enabling development proposal of 400 dwellings, but does not include any information on viability to explain why this is required.
- 4.5. Additional material is also available on a Cambridge Community Stadium website, which describes some additional facilities not referred to in the planning statement.

##### **Comparison with Needs Identified by Cambridgeshire Horizons Studies**

- 4.6. This section aims to identify whether the Grosvenor / Wrenbridge proposal would deliver a truly “community” stadium, and whether it would deliver the opportunities identified in the Cambridgeshire Horizons Studies, and reflect the needs evidence for sport and recreation facilities.
- 4.7. As set out earlier, the Horizons Community Stadium Feasibility Study identified six areas of potential colocation. The table below compares the facilities identified in the Grosvenor / Wrenbridge Community Stadium proposals with these potential colocation opportunities. A website has been established by the promoters, providing additional information on their vision for the site. For completeness a comparison with this information has also been undertaken.

<b>Horizons Feasibility Study – Opportunities for colocation</b>	<b>Grosvenor / Wrenbridge Planning Supporting Statement</b>	<b>Cambridge Community Stadium Website</b>
Core stadium requirements	8000 capacity stadium	8000 capacity stadium
Sports medicine/ health	Sports medicine and conditioning	Core Cambridge, commercial gym
Community sport and physical activity	Indoor Training Hall, British Judo HQ, Outdoor training pitches	Indoor Training Hall, British Judo HQ Outdoor training pitches
Education	Sports Science faculty for Anglia Ruskin University, Cambridge United Youth & Community Trust	Sports Science faculty for Anglia Ruskin University, Cambridge United Youth & Community Trust
Other community/ cultural provision	No	No
Commercial uses	No	Sports bar, café / restaurant, Function / Conferencing facility (350 capacity)

- 4.8. Paragraph 3.9 of this report also summaries a range of issues and opportunities for the Cambridge Area identified in the Horizons feasibility study. The table below identifies whether they have been included in the Grosvenor / Wrenbridge Cambridge Community Stadium proposal.

<b>Specific Opportunities Identified by Horizons Feasibility Study</b>	<b>Grosvenor / Wrenbridge Planning Supporting Statement</b>	<b>Cambridge Community Stadium Website</b>
Community Stadium with circa 10,000 seats	Yes	Yes
Health Services for local community	No	No
Additional health and fitness stations	Sports medicine and conditioning	Core Cambridge, commercial gym
New training pitches (including synthetic pitches)	6.5 hectares of outdoor pitches	6.5 hectares of outdoor pitches
Indoor facilities e.g. multipurpose sports hall	Indoor training hall	Indoor training hall
Ancillary facilities such a crèche and a café	No	sports bar, café / restaurant
School on stadium site	Sports Science faculty for Anglia Ruskin University, Cambridge United Youth & Community Trust.	Sports Science faculty for Anglia Ruskin University, Cambridge United Youth & Community Trust.
Continuous adult learning opportunities	No	No
Cultural and community activities	No	No
Commercial uses	No	Yes (Function / Conferencing facility)
Martial arts, gymnastics, and indoor athletics	Indoor Training Hall, British Judo HQ	Indoor Training Hall, British Judo HQ

- 4.9. The Grosvenor / Wrenbridge proposal addresses many of the themes and opportunities identified by the PMP Horizons study. In particular the sporting themes are addressed, by proposing a range of facilities, that would contribute to addressing the particular sporting needs identified in the subregion. Education is also a key theme, with the links to Anglia Ruskin University. The most noticeable gaps relate to community and cultural provision, health services for the local community, and continuous adult learning opportunities.
- 4.10. Table 5.2 of the Horizons Community Stadium Feasibility Study considers the revenue implications of potential supporting and enabling development. The table below estimates how the table would be completed reflecting the Grosvenor / Wrenbridge proposal.

<b>Category of Development</b>	<b>Expected Positive contribution</b>	<b>Expected breakeven</b>	<b>Expected cross subsidy requirement</b>
<b>Core Stadium Facilities</b>	sports bar, café / restaurant	Training pitch facilities	Club offices, stadium management
<b>Supporting Community Facilities</b>	Function Room/ Conference Facilities  Sports Science faculty for Anglia Ruskin University	Indoor Training Hall, British Judo HQ	Cambridge United Youth & Community Trust.
<b>Enabling Development</b>	Commercial Gym  Residential development on-site  Redevelopment of existing stadium site		

- 4.11. The proposals appear to establish a package with a significant level of enabling residential development, but relatively little development delivered through cross subsidy. It should be noted that information regarding viability and the impact of the mix of uses proposed, has not been submitted as part of representations to the Issues and Options consultations.

*Addressing Sporting Needs*

- 4.12. The Feasibility Study identified that a stadium should meet needs of at least one, but ideally more than one of the area's major sports clubs. The proposal is currently focused on Cambridge United, but advises discussions are still on-going with other clubs.
- 4.13. The proposal would potentially deliver the sports village model identified in the Cambridgeshire Horizons studies, by delivering a range of facilities in one location. The proposals describe 6.5 hectares of outdoor pitches. Illustrative masterplans indicate 4 full size pitches, and 12 half size or 5-a-side pitches. As provision of publicly available sports pitches on the southern side of Cambridge is below identified open space standards, proposals would contribute to meeting identified need. It could also deliver a full size all weather pitch, a further need specifically identified for Cambridge.
- 4.14. An indoor training pitch is proposed, which could provide a venue for martial arts, a need specifically identified by the major sports facilities strategy.
- 4.15. The proposal would combine a stadium use with a higher education facility, benefiting from the links to professional sport and to the sporting hub.

### *Addressing Commercial Facility Needs*

- 4.16. The conference facility would contribute to meeting the wider needs of the City. A scale of up to 250 delegates is referred to on the Cambridge Community Stadium website, which would reflect the needs identified in the Cambridge Cluster at 50 study.

### *Addressing Community Needs*

- 4.17. The proposal as it currently stands includes few community facilities that would meet the day to day needs of a local community. There are currently no proposals for general use community rooms or facilities, no general medical or drop in uses, no retail or education facilities meeting the general needs of the immediate local community.
- 4.18. Sporting uses in the stadium would attract visitors to the site in addition to match days. However, the focus would be as a sub-regional facility, rather than meeting the needs of a nearby community. The Sports Science Faculty, and sports medicine centre, would attract people in from a wide area to these specialist facilities, rather than meeting the day to day needs of a local community. They would be accessible to a specific group of people, rather than attracting general day to day use by the local community.
- 4.19. A play strategy has already been agreed as part of the planning application for the existing Trumpington Meadows site. As well as the country park this includes a community park (incorporating equipped play areas and a tennis court), provision of small play areas throughout the development, and sports provision through enhanced specification of the primary school, including sports hall, two community spaces, a floodlit MUGA, and two junior football pitches.
- 4.20. It is questionable whether this combination of uses would deliver the heart of this new community, or whether it would merely become a neighbouring use. The planned Trumpington Meadows development is focused on a central local centre near the Park and Ride, which will include a primary school and community facilities. This would appear to remain the focus despite the 400 additional homes suggested, rather than the stadium taking on a local community hub role.
- 4.21. Not only does the relationship with Trumpington Meadows need to be considered if the proposal is taken forward, but the relationship with the whole of the Cambridge Southern Fringe. This includes planned education, health and community provision.

### *Conclusion – Do Grosvenor’s proposals truly comprise a community stadium?*

- 4.22. The primary focus of the proposals appears to be to deliver a sports village on the edge of Cambridge, whilst meeting the Stadium needs of Cambridge United, and enabling the redevelopment of their existing site. There are significant elements of the proposal that would contribute to the vision for a Community Stadium identified in the Cambridgeshire Horizons studies. It could have the potential to provide a focal point for football and a sporting resource for the community. It could link education with the sporting agenda by collocating facilities. It could also support businesses by providing an additional conference venue.
- 4.23. However, a further part of the vision of a community stadium is a facility which acts as a community hub, and has an aspiration to be at the centre of the local community. The Grosvenor / Wrenbridge proposal appears to focus on being a sub-regional facility, rather than meeting needs of a local community. The existing Trumpington Meadows site would continue to look to the planned local centre near the park and ride for local facilities, and the additional 400 homes would also look to this as its community hub.

### **The Leonard Martin 'Union Place' Proposal**

- 4.24. The Union Place Proposal involves a site north of the A14 between Impington and Milton, comprising 24 hectares, and has been suggested for:
- a community stadium with 10,000 seat capacity;
  - A concert hall;
  - An Ice Rink;
  - A large high quality conference centre and adjoined extended hotel.
- 4.25. There is limited detail provided in the statement submitted to the Local Plan Issues and Options consultation. There is no indication in the proposal document of support from local sports clubs. It states that precise mix of uses is still to be determined. It does propose to maximise community benefit.
- 4.26. Given the lack of detail it is not possible to compare the proposal to the same level with the recommendations of the Cambridgeshire Horizons studies. The location north of the A14, to the rear of the Cambridge Regional College site means that it would be segregated from an existing or planned new community. The Community Stadium Feasibility Study reviewed a nearby site near the Milton Park and Ride, and concluded it would be unsuitable for local community or cultural facilities due to this separation.

## **5) Consider key locational requirements, and establish site review criteria**

- 5.1. As well as site specific considerations that could apply to any form of development there are a range of issues that would specifically relate to sites for sub-regional facilities. Although this site review is focused on considerations for a community stadium, many of the considerations would apply to other major facilities.

### *Site Size*

- 5.2. The Cambridgeshire Horizons Community Stadium Feasibility Study identified that core stadium facilities would require between 2.4 to 3.2 hectares. However, associated facilities, such as additional sport and community provision, would require a larger site. The study implies that a site like Cowley Road Cambridge, comprising around 6.5 hectares, would restrict the potential for these associated facilities. A larger site may therefore be needed if training pitches and other facilities are to form part of a community stadium proposal.
- 5.3. The space required for an ice rink would be considerably smaller. Looking at examples from around the country, the built facility would require less than half a hectare, but they are often accompanied by significant areas of car parking, bringing the total site to around 1 to 2 hectares.
- 5.4. The Concert Hall examples referred to in the Cambridgeshire Horizons Study are substantial facilities with an urban context. The built facilities cover around 1 hectare, but there would be a need for ancillary facilities such as car parking.

### *A Sequential Approach*

- 5.5. As main town centre uses<sup>8</sup>, the National Planning Policy Framework requires a sequential approach to their location. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.
- 5.6. No City Centre options have been identified, so the site search has considered opportunities outside the City Centre, and on the edge of Cambridge in the Green Belt. The review has also considered the option of centres outside Cambridge. This includes the existing site of Northstowe, and potential new town option at Waterbeach being explored through the Local Plan review.
- 5.7. Sites in villages have generally not been considered, because this would not be consistent with the sequential test, and would not deliver a sustainable form of development for major sub-regional facilities. The Cambridgeshire Horizons Community Stadium Feasibility Study indicates that clubs considered Northstowe too far from their existing locations to be a suitable alternative (although subsequently Cambridge City FC are considering a location in Sawston). Grosvenor / Wrenbridge also consider it was not a reasonable option to locate a community stadium out of Cambridge, as Cambridge United are proposed as the anchor tenant.

### *The Green Belt*

- 5.8. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan. It will need to be considered whether the need for any of the facilities in a Green Belt location provides these exceptional circumstances. Consideration of non-green belt alternative sites will be an

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<sup>8</sup> National Planning Policy Framework defines Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

important element of this.

- 5.9. The particular landscape impacts of facilities will need to be considered. For example, a football pitch (and potentially training pitches) would need floodlighting.

#### *Transport Access*

- 5.10. Transport access concerns were a common theme among respondents to the Issues and Options consultations questions regarding sub regional facilities. All three sub-regional facilities have the potential to generate a significant volume of trips, particularly on event days. The impact on the local and strategic network would need to be considered.
- 5.11. It is important that any site provides opportunities for access by non-motorised modes. It is generally accepted that a distance of 400 to 800 metres constitutes a reasonable walking distance to a destination providing there are regular rest spots en route for people with restricted mobility. This equates to 5-10 minutes walking one way. Cycling distances of up to 3km are generally accepted as being a reasonable cycling distance with an upper threshold of 5km.
- 5.12. Parking and visitor movements would be a key consideration on match days. Site proposals near to a park and ride site have the benefit of utilising existing parking and public transport routes. However, football matches are regularly played on Saturday afternoon, at the same time the park and ride facilities are busy with shoppers and town centre visitors. Potential consideration of remote parking and onward travel by bus / coach could be considered.
- 5.13. Full Transport Assessment and Travel Management Plans would be required to accompany any proposal. This would need to include a review of operation on both a Saturday and a Tuesday would be required interaction with existing traffic / travel demands, as well as impact on non-match days. Further more detailed work on site access proposals including location, layout and capacity/operation would also be required.

#### *Community Safety*

- 5.14. Football matches require policing, and the ability to move significant numbers of people safely. Liaison with police on traffic and crowd management, and public safety issues will be required. It will need to take account of major games involving higher tier teams as well as typical match days.
- 5.15. Some of the issues to be considered for a 8,000 or 10,000 capacity football stadium are as follows:
- Traffic flow before and after the game and the traffic congestion this would cause (normal flow before a game is steady, there is typically a mass exodus at the end of a game).
  - Supporters and team coaches.
  - Parking of vehicles
  - Segregation of home and away football supporters.
  - Footfall of supporters attending such an event to and from stadium from parking areas away from stadium.
  - Safety of supporters (especially near to major roads).
  - Emergency evacuation procedures and Counter Terrorism (CT Crowded Places).

#### *Community Stadium – The ability to form part of a community*

- 5.16. As detailed earlier, a key consideration for a community stadium is the ability to provide a community hub, and form part of the community. A development forming part of a new

community could offer the opportunity for a stadium to be integrated into the masterplan, and for it to meet local needs for services and facilities as well as the core stadium functions. More isolated sites may offer advantages in terms of available space, but their ability to integrate into a community would be more limited.

#### *Associated Community and Sports Facilities*

- 5.17. The Community Stadium Feasibility Study identified the benefits of co-location of facilities, such as the delivery of training pitches to create a sports hub, or inclusion of wider community facilities. It is important that a site review considers the ability to accommodate additional facilities associated with a stadium, such as training pitches. In addition, if a site would result in the loss of facilities, the assessment will need to consider whether suitable replacement can be made. Existing development plans protect valued open spaces and community facilities, unless suitable replacement can be made.

#### *Availability and Deliverability*

- 5.18. If a site is identified as suitable, it still needs to be confirmed that is viable and deliverable. This includes whether the land owner would be willing to make land available to accommodate a facility. The Councils intend to further explore viability and deliverability issues.

### **Site Review Proforma**

- 5.19. A proforma has been developed with the purpose of identifying the impacts of potential sites, and enabling a comparison of their impacts and relative sustainability. A blank proforma with a description of the scoring mechanism is included in appendix 3. This is a variation on the joint South Cambridgeshire / Cambridge City Green Belt site pro-forma, which has been used to identify and compare potential cross boundary housing site options. A number of the criteria relevant to housing but not sub regional facilities have been removed, and a number of new criteria have been added, reflecting the key locational issues identified above. The proforma also indicates the links between the criteria and the Sustainability Appraisal Objectives, which form the basis for sustainability appraisal of the Local Plans.
- 5.20. Each proforma begins by describing the site, its current and proposed uses, and its ability to accommodate sub-regional facilities. This is guided by the size, form and nature of the site.

#### Level 1A Strategic Considerations –

Assesses impact on:

- Flood Risk
- Green Belt
- Landscape and Townscape
- National Nature and Heritage Designations

#### Level 1B Infrastructure Criteria -

Assesses impact on:

- Road access and highway capacity
- Safeguarding Areas

#### Level 2 – Site Considerations

Assesses impact on:

- Community Facilities,
- Outdoor Facilities and Green spaces,

- Supporting economic growth,
- Sustainable transport,
- Air Quality, pollution, contamination and noise,
- Protecting groundwater,
- Protecting the townscape and historic environment,
- Making Efficient Use of Land,
- Biodiversity and Green Infrastructure.

Level 3 – Availability and Deliverability

- Legal issues and constraints;
- Availability
- Viability
- Timeframe for delivery

5.21. A conclusion is then identified for each level, whether there are significant constraints, some constraints, or only minor constraints or adverse impacts. There is then an overall conclusion, identifying the level of constraints that have been identified.

## **6) Identifying Reasonable Alternatives Site Options**

- 6.1. Whilst two proposals for a community stadium site have been suggested to the Council through representations to Local Plan Issues and Options consultations (Land South of Trumpington Meadows - Grosvenor / Wrenbridge, Land Between Milton and Impington - Leonard Martin), it is important to consider whether there are other reasonable alternative options that should be considered.
- 6.2. In 2008 the Cambridgeshire Horizons Community Stadium Feasibility Study identified 10 potential options (Cambridge East; Northstowe; the Cambridge Southern Fringe; Cowley Road Cambridge; North West Cambridge Site (University Site and NIAB 1); Blue Circle site Coldhams Lane Cambridge; Barton Road Cambridge; Cambridge Rugby Union FC (Grantchester Road); Milton (near the Park and Ride); Orchard Park). In addition, Grosvenor / Wrenbridge state that they considered a number of additional sites before submitting their proposals for Trumpington (NIAB 2; Addenbrooke's; Peterhouse; Trumpington Road). These sites have all been subject to an initial review, to identify if any warrant more detailed assessment.
- 6.3. New sites options being explored through the review of the Local Plan have also been considered. The South Cambridgeshire Local Plan Issues and Options Report identified a number of new settlement site options, at Waterbeach Barracks and Bourn Airfield.
- 6.4. A review of the Green Belt has been undertaken jointly by Cambridge City and South Cambridgeshire to support the review of their respective local plans. This has drawn on the recent Inner Green Belt study, and considered whether there are any locations that warrant consideration as development options.
- 6.5. A small number of additional potential locations were suggested in representations to the Local Plan Issues and Options Consultations. These sites have also been subject to an initial review, to identify if they warrant more detailed assessment.
- 6.6. Finally, it is important to ensure the opportunities of the existing Cambridge United site at the Abbey Stadium, Newmarket Road, have been fully explored, particularly before a Green Belt exception is considered. Whilst the existing site is constrained, the potential to expand the site onto the allotments to the south has been considered.
- 6.7. Following an initial review, 11 options were identified for more detailed assessment for suitability to accommodate a community stadium:
  - Abbey Stadium site, Newmarket Road, Cambridge
  - Abbey Stadium site plus allotment land to the south
  - Land east of Norman Way Business Park, Coldhams Lane Cambridge
  - Cowley Road, Cambridge
  - Cambridge East – North of Newmarket Road
  - Land between Milton and Impington (Leonard Martin – Union Place)
  - West of Cambridge Road South of the A14, Impington
  - South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)
  - Northstowe
  - Waterbeach New Town Option
  - Bourn Airfield
- 6.8. The following have not been considered further for a community stadium. For further details on why they are not considered to warrant further assessment see appendix 2.
  - South of Park and Ride, Milton
  - Orchard Park

- NIAB1 and 2 (land between Huntingdon Road and Histon Road Cambridge)
- Addenbrooke's
- University Site (land between Madingley Road and Huntingdon Road Cambridge)
- Howes Close Sports Fields, Cambridge
- The Southern Fringe – Clay Farm
- West Cambridge
- Other Green Belt locations (Peterhouse, Trumpington Road, Barton Road)

- 6.9. A map of all these sites can be found in Appendix 1.
- 6.10. A number of representations suggested locations specifically for a Concert Hall or Ice Rink. These have also been explored and rejected from further consideration:
- Mill Road Cambridge
  - Cambridge Station area
  - Waterbeach Rowing Lakes
  - Area near A11 / M11 Junction

## **7) Review site options**

- 7.1. The following section provides a summary of the site assessment results. The full assessments have been bound separately in annex 1. A summary of the results can be found in appendix 4.
- 7.2. Again it should be noted that the Councils are not proposing or promoting a Community Stadium or specific site at this stage, but are exploring options.

### **Edge of Centre**

#### **Abbey Stadium site, Newmarket Road, Cambridge**

- 7.3. The closest site to the City Centre, the existing site has been reviewed as to whether it could accommodate a larger stadium or other facilities.

##### Pros

- Reuse of existing previously developed site
- Established football club location
- Near to existing sports facilities (the Abbey Complex)
- Surrounded by established residential community
- Nearest available site to the City Centre
- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

##### Cons

- Constrained site, with tight development boundaries that would limit opportunities beyond core stadium functions, meaning that the full benefits of a community stadium could not be achieved.
- The site is located off Newmarket Road which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further.
- Grosvenor has indicated they are pursuing the existing stadium site for housing development.

##### Conclusion

- 7.4. Whilst there may be potential to increase the capacity of the stadium, the constrained site is unlikely to be capable of accommodating a community stadium of the scale envisaged by the Cambridgeshire Horizons studies. If it is determined that a Community Stadium is needed, the existing Abbey Stadium site would not be a suitable site option.

#### **Abbey Stadium site plus allotment land**

- 7.5. In addition to the above option, a further alternative of including additional land to the south, currently allotments, has been considered.

##### Pros

- Established football club location
- Part of an established residential community
- Near to existing sports facilities, with potential to form a sports hub with the Abbey sports complex.
- With the incorporation of further land around the existing stadium, this would offer greater scope to have a wider community purpose.
- Nearest available site to the City Centre

- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

#### Cons

- Loss of existing allotments (protected open space, would require appropriate replacement elsewhere).
- The site is located off Newmarket Road which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further.
- Grosvenor have indicated they are pursuing the existing stadium site for housing development.

#### Conclusion

- 7.6. With inclusion of an area of land to the south, it would be possible to create a site large enough to accommodate a community stadium. A key benefit would be the ability to create a larger sporting hub, but combining with facilities at the existing Abbey complex.
- 7.7. The allotments are identified as protected open space in the existing Cambridge Local Plan. There would be a need to identify appropriate replacement allotment facility elsewhere.

#### **Land east of Norman Way Business Park, Coldhams Lane, Cambridge**

- 7.8. Former quarries / landfill sites, currently scrubland. The Cambridge Local Plan Issues and Options Report identifies this as an opportunity area, to provide recreation uses and enhance a green/blue corridor in this part of Cambridge on the western part of the site, and opportunities for commercial development east of Norman Way Business Park.
- 7.9. The western part of the site was explored and rejected by the PMP report. It identifies problematic ground conditions, height restrictions in association with the airport, and proximity to a City Wildlife site as potential problems with the site, although it also identifies proximity to the Next Generation Gym, and open space, as being advantages.
- 7.10. This review has focused on the land east of Norman Way Business Park.

#### Pros

- Opportunity site identified in Cambridge Local Plan Issues and Options Report for commercial uses
- Near to existing sports facilities

#### Cons

- Constrained site – Shape and nature of site would limit suitability for a stadium;
- Airport Safety Zone requires consultation for structures over 10m in height. ;
- Remediation costs associated with former use.
- Limited public transport near to the site.
- Loss of commercial development opportunity identified in Cambridge Local Plan Issues and Options Report 2012.

#### Conclusion

- 7.11. The site presents a range of development challenges, particularly being former landfill which could impact on the viability of development. Size and shape would limit potential for a community stadium. It is therefore not a reasonable option for allocation.

## **Cowley Road, Cambridge**

- 7.12. The Cambridgeshire Horizons Community Stadium Feasibility Study identifies the former park and ride site, and golf driving range, as a potential site option, comprising around 6.3 hectares.
- 7.13. Related to the development of a new railway station on the nearby railway sidings, the area is identified as having potential for employment development in the Cambridge and South Cambridgeshire Local Plan Issues and Options reports. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. Whilst the site is highly accessible to public transport, it does not form part of a wider community, and the constrained size would limit opportunities for community facilities to be included in a proposal. There may be opportunities to link with business use, but at the same time, employment opportunities at this key site would be reduced.
- 7.14. The land is owned by Cambridge City Council, who have previously indicated the land is not available for this use, due to its employment potential as part of the wider Cambridge Northern Fringe East area.

### Pros

- Area will be subject to significant public transport improvement with new railway station and links to guided bus.
- Previously developed vacant site, providing an opportunity as part of wider Cambridge Northern Fringe East development.

### Cons

- Capable of accommodating a stadium, but limited size to accommodate much beyond core Community Stadium facilities.
- Identified as an opportunity for employment development in Local Plan Issues and Options Reports, would reduce land available for this use.
- Isolated from existing or planned residential area.
- Access along single lane road.
- Cambridge City Council previously indicated land not available for this use.

### Conclusion

- 7.15. The Cowley Road Site has potential to accommodate a Community Stadium, with advantages of using a previously developed site in an area where public transport will be significantly improved. Isolated from a residential area, and with limited space available, could limit ability to produce a genuine community stadium. It would also reduce land available for employment development.

## **Cambridge East – North of Newmarket Road**

- 7.16. The site was identified through the previous round of plan making as a site for major residential development, utilising the Cambridge Airport site and land north of Newmarket Road to accommodate a new urban quarter. The Cambridge East Area Action Plan, adopted in 2008, currently establishes planning policies for the site. Following Marshalls announcement that they intend to continue to operate the airport until at least 2031, the Cambridge and South Cambridgeshire Local Plan Issues and Options Reports sought views on how the area should be addressed in future development plans.
- 7.17. The Cambridge East Area Action Plan recognises that land north of Newmarket Road and west of the Park and Ride could come forward for development whilst the airport remains operational. The site area would be approximately 40 hectares.

- 7.18. Grosvenor / Wrenbridge state that they have approached Marshalls, and advise that the land is not available for this use.

Pros

- Potential to integrate new facilities with wider development, including a residential community (if the site comes forward for residential development);
- Near to existing Abbey Stadium site;
- Good access to public transport and park and ride;
- Opportunities for open space / Green infrastructure in wider site.
- Land already removed from the Green Belt for development.

Cons

- Airport safety zones could impact on building height, or influence location of facilities. May need to be located away from Newmarket Road frontage;
- Would reduce land available for housing;
- Marshalls have previously indicated land is not available for this use.

Conclusion

- 7.19. A major development could provide an opportunity to integrate a community stadium into the new community near to the existing Abbey Stadium site. However, the land owner has previously advised the site is not available for this use.

### **Out of Centre – Green Belt Sites**

#### **Land between Milton and Impington (Leonard Martin – Union Place)**

- 7.20. Through representations to the Issues and Options Report a site has been submitted and referred to as Union Place, between Milton and Impington north of the A14. Representations propose that the site could accommodate a community stadium, concert hall and ice rink. It would also be accompanied by hotel and conferencing facilities.

- 7.21. The representation indicates that road access to the site would be through an existing underpass under the A14 to the rear of the Cambridge Regional College, and a new road built along the Mere Way from Butt Lane, a public right of way following the route of a roman road. This would be accompanied by expansion of the Milton Park and Ride, and a new park and ride south of Impington.

Pros

- Significant scale would give potential for pitches or open space to accompany proposal (or other sub regional facilities)
- Near to Regional College, potential linkages for sports education.

Cons

- Green Belt – significant impact on the purposes of the Green Belt.
- Access constraints – Currently limited access to site through A14 underpass, unsuitable for high volumes of traffic. Proposes new road along Mere Way from Butt Lane, a public right of way.
- Need to demonstrate highway capacity on the A14 and local roads
- Limited existing walking and cycling access to site. Separated from City by A14 / A10. Underpass to rear of Regional College a particular constraint.
- Relatively long walk from guided bus and park and ride . Due to distance does not meet definition of High Quality Public Transport;
- Isolated from existing or new community;

- Potential impact on existing Travellers Site;
- Adjoins the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Potential impacts on Milton A14 junction, need to demonstrate strategic highway capacity.

#### Conclusion

- 7.22. Although a large greenfield site would provide a flexible opportunity to develop sub-regional facilities, the site would have a significant negative impact on the Green Belt. The site also has particular access challenges that would need to be demonstrated could be overcome.

#### **West of Cambridge Road South of the A14, Impington**

- 7.23. The existing development plans of South Cambridgeshire and Cambridge City Council have allocated land for housing development between Huntingdon Road and Histon Road. A site in Cambridge City which will accommodate around 1500 homes, was followed up by a second allocation in South Cambridgeshire for around 1100 homes.
- 7.24. A further site was identified through the site assessments for Edge of Cambridge Sites, as having potential for development. It is the only one of the six site options identified through this process to warrant consideration for a Community Stadium, due to its scale, location, and lesser impact on the Green Belt than the two specific proposals received.
- 7.25. Grosvenor / Wrenbridge indicate that they explored the potential of this site for a community stadium before they selected the site south of Trumpington Meadows.

#### Pros

- Adjoins a new community, opportunity to integrate facilities.
- Access to High Quality Public Transport and good cycling routes. Access via guided bus to planned new railway station.

#### Cons

- Green Belt site - development would have negative impacts on the Green Belt purposes but mitigation possible.
- Within the Air Quality Management Area designated on the A14, would need to address traffic impacts
- Site size and shape could limit range of additional facilities or open space that could be accommodated
- Over 3km from the City Centre
- Need to resolve parking and transport issues.

#### Conclusion

- 7.26. A Community Stadium in this location would adjoin a new community, and provide opportunities for the collocation of facilities.
- 7.27. The site lies within the Green Belt, in areas that were retained in the Green Belt though the previous plan review in order to retain the purposes of the Green Belt. It would impact on the objective to prevent communities merging into one another, although the location would have less impact on the wider landscape than other options due to location below the A 14 junction.
- 7.28. Being the City side of the A14, which could make it easier to address transport impacts on the strategic road network. The site lies within an Air Quality Management Area. A key issue if the site is selected would be to ensure development does not harm the ability to achieve

air quality objectives through its impact on traffic. The site does benefit from good cycling and public transport access.

- 7.29. Due to the benefits identified of the site, and the potential for a lesser degree of harm to the Green Belt than the Trumpington Meadows site, it is considered a reasonable option for consultation.

### **South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)**

- 7.30. Trumpington Meadows is a cross boundary site, allocated in South Cambridgeshire and Cambridge City Councils development plans for a development of 1200 dwellings and associated facilities. Planning permission has subsequently been granted, and construction is underway.
- 7.31. Through the Issues and Options consultation Grosvenor / Wrenbridge have submitted a proposal for approximately 15 hectares of Green Belt land between the M11 and the development to accommodate a community stadium, 400 additional dwellings, and a range of outdoor sports pitches, and an extension to the planned country park.

#### Pros

- Large site, giving flexibility to accommodate a range of facilities.
- Would adjoin planned new community
- Near to existing park and ride facility, and guided bus links to railway stations
- Potential to deliver new pitches and open space on city edge.
- Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable

#### Cons

- Green Belt – Significant adverse impact on the purposes of Green Belt in terms of setting of the City.
- Opportunity to integrate facilities with a new community limited by adding to existing site rather than integrating proposals.
- Nearly 4km from railway station and the City Centre.
- Beyond 400m of Park & Ride site and does not benefit from all aspects of a High Quality Public Transport service.
- Need to resolve parking and transport issues.

#### Conclusion

- 7.32. Given its scale the site has capacity to accommodate a stadium, and additional community and sporting facilities. In particular being on the edge of Cambridge there is greater capacity for provision of additional pitches and green space than sites in the built up area of the city. The site does, however, abut the M11.
- 7.33. The existing development was planned to create a distinctive urban edge to the city. Utilising land where the impact on the Green Belt could be minimised whilst utilising the opportunity provided by the former Monsanto development. Development of this additional site would have an adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
- 7.34. It is three times further from the City Centre than the existing Abbey Stadium. It benefits from the public transport service associated with the park and ride, and the guided bus, but further work would need to be undertaken to establish transport arrangements and car parking, particularly on match days.
- 7.35. Given limited site availability, the submission of a specific proposal from land owners in

consultation with the football clubs, gives a greater certainty regarding deliverability than a number of other sites, it is therefore considered a site option for consultation despite the harm to the Green Belt, if the need is considered sufficient exceptional circumstances for a review of the Green Belt (no decision has been made on whether this is the case at this point).

## **Other Centres**

### **Northstowe**

- 7.36. The new town of Northstowe is located between Oakington and Longstanton, on the route of the Guided Busway, and is planned to accommodate up to 10,000 dwellings and a range of other services, facilities, and employment. The Northstowe Development Framework was agreed in 2012, and South Cambridgeshire District Council has resolved to grant planning permission for the first phase of development.

#### Pros

- Opportunity to integrate facilities into new town
- Located on route of the Guided Bus (with links to new station), and existing park and ride facilities.
- Not in the Green Belt.

#### Cons

- Development Framework Plan already agreed, and it has been resolved to grant planning permission for the first phase.
- Tight land budget to accommodate all the uses needed in the town. Inclusion of facilities could impact on ability to deliver other uses.
- 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge.
- Conflict with desire of Cambridge United for a Cambridge location.
- Constraints of the A14 could mean there would only be highway capacity later in the plan period.

#### Conclusion

- 7.37. As a large new community Northstowe could offer an opportunity for provision new sub-regional facilities in association with a new community. However, the sequential approach to main town centre uses must be considered. The Cambridgeshire Horizons Reports indicate Cambridge United has stated a need for a Cambridge location.
- 7.38. Given the stage planning for the site has reached, it would be difficult to add a community facility without compromising the ability to deliver the other land uses. Maintaining viability could limit potential contribution as enabling development.

### **Waterbeach New Town (Issues and Options Report 2012 Option)**

- 7.39. The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750). As an out of town location it would have similar issues to Northstowe regarding the sequential approach and preferences of the football clubs.

#### Pros

- Opportunities to deliver site as part of town master plan and to integrate stadium to act as community hub,
- Greater flexibility at early planning stage.
- Near to a Waterbeach Railway Station as part of the new town.
- Not in the Green Belt.

#### Cons

- 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge.
- Conflict with desire of Cambridge United for a Cambridge location.
- Significant infrastructure requirements could mean only deliverable later in the plan period.
- Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement.
- Waterbeach new town is only an option at this stage.

#### Conclusion

- 7.40. Waterbeach new town remains only an option at this stage. If Waterbeach new town were allocated, at this early stage there could be greater flexibility to accommodate land uses. However, it could take some time to come forward. It would conflict with Cambridge United's desire for a Cambridge location.

### **Bourn Airfield (Local Plan Option)**

- 7.41. The South Cambridgeshire Local Plan Issues and options Report 2012 identified an option for a new village on Bourn Airfield, east of Cambourne, with a capacity of 3,000 to 3,500 dwellings.

#### Pros

- 
- Opportunity to integrate community stadium into a new settlement, at very early stages of planning,
- Land not in the Green Belt.

#### Cons

- 10km from Cambridge City Centre
- Poorest non-car access of all sites tested. Limiting walking and cycling access from Cambridge. Does not have access to high quality public transport. 12 km from railway station.
- Proposal for a new village, conflict with sequential test for major town centre facilities
- Conflict with desire of Cambridge United for a Cambridge location.
- Bourn Airfield new village is still only an option at this stage.

#### Conclusion

- 7.42. A further option for a new settlement, but this proposal is only for a village. This would conflict with the sequential approach to main town centre uses required by the NPPF, and the desires of Cambridge United for a Cambridge location.
- 7.43. Given the smaller scale compared to new town proposals, the public transport is not likely to be improved to the same level, meaning this option could be the least well served option of all those tested. If the site was allocated in the South Cambridgeshire Local Plan, it

would provide an opportunity to integrate facilities into the masterplanning of a development.

## 8) Identification of Site Options for Consultation

8.1. Significant constraints were identified for all the site options tested. This illustrates the difficulty in finding available, suitable and deliverable site options. Due to these constraints it is recommended a long list is subject to consultation. The Councils are not proposing or promoting a Community Stadium or specific site at this stage, but are exploring options.

- Abbey Stadium site plus allotment land to the south
- Cowley Road, Cambridge
- Cambridge East – North of Newmarket Road
- Land between Milton and Impington (Leonard Martin – Union Place)
- West of Cambridge Road South of the A14, Impington South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)
- Northstowe
- Waterbeach New Town Option
- Cambourne / Bourne Airfield

8.2. A Summary of the site review can be found in appendix 4, and detailed proforma results have been bound separately, in annex 1 to this report.

# Appendix 1 Community Stadium Sites

## Key

 General Extent of the Green Belt

 Community Stadium Site Option

CS1 - The Abbey Stadium & Adjoining Allotment Land, Cambridge

CS2 - Cowley Road, Cambridge

CS3 - North of Newmarket Road, Cambridge

CS4 - West of Cambridge Road, south of the A14, Impington

CS5 - Land south of Trumpington Meadows

CS6 - Land between Milton and Histon, north of A14 (Union Place)

CS7 - Northstowe

CS8 - Waterbeach New Town Option

CS9 - Bourn Airfield New Settlement Option

 Rejected Community Stadium Site Option (Tested)

A - South of Park and Ride, Milton

B - The Abbey Stadium, Cambridge

C - Blue Circle Site, Cambridge

 Rejected Community Stadium Site Option (Not Tested)

D - Orchard Park

E - NIAB 1

F - NIAB 2

G - Addenbrookes

H - University Site

I - Howes Close Sports Fields, Cambridge

J - The Southern Fringe, Clay Farm

K - West Cambridge

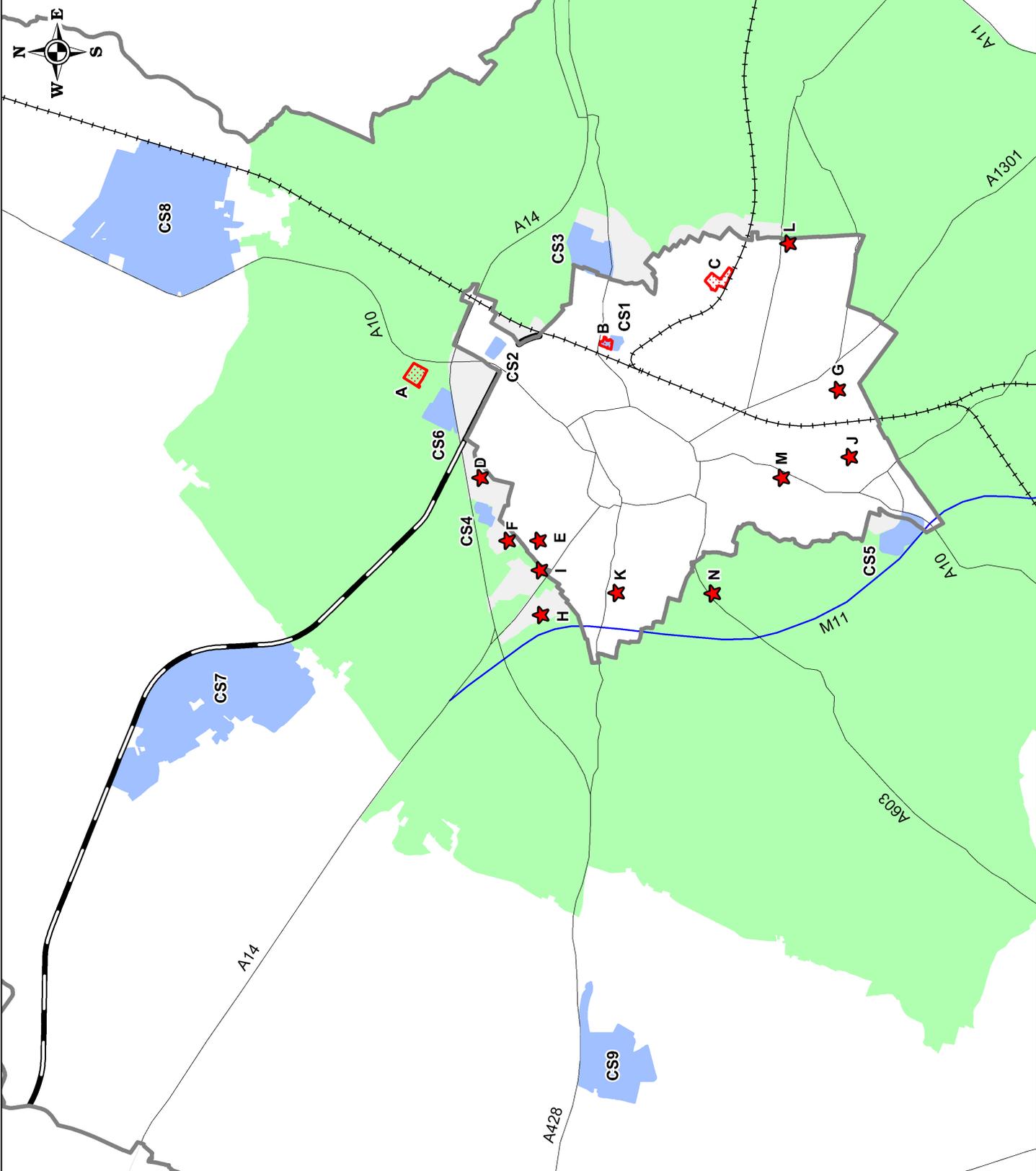
L - Peterhouse (ARM)

M - Trumpington Road

N - Barton Road

 Guided Busway

 Train Line



## **Appendix 2**

### **Rejected Site Options**

The following options are considered not to merit detailed further assessment:

#### **Milton – Land south of the Park and Ride**

Land south of the Park and Ride was previously suggested as a site for the stadium, with enabling development, by the Horizons Community Stadium Feasibility Study. The site was put forward in representations to the South Cambridgeshire Site Specific Policies DPD, and rejected due to the impact on the Green Belt. The Planning Inspector examining the DPD concluded, 'The need for, and benefits of, development do not amount to the exceptional circumstances necessary to justify the removal of the land from the Green Belt.'

The site is separated from Cambridge, and adjoins the village of Milton. It would therefore not reflect the sequential approach required by the NPPF. Development would also have a very high negative impact on the purposes of the Green Belt.

Rejected Option: The site does not warrant further assessment.

#### **Orchard Park**

The Cambridgeshire Horizons Community Stadium Feasibility Study considered the Orchard Park site, but even in 2008 acknowledged that there was unlikely to be sufficient land available to develop a scheme on the scale of a community stadium.

In 2012 few land parcels remain undeveloped, and the majority of community uses have already been completed. Planning permission on the only remaining significant land parcel (the 2ha. corner site) was granted planning permission subject to s106 in August 2012.

Rejected Option: There is limited potential to address major sub regional facilities at this late stage, and the site does not warrant further assessment.

#### **NIAB1 and 2 (land between Huntingdon Road and Histon Road Cambridge)**

The existing development plans of South Cambridgeshire and Cambridge City Council have allocated land for development between Huntingdon Road and Histon road. The site in Cambridge which will accommodate around 1500 homes, was followed up by a further allocation in South Cambridgeshire for around 1100 homes. The site in Cambridge has subsequently gained planning permission.

Grosvenor / Wrenbridge indicate that they had discussions with agents acting on behalf of the landowners, who had concerns about the loss of housing land on the edge of Cambridge. They therefore did not pursue the option.

Rejected Option: There is limited potential to address major sub regional facilities at this late stage, and the site does not warrant further assessment.

#### **Addenbrooke's**

This is a strategic site for Cambridge allocated for the expansion of Addenbrooke's, with some consents already given for expansion of the hospital, access and associated uses. The site is also identified in the Employment Land Review for its importance as a major employer. This site is understood to have been ruled out by Addenbrooke's. It is not in keeping with Option 30 - Addenbrooke's Hospital in Cambridge Local Plan Towards 2031 - Issues and Options.

Rejected Option: There is limited potential to address major sub regional facilities at this late stage, and the site does not warrant further assessment.

### **West Cambridge – South of Madingley Road**

Would not be in keeping with the Masterplan for West Cambridge. The Cambridge Local Plan Towards 2031 - Issues and Options identified the area as an option to intensify the area for employment development.

A sports centre, including a 50m swimming pool, is already under construction on the site.

Rejected Option: The site does not warrant further assessment.

### **University Site (land between Madingley Road and Huntingdon Road Cambridge)**

The North West Cambridge Area Action Plan identifies the primary goal of the site to address the University's long term needs, which provided the justification for its removal from the Green Belt.

Local planning authorities approved outline planning permission for the site in 2012, which will include 1,500 homes for key University and College employees, 1,500 homes for sale, accommodation for 2,000 students, 100,000 square metres of research facilities, including up to 40,000 square metres for research institutes and private research facilities linked to the University and a range of community facilities.

Rejected Option: There is limited potential to address major sub regional facilities at this late stage, and the site does not warrant further assessment.

### **Howes Close Sports Fields, Cambridge**

Lies between Cambridge and Girton, and accommodates football and rugby pitches as well as a pavilion, used by Anglia Ruskin University. The site is approximately 5 hectares, surrounded by residential development. The Cambridgeshire Horizons Community Stadium Feasibility Study acknowledges that given the site size, there would be limited capacity to retain training pitches if a community stadium was developed on the site. It would also close the gap between Girton and Cambridge, conflicting with the purposes of the Green Belt. The site is also 300m from Huntingdon Road, along a single no-through road.

Grosvenor considered potential as part of a wider sports village in association with the NIAB 2 site, but rejected the option.

Rejected Option: The site does not warrant further assessment.

### **The Southern Fringe – Clay Farm and Trumpington Meadows**

The southern fringe considered in the Cambridgeshire Horizons Community Stadium Feasibility Study comprised land south and east of Trumpington (Clay Farm), and the existing Trumpington Meadows site. Opportunities for integrating provision with development were highlighted, but the allocation for housing development meant that it was not taken forward as a shortlisted option in the study.

Subsequent to the study development of the sites has progressed, and both are under construction. There may still be opportunities to consider integration of sub regional proposals with later phases of the Trumpington Meadows site. (see appraisal of South of Trumpington Meadows).

Rejected Option: There is limited potential to address major sub regional facilities at this late stage, and they do not warrant further assessment.

### **Mill Road Cambridge (Concert Hall)**

A representation proposed Mill Road in Cambridge for a concert hall (Cambridge 14300). Reference was made to the use of the former cinema now Salvation Army shop, the depot and the Travis Perkins site on Devonshire Road. Travis Perkins site on Devonshire Road is a housing allocation in the Cambridge Local Plan 2006 and has two major planning applications currently lodged for redevelopment of the site either for housing or for Travis Perkins itself. The Salvation Army site is too small for the purposes of a concert hall and servicing would be poor. The depot is large enough to accommodate a concert hall, the transport impacts would be likely to be significant on an already congested Mill Road. The Council is the landowner in the case of the depot.

Rejected Option: The site does not warrant further assessment.

### **Station Area (Ice Rink, Concert Hall)**

Planning permissions already in place for Station Area and development underway. Not in keeping with adopted masterplan. Not considered to be physical scope for provision.

Rejected Option: The site does not warrant further assessment.

### **Area near A11 / M11 Junction (Ice Rink)**

This general location was suggested in a representation to the South Cambridgeshire Issues and Options Report, as a potential location for an ice rink. In South Cambridgeshire this would indicate a site near Ickleton, around 14km from Cambridge with limited alternative transport modes.

Rejected Option: The site does not warrant further assessment.

### **Waterbeach Rowing Lake (Ice Rink)**

Green Belt location near to village location. It does not warrant further assessment for main town centre uses.

### **Other Green Belt Sites**

A review of the Green Belt has been undertaken jointly by Cambridge City and South Cambridgeshire to support the review of their respective local plans. This has drawn on the recent Inner Green Belt study, and considered whether there are any locations warrant consideration as development options. This review did not identify any further locations which warranted consideration for community stadium proposals.

In particular:

#### **Barton Road**

The Cambridgeshire Horizons Community Stadium Feasibility Study explored a site south of Barton Road, adjoining Coton Road. Due to Green Belt impact, limited public transport, and flood risk, it was rejected. Grosvenor indicate they considered a larger site, encompassing land north of Barton Road, and up to the edge of the built up area. They indicate it was rejected because it did not perform as well as other sites in terms of public transport access, Green Belt history, and due to it being in multiple ownership.

The Inner Green Belt Study identified significant impact on Green Belt purposes.

**Peterhouse (land south of Cherry Hinton Road)**

Land south of Cherry Hinton road was identified as a potential location by Grosvenor / Wrenbridge in their site review, before determining not to explore it further.

The Green Belt review identifies some land that may be suitable for employment, around the existing employment area. This would not be suitable for a development of the scale of a community stadium.

**West of Trumpington Road**

Land owned by Cambridgeshire County Council was considered by Grosvenor Wrenbridge in their initial site review, but not taken forward for further consideration.

The Inner Green Belt Study identified significant impact on Green Belt purposes.

## Appendix 3 – Site Review Proforma

### Site Review Proforma and Key

<b>Site Information</b>
<b>Site reference number(s):</b>
<b>Site name/address:</b>
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> <i>City only</i>
<b>Photo:</b>
<b>Map:</b>
<b>Site description:</b>
<b>Current use(s):</b> Current use of the site
<b>Proposed use(s):</b> Identifies whether the site has been proposed for a particular use through representations to the Cambridge or South Cambridgeshire Local Plan consultations, or whether the Local Plan Issues and Options Reports proposed a use.
<b>Site size (ha):</b> South Cambridgeshire: ha Cambridge: ha
<b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses  <b>VERY GOOD</b> (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)  <b>GOOD</b> (likely to be large enough to accommodate a community stadium and one other sub-regional facility)  <b>ADEQUATE</b> (likely to be large enough to accommodate a community stadium)  <b>LIMITED</b> (unlikely to be large enough to accommodate a community stadium)
<b>Site owner/promoter:</b> <i>Owners known/Unknown</i>
<b>Landowner has agreed to promote site for this development?:</b> <i>Yes/No/Unknown</i>
<b>Relevant planning history:</b> A summary of recent planning history, as a result of planning applications, or development plans.

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge A = Edge of City R = New Town RR = Village	<i>When considering main town centre uses, particularly major sub-regional facilities, a sequential approach needs to be demonstrated.</i>  <i>South Cambridgeshire Sustainability Objective: 16. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)</i>

<b>Flood Risk</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Is site within a flood zone?	RR = Flood risk zone 3b A = Flood risk zone 3 G = Flood risk zone 2 GG = Flood risk zone 1	<p><i>Identifies the fluvial flood risk of the site, using the Strategic Flood Risk Assessment.</i></p> <p><i>The National Planning Policy Framework requires a sequential approach to development, seeking land at lowest risk first. Development in zone 3a would require exception test if included medical or educational uses.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.</i></p> <p><i>Cambridge SA topic: Flood risk including climate change adaptation.</i></p>
Is site at risk from surface water flooding?	A= High risk, G = Medium risk GG= Low risk	<p><i>Information from Surface Water Management plans. Takes account of 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).</i></p> <p><i>South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.</i></p> <p><i>Cambridge SA topic: Flood risk including climate change adaptation.</i></p>
<b>Green Belt</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Is the site in the Green Belt?	If yes, complete section below.	<i>Not all sites being tested are located in the Green Belt</i>
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	<p><i>The purposes of the Green Belt were defined in the South Cambridgeshire Core Strategy, drawing on the Green Belt Study 2002.</i></p> <p><i>The review of impact on Green Belt purposes has been completed with assistance from landscape architects. This will draw on the findings of the Inner Green Belt Study 2012.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 7.</i></p>

		<p><i>Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
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	
To prevent communities in the environs of Cambridge from merging into one another and with the City.	RR = Very significant impacts R = Significant negative impacts A = Some impact, but capable of mitigation G = No impact	
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts R = High/medium impacts A = Medium and medium/minor impacts G = Minor and minor/negligible impacts GG = Negligible impacts	
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views. A = Negative impact from loss or degradation of views. G = No or negligible impact on views	
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality edge / negative impacts but capable of mitigation G = Not present, significant opportunities for enhancement.	
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality edge / negative impacts but capable of mitigation G = Not present	
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation G = No loss of land forming	

	part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	RR = Very significant negative impacts incapable of satisfactory mitigation R = Significant negative impacts incapable of satisfactory mitigation A = Negative impacts but capable of partial mitigation G = No impacts or minor impacts capable of mitigation	
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation A = Negative impacts but capable of partial mitigation G = No impacts or impacts capable of mitigation	
Overall conclusion on Green Belt	RR = Very high and high impacts R = High/medium impacts A = Medium and medium/minor impacts G = Minor and minor/negligible impacts GG = Negligible impacts	<i>Assessment likely to pull across findings from the 2012 Inner Green Belt Boundary Study. Using 5 bands allows a finer grained appreciation of importance/significance of site in relation to GB purposes and functions.</i>
<b>Impact on the Landscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development maintain and enhance the diversity and distinctiveness of landscape character?	RR = Development conflicts with landscape character with significant negative impacts incapable of mitigation R = Development conflicts with landscape character with minor negative impacts incapable of mitigation A = Development would be generally compatible or capable of being made compatible with local landscape character G = Development would relate to local landscape character and offer opportunities for landscape enhancement GG = Development would relate to local landscape character and offer significant opportunities for landscape enhancement	<i>Includes consideration of whether a stadium or other facility would have different impacts to residential development.</i>  <i>South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
<b>Impact on the Townscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>

<p>Would development maintain and enhance the diversity and distinctiveness of townscape character?</p>	<p>RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation  R = Development conflicts with townscape character with minor negative impacts incapable of mitigation  A = Development would be generally compatible or capable of being made compatible with local townscape character  G = Development would relate to local townscape character and offer opportunities for townscape enhancement  GG = Development would relate to local townscape character and offer significant opportunities for landscape enhancement</p>	<p><i>Includes consideration of whether a stadium or other facility would have different impacts to residential development.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
<p>Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?</p>	<p>R = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation  A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation  G = Site is not near to an SSSI with no or negligible impacts</p>	<p><i>South Cambridgeshire Sustainability Objective: 4. Avoid damage to designated sites and protected species</i></p> <p><i>Cambridge SA topic: Biodiversity and green infrastructure</i></p>
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
<p>Would development impact upon a Scheduled Ancient Monument (SAM)?</p>	<p>R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts  A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted  G = Site is not on or adjacent to a SAM</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<p>Would development impact upon Listed Buildings?</p>	<p>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</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p>

	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	<i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
<b>Part B: Infrastructure Criteria</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Is the site allocated or safeguarded in the Minerals and Waste LDF?	R = Site or a significant part of it falls within an allocated or safeguarded area, development would have 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.	<i>Cambridgeshire County Council have been consulted.</i>  <i>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	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 G = Site is not within the PSZ or SZ	<i>Location within a zone will not in itself prevent development; it depends upon the nature of the development and its height.</i>  <i>South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.</i>
Is there a suitable access to the site?	R = No A = Yes, with mitigation G = Yes	<i>Advice from Cambridgeshire County Council, as the Local Highways Authority.</i>
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. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	<i>Advice from Cambridgeshire County Council, as the Local Highways Authority.</i>  <i>South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.</i>
Would allocation of the site have a significant impact on the strategic road network capacity?	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of	<i>Advice from the Highways Agency.</i>  <i>South Cambridgeshire Sustainability Objective: 23.</i>

	appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	<i>Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.</i>
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<b>Level 2 Site Considerations</b>		
<b>Community facilities</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Would development lead to a loss of community facilities?	R = Development would lead to the loss of one or more community facilities incapable of appropriate mitigation G = Development would not lead to the loss of any community facilities or appropriate mitigation possible GG = Potential for additional community facilities	<i>South Cambridgeshire Sustainability Objective: 18. Encourage and enable the active involvement of local people in community activities</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Could it form part of an existing or new community?	R = Isolated from existing or planned residential community. A = Near to existing community, but limited opportunities for integration. G = Near to a planned new community, with opportunities for integration.	<i>One of the goals of a community stadium is to play a hub role in a community. This criteria considers how a proposal could link to an existing or planned community.</i>  <i>South Cambridgeshire Sustainability Objective: 18. Encourage and enable the active involvement of local people in community activities</i>  <i>Cambridge SA topic: Communities and Well Being</i>
<b>Outdoor facilities and green spaces</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	R = Yes A = In part G = No	<i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>  <i>South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publically accessible open space.</i>  <i>Cambridge SA topics:</i> <i>- Communities and Well Being</i>

		<ul style="list-style-type: none"> <li>- Landscape, townscape and cultural heritage</li> <li>- Biodiversity and green infrastructure</li> </ul>
<p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	<p>R=No A = Unknown G=Yes</p>	<p>Policy requires a satisfactory replacement facility elsewhere.</p> <p>South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publically accessible open space.</p> <p>Cambridge SA topics: - Communities and Well Being</p> <ul style="list-style-type: none"> <li>- Landscape, townscape and cultural heritage</li> <li>- Biodiversity and green infrastructure</li> </ul>
<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 (OS) provision?</p>	<p>A = No, the site by virtue of its size is not able to provide additional open space G = Development could provide some enhanced provision of new public open spaces GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces</p>	<p>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</p> <p>G or GG where there is potential for training pitches and community facilities, not just a stadium pitch.</p> <p>Appraisal guided by site size and circumstance, as specific proposals not available for all sites.</p> <p>South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publically accessible open space.</p> <p>Cambridge SA topics: - Communities and Well Being</p> <ul style="list-style-type: none"> <li>- Landscape, townscape and cultural heritage</li> <li>- Biodiversity and green infrastructure</li> </ul>
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
<p>Would development result in the loss of employment land identified in the Employment Land Review?</p>	<p>R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (&gt; 50%) A = Some loss of</p>	<p>From GIS. Retained business estates, office locations and other portfolio sites defined in ELR</p> <p>South Cambridgeshire</p>

	employment land and job opportunities mitigated by alternative allocation in the area (< 50%), or no reasonable prospect of employment development. G = No loss of employment land / allocation is for employment development	<i>Sustainability Objective: 19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.</i>  <i>Cambridge SA topic: Economy</i>
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</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) A = service meets requirements of high quality public transport in most but not all instances G = High quality public transport service	<i>Cambridge City Council have carried out a assessment of where HQPT is available, using the definition in the Cambridge Local Plan.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>
How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m	<i>From approximate centre of site to proposed Science Park Station or Cambridge Station.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>
What type of cycle routes are accessible near to the site? CITY	<b>RR</b> = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  <b>R</b> = No cycling provision or a cycle lane less than 1.5m with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.  <b>A</b> = Medium quality off-road path.  <b>G</b> = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road	<i>Completed by Cambridge City Cycling Officer taking into account speed of traffic and accident records and width of facility and nature of any sharing with pedestrians.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>

	<p>path e.g. cycleway adjacent to guided busway.</p> <p><b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.</p>	
SCDC Would development reduce the need to travel and promote sustainable transport choices:	<p>RR = Score 0-4 from 4 criteria below</p> <p>R = Score 5-9 from 4 criteria below</p> <p>A = Score 10-14 from 4 criteria below</p> <p>G = Score 15-19 from 4 criteria below</p> <p>GG = Score 19-24 from 4 criteria below</p>	<p><i>This assessment of accessibility have been utilised in the South Cambridgeshire Sustainability Appraisal.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i></p> <p><i>Cambridge SA topic: Transport</i></p>
SCDC Sub-indicator: Distance to a bus stop / rail station	<p>Within 400m (6)</p> <p>Within 600m (4)</p> <p>Within 800m (3)</p> <p>Within 1000m (2)</p> <p>Beyond 1000m (0)</p>	
SCDC Sub-indicator: Frequency of Public Transport	<p>10 minute service or better (6)</p> <p>20 minute service (4)</p> <p>30 minute service (3)</p> <p>60 minute service (2)</p> <p>Less than hourly service (0)</p>	
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	<p>20 minutes or less (6)</p> <p>Between 21 and 30 minutes (4)</p> <p>Between 31 and 40 minutes (3)</p> <p>Between 41 and 50 minutes (2)</p> <p>Greater than 50 minutes (0)</p>	
SCDC Sub-indicator: Distance for cycling to City Centre	<p>Up to 5km (6)</p> <p>5-10km (4)</p> <p>10-15km (3)</p> <p>115km + (2)</p> <p>20km + (0)</p>	
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Is the site within or near to an AQMA, the M11 or the A14?	<p>R= Within or adjacent to an AQMA</p> <p>A = Within or adjacent to M11 or A14</p> <p>G = &lt;1000m of an AQMA, M11 or A14</p> <p>GG = &gt;1000m of an AQMA, M11, or A14</p>	<p>The assessment will include consideration of the health impacts of air quality.</p> <p><i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i></p>

		<i>Cambridge SA topic: Communities and Well Being</i>
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Are there potential noise and vibration 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	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
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	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
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	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Is there possible contamination on the site?	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	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>

	adjacent to an area with a history of contamination	
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	R = Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Water</i>
<b>Protecting the townscape and historic environment</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would allocation impact upon a historic park/garden?	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	<i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
Would development impact upon a Conservation Area?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation 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	<i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
Would development impact upon buildings of local interest (Cambridge only)	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	<i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>

Would development impact upon archaeology?	A = Known archaeology on site or in vicinity G=No known archaeology on site or in vicinity	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land A = Minor loss of grade 1 and 2 land G = Neutral. Development would not affect grade 1 and 2 land.	<p><i>Maps produced by DEFRA identify that most of South Cambridgeshire's farmland is in the higher grades of the Agricultural Land Grades 1, 2 and 3a are the grades which comprise the best and most versatile land which is a national resource. The DEFRA maps do not divide zone 3 into a and b. The focus of the appraisal will be on grade 1 and 2. Loss of 20 hectares or more would be considered significant, reflecting the threshold used for referring planning applications to DEFRA.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</i></p> <p><i>Cambridge SA topic: Communities and Well Being</i></p>
Would development make use of previously developed land (PDL)?	R = No A = Partly G = Yes	<p><i>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</i></p> <p><i>Cambridge SA topic: Communities and Well Being</i></p>

<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	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	<i>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</i>  <i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Does the site offer opportunity for 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	<i>Only larger sites are likely to be able to deliver significant green infrastructure. Note that potential for additional sports pitches and open space are addressed by a separate category.</i>  <i>South Cambridgeshire Sustainability Objective: 6. Improve opportunities for people to access and appreciate wildlife and green spaces</i>  <i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	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	<i>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</i>  <i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	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	<i>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</i>  <i>Cambridge SA topics:</i> <i>- Biodiversity and green infrastructure</i> <i>- Landscape, townscape and cultural heritage</i>

<b>Any other information not captured above?</b>

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes major impact A = Some impact G = No impact	
Is the site available for this type of development?	R = Yes A = Unknown G = No	
Is the site viable for this type of development?	R = Yes A = Unknown G = No	
Timeframe for bringing the site forward for development?	R = Beyond 2031 G = Start of construction between 2017 and 2031 GG = Start of construction between 2011 and 2016	Cambridge United have a 50 year lease on their current ground, but have a desire to move soon. This is reflected in the scoring.

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	
<b>Level 3 Conclusion</b>	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	
<b>Overall Conclusion</b>	R = Site with significant constraints and adverse impacts A = Site with some constraints or adverse impacts G = Site with few or minor constraints or adverse impacts	

**Appendix 4 Summary of Site Proforma Results**  
**NOTE: The Individual Proforma results can be found in annex 1**

<b>Site Size (hectares)</b>	2.8	7.1	8	6.3	40	24	32.4	9	432	280 or 558	141
<b>Ability to accommodate Facilities</b>	Limited	Adequate	Limited	Adequate	Very Good	Very Good	Good	Adequate	Very Good	Very Good	Very Good
<b>Level 1 Part A: Strategic Considerations</b>	[Redacted]										
<b>Sequential approach to main town centre uses</b>	[Redacted]										
What position does the site fall within the settlement hierarchy?	G	G	G	G	A	A	A	A	R	R	RR
<b>Flood Risk</b>	[Redacted]										
Is site within a flood zone?	GG	GG	GG	GG	GG	GG	GG	GG	GG	GG	GG
Is site at risk from surface water flooding?	GG	GG	GG	GG	GG	GG	GG	A	GG	GG	GG
<b>Green Belt</b>	[Redacted]										
Is the site in the Green Belt?	NO	NO	NO	NO	NO	YES	YES	YES	NO	NO	NO
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core						R	R	A			



Would development maintain and enhance the diversity and distinctiveness of townscape character?	A	A	A	GG	A	RR	RR	R	A	A	A	A
<b>Impact on national Nature Conservation Designations</b>												
Would development impact upon a Site of Special Scientific Interest (SSSI)?	G	G	G	G	G	G	G	G	G	G	G	G
<b>Impact on National Heritage Assets</b>												
Would development impact upon a Scheduled Ancient Monument (SAM)?	G	G	G	G	G	G	A	G	G	G	A	G
Would development impact upon Listed Buildings?	A	G	G	G	A	A	G	G	A	A	A	A
<b>Part B: Infrastructure Criteria</b>												
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G	G	A	A	A	G	G	A	A	A	A	G
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A	A	A	A	A	A	A	A	A	A	A	A
Is there a suitable access to the site?	A	A	A	A	A	A	A	A	A	A	A	A

Would allocation of the site have a significant impact on the local highway capacity?	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Would allocation of the site have a significant impact on the strategic road network capacity?	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
<b>Level 2</b>																			
<b>Accessibility to existing centres and services</b>																			
Would development lead to a loss of community facilities?	G	G	G	G	G	GG	GG	GG	G	G	G	G	G	G	G	G	G	G	GG
Could it form part of an existing or new community?	A	A	A	R	R	A	A	R	R	R	R	R	R	R	R	R	R	R	R
<b>Accessibility to outdoor facilities and green spaces</b>																			
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control	N/A	G	G	N/A															



What type of cycle routes are accessible near to the site? CITY	A	A	A	A	A	A	A	A	A	A	G	G	G	R	RR
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG	GG	GG	GG	G	GG	G	GG	GG	GG	GG	GG	GG	G	A
SCDC Sub-indicator: Distance to a bus stop / rail station	GG	GG	A	GG	A	A									
SCDC Sub-indicator: Frequency of Public Transport	GG	G	G												
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	GG	GG	G	GG	G	A									
SCDC Sub-indicator: Distance for cycling to City Centre	GG	G	A												
<b>Air Quality, pollution, contamination and noise</b>															
Is the site within or near to an AQMA, the M11 or the A14?	G	G	GG	A	G	A	A	A	A	A	G	A	A	GG	GG
Would the development of the site result in an adverse impact/worsening of air quality?	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Are there potential light pollution problems if the site is developed, as a receptor or	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A



Would development make use of previously developed land (PDL)?	G	A	G	G	R	R	R	R	R	G	G	G	G	G	G
<b>Biodiversity and Green Infrastructure</b>															
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A	A	A	G	G	G	G	G	G	G	G	G	G	G	G
Does the site offer opportunity for green infrastructure delivery?	A	G	A	A	G	G	G	G	G	A	G	G	G	G	A
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G	G	A	G	G	G	G	G	G	G	G	G	G	G	G
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G	G	G	G	G	G	G	G	G	G	G	G	A	G	A
<b>Level 3</b>															
<b>Availability and Deliverability</b>															
Are there any known legal issues/covenants that could constrain development of the site?	R	R	G	G	G	G	G	G	G	G	G	G	G	G	G
Is the site part of a larger site and could it prejudice development of any strategic sites?	G	G	G	G	A	G	G	G	G	A	A	A	R	A	A

Is the site available for this type of development?	R	R	A	R	R	R	R	G	R	A	A	A	A	A
Is the site viable for this type of development?	R	A	R	A	A	A	A	A	A	A	A	A	A	A
Timeframe for bringing the site forward for development?	GG	GG	G	G	GG	G	G	G	G	G	G	G	G	GG
<b>Conclusions</b>														
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	R	A	R	A	A	R	R	R	R	A	R	R	R	R
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	A	A	R	R	R	A	A	A	A	A	A	A	A	A
<b>Level 3 Conclusion</b>	R	R	R	R	R	R	R	R	R	R	R	R	R	R
<b>Overall Conclusion</b>	R	R	R	R	R	R	R	R	R	R	R	R	R	R

# **Major Facilities Sub Regional Facilities in the Cambridge Area**

## **Review of Evidence and Site Options**

### **ANNEX 1 SITE REVIEW PROFORMA RESULTS**

Cambridge City Council  
South Cambridgeshire District Council

January 2013

<b>Site Information</b>
<b>Site reference number(s):</b>
<b>Site name/address:</b> The Abbey Stadium Site, Newmarket Road, Cambridge (existing stadium site only)
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> North East Cambridge (Abbey)
<b>Map:</b>
<b>Site description:</b>
<p>Site of the existing Cambridge United Stadium with ancillary car parking. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car &amp; van hire firm.</p> <p>To the east and north, the site is surrounded by residential development. To the south there is an extensive area of allotments. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.</p> <p>Cambridge Local Plan 2006: Stadium pitch is protected open space.</p>
<b>Current use(s):</b>
<p>Football stadium and associated uses. Abbey Stadium is the home of Cambridge United Football Club. To the Newmarket Road end of the site, part of the land is used as a vehicle rental site.</p>
<b>Proposed use(s):</b>
<p>Site has been put forward for residential development, subject to finding an alternative location for the stadium.</p>
<b>Site size (ha):</b> 2.8 ha.

**Ability to accommodate Sub regional Facilities** including potential to accommodate associated community uses

**LIMITED (unlikely to be large enough to accommodate a community stadium)**

It may be possible to increase core stadium capacity, but the size and shape of the current site would constrain development of a community stadium including a wider range of uses.

If the stadium use were to cease, it would be sufficiently large for a smaller facility, such as an ice rink.

**Site owner/promoter:** *Owners known:* Grosvenor Estates (with South Stand area owned by Cambridge City Council)

**Landowner has agreed to promote site for this development?:** No; Grosvenor Estates promoting site for residential development and the remainder of the land is currently allotments, which are owned by Cambridge City Council.

**Relevant planning history:**

1932 - Original football ground inaugurated.

1934 - First stand opened

2002 - Redevelopment of South Stand completed

2006 - The 2006 Local Plan designated the Stadium pitch as protected open space.

2006 - The site was not allocated for housing. The 2006 Local Plan Inspector's report concluded that in the absence of a suitable relocation site for the Stadium it should not be allocated for housing.

2011 - Open Space and Recreation Strategy (Oct 2011) retained the Stadium pitch as protected open space for recreational purposes.

2012 – Strategic Housing Land Availability Assessment determined this site suitable for 154 residential units, developable in approximately 2018 to 2022.

2012 - The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the future of the current stadium site in terms of whether or not it should be retained or redeveloped and if redeveloped what it should be redeveloped for.

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	Site lies in zone 1, lowest risk of fluvial flooding.
Is site at risk from surface water flooding?	GG= Low risk	Minor surface water issues that can be mitigated against through good design

<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	Not in the Green Belt
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	G = Development would relate to local landscape character and offer opportunities for landscape enhancement	Development would relate to local landscape character and offer opportunities for landscape enhancement
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	Amber: A replacement sports facility through good design could offer opportunities for townscape enhancement. However, the issue of increased car parking capacity may need to be overcome in terms of how any increased capacity can be provided without adversely affecting the townscape character.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Site is not near to an SSSI with no or negligible impacts
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	There are a number of Listed Buildings to the north of the site on Newmarket Road (The Round House and buildings on the corner of Ditton Walk).
<b>Part B: Infrastructure 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.	Site is not within an allocated or safeguarded area in the Minerals and Waste LDF.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  No erection of buildings, structures or works exceeding 15.2m/50ft
Is there a suitable access to the site?	A = Yes, with mitigation	

<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>Site close to existing residential and business/education communities This improves walk/cycle catchments.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport Assessment</p> <p>Review of walking and cycle provision (including parking) will be required. The site is located off Newmarket Road which can suffer from congestion particularly at the weekends.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved, but given the location within the City and public transport availability it is likely to be easier to demonstrate than other sites.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
<p>Would development lead to a loss of community facilities?</p>	<p>G = Development would not lead to the loss of any community facilities or appropriate mitigation possible</p>	<p>Given the constrained nature of the site, it could limit the potential for additional community facilities as part of a new stadium proposal.</p>
<p>Could it form part of an existing or new community?</p>	<p>A = Near to existing community, but limited opportunities for integration.</p>	<p>The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development.</p>

<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p>	G = No	Stadium pitch is identified in City Council Open Space & Recreation Strategy and 2006 Local Plan as protected open space and of recreational importance. If this is maintained or replaced there would be no loss.
<p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	N/A	
<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 (OS) provision?</p>	A = No, the site by virtue of its size is not able to provide additional open space	The constrained nature of the existing Abbey Stadium site means that the possibility of additional open space would be unlikely.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
<p>Would development result in the loss of employment land identified in the Employment Land Review?</p>	G = No loss of employment land / allocation is for employment development	Assumed redevelopment of Abbey Stadium for similar uses would have neutral impact.
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
<p>What type of public transport service is accessible at the edge of the site? CITY</p>	G = High quality public transport service	Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.
<p>How far is the site from an existing or proposed train station? CITY</p>	R = >800m	1.58km ACF to Proposed Chesterton Station
<p>What type of cycle routes are accessible near to the site? CITY</p>	A = Medium quality off-road path.	A – There are good, though more circuitous links to the city centre via riverside but the more direct link via Newmarket

		Road is poor. There is an off-road link across Coldham's Common towards the station but this is unlit so there are personal security issues.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.19km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	G = <1000m of an AQMA, M11 or A14	Within 1000m of an AQMA, M11 or A14
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Assessment of impact on AQMA would be required. Likely to be capable of adequate mitigation.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Replacement of existing stadium. May be possible to achieve additional noise mitigation though stadium design.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Replacement of existing stadium which is already floodlit. May be opportunities to further address light issues.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
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	The site could have significant contamination issues (occupied by a depot and previously oil merchants, fuel storage)
<b>Protecting Groundwater</b>		
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	

<b>Protecting the townscape and historic environment</b>		
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	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	Site is adjacent to Central Conservation Area and has the potential for negative impacts capable of appropriate mitigation
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	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	Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781).

<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.	
Would development make use of previously developed land (PDL)?	G = Yes	The existing stadium site is previously developed land.

<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	Site adjacent to Coldham's Common County Wildlife Site and Coldham's Brook City Wildlife Site and Barnwell Pit City Wildlife Site. Existing stadium currently has pedestrian access from the Common and across the watercourse.
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Constrained site would provide limited opportunities for Green Infrastructure. Potential to enhance existing brook and grassland.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Potential to enhance existing brook through improved bank treatment, invasive species control and target species for recovery such as scarce aquatic plants and water voles.
Are there trees on site or	G = Site does not contain or	

immediately adjacent protected by a Tree Preservation Order (TPO)?	adjoin any protected trees	
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes	Cambridge United Football Club (CUFC) lease the Stadium site from the landowner Grosvenor Estates. The area covered by the Stadium's south stand is owned by Cambridge City Council and leased to CUFC. Lease on vehicle depot.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Site is not part of a larger site and would not prejudice development of any strategic sites.
Is the site available for this type of development?	R = No	Grosvenor are proposing site for residential development.
Is the site viable for this type of development?	R = No	Site not large enough for a community stadium (although it could accommodate a smaller facility like an ice rink).
Timeframe for bringing the site forward for development?	GG = Start of construction between 2011 and 2016	

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Development of a new community sports facility offers an opportunity to improve the area's character.</p> <p>The impact on both local and strategic transport networks would need to be investigated further.</p> <p>Site not large enough for a community stadium (although it could accommodate a smaller facility like an ice rink).</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Surrounded by established residential community.</p> <p>Nearest available site to the City Centre</p> <p>Site is at least 1.5km from the nearest railway station (existing or proposed) but</p>

		<p>within 400m of High Quality Public Transport bus routes. Access could therefore be satisfactorily mitigated by improved transport links.</p> <p>Impacts on historic environment and biodiversity capable of mitigation.</p>
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or adverse impacts</b>	Grosvenor have indicated they are pursuing the existing stadium site for housing development. If the stadium is not replaced on site then a suitable alternative stadium location will be needed for CUFC.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	Whilst there may be potential to increase the capacity of the stadium, the constrained site is unlikely to be capable of accommodating a community stadium of the scale envisaged by the Cambridgeshire Horizons studies. If it is determined that a Community Stadium is needed, the existing Abbey Stadium site would not be a suitable site option.

**Site Information**

**Site reference number(s):** CS1

**Site name/address:** The Abbey Stadium Site, Newmarket Road, Cambridge (including allotments land to the south))

**Functional area (taken from Cambridge City SA Scoping Report):** North East Cambridge (Abbey)

**Map:**



**Site description:**

Site of the existing Cambridge United Stadium with ancillary car parking and Elflada Road Allotments. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car & van hire firm.

To the east and north, the site is surrounded by residential development. To the south is the Abbey Leisure centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

Local Plan 2006: Stadium pitch is protected open space and Elflada Road Allotments are protected open space.

This site review considers the inclusion of the allotments, to make a larger site.

**Current use(s):**

Football stadium and associated uses. Part of the land is used as a vehicle rental site. The land to the south is in active use as allotments, run by the Whitehill Allotment Society.

**Proposed use(s):**

Abbey Stadium site has been put forward for residential development, subject to finding an alternative location for the stadium.

<b>Site size (ha):</b> 7.1 ha. (2.8 ha. stadium site plus allotments 4.3 ha.)
<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>ADEQUATE (likely to be large enough to accommodate a community stadium)</b></p> <p>Inclusion of the allotments site to the south would make a significantly larger site. It would be possible to accommodate a stadium, and supporting community uses. Whilst there would not be extensive land available for training pitches, the site adjoins the Abbey Leisure Complex, so would have the potential to add to an existing sports hub.</p>
<p><b>Site owner/promoter:</b> Site owner: Stadium site - Grosvenor Estates (with South Stand area owned by Cambridge City Council); Allotments owned by Cambridge City Council Promoter: Grosvenor Estates for housing with replacement Community Stadium near Trumpington Meadows.</p>
<p><b>Landowner has agreed to promote site for this development?:</b> No; Grosvenor Estates promoting site for residential development and the remainder of the land is currently allotments, which are owned by Cambridge City Council.</p>
<p><b>Relevant planning history:</b></p> <p>1932 - Original football ground inaugurated.</p> <p>1934 - First stand opened</p> <p>2002 - Redevelopment of South Stand completed</p> <p>2006 - The 2006 Local Plan designated the Stadium pitch and the Elfleda Road Allotments as protected open space. The site was not allocated for housing. The 2006 Local Plan Inspector's report concluded that in the absence of a suitable relocation site for the Stadium it should not be allocated for housing.</p> <p>2011 - Open Space and Recreation Strategy (Oct 2011) retained the Stadium pitch as protected open space for recreational importance and the Elfleda Road Allotments for both environmental and recreational importance.</p> <p>2012 – Strategic Housing Land Availability Assessment determined the Abbey Stadium site including car park and vehicle depot as suitable for 154 residential units, developable in approximately 2018 to 2022.</p> <p>2012 - The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the future of the current stadium site in terms of whether or not it should be retained or redeveloped and if redeveloped what it should be redeveloped for.</p>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	GG = Flood risk zone 1	Flood zone 1, lowest risk of fluvial flooding.
Is site at risk from surface	GG= Low risk	Minor surface water issues that

water flooding?		can be mitigated against through good design
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	Not in Green Belt
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	G = Development would relate to local landscape character and offer opportunities for landscape enhancement	Development would relate to local landscape character and offer opportunities for landscape enhancement
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	A replacement sports facility through good design could offer opportunities for townscape enhancement. However, the issue of increased car parking capacity may need to be overcome in terms of how any increased capacity can be provided without adversely affecting the townscape character.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Site is not near to an SSSI with no or negligible impacts
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	There are a number of Listed Buildings to the north of the site on Newmarket Road (The Round House and buildings on the corner of Ditton Walk).
<b>Part B: Infrastructure 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.	Site is not within an allocated or safeguarded area in the Minerals and Waste LDF.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  No erection of buildings, structures or works exceeding 15.2m/50ft
Is there a suitable access to	A = Yes, with mitigation	

the site?		
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Site close to existing residential and business/education communities This improves walk/cycle catchments.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport Assessment</p> <p>Review of walking and cycle provision (including parking) will be required. The site is located off Newmarket Road which can suffer from congestion particularly at the weekends.</p>
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved, but given the location within the City and public transport availability it is likely to be easier to demonstrate than other sites.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	<p>Development would lead to the loss of a significant area of allotments.</p> <p>Appropriate mitigation would depend on whether a suitable replacement facility could be found elsewhere. If this could not be achieved, it would be scored as red.</p> <p>Development would provide</p>

		greater potential than the existing Abbey Stadium site for the inclusion of new community facilities in a proposal.
Could it form part of an existing or new community?	A = Near to existing community, but limited opportunities for integration.	The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development.
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	R = Yes	<p>Stadium pitch is identified in City Council Open Space &amp; Recreation Strategy and 2006 Local Plan as protected open space and of recreational importance. If this is maintained or replaced there would be no loss.</p> <p>Allotments are identified in City Council Open Space &amp; Recreation Strategy and 2006 Local Plan as protected open space and of both environmental and recreational importance. Development would lead to the loss of a significant area of allotments.</p> <p>However, the larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</p>
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	G = Yes	<p>Would depend on finding an appropriate replacement site for the allotments.</p> <p>The larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</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 (OS) provision?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	There could be potential to delivery additional sports pitches, to add to the sports hub at the Abbey Complex.

<i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i>		
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	Assumed redevelopment of Abbey Stadium for similar uses would have neutral impact.
<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? CITY	G = High quality public transport service	Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas.
How far is the site from an existing or proposed train station? CITY	R = >800m	1.58km ACF to Proposed Chesterton Station
What type of cycle routes are accessible near to the site? CITY	A = Medium quality off-road path.	A – There are good, though more circuitous links to the city centre via riverside but the more direct link via Newmarket Road is poor. There is an off-road link across Coldham's Common towards the station but this is unlit so there are personal security issues.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.19km 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?	G = <1000m of an AQMA, M11 or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Assessment of impact on AQMA would be required.
Are there potential noise and vibration problems if the site is developed, as a receptor or	A = Adverse impacts capable of adequate mitigation	Replacement of existing stadium. May be possible to achieve additional noise

generator?		mitigation though stadium design.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Replacement of existing stadium which is already floodlit. May be opportunities to further address light issues.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
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	The site could have significant contamination issues (occupied by a depot and previously oil merchants, fuel storage)

#### 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	

#### Protecting the townscape and historic environment

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	
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	Site is adjacent to Central Conservation Area and has the potential for negative impacts capable of appropriate mitigation
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	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781). Pre-determination needed to enable a map-regression exercise to determine whether the plot retained any

		archaeological integrity.
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**Making Efficient Use of Land**

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	
Would development make use of previously developed land (PDL)?	A = Part	The existing stadium site is previously developed, but the land occupied by allotments is Greenfield.

**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	Site adjacent to Coldham's Common County Wildlife Site and Coldham's Brook City Wildlife Site and Barnwell Pit City Wildlife Site. Existing stadium currently has pedestrian access from the Common and across the watercourse
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Potential to enhance existing brook and grassland. Allotments are good for biodiversity therefore if a scheme involved the whole site there is the presumption for a larger area to be made available for ecological mitigation, habitat creation
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Potential to enhance existing brook through improved bank treatment, invasive species control and target species for recovery such as scarce aquatic plants and water voles
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	There are no Tree Preservation Orders on or near the site.

**Any other information not captured above?**

**Level 3**

**Availability and Deliverability**

Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes	Cambridge United Football Club (CUFC) lease the Stadium site from the landowner Grosvenor Estates. The area covered by the Stadium's south stand is owned by Cambridge City Council and leased to CUFC. Lease on vehicle depot.
Is the site part of a larger site and could it prejudice	G = No impact	Site is not part of a larger site and would not prejudice

development of any strategic sites?		development of any strategic sites.
Is the site available for this type of development?	R = No	Grosvenor indicate they are pursuing the housing development on the stadium site.
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	GG = Start of construction between 2011 and 2016	

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>G = Minor constraints or adverse impacts</b>	<p>Larger site than existing stadium would give greater opportunity to deliver community stadium at existing location.</p> <p>Development of new community sports facilities offers an opportunity to improve the area's character.</p> <p>The site is located off Newmarket Road which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Any new sports facility could be linked to the adjacent Abbey Leisure facilities.</p> <p>Surrounded by established residential community.</p> <p>Loss of allotments. However, the larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</p> <p>Nearest available site to the City Centre</p> <p>Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes. Access could therefore be satisfactorily mitigated by improved transport links and should therefore not prevent replacement onsite sporting facilities</p>

		Impacts on historic environment and biodiversity capable of mitigation.
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or adverse impacts</b>	<p>Site potentially large enough to accommodate a community stadium.</p> <p>Availability and viability unknown at this stage. Grosvenor have indicated they are pursuing the existing stadium site for housing development.</p>
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	<p>With inclusion of an area of land to the south, it would be possible to create a site large enough to accommodate a community stadium. A key benefit would be the ability to create a larger sporting hub, but combining with facilities at the existing Abbey complex.</p> <p>The allotments are identified as protected open space in the existing Cambridge Local Plan. There would be a need to identify appropriate replacement allotment facility elsewhere.</p>

**Site Information****Site reference number(s):****Site name/address:** Land East of Norman Way (Blue Circle Site), Coldhams Lane, Cambridge**Functional area (taken from Cambridge City SA Scoping Report):** South East Cambridge (Cherry Hinton)**Map:****Site description:**

Site comprises two adjoining parcels of land, each of around 4 hectares. The land is semi natural green space raised above surrounding uses by several metres. The site includes a developed mosaic of scrub and open habitats, supporting breeding birds and possible reptiles and scarce invertebrates. There are two mature hedgerows along the boundaries of Coldham's Lane and the Tins cycle route. The site is protected open space for its environmental attributes.

The land is largely surrounded by residential development and commercial development, the David Lloyd Club lies to the east. There is a railway line to the south.

**Current use (s):**

Two former quarries. The eastern most quarry was filled with waste until the mid-1970s, the western most quarry was filled in with waste until the mid 1980s, when landfill activities ceased and both quarries were capped. There is up to 19 metres of landfill in these sites.

**Proposed use(s):**

The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 identified land including the former quarries as an opportunity area. Much of the land is proposed as potential new green space, but an area of land south of Norman Way is identified as a development opportunity, for commercial development.

**Site size (ha):** Cambridge: 8 ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>LIMITED (unlikely to be large enough to accommodate a community stadium)</b></p> <p>Given the nature of the site, it would be unlikely to accommodate a major facility, such as a community stadium with associated uses. It could potentially be able to accommodate a smaller scale facility, such as an ice rink.</p>
<p><b>Site owner/promoter:</b> Owners: The Anderson Group</p>
<p><b>Landowner has agreed to promote site for this development?:</b> Unknown. The Anderson Group for housing</p>
<p><b>Relevant planning history:</b></p> <p>The Inspector's Report for the 2006 Cambridge Local Plan concluded that Phase 2 of the former Blue Circle site, Coldham's Lane, should not be allocated for housing because of the overriding risk arising from the contaminated land.</p> <p>The Cambridge City Local Plan – Towards 2031 - Issues and Options Report 2012 identified the land around the former quarries as an Opportunity Area. Much of the land is proposed as potential new green space, but an area of land south of Norman Way is identified as a development opportunity, for commercial development.</p>

<p><b>Level 1</b></p> <p><b>Part A: Strategic Considerations</b></p>		
<p><b>Sequential approach to main town centre uses</b></p>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge	
<p><b>Flood Risk</b></p>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	Flood zone 1, lowest risk of fluvial flooding.
Is site at risk from surface water flooding?	GG= Low risk	Minor to moderate amount of surface water flooding towards the centre of the northern site. Careful mitigation required which could impact on achievable site layout
<p><b>Green Belt</b></p>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	
<p><b>Impact on the Landscape</b></p>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	A = Development would be generally compatible or capable of being made compatible with local landscape character	Development would be generally compatible or capable of being made compatible with local landscape character
<p><b>Impact on the Townscape</b></p>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape	A = Development would be generally compatible or capable of being made	Development would be generally compatible or capable of being made

character?	compatible with local townscape character	compatible with local townscape character
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Site is not near to an SSSI with no or negligible impacts
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	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	Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Infrastructure Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Amber: Part of the northern sector of this site lies within the accompanying Waste Consultation Area (Policy SSPW8H) which covers the Area of Search for waste management facilities at Cambridge East, and extends a further 250 metres. Development within this area must not prejudice existing / future planned waste management operations.  Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area; or a Minerals Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  Located in the area requiring no erection of buildings, exceeding 10.7m/35ft.
Is there a suitable access to the site?	A = Yes, with mitigation	Yes, with mitigation  Though and access is possible it would involve significant

		<p>levels of engineering works.</p> <p>Further more detailed work on the site access proposals including location, layout and capacity/operation 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>Site close to residential and business/education communities This improves walk/cycle catchments.</p> <p>Review of walking and cycle provision (including parking) would be required in a Transport Assessment (TA)</p> <p>The site is located off coldhams Lane. Further consideration will need to be given to traffic management measures.</p> <p>Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities and employment would need to be considered.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time detailed information has not been submitted demonstrating that this could be achieved, but given the distance from the strategic road network it is likely to be possible.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
<p>Would development lead to a loss of community facilities?</p>	<p>G = Development would not lead to the loss of any</p>	<p>Development would not lead to the loss of any community</p>

	community facilities or appropriate mitigation possible	facilities. Given the limited scale of the site, potential for significant community facilities alongside a core proposal would be limited.
Could it form part of an existing or new community?	A = Near to existing community, but limited opportunities for integration.	The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development.
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p>	R = Yes	Semi natural greenspace on-site identified in City Council Open Space & Recreation Strategy 2011 and 2006 Local Plan as protected open space of environmental importance but not recreational importance.
<p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	G= Yes	<p>Any future development would need to satisfactorily incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner.</p> <p>Nearby landfill site provides an opportunity to mitigate loss of protected open space</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 (OS) provision?</p> <p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces</i></p>	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	GG: Difficult for any development to not affect the loss of semi natural greenspace. However, nearby landfill site provides an opportunity to mitigate loss and enhancement of protected open space

<i>and sports facilities is likely to encourage healthier lifestyles.</i>		
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of employment land identified in the Employment Land Review?	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area	The land has been identified as an Opportunity Area having potential for commercial development identified in the Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012.
<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? CITY	R = Service does not meet the requirements of a high quality public transport (HQPT)	Not accessible to a HQPT as defined. Majority of site is more than 400m from other bus services that link the site to the City Centre and other areas.
How far is the site from an existing or proposed train station? CITY	R = >800m	2.21km ACF to Cambridge Station
What type of cycle routes are accessible near to the site? CITY	A = Medium quality off-road path.	Amber overall due to Green & Red scoring G - Good links to Tins and then station/city centre although access over railway very narrow. However, access from the East or North is more problematic with a dangerous and difficult roundabout to negotiate and no cycle provision on Coldham's Lane the Tins path narrows significantly as it continues to Cherry Hinton (though may be upgraded by the County Council if land becomes available) and so from these areas it is R
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	<i>Total Score 19</i>
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Closest bus stop on edge of site (within 400m).  Best served bus stop within 800m (Citi 1)
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Bus stop within 400m – No. 17 bus runs every 2 hours.  Bus stop within 800m – Citi 1 bus runs every 10 minutes.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Cherry Hinton, St. Andrews Church – Cambridge, Emmanuel Street (Citi 1)

		Cherry Hinton, Kathleen Elliot Way – Cambridge Emmanuel Street (No. 17) – 21 minutes.
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.74km 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?	GG = >1000m of an AQMA, M11, or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Adverse impacts capable of adequate mitigation
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Adverse impacts capable of adequate mitigation
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Adverse impacts capable of adequate mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	No adverse effects or capable of full mitigation
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	Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development.
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Site does not contain or adjoin such areas, and there is no impact to the setting of such areas

<b>Protecting the townscape and historic environment</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	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?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
Would development impact	G = Site does not contain or	Site does not contain or adjoin

upon buildings of local interest (Cambridge only)	adjoin such buildings, and there is no impact to the setting of such buildings	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	<p>Amber: Pre-determination needed to enable a map-regression exercise to determine whether the plot retained any archaeological integrity.</p> <p>Much archaeological evidence has come to light along Coldham's Lane to Church End area in recent years in advance of development that attests to significant Iron Age, Roman and Saxon settlement here.</p> <p>Roman to Medieval occupation, including Roman and possible Saxon burials (eg MCBs 6282, 5583-3, 5591, 17618, 5868-9). Owing to presence of human burials, information will be required ahead of any planning determination to test for further inhumations and indicate the significance of archaeological remain from these fields. A programme of Pre-determination evaluation will be required ahead of any planning determination.</p> <p>It should be noted that much of this site has been quarried and then landfilled and any archaeological finds may well have been removed during this process.</p>

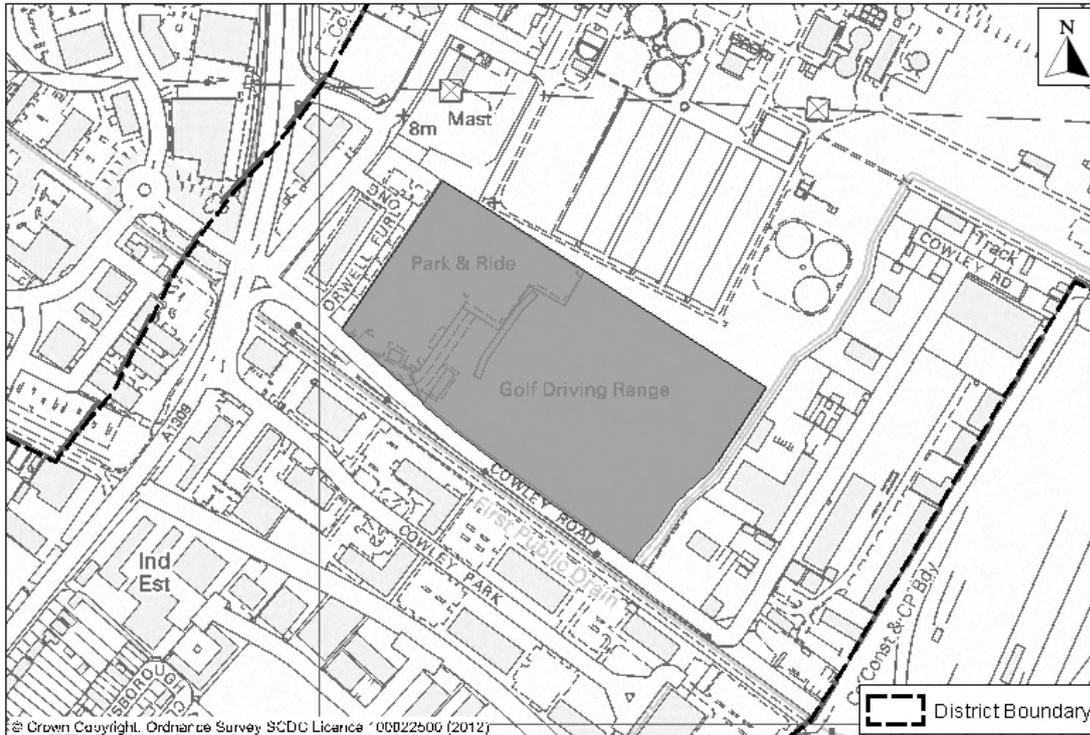
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	
Would development make use of previously developed land (PDL)?	G = Entirely on PDL	Site is former quarry / landfill, but was returned to open space.
<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	Coldhams Lane Old Landfill Site City Wildlife Site. Development (unless only minimal) could significantly impact on existing species. Bird and invert surveys required to assess sites

		<p>importance. Forms part of a network of wildlife sites and green corridor through the eastern edge of the City</p> <p>2006 Local Plan Inspector's Report: Former landfill site adjacent to the northern side of the existing Norman Way Business Park is capable of providing sufficient mitigation to replace the value for biodiversity of this site. It seems to me therefore that the City Wildlife Site designation should not prevent the allocation of the site for housing.</p>
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Potential to enhance retained existing habitats through appropriate management. Currently no official public access, site suffers from fly tipping
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	Potential to reduce habitat fragmentation through loss of valuable brownfield habitats (actual value currently unknown). If significant natural green space is retained or enhance on the neighbouring landfill site as a result of development then there may be potential to target key species and manage appropriately
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	There are no Tree Preservation Orders on or near the site.
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	The land is identified as an Opportunity Area having potential for commercial development identified in the Cambridge Local Plan - Towards 2031 - Issues and Options 2012.
Is the site available for this type of development?	A = Unknown	
Is the site viable for this type of development?	R = No	Former landfill – could impact on viability

Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	
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<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Development impact can be mitigated</p> <p>The impact on both local and strategic transport networks would also need to be investigated further.</p> <p>Scale and nature of the site would limit potential for large scale community stadium and associated facilities (but would be potential for a smaller facility like an ice rink)</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Opportunity to mitigate loss of open space is available.</p> <p>Loss of commercial development opportunity identified in Cambridge Local Plan Issues and options Report 2012.</p> <p>The distance (at least 2km) between the site and the existing railway station and poor local bus connections is a matter that would need to be resolved.</p> <p>Collocation benefits with the existing commercial gym and hotel adjoining the site.</p> <p>Airport Safety Zone requires consultation for structures over 10m in height.</p>
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or adverse impacts</b>	<p>Unknown availability and viability for use. Former landfill could impact on viability.</p>
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	<p>The site presents a range of development challenges, particularly being former landfill which could impact on the viability of development. Size and shape would limit potential for a community stadium.</p>

**Site Information****Site reference number(s):** CS2**Site name/address:** Cowley Road Cambridge**Functional area (taken from Cambridge City SA Scoping Report):** North East Cambridge (East Chesterton)**Map:****Site description:**

Former park and ride site, and driving range. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The site is within 800m of a proposed railway station at Chesterton sidings.

**Current use(s):**

As above. The park and ride is leased on a short term arrangement and is being used as a bus depot and car parking for stagecoach.

**Proposed use(s):**

Identified as a potential area for employment development in the Cambridge Local Plan Issues and Options Report 2012.

**Site size (ha):** 6.3 ha

**Ability to accommodate Sub regional Facilities** including potential to accommodate associated community uses

**ADEQUATE (likely to be large enough to accommodate a community stadium)**

The Cambridgeshire Horizons Community Stadium Feasibility Study identifies that the site is capable of accommodating a stadium, but is only large enough to focus on the professional sport stadium itself, rather than a range of community uses.

Alternatively the scale of site is capable of accommodating a smaller facility such as an ice rink.

**Site owner/promoter:** *Owners known – Cambridge City Council*

**Landowner has agreed to promote site for this development?:** No. Area is proposed for high density mixed employment-led development including associated supporting uses.

**Relevant planning history:**

The former Cowley P&R site has planning consent for staff car parking & bus park. The golf driving centre includes (32 bays), golf driving range, ancillary buildings and car parking onsite.

2006 - The site formed part of a mixed use 'Northern Fringe' allocation in the 2006 Local Plan which identified this area a high density mixed use development around a new railway station and transport interchange at Chesterton Sidings and adjoining land within the city. The majority of this area lies with Cambridge, whilst the location for the new station and the Chesterton Sidings area lie in South Cambridgeshire.

2008 - Viability and options work undertaken regarding the Northern Fringe allocation and concluded that comprehensive redevelopment of the site would not be viable and alternative, mainly employment led development options should be explored. This approach was consistent with the findings of the Cambridge and South Cambridgeshire Employment Land Review (2008) and the Cambridge Cluster Study (2011). Exploration of the feasibility of redevelopment to provide a new treatment works facility at a smaller scale on the current site should not be ruled out. If the works were to be downsized, then the possibility of some housing development on the site could also be explored, subject to issues such as odour. The site is a nominated Employment Land Review site.

The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the strategic priority of Northern Fringe East. This area includes Chesterton sidings, the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a vibrant new which this site forms part of employment centre;
- Development to achieve excellent standards of sustainability and design quality;
- To secure delivery of a major new transport interchange to service Cambridge and the Sub region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus;
- Improved access for cyclist and pedestrians;
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

**Level 1**

**Part A: Strategic Considerations**

<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	Flood zone 1, lowest risk of fluvial flooding.
Is site at risk from surface water flooding?	GG= Low risk	Minor surface water issues that can be mitigated against through good design
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	G = Development would relate to local landscape character and offer opportunities for landscape enhancement	Development would be generally compatible or capable of being made compatible with local landscape character, and there could be potential for enhancement.
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	GG = Development would relate to local townscape character and offer significant opportunities for landscape enhancement	Existing site and local area has limited townscape character. Development would provide an opportunity to enhance the area.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Site is not near to an SSSI with no or negligible impacts
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	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	Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Infrastructure Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	This site lies within an allocated Area of Search for waste management facilities for the Cambridge Northern Fringe East (Policy W1F). It also lies entirely within the Waste Consultation Area (Policy W8I) which is

		<p>associated with the Area of Search. Development within this area must not prejudice existing / future planned waste management operations.</p> <p>This site lies immediately adjacent the Cambridge Waste Water Treatment Works (WWTW) and falls entirely within the WWTW Safeguarding Area for the Works (Policy W71). Within this area it must be demonstrated that the proposed development will not prejudice the continued operation of the WWTW (Policy CS31).</p> <p>The site also lies within a Waste Consultation Area which is associated with an existing waste management operation, at Cowley Road, Cambridge (Policy W8N). Development within this area must not prejudice this existing waste management operation.</p> <p>The eastern part of the site lies within the Transport Safeguarding Area for the Cambridge Northern Fringe Aggregates Railhead (Policy T2C). Within this area there is a presumption against any development that could prejudice the use of the existing transport zone for the transport of minerals and / or waste (Policy CS23).</p> <p>The site does not fall within a Minerals Safeguarding Area; or a Minerals Consultation Area.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?</p>	<p>A = Site or part of site within the SZ</p>	<p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 15.2m/50ft,</p>
<p>Is there a suitable access to the site?</p>	<p>A = Yes, with mitigation</p>	<p>Road access it likely to be achievable.</p> <p>Site is close to A14 junction 33 so has good access to strategic network. Also off</p>

		A1309 Milton Road providing links to County network.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport 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.	<p>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved. The site is near to public transport, but given location near to the Milton interchange could be difficult to achieve.</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 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</p>

		<p>being possible.</p> <p>As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. 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>Any of the proposals would need to be supported by a robust and enforceable travel plan</p>
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<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
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	Due to the size of the site there could be limited potential for additional community facilities to accompany a community stadium, as highlighted by the Cambridgeshire Horizons Feasibility Study.
Could it form part of an existing or new community?	R = Isolated from existing or planned residential community.	Site is located alongside industrial and other employment development. The nearest residential community is Chesterton, located around 500m to the south. This could limit the potential for a facility to provide a community hub function.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children</i></p>	G = No	Site is not protected open space.

<i>and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>		
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?	G = Development could provide some enhanced provision of new public open spaces	As Highlighted by the Cambridgeshire Horizons Feasibility Study, due to the constrained nature of the site it could not accommodate much more beyond core Community Stadium facilities.  It would deliver a replacement pitch for the Abbey site.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of employment land identified in the Employment Land Review?	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area	The area was identified in the ELR 2008 as an opportunity site, and proposed in the Cambridge Local Plan Issues and Options Report 2012 as an employment land opportunity.
<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? CITY	A = service meets requirements of high quality public transport in most but not all instances	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 areas. Currently the nearest bus stop is on Milton Road. However, the opening of a second railway station on the current sidings site and links to the guided bus will mean public transport to this area will be improved in the future.
How far is the site from an existing or proposed train station? CITY	A = 400 - 800m	0 Site is between 300 and 600m from a proposed train station (Cambridge Science Park Station).
What type of cycle routes are accessible near to the site? CITY	G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g.	G - Provided there are good links to the new Railway Station and links beyond to the river (and thus on to the city

	cycleway adjacent to guided busway.	centre) which are currently poor but are likely to be upgraded as part of the station development. Otherwise A as there are very narrow pinch points on the off-road path along Milton Rd (route to city centre)
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.46km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A =<1000m of an AQMA, M11 or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Need to consider impact on existing Air Quality management Area in terms of traffic generation.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Adverse impacts capable of adequate mitigation
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Adverse impacts capable of adequate mitigation
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	As a receptor (close to the Sewage Works) - adverse impacts capable of adequate mitigation
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	Adjoins an area subject to contamination.
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones	G = Not within SPZ1 or allocation is for greenspace	Not within SPZ1 or allocation is for greenspace

show the risk of contamination from any activities that might cause pollution in the area.		
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<b>Protecting the townscape and historic environment</b>		
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	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?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
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	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	Prehistoric cropmarked complex (MCB9985) and site of Medieval cross (suspected at former cross roads – MCB6354) to north-west. An Archaeological Condition is recommended for any consented scheme.

<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.	Site does not contain agricultural land.
Would development make use of previously developed land (PDL)?	G = Entirely on PDL	

<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Due to constrained nature of site, there would be no significant opportunity for enhancement, although there would be opportunities for landscape enhancement.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Development could have a positive impact through enhancement of existing boundary features and creation of new habitats
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	

**Any other information not captured above?**

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<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	No known legal issues/covenants that could constrain development
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Would impact on land available for employment development around the station area.
Is the site available for this type of development?	R = No	Cambridge City Council indicate the land is not available for this use. Area is proposed for high density mixed employment-led development including associated supporting uses.
Is the site viable for this type of development?	A = Unknown	Limitations on scale of enabling development that could accompany a proposal could impact on viability.
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Previously developed site, development could enhance townscape of the area.</p> <p>Need to demonstrate highways issues can be addressed, including on strategic road network.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Access to public transport will improve with opening of new station, and links to the guided bus.</p> <p>No impact on historic environment, opportunity to enhance biodiversity of site.</p> <p>Loss of land identified in the Employment Land Review</p> <p>Isolated from an existing or planned community.</p> <p>Due to the constrained nature of the site it could not accommodate much more beyond core Community Stadium facilities.</p>
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or</b>	Some impact on development

	<b>adverse impacts</b>	<p>on the wider Northern Fringe East area.</p> <p>Cambridge City Council indicate land not available for this use.</p> <p>The site is not large enough to allow for significant levels of enabling development.</p>
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	<p>The Cowley Road Site has potential to accommodate a Community Stadium, with advantages of using a previously developed site in an area where public transport will be significantly improved. Isolated from a residential area, and with limited space available, could limit ability to produce a genuine community stadium.</p> <p>It would however reduce land available for employment development in the Cambridge Northern Fringe East Area, identified in both Cambridge and South Cambridgeshire Issues and Options Reports.</p>

<b>Site Information</b>
<b>Site reference number(s):</b> CS3
<b>Site name/address:</b> North of Newmarket Road, Cambridge East
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> <i>City only</i>
<b>Map:</b>
<p>The map shows a large grey-shaded area representing the site, bounded by a dashed line. To the north is Newmarket Road. To the west is a residential area with a 'City Cemetery'. To the east are agricultural fields, including 'Greenhouse Farm' and 'Park and Ride'. A 'Disarmed railway' runs along the northern edge of the site. Other landmarks include 'Heath End Farm', 'Orchard House', 'Beech House', and 'Hardwike House'. A north arrow and a legend for 'District Boundary' are also present.</p>
<b>Site description:</b> Land adjoins industrial and commercial development of the north works, fronted by car showrooms on Newmarket Road. To the rear there is areas used as car parking. Further east there is an open frontage to an agricultural field, before reaching a petrol station, and the Park and Ride. The wider site comprises agricultural fields, surrounded by belts of trees.
<b>Current use(s):</b> Agricultural land, with a range of uses on the north of Newmarket Road frontage.
<b>Proposed use(s):</b> Currently identified in the Cambridge East Area Action Plan for residential development.
<b>Site size (ha):</b> 40 ha.
<b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses  <b>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</b>  The significant scale of the site means that theoretically it could accommodate a range of facilities.  The open field fronting Newmarket Road, would not be sufficiently large to accommodate a stadium, so it would be likely to require a site away from the Newmarket Road frontage unless there was redevelopment of surrounding land. It could however have potential to accommodate a smaller facility.
<b>Site owner/promoter:</b> <i>Owners known - Marshalls</i>

**Landowner has agreed to promote site for this development?:** *Unknown (Grosvenor / Wrenbridge state that they approached Marshalls, who advised the site was not available for a community Stadium)*

**Relevant planning history:**

Land north of Newmarket Road and west of the Park and Ride site is not constrained by the airport relocation and the Cambridge East Area Action Plan identified that it could come forward for development earlier than the main airport site. This could provide between 1,500 and 2,000 homes. The South Cambridgeshire Local Plan Issues and Options Report 2012 sought views on whether the site should be returned to the Green Belt, safeguarded for future development, whether a new policy should be included in the Local plan allocating the land for residential led mixed use development, or continue to rely on policies in the Cambridge East Area Action Plan.

**Level 1**

**Part A: Strategic Considerations**

**Sequential approach to main town centre uses**

Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	A = Edge of City	

**Flood Risk**

Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	
Is site at risk from surface water flooding?	GG= Low risk	Site subject to minor surface water flood risk but capable of mitigation.

**Green Belt**

Criteria	Performance	Comments
Is the site in the Green Belt?	No	The land was removed from the Green Belt as a result of the Cambridge East Area Action Plan 2008.

**Impact on the Landscape**

Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	A = Development would be generally compatible or capable of being made compatible with local landscape character	To a great extent the impact of a Sub Regional Facility would depend on its design and location within a site, and how it related to surrounding development. Against the backdrop of existing commercial development, wide impacts of a building could be limited. There could also be opportunities for enhancement.  The site is relatively screened from wider views by tree belts.

**Impact on the Townscape**

Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	To a great extent the impact of a Sub Regional Facility would depend on its design and location within a site, and how it related to surrounding development. Against the

		backdrop of existing commercial development, wide impacts of a building could be limited. There could also be opportunities for enhancement.
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Nearest SSSI is Wilbraham Fen, over 2.5 km away from the site.
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Nearest SAM site is south of Teversham, over 2km from the site.
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Listed buildings on High Ditch Road Fen Ditton, and the Cambridge Airport control building.
<b>Part B: Infrastructure Criteria</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Cambridge East is identified in the Minerals and Waste LDF as an area of search for waste management facilities.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  Part in area designated as no erection of buildings, structures, part 10m or above.  Could impact on the ability to build a community stadium, particularly on the Newmarket Road frontage, although there a number of tall buildings already on site.
Is there a suitable access to the site?	A = Yes, with mitigation	Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would 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.	Improvements would be required to accommodate the development of the site.  Review of walking and cycle provision, level of proposed

		<p>parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p>
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity on the strategic road network.</p> <p>Any of the proposals would need to be supported by a robust and enforceable travel plan.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
Would development lead to a loss of community facilities?	GG = Potential for additional community facilities	<p>There are no existing community facilities on the site.</p> <p>Potential for new facilities would depend on the nature of the proposal. Given the area of the site there is potential for a Community stadium to be accompanied by community facilities.</p>
Could it form part of an existing or new community?	G = Near to a planned new community, with opportunities for integration.	Could potentially deliver a significant new residential neighbourhood, therefore sub regional facilities could be integrated into proposals, and could be developed to provide a community hub.
<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 (CLP) policy 4/2 or South Cambridgeshire Development	G = No	

Control policy SF/9? (excluding land which is protected only because of its Green Belt status).  <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>		
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?	GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces	Given the scale of the site, there could be potential for significant additional open space.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
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	
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site? CITY	G = High quality public transport service	
How far is the site from an existing or proposed train station? CITY	R = >800m	1.91km ACF to Proposed Chesterton Station
What type of cycle routes are accessible near to the site? CITY	A = Medium quality off-road path.	Amber as connecting routes are either medium to poor quality (along Newmarket Rd) or they are of fairly high quality but with no lighting (i.e. across Stourbridge Common and Coldham's Common)
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total of 24, based on Park and Ride service.
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	The park and Ride is around 260m form the centre of the

		site. Bus stops on Newmarket Road are around 380 metres.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Park and Ride provides a 10 minute frequency service, timetabled for a 15 minute journey to the city centre (last bus 20:05).  There are other services from stops on Newmarket Road, but these are less frequent.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.87km 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?	G = <1000m of an AQMA, M11 or A14	The A14 lies approximately 900m to the north of the centre of the site.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Potential for an increase in traffic and static emissions that could affect local air quality.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Potential to mitigate issues with site design and location.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Not anticipated a stadium would generate particular odour issues.
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	
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	

<b>Protecting the townscape and historic environment</b>		
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	
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	The nearest Conservation Area is Fen Ditton Village, impact would depend on positioning of development, and how the larger site was developed, but is capable of appropriate mitigation.
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	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	The Cambridge East Area Action Plan describes archaeology present in the area, and requires appropriate mitigation.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Cambridge East Phase 1 includes around 26 hectares of Grade 2 agricultural land. However, a subregional facility would not require the whole of the site, and the remainder of the site is grade 3 or urban uses.
Would development make use of previously developed land (PDL)?	R = No	There are elements of previously developed land on the Newmarket Road Frontage, but the significant majority of the land is Greenfield.

<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	The Area Action Plan identifies that the only areas currently identified as of notable biodiversity value are the local nature reserve adjacent to Barnwell Road, the Airport Way Road Side Verge (RSV) County Wildlife Site, and the Park and Ride site, although there may be small pockets elsewhere on the site, such as fringe habitats along watercourses and on roadside verges.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Given the scale of the site there is potential for new Green Infrastructure. Extent

		would depend on masterplanning.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	The Cambridge East Area Action Plan requires strategies for the creation, retention and management of key habitats important for foraging, shelter and mitigation for protected species to ensure and encourage their continued presence within the new development.
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	
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Site is in single ownership
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	The site is identified in the Cambridge East Area Action plan for residential development. A major sub-regional facility would take land away from the development. Equally, it could create an opportunity to deliver a community hub.
Is the site available for this type of development?	R = No	Marshalls have previously indicated to Grosvenor that the site is not available for a community stadium.
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	GG = Start of construction between 2011 and 2016	It is understood the land is capable of development in the short term.

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Land already removed from the Green Belt.</p> <p>Opportunity to integrate facility into new community if wider site comes forward for residential development.</p> <p>Landscape and townscape impacts capable of mitigation.</p>

		Transport impact would need to be fully assessed, and addressed.
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Near to Abbey Stadium site.</p> <p>Access to High Quality Public Transport and Park &amp; Ride. Cycling routes of medium quality.</p> <p>Opportunities for open space / Green infrastructure in wider site.</p> <p>Could reduce capacity of site to accommodate other forms of development.</p> <p>Airport safety zones could impact on building height, or influence location of facilities. May need to be located away from Newmarket Road frontage.</p>
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or adverse impacts</b>	Viability and availability unknown at this stage, although Marshalls have previously indicated land is not available for this use.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	A major development could provide an opportunity to integrate a community stadium into the new community near to the existing Abbey Stadium site. However, the land owner has previously advised the site is not available for this use.

<b>Site Information</b>
<b>Site reference number(s):</b> CS6
<b>Site name/address:</b> Land Between Milton and Impington (Leonard Martin – ‘Union Place’)
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> <i>City only</i>
<b>Map:</b>
<p>The map shows a shaded area representing the site, located between Impington CP to the north and the A14 road to the south. To the west, the Blackwell Caravan Site (Travellers Encampment) is visible. To the east, there is a tip (disused) and Cambridge Science Park. The Mere Way Public Right of Way runs along the western boundary of the site. A north arrow is in the top right corner, and a dashed box indicates the District Boundary. The map is credited to Ordnance Survey, SCDC Licence 00022500 (2012).</p>
<b>Site description:</b>
Open fields, laid to pasture, adjoining the A14 north of Cambridge. Land to the north is also open fields, with tree lines viewed in the distance from the A14.
The Blackwell Travellers Site is located adjoining the south western boundary of the site, whilst the Mere Way Public Right of Way runs the length of the western boundary.
<b>Current use(s):</b>
Pasture.
<b>Proposed use(s):</b>
The representor (Leonard Martin) has proposed that the site could accommodate community stadium with 10,000 seat capacity, a concert hall, and ice rink, and a large and high quality conference centre and an adjoining extended hotel.
South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 43087, 43086, 43085, 43084, 43083.
<b>Site size (ha):</b> 24 ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</b></p> <p>The large and open nature of the site means there would be potential to deliver a range of uses.</p>
<p><b>Site owner/promoter:</b> <i>Owners Unknown</i></p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Proposals submitted through Issues and Options Consultation.</i></p>
<p><b>Relevant planning history:</b></p> <p>Land had planning permission for use during construction of the A14, but was conditioned to return to agricultural use.</p>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	G = Edge of City	Adjoins the built up area of Cambridge.
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	
Is site at risk from surface water flooding?	GG= Low risk	
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	Yes	
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.8 km	
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Development of this site will Jump the A14 and extend the built form of Cambridge towards Milton and Impington. Development of the proposed scale and type will fill a substantial part of the separation between Milton and Impington, and will be visible from both, forming a visual link.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	The development will urbanise the north side of the A14 linking with the visible commercial development at the science park opposite the

		site
Key views of Cambridge / Important views	G = No or negligible impact on views	No key views of Cambridge at this point
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	The existing edge of the city to the north of the A14 at this point is of series of small to large sized paddocks divided by hedges and with a wooded skyline. Large scale development in the foreground of this edge will impact on this obvious green edge, which would become dominated by commercial development.
Distinctive urban edge	G = Not present	Not present.
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	No loss of Green Corridor land.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Development of the proposed scale and type will fill a substantial part of the separation between Milton and Impington, urbanising the space and reducing separation between the two. Development will be visible from both, forming a visual link between the two villages
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	The existing edge of the city to the north of the A14 at this point is of series of small to large sized paddocks divided by hedges and with a wooded skyline. Development of the proposed scale and type will urbanise this space and detract from the rural character.
Overall conclusion on Green Belt	R = High/medium impacts	The proposed development would have a significant negative on the green belt. The location probable form and scale of the development will make any meaningful mitigation extremely difficult.
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	R = Development conflicts with landscape character with minor negative impacts incapable of mitigation	
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation	Significant negative impacts on preventing communities merging with each other.

<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	There are a number of listed buildings on the edge of Impington Village. Development would have some impact on their setting.
<b>Part B: Infrastructure 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.	<p>Most of site falls within Milton Landfill Waste Consultation Zone, Cambridgeshire and Peterborough Minerals and Waste Site Specific Policies DPD</p> <p>A large portion of this site falls within the Waste Consultation Area for Milton Landfill, Milton (including the Household Recycling Centre). This Consultation Area covers the landfill site and extends for a further 250 metres. Development within this Consultation Area must not prejudice existing waste management operations.</p> <p>The site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a WWTW* or Transport Zone Safeguarding Area; or a Minerals Consultation Area.</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	<p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding</p>

<p>Is there a suitable access to the site?</p>	<p>A = Yes, with mitigation</p>	<p>45.7m/150ft,</p> <p>The Local Highways Authority indicates that access appears to be achievable in principle, though not directly from the Park and Ride Site as this would have to cross the old refuse tip and the ground is inherently unstable.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments will be required to confirm this.</p> <p>Impact on Mere Way, a public right of way, would need further consideration.</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>The Local Highways Authority indicate that a Full Transport Assessment (TA) and Travel Management Plans (TP) would be required should the site come forward. This should include consideration of operation of the stadium at different levels of attendance reflecting typical current attendances, at-capacity attendance, and an interim level of attendance, including on a Saturday and a Tuesday, and for non-match days related to other facilities.</p> <p>Proposals for expanding park and ride and proposed park and walk site would need further detailed consideration.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and</p>

		<p>public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved with regard to the A14, and it may be difficult to achieve in this location, particularly with the scale and range of uses proposed. More likely to be demonstrable after A14 improvements.</p> <p>Any of the proposals would need to be supported by a robust and enforceable travel plan.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
<p>Would development lead to a loss of community facilities?</p>	<p>GG = Potential for additional community facilities</p>	<p>Given the scale of the site there is potential to include additional community facilities as part of a proposal.</p>
<p>Could it form part of an existing or new community?</p>	<p>R = Isolated from existing or planned residential community.</p>	<p>Site is separated from an existing residential neighbourhood by the Regional College and the A14. This could limit its potential as a local community hub. Location near regional college could create sports linkages.</p>
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children</i></p>	<p>G = No</p>	

<i>and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>		
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?  <i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i>	GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces	No specific facilities referenced in the proposal, but the size of the site could make significant additional open space possible.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
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	No existing employment development on site.
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site? CITY	R = Service does not meet the requirements of a high quality public transport (HQPT)	Site is around 600m as the crow flies from an existing guided bus stop. However, in reality actual route would be around 1200m, via the underpass under the A14 (see below). The Representor proposes an additional stop near to the Holiday Inn, but this would be a similar walking distance.
How far is the site from an existing or proposed train station? CITY	R = >800m	2.06km ACF to Proposed Chesterton Station  Access to station via the guided bus.
What type of cycle routes are accessible near to the site? CITY	A = Medium quality off-road path.	A – but only if a high quality cycle route is provided from Butt Lane, through the P&R to

		<p>Union Place as well as links to the busway, otherwise <b>R</b>. Access points to the site are limited due to the A14 and A10 and so some routes will be fairly circuitous.</p> <p>Access constraints could limit walking access from Cambridge.</p> <p>Current walking access from City via A14 underpass to rear of Regional College. Could be significant constraint and unsuitable for movement of large volumes of people. Potential alternative via guided bus path, but longer route and also constrained.</p> <p>Access considerations would need to be addressed further.</p>
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Beyond 1000m (0)	Due to the nature of the route required, has been scored against actual walking distance
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Buses approximately every 15 minutes from Cambridge Village College to City Centre
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.05km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A = Within or adjacent to an AQMA, M11 or A14	Small part of the site is within the AQMA.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Air Quality: The site adjoins SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional receptors and members of the public into an area with poor air quality with potential adverse health impact and

		<p>secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a very significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. May be suitable if it can be demonstrated that issues can be appropriately mitigated.</p>
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing (including the adjoining Gypsy and Traveller site)
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
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	Potential contamination issues associated with the nearby landfill site would need to be explored, and could be addressed through condition.
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones	G = Not within SPZ1 or allocation is for greenspace	

show the risk of contamination from any activities that might cause pollution in the area.		
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<b>Protecting the townscape and historic environment</b>		
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	
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	Conservation Area on the edge of Impington Village.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Lies adjacent to the line of the Roman road linking the Roman town at Cambridge to the well developed hinterland and the fens to the north. Excavations in advance of the development of the landfill site have identified extensive evidence for Bronze Age, Iron Age and Roman settlement and agriculture. Archaeological evaluation, prior to determination of any planning application would be necessary to consider the archaeological impact of development.

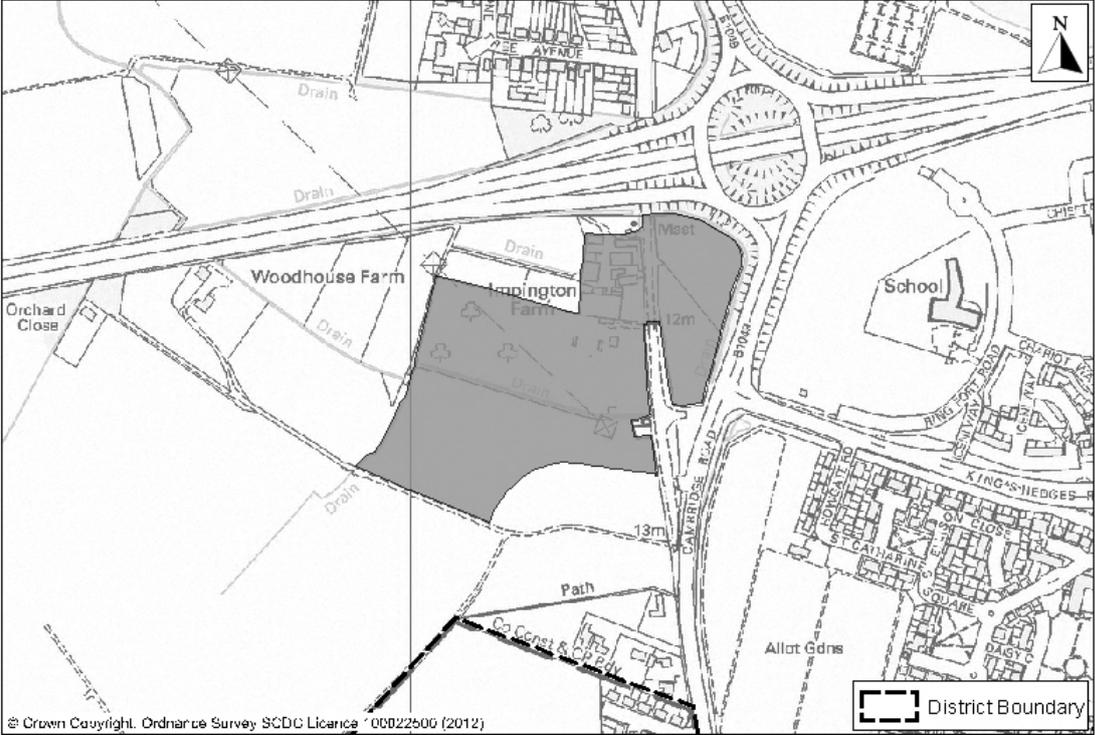
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Land is agricultural grade 2
Would development make use of previously developed land (PDL)?	R = No	None of the site is previously developed.
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	The significant scale of the site means that there may be some opportunity for Green Infrastructure provision.
Would development reduce	G = Development could have a	Site currently grazing fields.

habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	positive impact by enhancing existing features and adding new features or network links	Potential for enhancement, such as increased tree planting and areas to promote biodiversity.
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	
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	None known.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	
Is the site available for this type of development?	R = Yes	Proposer indicates that the site is available.
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	Proposal indicates land is available, but proposals are at an early stage of development.

<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Green Belt site. Significant impact on purposes to prevent merging of communities, maintaining quality of setting of Cambridge, soft green edge and rural character.  Need to demonstrate highway capacity on the A14 and local roads.  Need to consider impact on Mere Way, a public right of way.
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Significant scale would give potential for pitches or open space to accompany proposal (proposer indicates additional subregional facilities – ice rink, concert hall, conference venue).  Near to Guided Bus and Park and Ride, but beyond 400m

		<p>to bus stop, so does not meet High Quality Public Transport Definition.</p> <p>Limited existing walking and cycling access to site. Separated from City by A14 / A10. Underpass to rear of Regional College a particular constraint.</p> <p>Isolated from existing or planned residential community, but near to regional college.</p> <p>Impacts on existing Gypsy and Traveller site would need to be addressed.</p>
<b>Level 3 Conclusion</b>	<b>A = Some constraints or adverse impacts</b>	Viability unknown at this stage.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	Site would have a significant impact on the Green Belt, and there are a range of transport issues that would need to be addressed.

<b>Site Information</b>
<b>Site reference number(s):</b> CS4
<b>Site name/address:</b> West of Cambridge Road South of the A14, Impington
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> <i>City only</i>
<b>Map:</b>

<p><b>Site description:</b></p> <p>The land lies off Cambridge Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and small areas of woodland, lie to the north east and a hotel and playing fields for Anglia Ruskin University lie to the south west. The remaining land comprises large open agricultural fields, with views across western part of the site to the historic core of Cambridge.</p> <p>This assessment considers the land between Cambridge Road and the allocated site allocated for residential development known as NIAB 2.</p>
<p><b>Current use(s):</b></p> <p>Primarily agriculture.</p>
<p><b>Proposed use(s):</b></p> <p>The site has been proposed through representations for additional residential development, through an addition to the existing allocation it adjoins.</p> <p>South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 39825</p>
<p><b>Site size (ha):</b> South Cambridgeshire: 8.98 ha</p>

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>ADEQUATE (likely to be large enough to accommodate a community stadium)</b></p> <p>The scale of site would be sufficient for a community stadium, and is slightly larger than the Cowley Road site.</p>
<p><b>Site owner/promoter:</b> <i>Owners known</i></p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Unknown (Grosvenor / Wrenbridge state that they approached the landowners, but both determined not to take the option forward)</i></p>
<p><b>Relevant planning history:</b></p> <p>The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. “The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. .... Some land could be released, retaining other parts to fulfil Green Belt purposes.” The allocation of NIAB2 in the SSP Plan reflected the Inspectors’ conclusions on Green Belt significance.</p>

<p><b>Level 1</b></p> <p><b>Part A: Strategic Considerations</b></p>		
<p><b>Sequential approach to main town centre uses</b></p>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	A = Edge of City	Adjoins the built up area of Cambridge.
<p><b>Flood Risk</b></p>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	
Is site at risk from surface water flooding?	A = Medium risk	Site subject to surface water flood risk but capable of mitigation.
<p><b>Green Belt</b></p>		
Criteria	Performance	Comments
Is the site in the Green Belt?	Yes	
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site: 2.33km ACF	
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	The development would bring built development closer to Impington on the west of Cambridge Road. Retention of hedges and woodland and a set back of the development from Cambridge Road could provide mitigation. Orchard Park to the east already being developed.

To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	The proposed development site would effectively reduce the green setting for the city when viewed from the A14 opposite the site.
Key views of Cambridge / Important views	G = No or negligible impact on views	
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	The development would impact on the existing soft green edge to the city.
Distinctive urban edge	G = Not present	
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	The proposed development site would not affect Green Corridors.
The distribution, physical separation, setting, scale and character of Green Belt villages	A= Negative impacts but capable of mitigation	The development site risks effectively connecting Impington to Cambridge to the south and east, forming a continuous block of development. Retention of hedges and woodland and a set back of the development from Cambridge Road could provide mitigation.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	The landscape is open and rural, despite adjoining the A14 to the north. The skyline is currently formed by hedges and trees with only limited development visible at Wellbrook Way.
Overall conclusion on Green Belt	A = Minor and Minor/Negligible impacts	Development at this site would have negative impacts on the green belt purposes but mitigation possible.
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	R = Development conflicts with landscape character with minor negative impacts incapable of mitigation	Location next to A14 junction means it already does not have a strong rural character.
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	R = Development conflicts with townscape character with minor negative impacts incapable of mitigation	Impacts on setting of Cambridge, but not as high as the Trumpington Meadows site. Would reduce separation the Green Belt villages.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	

<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = 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	<p>Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing.</p> <p>Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list.</p>
<b>Part B: Infrastructure Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	<p>The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.</p> <p>Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</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	<p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 90m/295ft in height.</p>
Is there a suitable access to the site?	A = Yes, with mitigation	Though an access is potentially possible it would involve taking potentially large numbers of motor vehicles though a residential area where the design speed is to be 20mph. This is an issue that would need to be worked

		<p>through before any access could be achieved.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments 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>Access would be onto internal roads in the NIAB1 and NIAB2 sites which will link to both Histon Road and Huntingdon Road. Highways Authority e have concerns about how cycle provision would be dealt with.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Site is close to A14 junction 32 so has good access to strategic network.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved with regard to the A14, but the location south of the A14 may make this more achievable than site to the north. More</p>

		likely to be demonstrable after A14 improvements.  Any of the proposals would need to be supported by a robust and enforceable travel plan.
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<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	Potential for additional community facilities could be limited by the scale of site, but there could be potential for links to the NIAB 2 development.
Could it form part of an existing or new community?	G = New to a planned new community, with opportunities for integration.	The NIAB site will form a large new community adjoining this site. There could be potential for the site to deliver a community hub, particularly if this were taken into account when masterplanning the NIAB 2 site.
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).  <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>	G = No	
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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	G = Development could provide some enhanced provision of new public open spaces	Potential for additional space to be delivered alongside a new facility, but scale of site could limit potential scale.

achieve the minimum standards of onsite public open space (OS) provision?  <i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i>		
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
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	
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site? CITY	G = High quality public transport service	Also near to guided bus.
How far is the site from an existing or proposed train station? CITY	R = >800m	3.36km ACF to Proposed Chesterton Station  Station would be accessible via the guided bus.
What type of cycle routes are accessible near to the site? CITY	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.	Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	266m ACF to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	20 minute service (Citi 8)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.34km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	A = Within or adjacent to an AQMA, M11 or A14	Air Quality: The majority of the site is within SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for

		<p>annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a very significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. May be suitable if it can be demonstrated that issues can be appropriately mitigated.</p>
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>See above</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Cambridge Road lies immediately to the East. Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night.</p> <p>The impact of any new Community Stadium would need noise impact assessment</p>

		and careful design and integration with any nearby housing.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Stadium floodlighting would need careful design but can be conditioned.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
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	

#### 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	

#### Protecting the townscape and historic environment

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	
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	
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	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of

		<p>development to south, with evidence for Iron Age and Roman settlement (HER ECB3788).</p> <p>County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p>
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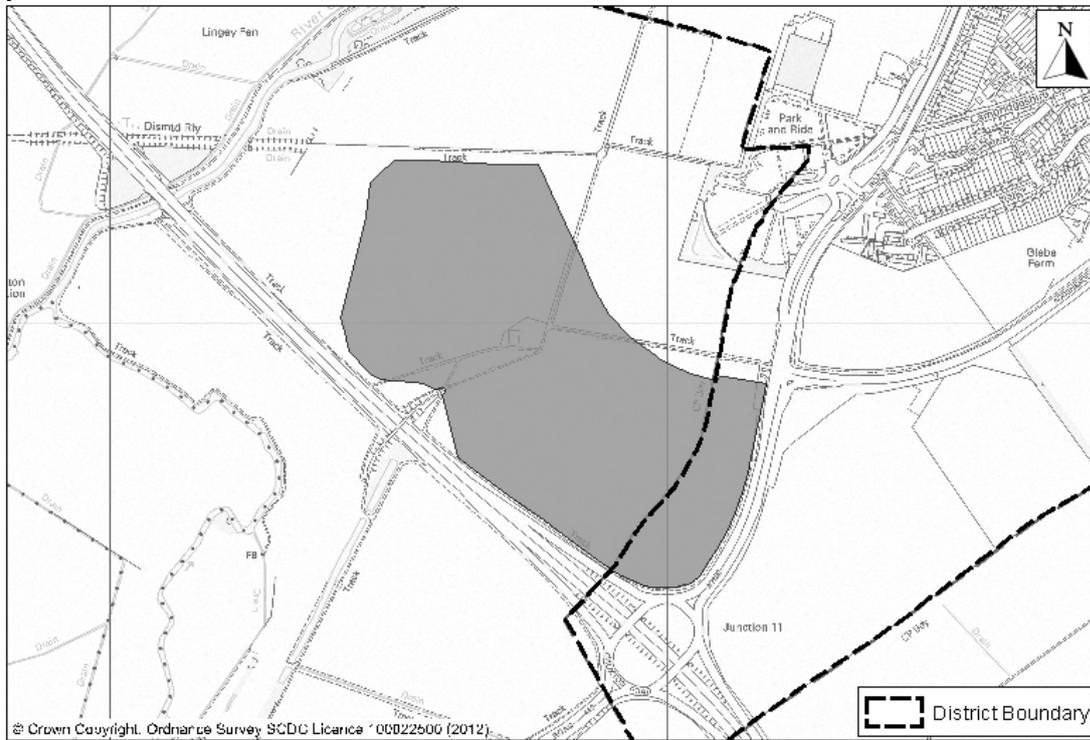
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	
Would development make use of previously developed land (PDL)?	R = No	Some agricultural development, but the site is largely not previously developed.
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Impact on implementation of countryside enhancement scheme envisaged in policy for the areas outside the existing site.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Badgers and Barn Owls also noted in submitted ecology survey.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	
<b>Any other information not captured above?</b>		
Electricity pylon line crosses eastern part of site which would constrain development if not sunk underground.		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal	G = No	

issues/covenants that could constrain development of the site?		
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	
Is the site available for this type of development?	R = No	Grosvenor / Wrenbridge indicate that they explored the potential of this site for a community stadium before they selected the site south of Trumpington Meadows, and the owners indicated it was not available for this use.
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	Could depend on development of wider NIAB sites, and availability of strategic road capacity.

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Green Belt site. Development at this site would have negative impacts on the green belt purposes but mitigation possible.</p> <p>Transport impact would need to be fully assessed, and addressed.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Located in Air Quality Management Area. Need to demonstrate Air Quality objectives could still be achieved.</p> <p>Adjoins a new community, Opportunity to integrate facilities.</p> <p>Potential for additional open space more limited than some options.</p> <p>Over 3km from City Centre, but access to High Quality public Transport and good cycling routes. Access via guided bus to planned new railway station.</p>
<b>Level 3 Conclusion</b>	<b>R = Significant constraints or adverse impacts</b>	<p>Viability and availability unknown at this stage.</p> <p>Grosvenor / Wrenbridge indicate that they explored</p>

		the potential of this site for a community stadium before they selected the site south of Trumpington Meadows, and the owners indicated it was not available for this use.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	Due to the benefits identified of the site, and the potential to mitigate impacts on the Green Belt, it is considered a reasonable option for consultation.

**Site Information****Site reference number(s):** CS5**Site name/address:** Land west of Hauxton Road, Trumpington**Functional area (taken from Cambridge City SA Scoping Report):** *City only (South)***Map:****Site description:**

The site lies to the south of Trumpington and consists of a large area of open countryside immediately northeast of Junction 11 of the M11. The site adjoins the A1309 Hauxton Road to the east and the M11 to the south. The north western and northern boundaries are undefined on site but will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.

The site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The site has no distinguishing features save for the remains of "Shepherds Cottage" towards the middle of the site.

**Current use(s):**

Arable agriculture

**Proposed use(s):**

The site has been proposed through representations for a further urban extension of the consented Trumpington Meadows residential community, for approximately 420 dwellings with additional sports facilities between the new urban edge and the M11 and a new Community Stadium, together forming the Cambridge Sporting Village development (including relocation of Cambridge United FC).

South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 40560, 40559, 40558, 40556, 40554, 40542, 40540, 40538, 40528, 32623, 32624

**Site size (ha):** South Cambridgeshire: 27.7 ha Cambridge:4.7 ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>GOOD (likely to be large enough to accommodate a community stadium and one other sub-regional facility)</b></p> <p>This is a large site, capable of accommodating a Community Stadium and other facilities. The Submitted proposal includes a community stadium, accompanied by an indoor training pitch, and a range of outdoor sports pitches. This is accompanied by 400 dwellings.</p>
<p><b>Site owner/promoter:</b> <i>Owners known</i></p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Yes</i></p>
<p><b>Relevant planning history:</b></p> <p>2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.</p> <p>2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.</p>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	A = Edge of City	Adjoins the built up area of Cambridge.
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	
Is site at risk from surface water flooding?	GG= Low risk	Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	Yes	
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 open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km	Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.

To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation	Development would extend the urban edge down the slope to meet the M11 corridor.
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation	The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation	No loss of green corridor. The development site would abut the River corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	A = Negative impacts but capable of partial mitigation	Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship

		between the two.
A landscape which has a strongly rural character	A = No impacts or impacts capable of mitigation	The landscape is rural, although clearly an urban edge site.
Overall conclusion on Green Belt	RR = Very high and high impacts	The development site is open and highly visible from areas to the west, south and southeast. The Community Stadium will be particularly visible. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	RR = Development conflicts with landscape character with significant negative impacts incapable of mitigation	Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor.
<b>Impact on the Townscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation	High impact on the setting of Cambridge.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Would development impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted	The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation.
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	
<b>Part B: Infrastructure 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.	The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling

		<p>Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</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	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.
Is there a suitable access to the site?	A = Yes, with mitigation	<p>The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings.</p> <p>County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p>
Would allocation of the site have a significant impact on	A = Insufficient capacity. Negative effects capable of	A full transport assessment would be required to

the local highway capacity?	appropriate mitigation.	<p>accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity</p> <p>Interaction with park and ride site, level of proposed parking provision, and management of off-site parking will need to be considered in a Transport Assessment should site come forward. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>On the assumption that a prime use of the site would be for football then a review of operation on both a Saturday and a Tuesday would be required interaction with existing traffic / travel demands. Liaison with police on traffic and crowd management, and public safety issues will be required.</p>
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Site is adjacent to M11 junction 11 so has good access to strategic network.</p> <p>A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p> <p>If pitches are located near to M11, need to address risk of balls gong onto the road.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
Would development lead to a	G = Development would not	The range of facilities

loss of community facilities?	lead to the loss of any community facilities or appropriate mitigation possible	proposed by Grosvenor / Wrenbridge relate largely to additional sports provision rather than community facilities, but the scale of the site would offer opportunities for additional provision.  New facilities are planned in the Trumpington Meadows local centre. New facilities on the edge of the development could impact on their viability.
Could it form part of an existing or new community?	G = Near to a planned new community, with opportunities for integration.	Adjoins existing Trumpington Meadows site.
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).  <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>	G = No	
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?  <i>A key objective of national planning policy is for planning</i>	GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces	The representation proposes 6.5 hectares of outdoor pitches, as well as an 8.5 hectare extension to Trumpington Meadows Country Park.

<i>to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i>		
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	No loss of employment land.
<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? CITY	A = service meets requirements of high quality public transport in most but not all instances	Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
How far is the site from an existing or proposed train station?	R = >800m	3.12km ACF – Great Shelford 4.12km ACF to Cambridge Station  Cambridge station accessible via Guided Bus. Proposed Chesterton Station interchange would also accessible via guided bus.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Provided the link from Harston/Hauxton to Trumpington Meadows is provided. This would provide a good route to the busway but, as above, the route to Trumpington is poor.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	532m ACF to Trumpington Park and Ride from the centre of the site.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	10 minute service from park and ride, 15 minute frequency service via Guided Busway.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street). 17 minutes to rail station via the guided bus.
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.83km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A = Within or adjacent to an AQMA, M11 or A14	

<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>Site adjoins the M11 and A1309 which already experience poor air quality.</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>Provisional assessment. There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.</p>
<p>Are there potential light</p>	<p>A = Adverse impacts capable</p>	<p>Residents of the site may</p>

pollution problems if the site is developed, as a receptor or generator?	of adequate mitigation	experience impacts from road lighting and headlights.  Stadium floodlighting would need careful design but can be conditioned.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
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	Land contamination found at former Monsanto site, site may require further investigation.

#### 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	

#### Protecting the townscape and historic environment

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	
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	
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	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.

#### Making Efficient Use of Land

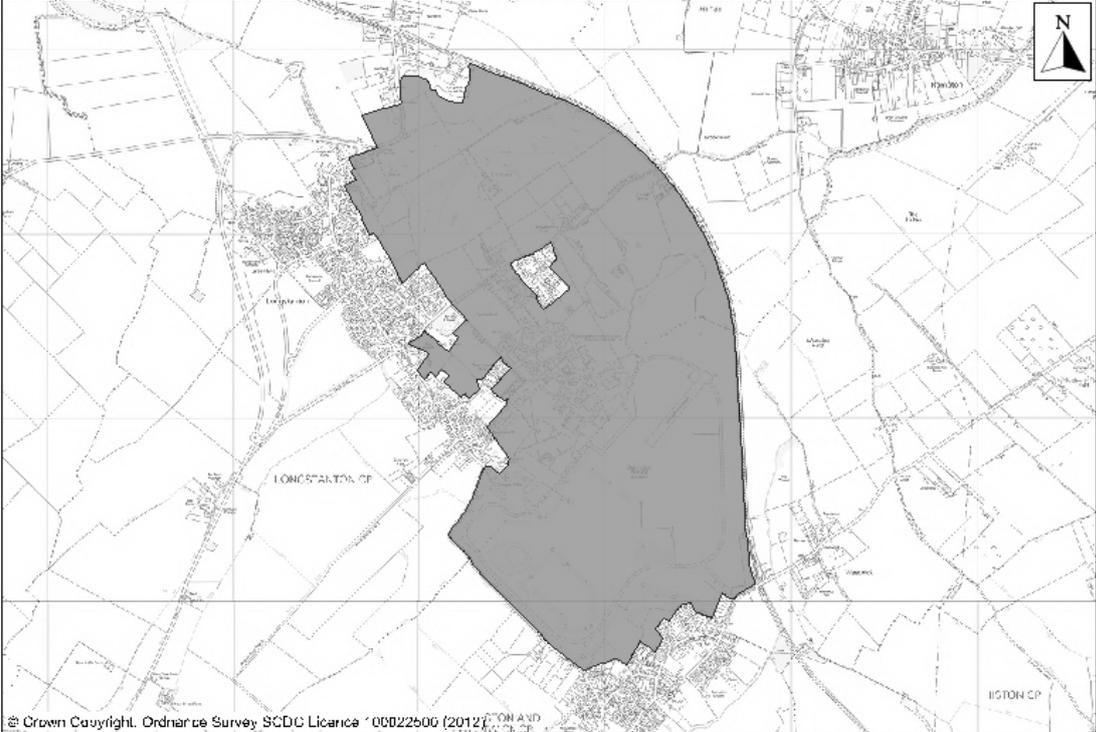
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	All of site is grade 2 land.  The stadium proposal itself would take less than 20hectares

		of land, but the overall package including residential would be larger.
Would development make use of previously developed land (PDL)?	R = No	Insignificant PDL on site.
<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	The developer proposal includes additional Green Infrastructure, adding to the planned Country Park.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures.
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	
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Are there any known legal issues/covenants that could constrain development of the site?	G = No	
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	The development would form a further phase of the Trumpington Meadows development.
Is the site available for this type of development?	G = Yes	
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after	<b>R = Significant constraints or</b>	Large site, capable of

allowing scope for mitigation)	<b>adverse impacts</b>	<p>accommodating a range of facilities.</p> <p>Green Belt site. The development site is open and highly visible from areas to the west, south and southeast. The Community Stadium will be particularly visible. There would be adverse impact on the purposes of Green Belt in terms of setting of the City.</p> <p>Transport impact would need to be fully assessed, and addressed.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Opportunity to integrate facilities with a new community, although facilities already planned in existing Trumpington Meadows site.</p> <p>Potential to deliver new pitches and open space on city edge, and achieve biodiversity enhancement.</p> <p>Beyond 400m of Park &amp; Ride site and does not benefit from all aspects of a High Quality Public Transport service. Cambridge station accessible via Guided Bus. Proposed Chesterton Station interchange would also accessible via guided bus.</p> <p>4km to city centre, medium quality cycle route.</p> <p>Potential impact on community facilities in planned local centre.</p>
<b>Level 3 Conclusion</b>	<b>A = Some constraints or adverse impacts</b>	Viability unknown at this stage.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable than a number of sites. However, it would cause significant harm to the Green Belt.

<b>Site Information</b>
<b>Site reference number(s):</b> CS7
<b>Site name/address:</b> Northstowe
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> N/A
<b>Map:</b>

<b>Site description:</b>
The new town of Northstowe will be located 8km to the northwest of Cambridge, adjacent to the Cambridgeshire Guided Busway. To the south Northstowe will extend towards the village of Oakington and Westwick and to the west it will abut the village of Longstanton. There will be an area of green separation between Northstowe and the neighbouring villages so they retain their distinct characters. In addition to residential developments Northstowe will have mixed use local centres, a vibrant town centre, employment land, sports hubs, primary schools and a secondary school.
<b>Current use(s):</b>
Pre development the land comprises a number of uses, the largest element being Oakington Airfield.
<b>Proposed use(s):</b>
See Site Description.
<b>Site size (ha):</b> South Cambridgeshire: 432 ha (with additional 60 ha. strategic reserve) Cambridge: ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</b></p> <p>Given that the scale of the site for the new town, theoretically it could accommodate a range of sub-regional facilities. However, the need to accommodate the dwellings and supporting facilities within a fixed land budget, it is actually a constrained site.</p> <p>Given the space required, a smaller facility like an ice rink would have a lesser impact on the existing masterplan than a community stadium with supporting facilities that would have a much larger footprint.</p> <p>If Northstowe were identified as a location for any of these facilities, but particularly a community stadium, revisions to the Northstowe Development Framework Plan could be needed. It could also impact on the ability to accommodate the full scale of other development envisaged for the town.</p>
<p><b>Site owner/promoter:</b> <i>Owners known. Homes and communities Agency, Gallagher Estates</i></p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Unknown</i></p>
<p><b>Relevant planning history:</b> Site was identified for a new town in the Cambridgeshire Structure Plan 2003.</p> <p>The Northstowe Area Action plan was adopted in 2007, as part of the South Cambridgeshire Local Development Framework.</p> <p>A Development Framework Document was endorsed in July 2012 (subject to agreed revisions).</p> <p>South Cambridgeshire District Council resolved to grant planning permission for phase 1 of the development in October 2012, comprising 1500 dwellings, a local centre, sports hub, and employment development on the northern part of the new town site.</p>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	R = New Town	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	The significant majority of the overall site is in zone 1, and a detailed drainage strategy has been developed to manage surface water.
Is site at risk from surface water flooding?	GG= Low risk	A detailed drainage strategy has been developed to manage surface water, including a waterpark near the guided busway.
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and	A = Development would be generally compatible or	A development the scale of Northstowe will have a

distinctiveness of landscape character?	capable of being made compatible with local townscape character	significant impact on the landscape.  However, the impact of the inclusion of sub-regional facilities would depend on the design and location of facilities within the town. Appropriately designed development within the Northstowe site could potentially have no greater impact on the landscape than the town itself.
<b>Impact on the Townscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	Impact would depend on the design and location of facilities within the town. It is assumed that they could be designed in to the development. There could even be potential for enhancement, by adding to the distinctiveness of the urban area.
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Any impacts considered through development of the new town proposals. Development of subregional facilities within existing site unlikely to create different impacts.
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Nearest SAM is in Rampton. Any impacts considered through development of the new town proposals. Development of sub regional facilities within existing site unlikely to create different impacts.
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts.
<b>Part B: Infrastructure Criteria</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Identified as area of search for waste management facilities in the Cambridgeshire Minerals and Waste Site Specific Policies DPD. Parts of site identified as safeguarding area for sand and gravel.

		<p>Whilst the site is identified as an area of search, a site for a recycling centre was identified in phase 1 of the development.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?</p>	<p>A = Site or part of site within the SZ</p>	<p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 90m/295ft in height.</p>
<p>Is there a suitable access to the site?</p>	<p>A = Yes, with mitigation</p>	<p>With appropriate design and location within site, development likely to be possible.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments 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>Insufficient highway capacity to accommodate the new town without upgraded transport links. These are being addressed through the development of the new town.</p> <p>Northstowe is very close to Longstanton park and ride site for the Guided Bus way which improves the catchments by sustainable modes of transport.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p>

		<p>Local walk-in population would increase with further development in the area.</p> <p>Consideration would also need to be given to impact of wider development proposals.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Site is close to the A14 junction 29 so has good access to strategic network. Also off B1050 providing links to County network. There is good access to the Guided busway.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. Given current capacity constraints it is likely to be more possible to demonstrate when the A14 has been improved, improvements are currently anticipated to start in 2018.</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
<p>Would development lead to a loss of community facilities?</p>	<p>GG = Potential for additional community facilities</p>	<p>Adding sub regional facilities could add to the community facilities available to the town. Scale of impact would depend on the nature of any proposals, and the capacity within the town.</p> <p>Potential may be limited by the ability of the site to accommodate additional uses beyond those already planned.</p>
<p>Could it form part of an existing or new community?</p>	<p>G = Near to a planned new community, with opportunities for integration.</p>	<p>As a new town there could be opportunities to integrate proposals to provide a community hub.</p> <p>Potential may be limited by the ability of the site to accommodate additional uses beyond those already planned.</p>
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP)</p>	<p>G = No</p>	<p>There is no protected open space on the site.</p>

policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).  <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>		
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?	A = No, the site by virtue of its size is not able to provide additional open space	As detailed earlier, whilst the site for Northstowe is large, it needs to accommodate a significant range of uses as well as the residential development. There is not currently significant spare land capacity to accommodate formal open space beyond that needed to serve the new town.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	Employment provision is being planned as part of the new town.
<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?	G = High quality public transport service	Northstowe will benefit from the high quality service provided by the Guided Bus. The relationship of this service to the potential sub-regional facility would depend on its location within the wider town site.
How far is the site from an existing or proposed train station?	R = >800m	8.66km ACF to Proposed Chesterton Station  Would benefit from links of the station to the guided busway.
What type of cycle routes are accessible near to the site?	G = Quiet residential street speed below 30mph, cycle	Potential to benefit from the Guided Busway Cycleway,

	lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.	accessibility would depend on the location of the facility and links within the town.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Potentially Within 400m (6)	Accessibility would depend on the location of the facility and links within the town.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Accessibility would depend on the location of the facility and links within the town.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Longstanton Park and Ride 23 mins from New Square Cambridge
SCDC Sub-indicator: Distance for cycling to City Centre	5-10km (4)	8.14km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	GG = >1000m of an AQMA, M11, or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	The New Town is sited in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	It is likely that impacts of sub regional facilities could be addressed through the design process.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Potential to mitigate issues with site design and location.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Not anticipated the sub-regional facilities would generate particular odour issues.
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	Contamination issues identified through the planning process for the new town capable of appropriate remediation.
<b>Protecting Groundwater</b>		
Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking	G = Not within SPZ1 or allocation is for greenspace	

water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.		
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<b>Protecting the townscape and historic environment</b>		
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	
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	There are Conservation Areas in Longstanton and Oakington.  Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts.
Would development impact upon buildings of local interest (Cambridge only)	N/A	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Archaeology being addressed as part of development of the new town.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	There are significant areas of grade 2 agricultural land within the Northstowe site.  Impact specifically related to sub-regional facilities would depend on location and scale of facilities. Much of the Northstowe site is not agricultural land.
Would development make use of previously developed land (PDL)?	G = Yes	Potentially. Much of the Northstowe site is previously developed.

<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	The reserve site is adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Appraisal of this site identified no impact on protected sites and species (or impacts could be mitigated).
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Development of the wider new town site will deliver new green infrastructure, such as

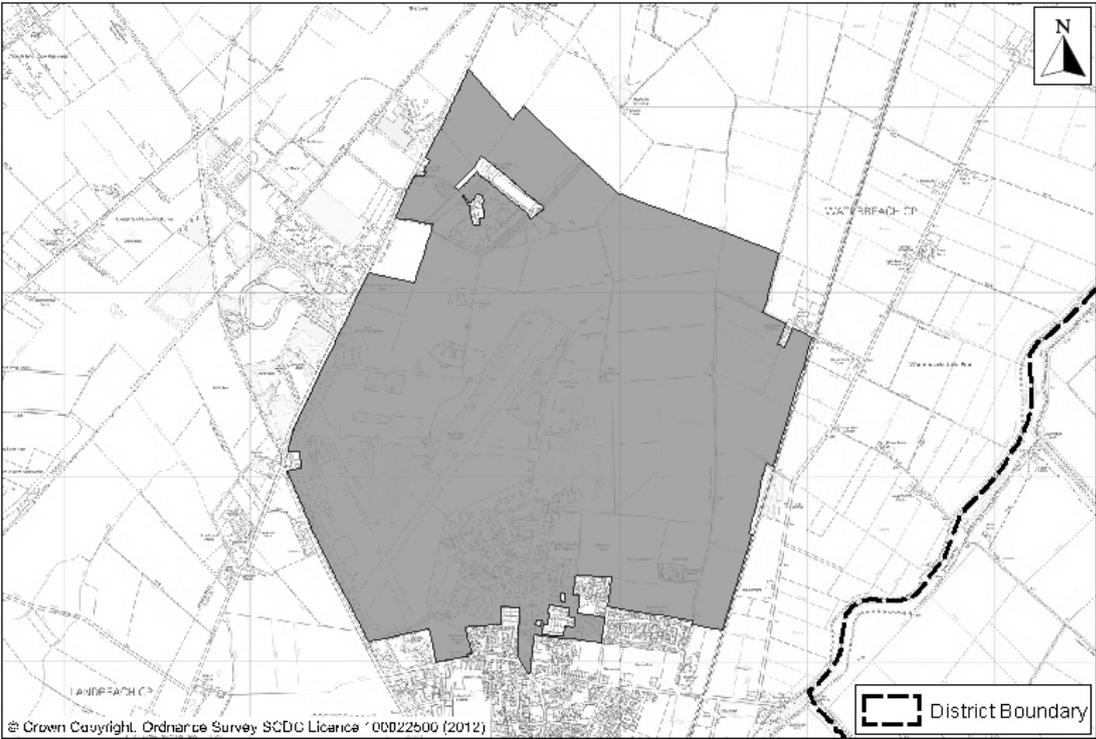
		the water park. Given the pressure on land budgets within the site, it is unlikely the addition of a sub-regional facility could deliver significant additional green infrastructure.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Development of the masterplan for the wider site has considered impact on biodiversity, and includes new areas of enhancement, such as the water park.  It is not known whether the inclusion of sub regional facilities could deliver additional enhancements.
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	There are protected trees within the Northstowe site, but these can be considered through masterplanning.
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes major impact	Impact would depend on the scale of the facility.  A large facility such as a community stadium would require land from an already under pressure land budget, which could impact on delivery of other elements from the masterplan.
Is the site available for this type of development?	A = Unknown	
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	As development of Northstowe is progressing, there is potential for a sub-regional facility to be developed within the plan period.  Timing of development would be influenced by the phasing of the wider town, and availability of supporting infrastructure. The Council has resolved to

		grant planning permission to phase 1, so would likely be in later phase if included.
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<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Not in Green Belt</p> <p>Opportunity to integrate community stadium into a new town.</p> <p>Northstowe is already being planned as a new town. Appropriately designed development within the Northstowe site could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport impacts would need to be addressed, including parking.</p> <p>Constraints of the A14 could mean there would only be highway capacity later in the plan period.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Opportunities for good public transport access provided by the guided bus (and links to new station). However the site is 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p> <p>Potential to incorporate a stadium and additional community uses such as sports pitches may be limited by the ability of the site to accommodate additional uses beyond those already planned for the town.</p> <p>Development Framework already agreed, and South Cambs District Council has resolved to grant planning permission for phase 1. Tight land budget to accommodate all the uses needed in the</p>

		town. Inclusion of facilities could impact on ability to deliver other uses
<b>Level 3 Conclusion</b>	<b>A = Some constraints or adverse impacts</b>	<p>Strategic highway constraints could mean a community stadium would have to be delivered later in the plan period.</p> <p>Viability and availability unknown at this stage.</p>
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	<p>As a large new community Northstowe could offer an opportunity for provision new sub-regional facilities in association with a new community. However, the sequential approach to main town centre uses must be considered. The Cambridgeshire Horizons Reports indicate Cambridge United has stated a need for a Cambridge location.</p> <p>Given the stage planning for the site has reached, it would be difficult to add a community facility without compromising the ability to deliver the other land uses. Maintaining viability could limit potential contribution as enabling development.</p>

<b>Site Information</b>
<b>Site reference number(s):</b> CS8
<b>Site name/address:</b> Waterbeach New Town Option
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> N/A
<b>Map:</b>

<b>Site description:</b>
<p>A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. Denny Abbey sits within the north western corner of the site. A Waste Water Treatment Works (WWTW) sits within the south eastern corner of the site. The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.</p> <p>The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).</p>
<b>Current use(s):</b>
Site comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features.
<b>Proposed use(s):</b>
See Site Description.
<b>Site size (ha):</b> South Cambridgeshire: 558 or 280 ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</b></p> <p>Given that the scale of a new town, it could accommodate a range of sub-regional facilities. However, the site would also need to accommodate all the other uses that would be needed in a new town. Inclusion of significant sub-regional facilities could reduce its capacity.</p>
<p><b>Site owner/promoter:</b> Owners known. RLW Estates and the Defence Infrastructure Organisation</p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Unknown</i></p>
<p><b>Relevant planning history:</b></p> <p>Site explored previously as a potential new town.</p> <p>For detail see Strategic Housing Land Availability Assessment. (site 231)</p>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	A = New Town	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
Is site at risk from surface water flooding?	GG= Low risk	
<b>Green Belt</b>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	
<b>Impact on the Landscape</b>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	A = Development would be generally compatible or capable of being made compatible with local landscape character	<p>The sustainability appraisal of the new town option identifies potential for significant negative impact, as the scale and character of the development would be visible over a large area.</p> <p>Impact of the inclusion of sub-regional facilities would depend on the design and location of facilities within the town. Appropriately designed development within the Waterbeach site could potentially have no greater impact on the landscape than</p>

		the town itself.
<b>Impact on the Townscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	Impact would depend on the design and location of facilities within the town. It is assumed that they could be designed in to the development. There could even be potential for enhancement, by adding to the distinctiveness of the urban area.
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Appraisal of the new town site options identified no impact on protected sites and species (or impacts could be mitigated).
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted	Various sites in the general area, any impacts considered through development of the new town proposals.  Development of sub regional facilities within existing site unlikely to create different impacts.
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts.
<b>Part B: Infrastructure Criteria</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Part of site safeguarded for sand and gravel by the Cambridgeshire Minerals and Waste Site Specific Policies DPD. Partly within safeguarding area for Waste Water Treatment Works.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  No erection of buildings,

		structures or works exceeding 45m in height.
Is there a suitable access to the site?	A = Yes, with mitigation	<p>Site access needs could be addressed as part of the design of a new town.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments will be required.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Appraisal of the new town options identified that there was insignificant capacity on existing roads, and that improvements would be required.</p> <p>Site close to Waterbeach Station which improves the potential catchment by sustainable modes of transport.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> <p>If site brought forward as part of wider development proposals for the Waterbeach site then transport aspects and requirements would need to be considered as part of an integrated package of measures for site as a whole.</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.	Addressed in the SHLAA Assessment, The Highways Agency have indicated the need for a substantial package of measures, both highway and sustainable transport, to make this site work. Further transport assessments would be required to establish the requirements.
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<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
Would development lead to a loss of community facilities?	GG = Potential for additional community facilities	Sustainability Appraisal of the new town options identified that new local facilities or improved existing facilities are proposed of significant benefit.  Adding sub regional facilities could add to the community facilities available to the town. Scale of impact would depend on the nature of any proposals.
Could it form part of an existing or new community?	G = Near to a planned new community, with opportunities for integration.	Waterbeach is an option for a new town, therefore sub regional facilities such as a community stadium could be integrated into proposals, and could be developed to provide a community hub.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
<p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p>	G = No	There is no protected open space on the site.
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local	N/A	

Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?	GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces	Whilst the site for Waterbeach new town would be large, it would need to accommodate a significant range of uses.  At this early this stage there is still potential for additional open space beyond that required to achieve minimum standards, to be delivered through a sub regional facility proposal.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	Employment provision would be planned as part of the new town. A facility could be provided alongside or part of this provision.
<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? CITY	G = High quality public transport service	A new town would need to be served by significantly enhanced public transport.  There is a degree of uncertainty at this stage, it would depend on the location of the facility relative to the service, and the nature of the services delivered.
How far is the site from an existing or proposed train station? CITY	R = >800m	The nearest station is in Waterbeach village. A sub regional facility would be at least 800m from this.
What type of cycle routes are accessible near to the site? CITY	R = No cycling provision or a cycle lane less than 1.5m with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.	Uncertain at this stage, but there would need to be investment in cycle provision. Currently RED due to limited width paths along the A10.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Potentially Within 800m (3)	Accessibility would depend on the location of the facility and links within the town.

		For the purposes of this assessment it is assumed to be at least within 800m, but it could be addressed through masterplanning.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service or better (4)	New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	9 service - 25 minutes to Cambridge.
SCDC Sub-indicator: Distance for cycling to City Centre	5-10km (4)	9.14km as the crow flies
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	GG = >1000m of an AQMA, M11, or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	The New Town option is sited in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Waterbeach New Town sites in an area where noise issues capable of mitigation.  It is likely that impacts of sub regional facilities could be addressed through the design process.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Potential to mitigate issues with site design and location.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Not anticipated the sub-regional facilities would generate particular odour issues.
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	The Waterbeach New Town sites have potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination-previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.
<b>Protecting Groundwater</b>		
Criteria	Performance	Comments
Would development be within a source protection zone?	G = Not within SPZ1 or allocation is for greenspace	

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.		
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<b>Protecting the townscape and historic environment</b>		
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	
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	There is a Conservation Area in Waterbeach village. Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts.
Would development impact upon buildings of local interest (Cambridge only)	N/A	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts.

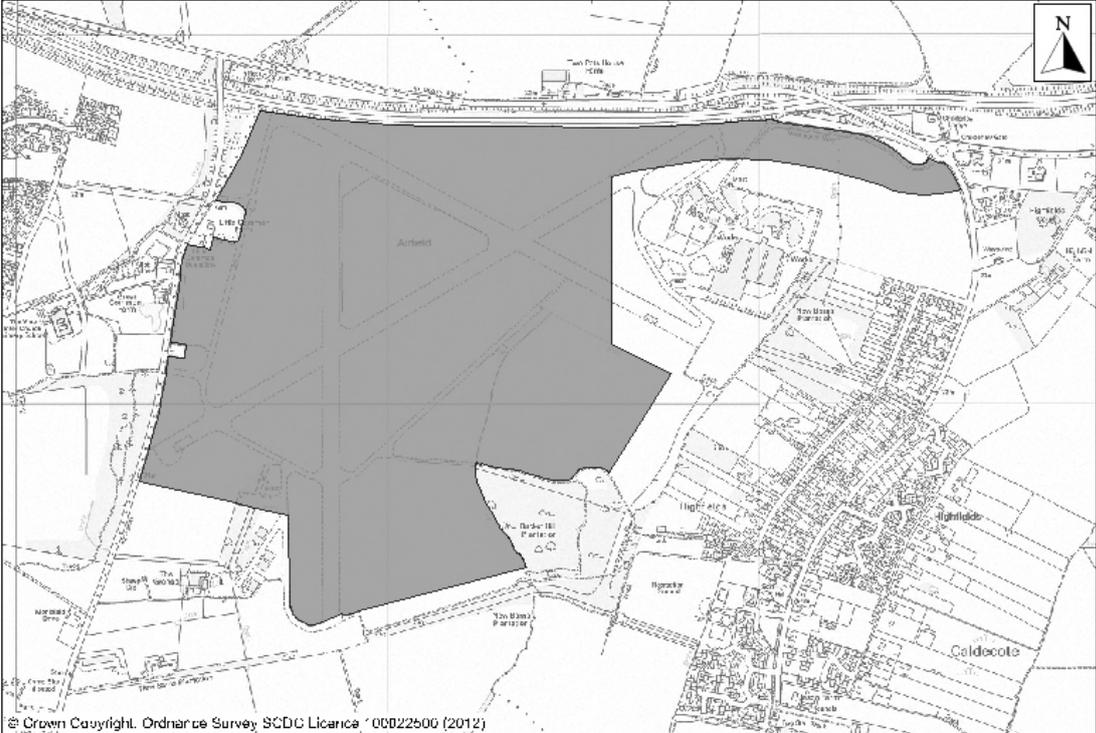
<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Impact would depend on location and scale of facilities. Much of the Waterbeach New Town Option site is previously developed, but there are still significant areas of agricultural land.
Would development make use of previously developed land (PDL)?	G = Yes	Potentially. The Waterbeach Barracks site would provide a significant area of previously developed land.
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	

Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure.	Opportunities for the delivery of Green Infrastructure were identified through the appraisal of the new town option.  It is not known at this stage how the inclusion of sub-regional facilities would impact on delivery of green infrastructure.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	The SHLAA assessment of the new town option indicates Opportunity for habitat linkage/ enhancement/ restoration balanced by threats to existing features.
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	At this stage there is no evidence inclusion of a community facility would have a negative impact on protected trees.
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	SHLAA indicates that The Ministry of Defence (MoD) part of the site is subject to application of the Crichel Down Rules. In brief these can require certain lands to be offered back to the original owner or their successors at current market value. RLW estates do not consider this represents a constraint on development.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Impact would depend on the scale of the facility.  A large facility such as a community stadium would require land, which would reduce the land area available for other uses.
Is the site available for this type of development?	A = Unknown	
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	G = Start of construction between 2017 and 2031	Timing of development would be influenced by the phasing of the wider town, and availability of supporting infrastructure.

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Not in Green Belt.</p> <p>Appropriately designed development within a new town could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport infrastructure for wider town would need to be addressed, as well as site specific impacts of a community stadium.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Opportunities to deliver site as part of town master plan, to integrate stadium to act as community hub. Earlier planning stage could mean greater flexibility than Northstowe.</p> <p>9km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p> <p>Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement. Cycle access currently limited. Near to Waterbeach Station. However the site is 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p>
<b>Level 3 Conclusion</b>	<b>A = Some constraints or adverse impacts</b>	<p>Infrastructure constraints could mean a community stadium would have to be delivered later in the plan period.</p> <p>Viability and availability unknown at this stage.</p>
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse</b>	Waterbeach new town remains only an option at this

	<b>impacts</b>	stage. If Waterbeach new town were allocated, at this early stage there could be greater flexibility to accommodate land uses. However, it could take some time to come forward. It would conflict with Cambridge United's desire for a Cambridge location.
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<b>Site Information</b>
<b>Site reference number(s):</b> CS9
<b>Site name/address:</b> Bourn Airfield New Village Option
<b>Functional area (taken from Cambridge City SA Scoping Report):</b> N/A
<b>Map:</b>

<b>Site description:</b>
<p>The site lies to the west of the settlements of Highfields and Caldecote, immediately south of the A428 trunk road (linking Cambridge with Bedford), to the north of the small settlement of Bourn, and to the east of the new settlement of Cambourne. By virtue of the historic use of the site as an airfield it is essentially devoid of natural vegetation and accordingly is very open in nature. The only developed parts on the site comprise aircraft hangers, industrial buildings and outside storage areas.</p>
<b>Current use(s):</b>
<p>The only developed parts on the site comprise aircraft hangers, industrial buildings and outside storage areas.</p> <p>Civil Aviation Authority Licensed Airfield for pilot training and private aircraft /Storage/Market/Agricultural.</p>
<b>Proposed use(s):</b>
<p>Site Option identified in the South Cambridgeshire Local Plan Issues and Options Report 2012. New Village to the east of Cambourne with 3,500 dwellings, employment, retail, commercial uses, outdoor, commercial uses, outdoor recreation and park &amp; ride</p>
<b>Site size (ha):</b> South Cambridgeshire: 141 ha

<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</b></p> <p>Given that the scale of the site, it could accommodate a range of sub-regional facilities. However, the site would also need to accommodate all the other uses that would be needed in a new settlement. Inclusion of significant sub-regional facilities could reduce its capacity.</p>
<p><b>Site owner/promoter:</b> <i>Owners known</i></p>
<p><b>Landowner has agreed to promote site for this development?:</b> <i>Unknown</i></p>
<p><b>Relevant planning history:</b></p> <p>See South Cambridgeshire Strategic Housing Market Assessment for full site history (site number 238).</p>

<p><b>Level 1</b></p> <p><b>Part A: Strategic Considerations</b></p>		
<p><b>Sequential approach to main town centre uses</b></p>		
Criteria	Performance	Comments
What position does the site fall within the settlement hierarchy?	RR = Village	Bourn Airfield is an option for a new village
<p><b>Flood Risk</b></p>		
Criteria	Performance	Comments
Is site within a flood zone?	GG = Flood risk zone 1	Site in Flood zone 1.
Is site at risk from surface water flooding?	GG= Low risk	
<p><b>Green Belt</b></p>		
Criteria	Performance	Comments
Is the site in the Green Belt?	No	
<p><b>Impact on the Landscape</b></p>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of landscape character?	A = Development would be generally compatible or capable of being made compatible with local landscape character	Appraisal of site for a new village identified a neutral impact.  Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of development without additional impact.
<p><b>Impact on the Townscape</b></p>		
Criteria	Performance	Comments
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A = Development would be generally compatible or capable of being made compatible with local townscape character	Appraisal of site for a new village identified a neutral impact.  Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of

		development without additional impact.
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?	G = Site is not near to an SSSI with no or negligible impacts	Sustainability appraisal of the site identified No impact on protected sites and species (or impacts could be mitigated).
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Setting of listed buildings to west and south west of site would be adversely affected by development.  Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of development without additional impact.
<b>Part B: Infrastructure Criteria</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  <i>No erection of buildings, structures or works exceeding 45.7m/150ft</i>
Is there a suitable access to the site?	A = Yes, with mitigation	Site access needs could be addressed as part of the design of a new town.  Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments 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.	Appraisal of the site option identified that there was insignificant capacity on existing roads, and that improvements would be required.  Local walk-in population would increase should further development be allocated in the area. Consideration would

		<p>also need to be given to impact of any wider development proposals.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> <p>Current public transport provision provides potential links to Cambridge and St Neots / Bedford but there is scope for improvement.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Site is close to A428 so has good access to strategic network. The A1198 provides links to the County network.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental on highway capacity. At the present time detailed information has not been submitted demonstrating that this could be achieved, but it is likely to be possible.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan</p>

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments

Would development lead to a loss of community facilities?	GG = Potential for additional community facilities	Given the scale of the site there is potential to include additional community facilities as part of a proposal.
Could it form part of an existing or new community?	G = Near to a planned new community, with opportunities for integration.	Bourn Airfield is an option for a new village, therefore sub regional facilities could be integrated into proposals, and could be developed to provide a community hub.
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G = No	There is no protected open space on the site.
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	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 (OS) provision?	GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces	The site is of sufficient scale to incorporate additional open space facilities beyond the minimum scale needed to serve the development.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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	Sustainability appraisal of the site identifies that development would support minor additional employment opportunities. It is proposed that the new settlement be a mixed use community therefore this would mitigate the loss of employment as a result of developing the airfield site.
<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? CITY	R = Service does not meet the requirements of a high quality public transport (HQPT)	Service generally a 20 minute frequency. There may be potential for service improvements along the transport corridor.
How far is the site from an existing or proposed train station? CITY	R = >800m	12.21km ACF to Cambridge Station
What type of cycle routes are accessible near to the site? CITY	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.	Off road links to the Hardwick turn where there are off road paths would be needed to achieve a higher score.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	A = Score 10-14 from 4 criteria below	Total Score 13.
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	New settlement would require new bus stops which would mostly fall within 800m of the site. 820m ACF from the centre of the site to nearest bus stop (Citi 4).
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	20 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 31 and 40 minutes (3)	~33 minutes from bus stop to Cambridge.
SCDC Sub-indicator: Distance for cycling to City Centre	10-15km (3)	10.21 ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	GG = >1000m of an AQMA, M11, or A14	
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or	Sustainability appraisal identifies this site is previously military land/airfield and may

	capable of remediation appropriate to proposed development	have contaminated land. It will require investigation. Potential for minor benefits through remediation of minor contamination.
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### 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	

### Protecting the townscape and historic environment

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	
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	
Would development impact upon buildings of local interest (Cambridge only)	N/A	
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Sustainability appraisal identifies that archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.

### Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Majority of large site is grade 2.  Impact specifically related to sub-regional facilities would depend on location and scale of facilities.
Would development make use of previously developed land (PDL)?	G = Yes	Potentially. The site includes the runways and some aircraft hangers, industrial buildings and outside storage areas. The rest of the site is in agricultural use and therefore not pdl. Approx third of site PDL.

### Biodiversity and Green Infrastructure

Criteria	Performance	Comments
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Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Sustainability appraisal identified a neutral impact (existing features retained, or appropriate mitigation possible).
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Sustainability appraisal identified neutral impact, assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
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	TPOs present in hedge lines throughout the site.
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments
Are there any known legal issues/covenants that could constrain development of the site?	G = No	None known
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Impact would depend on the scale of the facility.  A large facility such as a community stadium would require land, which would reduce the land area available for other uses.
Is the site available for this type of development?	A = Unknown	
Is the site viable for this type of development?	A = Unknown	
Timeframe for bringing the site forward for development?	GG = Start of construction between 2011 and 2016	The SHLAA indicates that the first dwellings could be completed on site 2011-16

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Not in Green Belt.  Appropriately designed development within a new

		<p>settlement could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport infrastructure for wider development would need to be addressed, as well as site specific impacts of a community stadium.</p> <p>Village location, conflict with sequential approach to development of main town centre uses.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	<p>Opportunities to deliver site as part of town master plan, to integrate stadium to act as community hub. Earlier planning stage could mean greater flexibility than Northstowe.</p> <p>Poorest public transport, walking, and cycling access of all sites considered. Does not benefit from High Quality public transport and journey time beyond 30 minutes. May be potential for service improvements along transport corridor. 10Km from city centre, and 12km from railway station.</p>
<b>Level 3 Conclusion</b>	<b>A = Some constraints or adverse impacts</b>	Viability and availability unknown at this stage.
<b>Overall Conclusion</b>	<b>R = Site with significant constraints and adverse impacts</b>	<p>A further option for a new settlement, but this proposal is only for a village. This would conflict with the sequential approach to main town centre uses required by the NPPF, and the desires of Cambridge United for a Cambridge location.</p> <p>Given the smaller scale compared to new town proposals, the public transport is not likely to be</p>

		<p>improved to the same level, meaning this option could be the least well served option of all those tested. If the site was allocated in the South Cambridgeshire Local Plan, it would provide an opportunity to integrate facilities into the masterplanning of a development.</p>
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