Land North of Cherry Hinton

Environmental Statement: Non-Technical Summary

UPDATED

March 2019
Contents

1.0 Introduction ........................................................................................................................................... 1
2.0 EIA Methodology ................................................................................................................................... 3
3.0 Description of Proposed Development ............................................................................................... 6
4.0 Landscape and Visual Impact .............................................................................................................. 8
5.0 Ecology and Nature Conservation ....................................................................................................... 12
6.0 Archaeology ........................................................................................................................................ 15
7.0 Traffic and Transport ........................................................................................................................... 16
8.0 Noise and Vibration ............................................................................................................................. 17
9.0 Air Quality ........................................................................................................................................... 19
10.0 Water Resources ............................................................................................................................... 20
11.0 Ground Conditions ............................................................................................................................ 21
12.0 Socio Economics ............................................................................................................................... 22
13.0 Agricultural Land Use ....................................................................................................................... 24
14.0 Built Heritage ..................................................................................................................................... 25
15.0 Cumulative Assessment ..................................................................................................................... 26
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This document has been prepared and checked in accordance with ISO 9001:2008
1.0 Introduction

1.1.1. An Environmental Statement (ES) has been prepared and submitted voluntarily on behalf of Marshall Group Properties Ltd (MGP) and Endurance Estates Strategic Land Limited (EE) to support an Outline Planning Application (OPA) for a residential-led, mixed-use development (Proposed Development) located on Land North of Cherry Hinton, Cambridge. The main components of the Proposed Development comprise up to 1,200 dwellings, a six-form entry secondary school, a two-form entry primary school, a local centre and community hub, open space and vehicular access points onto Coldhams Lane, Cherry Hinton Road and Airport Way.

1.1.2. The ES sets out the assessment of the likely environmental effects that may arise as a result of the Proposed Development and identifies mitigation measures to both reduce adverse environmental effects and enhance environmental benefits.

1.1.3. The Site Location and Application Site Boundary are included as Figures 1.1 and 1.2 at the end of this report.

1.1.4. The Outline Planning Application was submitted to Cambridge City Council and South Cambridge District Council in March 2018. Since that time further dialogue has taken place with Cambridge City Council and a number of consultees. The Non-Technical Statement (this document) has been updated to reflect the changes to the Environmental Statement. To assist consultees, any updates to the NTS that was previously submitted are highlighted in yellow.

1.2. The Application Site

1.2.1. The Site comprises approximately 56 hectares on land to the east of Cambridge. The Site is located within the administrative boundaries of both South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC).

1.2.2. The Site is located to the north of Coldhams Lane, and to the north of the residential suburb of Cherry Hinton; bordering dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road / Airport Way. Cambridge Airport is located to the west and north-west
of the Site. The area north of the Site is in agricultural use. The village of Teversham is located to the north east of the Site.

1.2.3. The Site comprises large open arable fields some of which are bounded by fragmented mature and semi-mature hedgerows and scattered trees. The western extents of the Site abut the airport, which is open managed grassland. The land is generally flat, rising very slightly to the centre of the Site. A public footpath, which connects Teversham and Cherry Hinton, crosses the Site in a south to north direction.

1.2.4. An unnamed watercourse flows in a north to south direction through the centre of the Site and along the eastern boundary towards Teversham. A number of existing trees, hedgerows and scrub defines the watercourse.
2.0 EIA Methodology

2.1.1. The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 identify two types of development projects: Schedule 1, for which the requirement to prepare an EIA is mandatory, and Schedule 2 for which an EIA may be required. Residential development is considered to fall within Schedule 2 of the EIA Regulations. Paragraph 10(b) of Schedule 2 refers to 'Urban development projects [...]'; and states that an EIA may be required if it exceeds the following:

- The development includes more than 1 hectare of urban development which is not dwelling house development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares.

2.1.2. Given the size of the Site, nature and scale of the Proposed Development and the surrounding environmental resources, it was agreed that an EIA Screening Opinion would not be sought. A decision was made by the client team to submit a Voluntary ES in support of the planning application.

2.1.3. An EIA Scoping Request was submitted to Cambridge City Council and South Cambridgeshire District Council in August 2016. A formal EIA Scoping Opinion was received in October 2016, which included feedback on consultation with relevant statutory and non-statutory consultees. The Scoping Opinion was used as the initial basis for the identification of issues to be included in the EIA.

2.1.4. In light of the EIA Scoping Opinion, the following environmental topics have been included:

- Landscape and Visual Impact;
- Ecology and Nature Conservation;
- Archaeology and Cultural Heritage;
- Traffic and Transport;
- Noise and Vibration;
2.1.5. The assessment process for each environmental topic was undertaken in line with topic specific legislation, relevant planning policy and guidance documents. The significance of likely environmental effects and proposed mitigation to reduce these effects is outlined in detail in the ES. Residual effects taking account of mitigation measures are also identified.

2.1.6. Consultation has been undertaken with a range of prescribed and non-prescribed consultees as outlined in each chapter of the ES.

2.1.7. A cumulative assessment has been prepared as required by the EIA Regulations. The cumulative assessment considers the cumulative effects of the Proposed Development in combination with other reasonably foreseeable developments located within the surrounding area.

2.1.8. In addition, the ES includes a description of the ‘inter-relationships’ between various topics, setting out how the particular topic areas have influenced, or have been informed by other environmental topics.

**Environmental Statement**

2.1.9. The ES comprises of the following documents:

- Volume I Non-Technical Summary (this document): This summary provides a brief description of the Proposed Development, a broad summary using non-technical language of significant environmental effects likely to arise and mitigation measures identified to reduce those effects;
- Volume II [Environmental Statement](#) Text and Figures: The full text of the ES and supporting figures covering all topic areas identified through the EIA
Scoping process. Each topic is covered in a separate chapter as set out in the contents list; and

- Volume III Technical Appendices: This volume includes all technical data required to support the assessment conclusions set out in Volume II.
3.0 Description of Proposed Development

3.1.1. The Proposed Development, as shown on the illustrative masterplan at the end of this document, will be a sustainable mixed-use neighbourhood on the eastern fringe of Cambridge. It will comprise the following types and quantum of development:

- Up to 1,200 dwellings of mixed type and tenure, including up to 90 bed spaces for senior living. Up to 40% of the total number of dwellings will be delivered as affordable housing. There will be a mixture of houses and apartments, including 1 and 2 bed apartments, in addition to 2, 3 and 4 bed houses;
- A 2 Form Entry (FE) primary school, including a sports field;
- A 6 FE secondary school, which will include 4ha of sports pitches;
- A Local Centre with flexible floor-space for a range of uses;
- A road connecting Coldhams Lane with Cherry Hinton Road/Gazelle Way;
- Three points of access onto Coldhams Lane, Cherry Hinton Road and Airport Way;
- Approximately 11 ha (or 27 acres) of public open space to include outdoor sports, informal open space, allotments and children’s/teenager’s play area; and
- A sustainable surface water drainage system and surface water flood compensation works as an integral part of the green infrastructure.

3.1.2. The green infrastructure strategy provides an attractive landscape framework of public open space and ecological habitats. It will include a series of linear parks, pocket parks, areas of formal play along with allotments or community gardens. The mixture and distribution of these spaces will provide an integrated and connected network of green infrastructure within the Proposed Development.

3.1.3. Overall, the Proposed Development is envisaged as a vibrant, high quality and distinctive new neighbourhood, to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole. The Proposed Development will be an integrated and well-
connected neighbourhood that is in harmony with its natural setting. The illustrative masterplan is included at the end of this report.
4.0 Landscape and Visual Impact

4.1.1. A Landscape and Visual Impact Assessment (LVIA) has been undertaken to assess the impact of the Proposed Development on the existing landscape and visual environments. The LVIA assesses the sensitivity of the landscape and visual environment to change; describes the key landscape and visual related aspects of the Proposed Development; describes the nature of the anticipated change upon both the landscape and visual environments; and assesses the magnitude and significance of the changes during construction and operation.

4.1.2. The Site is situated in close proximity to the northern edge of Cherry Hinton, comprising a number of arable fields. The Site contains a limited number of internal field boundaries and drainage ditch, which runs broadly south to north along the Site’s western boundary before crossing the southern-central part of the Site. Vegetation is more prevalent along the route of the drain and around the edges of the small fields that adjoin the northern edge of Cherry Hinton. The southern boundary of the Site is also generally vegetated, save for some gaps along the north-eastern and south-eastern boundaries. The wider context of the Site (to the north, west and south) consists of the developed area of Cambridge Airport (CA) and of Cambridge City, alongside the main transport routes of the A1303 and A14.

4.1.3. The Proposed Development is supported by a comprehensive landscape strategy, which seeks to retain and enhance existing landscape features and create new green infrastructure. This will help integrate the development within the landscape, whilst improving biodiversity and creating opportunities for recreation. The LVIA has been a key influence on the overall landscape strategy for the project, and much of the proposed landscape and visual mitigation is embedded into the scheme design. Key measures include retention and enhancement of existing boundary vegetation; planting of new native hedgerow along the western boundary and gapping up of existing hedgerows along Cherry Hinton Road; and creation of new open space and green infrastructure across the Site, comprising new areas of grassland, meadow, coppice and orchards, along with new trees and hedgerows.
Potential Landscape and Visual Effects

Landscape Character Effects

4.1.4. In relation to landscape effects, the entire Site lies within the extent of the landscape character area Chalklands, as identified in the ‘Cambridgeshire Landscape Guidelines’ (1991).

4.1.5. This is described as a generally open, large-scale arable landscape, although the study notes the urbanising influence of settlement. The Site itself exhibits the arable farmland characteristics of the wider area, but is heavily influenced by the surrounding settlement and built context of the Cambridge Airport, Cherry Hinton, Cambridge City and Teversham.

4.1.6. Effects on landscape character would be largely confined to within the Site itself and its immediate context, resulting from the change of use from farmland to built development. However, new development in this location would not be a new or uncharacteristic feature within this urban fringe landscape. Furthermore, the retention of the majority of the Site’s fabric, combined with the comprehensive landscape strategy, would help integrate the development into the landscape and retain features that contribute positively to the landscape character.

4.1.7. Effects on landscape character would reduce with distance from the Site, and beyond approximately 200m it is considered that there would be no discernible change to landscape character.
Visual Effects

4.1.8. In relation to visual effects, the Site is generally well contained by a combination of built form and much more extensive vegetation cover. Field boundaries are typically formed from mature and well-established hedgerows with frequent hedgerow trees; and there is extensive tree, hedge and shrub vegetation cover within and on the edges of nearby settlements such as Cherry Hinton, Teversham, Fulbourn and Cambridge City.

4.1.9. Visual effects would therefore be relatively contained and localised, with the most affected receptors located within or immediately adjacent to the Site where there would be relatively open views of the Proposed Development. This includes views from the PRoW between March Lane and Airport that crosses the Site; views from the southern section of Airport Way, along the Site’s eastern boundary; and views from Coldhams Lane, immediately to the south-west of the Site. The proposed landscape strategy, which includes new planting along the Site boundaries and within the Site, would filter views of development over time and help integrate the scheme into the landscape.

4.1.10. From Cherry Hinton itself Site observations have confirmed that visual effects would generally be limited to the northern edge of the settlement, in locations such as Teversham Drift, March Lane, Reilly Way and Church End, to the immediate south of the Site. From these locations, views of the Proposed Development would generally be filtered by existing garden, roadside and field boundary vegetation. From more elevated locations in the surrounding landscape, such as around Fulbourn and Wandlebury Country Park, there will be longer distance views of the Proposed Development, but it will be seen in the context of the existing urban area and will not be prominent in the view.

Lighting

4.1.11. The Site is located adjacent to the existing residential edge of Cherry Hinton. Ambient illumination within the landscape comprises that from residential properties within Cherry Hinton, Cambridge Airport and the nearby city of Cambridge. The Site falls within two Environmental Zones, E2 which is typical of a
rural area with low district brightness and E3 Suburban, consisting of medium
district brightness due to light obtrusion from the existing settlement area.

4.1.12. It is expected that once the development is operational, the Site will include new
sources of artificial lighting into the area, such that the Site will be characterised as
Environmental Zone E3 – Suburban. A range of proposed measures will be
implemented within the Proposed Development to reduce light pollution.

4.1.13. With the implementation of these measures, new lighting sources can be suitably
controlled and that any potential night-time effects to landscape character and
visual amenity would not exceed the effects already identified.
5.0  Ecology and Nature Conservation

5.1.1. An assessment on Ecology and Nature Conservation has been undertaken in the context of national planning policy and guidance, local planning policy, UK wildlife and animal welfare legislation, and consultation with Natural England, SCDC and CC. It follows good practice guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2018).

5.1.2. Baseline information was obtained from a series of ecology surveys carried out within the Site in 2016 and 2017. This included extended phase 1 habitat, botanical, bat activity, bat emergence/return to roost, aerial inspection of trees with bat roosting potential, water vole, winter bird and breeding bird surveys. Previous ecology survey work undertaken at the Site between 2013 and 2015 was also reviewed as part of the desk-study carried out.

5.1.3. The Site primarily supports semi-improved grassland, improved grassland and arable fields. It also supports smaller areas of unimproved neutral grassland, broadleaved woodland and amenity grassland. Roads, hedgerows, scrub, drainage ditches and trees are present on field and Site boundaries.

5.1.4. Two non-statutory designated sites are located partly within the eastern part of the Site. These are Airport Way Roadside Verge County Wildlife Site and Teversham S38 Protected Road Verge. A third non-statutory site (Teversham Drift City Wildlife Site) adjoins part of the Site boundary to the south.

5.1.5. Opportunities for nesting birds within the Site are primarily associated with the hedgerows, trees and woodland for typical farmland and woodland species. The arable fields and semi-improved grassland provide habitat for ground nesting bird species such as skylark.

5.1.6. The bat activity survey recorded at least seven species of bat within the Site. The majority of bat passes were recorded next to field boundary features within and on the periphery of the Site, including drainage ditches, hedgerows and woodland edge habitats. Very little activity was recorded in open arable fields or semi-improved grassland areas. There were no bats recorded emerging or returning to roost within
trees identified to have bat roosting potential, or the buildings. The aerial inspection of trees identified as having bat roosting potential did not record any evidence of bats roosting at the time of the survey.

5.1.7. A low population density of water vole was recorded in drainage ditches within the Site, with a medium population density recorded within the drainage ditches to the north of the Site.

5.1.8. Ecological mitigation, including avoidance, compensation and enhancement measures are incorporated into the design of the Proposed Development. An offsite mitigation strategy will be implemented to compensation for the impact on breeding birds associated with arable and semi-improved grasslands habitats within the Site, this will include the creation of 10 skylark plots and along with specific management regimes of the field margins and hedgerows. In addition, the mitigation and safeguarding measures incorporated into the design, a net gain of habitat and positive impact for hedgerows, species-rich grassland and water vole will result from the Proposed Development. This will be achieved through the provision of new species-rich hedgerow (a Habitat of Principal Importance), species-rich grassland, and drainage ditch that will be of greater habitat suitability for water vole. Given that the impacts on these receptors will be positive no negative cumulative impacts are considered likely to occur as a result of the Proposed Development.

5.1.9. The Proposed Development also includes the installation of new nesting and roosting features for birds and bats. The habitats retained and created within the Site will be managed positively to deliver biodiversity benefits in the long term.

5.1.10. No residual effects that are significant in terms of national or local panning policy are anticipated.

5.1.11. The Proposed Development will result in a change in biodiversity value at the Site. To ensure there is not net loss of biodiversity value as result of the Proposed Development, the Applicants will support CCiC in the creation and/or enhancements of habitats offsite.
5.1.12. Given the mitigation, enhancement and precautionary compliance measures incorporated into the Proposed Development, it is considered that the Proposed Development conforms to relevant national and local planning policy and relevant wildlife legislation.
6.0 Archaeology

6.1.1. An assessment of the Proposed Development on Archaeology has been undertaken in accordance with Historic England Guidance and guidance from the Historic Environment Team at Cambridgeshire County Council.

6.1.2. The desk based survey identified a number of Designated Heritage Assets located within the surrounding area, including two Scheduled Monuments and a number of Listed Buildings (one Grade I, one Grade II* and 11 Grade II). The assessment concluded that the Proposed Development would not have any physical environmental effects on these designated heritage assets.

6.1.3. A geophysical survey and trial trench evaluation on the Site itself has been undertaken. The results of the site surveys have established that there is a significant extent of below ground archaeology across the Site, ranging in date from the Neolithic to the Post-medieval period.

6.1.4. The Proposed Development would result in the loss and damage to the below ground archaeology, where preservation in-situ cannot be achieved. Therefore, a programme of archaeological excavation within the Site will take place as a condition of any planning permission as agreed with the County Council’s archaeological advisors. The programme of archaeological works will be undertaken in accordance with a Written Scheme of Investigation to be agreed with the Historic Environment Team at Cambridgeshire County Council.
7.0 Traffic and Transport

7.1.1. An assessment of the Proposed Development on Traffic and Transport has been undertaken. This assessment has considered both the construction and operational phases of development and has been prepared in accordance with recognised guidance. The assessment has considered the traffic and transport effects of the Proposed Development on all roads that are expected to see a significant change in traffic volume or composition as a result of the Proposed Development.

7.1.2. An existing public right of way (footpath) runs through the Site in a north to south direction. In addition, a number of local pedestrian and cycle links and strategic cycle links are located within the surrounding area.

7.1.3. The Site is well located with respect to the existing Citi 1 service, although bus provision on Coldhams Lane to the south is very limited with only one return service per day.

7.1.4. During the construction phase, the assessment indicates that the additional construction traffic would not have a significant effect on users of the surrounding roads. Furthermore, the construction-related effects will be temporary in nature. There are no hazardous loads anticipated to arise during the construction phase.

7.1.5. A Construction Environmental Management Plan (CEMP) will be approved prior to construction commencing and implemented throughout the construction process. The CEMP will set out construction-traffic mitigation measures, including routing that will be implemented during the construction phase.

7.1.6. The assessment concludes that through the implementation of embedded mitigation within the design, such as the provision of a new through-route for vehicles, and traffic-free pedestrian and cycle links, there would be no traffic-related residual environmental effects associated with the Proposed Development. There would be beneficial effects on Pedestrian Amenity for users as a result of a new shared footway/cycleway along Coldhams Lane, widening of the existing footway /cycleway along Airport Way, Gazelle Way & Chery Hinton Road as well as reduced traffic flows on Coldhams Lane and Teversham Drift.
8.0 Noise and Vibration

8.1.1. An assessment of the Proposed Development on Noise and Vibration has been undertaken, which considers the suitability of the existing noise climate across the Site for the proposed use and noise and vibration effects resulting from the construction and operation of the Proposed Development. No sources of vibration were found to be close enough to the Site to generate perceptible levels and as such, a vibration assessment has been scoped out.

8.1.2. The noise climate across the Site is influenced by three main noise sources: road traffic, airborne aircraft and aircraft maintenance/repair and overhaul operations at Cambridge Airport. The contribution from each of these sources was determined and the suitability assessed against appropriate criteria for the character of noise. The overall level of noise from all sources was determined and assessed for the suitability of the proposed use. The assessment for suitability of use has been considered against Lowest Observed Significant Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL).

8.1.3. Some areas of the Proposed Development would be exposed to levels of noise above LOAEL and would require mitigation. The types of measures that may be required include the standard of masonry construction and specification of glazing. Mechanical ventilation may be required to ensure internal air flow without compromising internal noise levels.

8.1.4. The noise levels at the location of the proposed secondary school are currently at the upper end of acceptable and it is possible that for some periods of the day noise levels would exceed this limit. A noise bund is proposed along part of the eastern site boundary with Airport Way, which would reduce noise levels within outdoor teaching areas to an acceptable level. The noise levels at the location of the proposed primary school are currently within an acceptable range as the proposed residential buildings will act as an acoustic screen.

8.1.5. Noise levels within the proposed amenity spaces vary. Some well-screened areas would experience an acceptable level of noise whilst other amenity spaces would be
exposed to slightly higher noise levels, which are better suited to nosier and group activities.

8.1.6. Overall, the noise climate across the site is considered appropriate for the Proposed Development.

8.1.7. Potential noise effects on existing receptors during the construction and operational phases have been identified and assessed against relevant criteria. Construction-related noise generated within the Site would result in a temporary minor significant effect at the nearest residential units to the Site and within any occupied dwellings within the Site. The Proposed Development would have a negligible impact on road traffic noise during the operational phase.
9.0 **Air Quality**

9.1.1. An assessment of the effects of the Proposed Development on Air Quality and Odour has been undertaken in accordance with industry best practice and guidance.

9.1.2. The construction works have the potential to cause nuisance through dust soiling. In order to control the impacts of dust it will be necessary to implement the measures set out within the Construction Environmental Management Plan to minimise dust emissions during the construction phase. With these measures in place, it is expected that any residual effects during the construction phase would not be significant.

9.1.3. The additional traffic generated by the Proposed Development during the construction phase has been considered. The assessment has demonstrated that the impacts will be negligible at all existing properties along the local road network.

9.1.4. The effects of local traffic on the air quality for the existing residents of Cherry Hinton and the future users of the Proposed Development have been shown to be acceptable, with concentrations below the air quality objectives.

9.1.5. The effects of odour associated with Cambridge Airport have been considered through the preparation of an Odour Risk Assessment and field odour surveys (sniff tests). Overall, it has been identified that Cambridge Airport will not result in any odour emissions at the Proposed Development.
10.0 **Water Resources**

10.1.1. An assessment of the effects of the Proposed Development with regard to flood risk and water resources has been undertaken.

10.1.2. A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared in accordance with national planning guidance. A Surface Water Drainage Scheme incorporating sustainable urban drainage measures will ensure that future users of the Proposed Development will be adequately protected from flooding, whilst not increasing the risk of flooding elsewhere.

10.1.3. A range of mitigation measures, delivered through the [Construction Environmental Management Plan](#), surface water drainage strategy, flood compensation works, and offsite reinforcement works have been identified. The surface water drainage strategy will result in a reduction in runoff to the existing watercourse and drainage ditch along Airport Way for all events above 1 in 2 years. This offers a potential benefit to areas downstream that may have previously received runoff from the Site during extreme rainfall events, either through overland flow or from the existing watercourse.

10.1.4. The surface water drainage measures incorporated within the Proposed Development, such as swales, urban rills and attenuation basins will reduce water-related environmental effects to an acceptable level.
11.0 Ground Conditions

11.1.1. The current land use across the Site is predominately agricultural land, with the western extents consisting of non-operational land associated with Cambridge Airport. A fire training area is located off-site to the north of the Site, around which are a number of structures and an area used for aircraft storage. Historical land uses of significance include on-site and off-site fire training areas, mineral workings, and landfill facilities.

11.1.2. The geology comprises localised areas of Made Ground overlying West Melbury Marley Chalk Formation. Visual, olfactory and laboratory evidence of localised soil contamination have previously been recorded on-site. Groundwater (a Principal Aquifer) is recorded from a shallow depth beneath the Site, and marginally elevated concentrations of hydrocarbons (associated with fuels) have been recorded locally in samples collected during site investigation works. Surface water samples collected from drainage channels within the Site contain elevated concentrations of dissolved metals and PFOS (a constituent of firefighting foams). Concentrations of carbon dioxide and methane gas have generally been recorded and the concentrations do not pose a constraint to development.

11.1.3. An assessment of potential impacts from ground conditions upon the Proposed Development and vice versa has revealed there is potential significant effects to human health (construction workers and future site users) and groundwater that require mitigation or remedial action in order to reduce the effects to an acceptable level (Minor Adverse or better). Further delineation of ‘hotspots’ of soil and groundwater contamination will be undertaken along with further groundwater and surface water monitoring to continue to assess the Site conditions. Following completion of further delineation investigations and continued monitoring, a detailed sitewide remediation strategy will be prepared and agreed with the regulators that will set out details of remediation works required to manage the identified risks to the relevant receptors. The remediation work along with the measures set out in the Construction Environmental Management Plan during the construction phase, there are not considered to be any residual effects that are considered unacceptable with respect to ground conditions.
12.0 Socio Economics

12.1.1. The socio-economic assessment considers the effects that the Proposed Development would have on employment (labour market), education (increased demand on school places) and social/community infrastructure (GP surgeries, dentists etc.). In addition, it focuses on the potential beneficial effects on the local economy in terms of income, additional spending and job creation.

12.1.2. The assessment complies with HM Treasury Green Book Guidance for economic appraisals and uses publicly available trusted data sources.

12.1.3. The baseline review demonstrates adequate existing labour market, school, and social and community infrastructure capacity to absorb the demand for school places, GPs and other services and amenities. Additional school places through the provision of a primary and secondary school will be provided as part of the Proposed Development.

12.1.4. The socio-economic assessment shows the Proposed Development will have a number of beneficial effects including the creation of construction-related employment and apprenticeships, providing additional council tax contributions and increasing expenditure on local leisure and retail related jobs.

12.1.5. The Proposed Development is expected to create 153 permanent construction jobs and contribute £41.2 million to the local economy during the construction phase of the Proposed Development.

12.1.6. Beneficial employment effects can be enhanced through linkages with job centres, colleges, employability programmes and engagement with local construction firms and other supply chain companies. The assessment does not identify any significant negative effects that require specific mitigation.

12.1.7. The operational phase of the Proposed Development is expected to contribute to an uplift of £8.9 million per annum in resident leisure spend, which could support approximately 277 full time retail and leisure jobs in the study area.
12.1.8. The proposed 2 form entry primary and 6 form entry secondary schools will meet the educational demands of the Proposed Development and the growing demand within the catchment area.

12.1.9. Open space provision within a 2km study area, increases as a result of the Proposed Development (+6%) as the Proposed Development maintains high levels of provision of informal space, allotments, and children and teenagers play space. Provision in these categories continues to exceed Cambridge City Council Standards.
13.0  **Agricultural Land Use**

13.1.1. An assessment of the effects of the Proposed Development with regard to Agricultural Land Use has been undertaken. The Proposed Development will result in the loss of 41 hectares of “best and most versatile agricultural land” and will affect two farming businesses. The loss of agricultural land is considered a moderate adverse effect. It should be noted that the loss of agricultural land would have been considered during the site allocation process within the draft Cambridge City and South Cambridgeshire Local Plans Each.

13.1.2. The farming businesses occupy the land on a short-term contract farming arrangement. Due to the temporary nature of these contracts, the effects of the Proposed Development on the farming businesses use will not be significant.

Other important features which soils provide, including drainage and maintaining solution pathways, supporting ecosystems and providing green areas for communities to use and enjoy can be maintained during the construction and operational phase by implementing the measures set out in the “*The Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*” guidance.
14.0 **Built Heritage**

14.1.1. A Built Heritage assessment has been undertaken in accordance with Historic England Guidance, and has considered the potential for effects on designated heritage assets within 1 km of the boundary of the Site, principally within the historic centres of Teversham and Cherry Hinton.

14.1.2. The Site was historically part of the agricultural land divided between the two settlements, which is now dominated by the airport and severed by Airport Way. The Site is now the open landscape characteristic of modern agriculture and the only historic components surviving are the section of the unnamed watercourse draining north and the fragmentary surviving enclosure field boundaries. The Site contributes little to the heritage assets in the study area, because of the loss of the historic and functional aspects of the agricultural landscape, although it is still of value for the separation of the settlements. Thirteen built heritage assets have been identified within 1 km of the Site, the being within the Church End area of Cherry Hinton.

14.1.3. The Proposed Development will not change any of the characteristics or contribution of the setting of any of the assets within the study area or reduce the impression of separation of the historically distinct settlements.
15.0 **Cumulative Assessment**

15.1.1. In accordance with the EIA Regulations, the EIA has considered the cumulative effects of the Proposed Development in combination with the environmental effects of other developments on sensitive receptors.

15.1.2. The cumulative assessment has considered major developments, which have a reasonable prospect of coming forward before or at the same time as the Proposed Development and are located within the following wards/parishes that immediately surround the Site including: Milton Ward, Horningsea, Stow cum Quay, Fen Ditton, Abbey, Romsey, Coleridge, Cherry Hinton, Fulbourn and Teversham.

15.1.3. In total 18 developments were identified in the cumulative site search within the wards/parish listed above. The list of developments was agreed with Cambridge City Council.

15.1.4. A review of the cumulative developments was undertaken for each of the environmental topics within the ES and no additional adverse significant effects were identified. It is considered that the cumulative developments would have a beneficial impact in terms of the improved understanding of below ground archaeology within the area. The Traffic & Transport, Noise & Vibration and Air Quality modelling have considered the increase in vehicle movements associated with the cumulative developments and concluded that no significant adverse effects would occur as a result.
1. Gateways to the proposed development from Airport Way and Coldhams Lane

2. A new park on north west edge will be accessible to both new and existing residents and will provide a range of outdoor activity areas

3. Multi-functional play areas incorporating drainage features

4. A new primary street following an east / west route running through the community hub and public squares

5. A new community hub, amenity shops and cafe along the primary street (use of land subject to on-going discussions)

6. A new secondary school with a landmark building. New community sports fields will be shared by secondary school use and residents

7. A new primary school with associated playing fields

8. Green walk - A network of pocket parks and green fingers will thread their way through the new neighbourhood and provide the opportunity for circular walks

9. Linking neighbourhoods - Connection with Cherry Hinton & Taversham - a public right of way connecting the two neighbourhoods will be retained and enhanced

10. Cycle network - New cycle network and linkages through the development and parks offering better connectivity to Cambridge city centre

11. Adornments

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