



Greater Cambridge Partnership

CAMBRIDGE EASTERN ACCESS

Newmarket Road Park and Ride Site Selection
and Appraisal Report





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Report

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EXECUTIVE SUMMARY

This report summarises WSP's reasoned approach to the identification and appraisal of potential site location options for a new 2,000 space Park and Ride (P&R) facility along the A1303 Newmarket Road corridor, between Airport Way and Junction 35 of the A14.

This report supersedes the previous P&R site identification and appraisal work undertaken by Tetra Tech reported in the Strategic Outline Business Case (April 2021) and is informed by potential sites identified in the Cambridge Eastern Access (CEA) public consultation carried out in December 2021.

There is an existing P&R facility located on the north side of Newmarket Road, west of the Airport Way roundabout. The GCP are seeking to expand the P&R facility to 2,000 spaces and potentially accommodate additional bus services to support the 'Making Connections' bus strategy. As a result, a site identification and appraisal process has been undertaken to identify broad sites along the A1303 that could accommodate an expanded P&R facility.

This report demonstrates that a reasoned 'P&R Area of Search' has been identified that recommends that the facility is located on Newmarket Road (between Airport Way and Junction 35 of the A14) resulting in the requirement for a Green Belt location.

Within the 'Area of Search', a long list of 12 site locations were identified and a proportionate appraisal was undertaken to discount locations that were too small, restricted by adopted Local Plan planning policies or located in close proximity to sensitive environmental receptors.

This sift resulted in a short list of five location options for the P&R facility. A multi-criteria appraisal (MCAF) of the remaining sites was then undertaken using publicly available data. Importantly, the short list appraisal considered the potential harm to the Green Belt considered against the policy test set out in National and Local Planning Guidance. This is set out in WSP Green Belt Appraisal Report, which should be read in conjunction with this report.

The MCAF has been used to inform a final comparative analysis that considered the relative merits of each site and applied professional judgement to reach a recommendation on the preferred site. The final conclusions of this P&R site selection appraisal are:

- The Newmarket Road P&R facility requires a Green Belt location;
- The existing site should be relocated and expanded to a site east of Airport Way;
- All five short listed sites are capable of accommodating a P&R facility;
- On balance, Site P1 (east of Airport Way) is recommended as the preferred site to accommodate the P&R facility and should be located within the northern land parcel.
- Site P2 (south of Newmarket Road) and P3 (High Ditch Road) are ranked second and third due to being located further from Cambridge, the potential for higher environmental impact (P2) and higher level of harm to the Green Belt (P3); and
- Site P10 and P11 (North of Junction 35 of the A14) are the least preferable due to being the furthest from Cambridge (slowest bus and cycle times and highest bus priority infrastructure requirements) and increased concerns regarding environmental impacts to existing Stow-cum-Quy residents.

1 INTRODUCTION

1.1 CAMBRIDGE EASTERN ACCESS PROJECT

1.1.1. WSP has been appointed by the Greater Cambridge Partnership (GCP) to take forward the Cambridge Eastern Access (CEA) programme which comprises the following projects:

- Phase A: Improvements to walking, cycling and public transport infrastructure on Newmarket Road (Elizabeth Way to Airport Way) and the **relocation of the existing Park and Ride site**;
- Phase B: A high quality public transport route (HQPT) through the Cambridge Airport site; and
- Longer-term upgrades to the Cambridge to Newmarket rail line.

1.2 THE PURPOSE OF THIS REPORT

- 1.2.1. The purpose of this report is to set out WSP's proportionate approach to the identification and appraisal of alternative sites for the Newmarket Road Park and Ride (P&R), and the conclusions regarding site selection. This report sets out the site identification and selection methodology that has been applied, the P&R sites that have been identified, the appraisal results using a bespoke Multi-Criteria Appraisal Framework (MCAF) and the appraisal recommendations.
- 1.2.2. This report should be read in conjunction with WSP's Strategic Green Belt P&R Site Appraisal Report which sets out an appraisal of the short-listed sites against the National and Local tests set out in the National Planning Policy Framework (NPPF) and South Cambridgeshire District Council (SCDC) Local Plan.

REPORT OUTCOMES

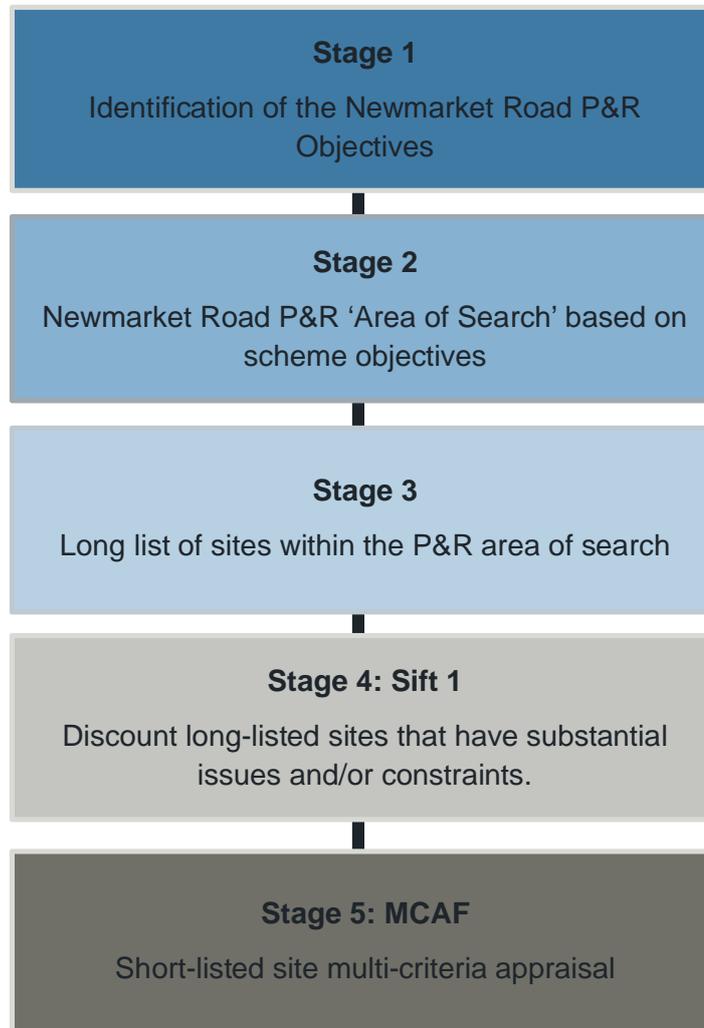
1.2.3. The main P&R outcomes demonstrated in this report are:

- 1 Requirement for a Green Belt Location
- 2 Requirement for a location along the A1303 Newmarket Road corridor
- 3 Identification of a Long List of potential P&R site locations
- 4 Identification of a Short List of potential P&R site locations
- 5 Requirement to relocate the P&R rather than redevelop the existing site
- 6 Recommended preferred site(s)

1.3 METHODOLOGY OVERVIEW

1.3.1. The flow diagram presented in Figure 1-1 provides an overview of the methodology that has been followed to identify and appraise a long list of potential P&R site options.

Figure 1-1 – P&R Option Identification and Appraisal Process



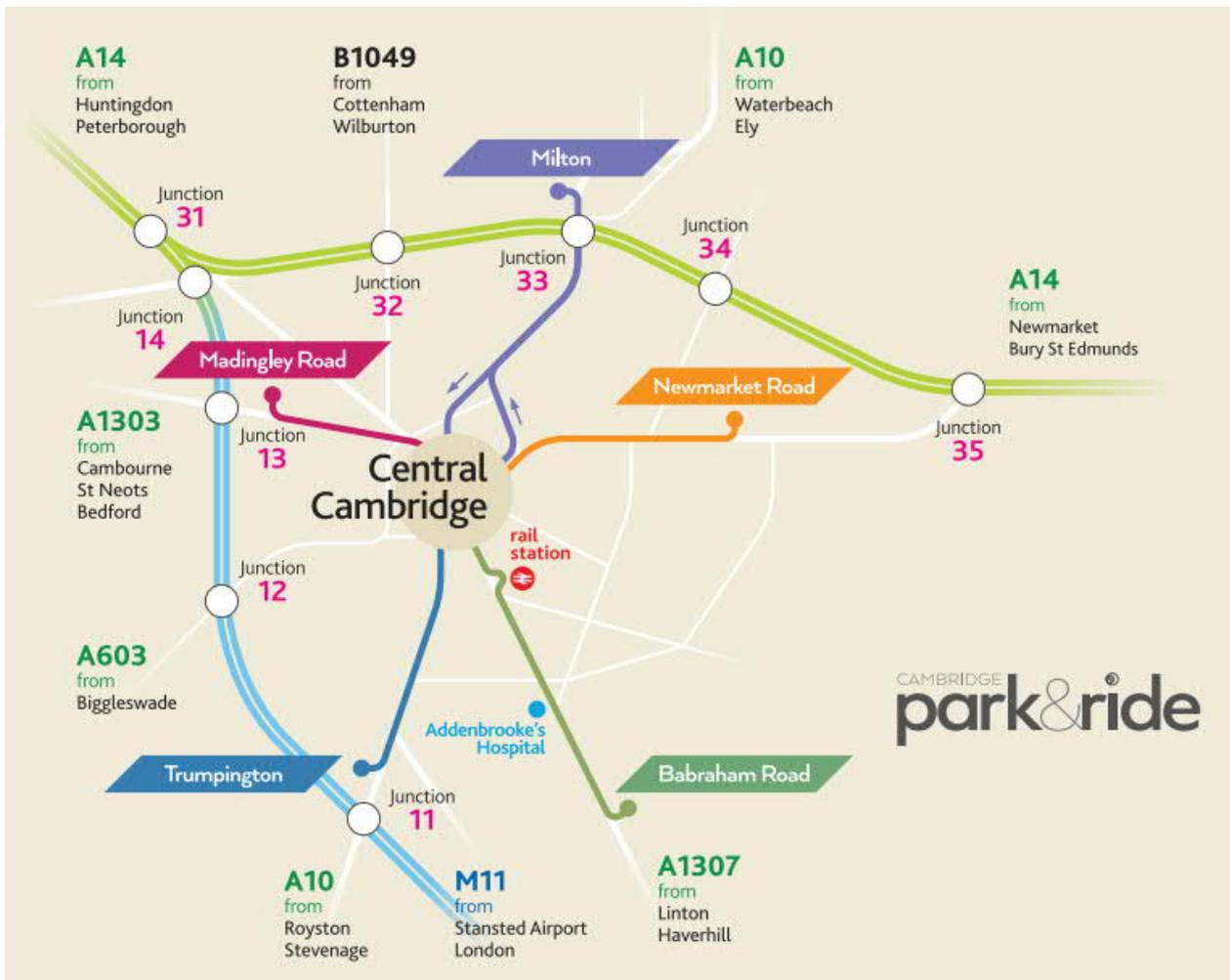
1.3.2. The methodology that has been developed and applied in this report followed a series of logical and informed stages as follows:

- **Stage 1:** Identification of a set of Newmarket Road P&R specific objectives;
- **Stage 2:** Application of the scheme objectives to identify a P&R site 'area of search';
- **Stage 3:** Identification of a long list of potential P&R sites within the 'area of search';
- **Stage 4:** An initial sift to discount any sites that are impacted by key environmental constraints, significantly conflict with planning policy and do not provide sufficient operational space; and
- **Stage 5:** A multi-criteria appraisal of the remaining short-listed sites, including a strategic Green Belt Impact Assessment to identify a preferred site(s).

1.4 ROAD PARK AND RIDE OVERVIEW

1.4.1. The Newmarket Road P&R site forms one of five P&R sites (Figure 1-2) located on key radial routes into Cambridge to intercept movements from the north, south, east and west of the city respectively. The P&R sites are a key and well-established component of the Cambridge and South Cambridgeshire Transport Strategy.

Figure 1-2 – Cambridge Park and Ride Sites



Source: <https://cambridgeparkandride.info/contact.shtml>

1.4.2. It is important to recognise that the term ‘Park and Ride’ has been historically used due to the prominence of car-based travel to the sites to then catch a frequent bus service into the city and other key destinations. However, it is important to recognise that the P&R sites in Cambridge are also used for ‘Park & Stride’ and ‘Park & Pedal’, where site users complete their journey to destinations in Cambridge on foot, bicycle or shared e-scooter respectively.

1.5 STRUCTURE OF THIS REPORT

1.5.1. The remainder of this report is structured as follows:

- Chapter 2 – provides a description of the existing Newmarket P&R facility and the parameters adopted for the relocated facility to inform the site selection process;
- Chapter 3 – provides a summary of previous work on the relocation of the Newmarket Road P&R facility and feedback received from the Concept Design public consultation;
- Chapter 4 – sets out relevant planning policy that has been used to inform the identification and appraisal of potential P&R sites;
- Chapter 5 – sets out the adopted ‘area of search’ within which the P&R site is to be located;
- Chapter 6 – sets out the approach applied to identify the long-list of potential P&R sites within the area of search and the results of the initial sift to identify a short-list;
- Chapter 7 – sets out the appraisal results of the short-listed P&R sites; and
- Chapter 8 – provides the study conclusions and recommendations.

2 NEWMARKET ROAD PARK AND RIDE

2.1 INTRODUCTION

2.1.1. The purpose of this chapter is to provide a description of the existing Newmarket Road P&R including the site location, access arrangements, parking facilities, bus services and site ownership details. This chapter also sets out the key requirements of the Newmarket Road P&R which have been used to inform the relocation site identification and selection process described in Chapter 6.

2.2 EXISTING SITE

SITE LOCATION AND SURROUNDING LAND USE

2.2.1. The existing Newmarket P&R site is located on the A1303 Newmarket Road, approximately 625 metres west of the Airport Way junction (Figure 2-1). The site is immediately surrounded on its eastern, western and northern boundaries by a belt of woodland and to the south by Newmarket Road.

Figure 2-1 – Newmarket Road P&R Site Location



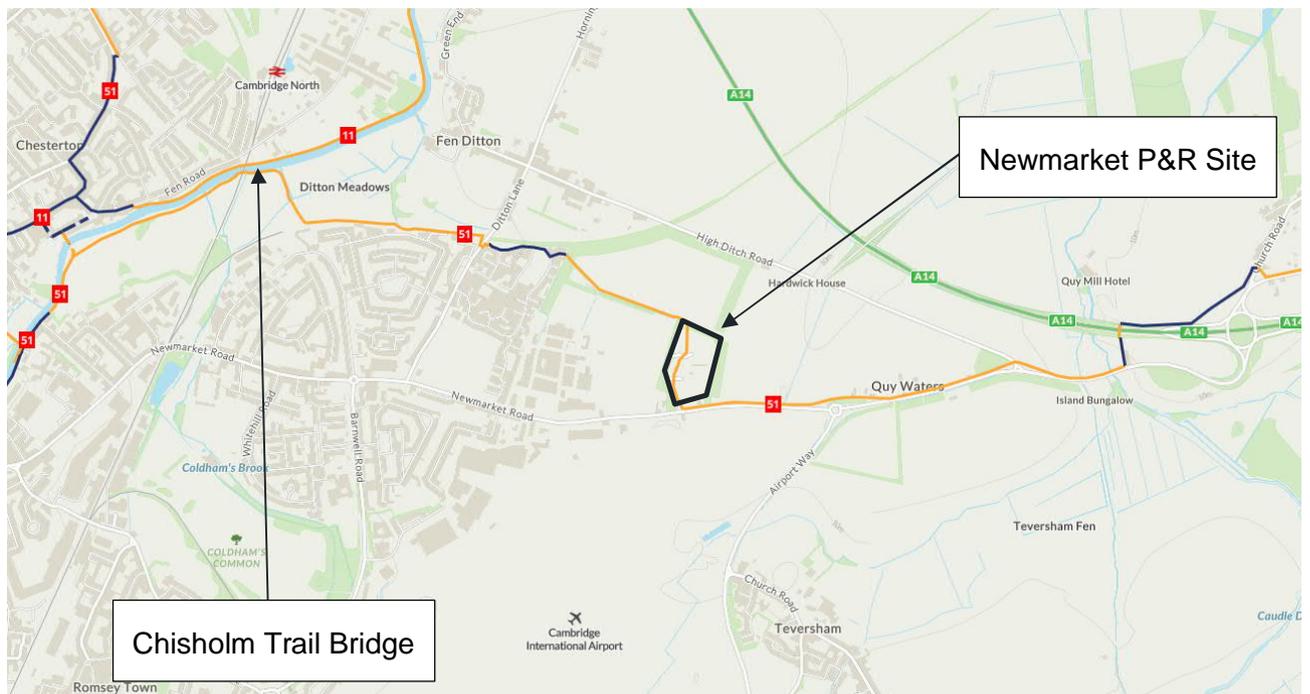
2.2.2. Within the P&R site (inside the wooded boundaries) is the Marshalls Aero Academy, a training facility of Marshalls staff and the Cambridge Ice Arena, an indoor ice rink. The Marshall Aero Academy is accessed via its own segregated access with Newmarket Road which also provides staff and delivery access to the Ice Arena. Public access to the Ice Arena is via the P&R access arrangements described below, with public users of the Ice Arena parking within the P&R car park.

2.2.3. Beyond the immediate wooded boundaries, the P&R is surrounded on its northern and western sides by the Marleigh residential-led development, which is currently being built-out and occupied. To the east the site is surrounded by green fields and to the south by Cambridge Airport.

SITE ACCESS

- 2.2.4. The main access to the P&R site is via a signal-controlled T-Junction with Newmarket Road. The signal-controlled access provides the sole vehicular access and egress to the P&R site, and therefore accommodates both P&R buses as well as site user vehicle movements. From the east, Newmarket Road has a dedicated P&R vehicle access lane from the Airport Way junction to the main site access, providing priority access over any nearside queuing traffic heading westbound along Newmarket Road.
- 2.2.5. In addition to the site main entrance, the P&R will provide direct access into the adjacent Marleigh development via a walk and cycle access adjacent to the internal roundabout. This link will provide direct access to the Marleigh local centre which will include a range of shops and a primary school.
- 2.2.6. Along the northern boundary of the site, a walk and cycle access is provided that forms part of the National Cycle Network (NCN) Route 51, routing locally from Newmarket to St Ives along the Cambridge Guided Busway.
- 2.2.7. Figure 2-2 shows that NCN 51 routes off-road along the northern side of Newmarket Road, through the existing P&R site, before continuing west towards central and northern Cambridge via a surfaced route alongside the river Cam and via the new Chisholm Trail, Green Dragon and Riverside bridges respectively.

Figure 2-2 – National Cycle Network 51



Source: <https://www.sustrans.org.uk/national-cycle-network/>

- 2.2.8. The presence of NCN 51 routing through the existing P&R site encourages ‘Park and Pedal’ and ‘Park and Stride’ by some existing users. These are site users who park on-site and then continue their journey to their destination on foot or by active travel modes including bicycle (transported in their vehicle or stored at the P&R) or other micro-mobility modes.

PARKING PROVISION AND FACILITIES

2.2.9. Based on information provided on the dedicated Cambridge P&R website (<https://cambridgeparkandride.info/newmarketroad-about.shtml>) accessed in March 2022, the existing P&R provides:

- 873 car parking spaces
- 8 Parent and Child spaces;
- 15 Disabled spaces;
- 60 cycle parking spaces; and
- 42 Secure Cycle lockers (rented from Cambridgeshire County Council).

2.2.10. Parking on-site is free for 18 hours, with charges applied after 18 hours with a maximum stay of 72 hours.

2.2.11. In addition to vehicle and cycle parking, the P&R provides a single publicly accessible building with waiting space, seating, vending machines, toilets and baby changing facilities.

BUS SERVICES

2.2.12. The Newmarket Road P&R bus services operate a high frequency service (March 2022) as follows:

- 0700 hours to 2030 hours Monday to Saturday and 0700 to 1820 hours on Sundays
- Up to every 15 minutes Monday to Sunday.
- Routing along Newmarket Road to the Grafton Centre (via Newmarket Road) and central Cambridge (via Emmanuel Road) and the central Drummer Street bus station. Services stop at Marshalls, Cambridge Untied (match days only), Cambridge Retail Park, the Grafton Centre and Drummer Street.
- Journey time to The Grafton is approximately 10 minutes and to Central Cambridge is approximately 17 minutes.
- Bus services benefit from the existing bus lanes provided along Newmarket Road and a bus gate on Emmanuel Road.

SITE OWNERSHIP

2.2.13. WSP has been informed by the GCP that the existing P&R site is leased from Marshalls. The 40-year lease for the site, which was agreed in 1996 provides Marshalls with options for early termination after 30 years (2026). Therefore, the site is not owned by Cambridgeshire County Council and may not be able to accommodate a P&R facility in the medium to long term

Relevance to the site selection process: This section has identified the key components of a P&R site, including the provision of car and cycle parking spaces, attractive bus journey times to Cambridge City Centre, supported by bus priority measures and the opportunity to complete 'last mile' journeys by active modes.

2.3 PROPOSED SITE

KEY COMPONENTS

- 2.3.1. To inform the site identification process a high-level specification for the proposed P&R facility was provided by the GCP. The key components of the relocated P&R facility are:
- Surface car parking for up to 2,000 cars (which will include allocated spaces for disabled, parent and child and Electric Vehicle (EV) charging spaces);
 - A bus waiting, pick-up and drop-off zone;
 - Site access junction(s) and associated bus and vehicle access roads;
 - A single storey P&R building to provide a waiting area and welfare facilities;
 - Space for cycle parking and cycle lockers;
 - Landscaping and screen planting for visual mitigation; and
 - Sustainable Drainage System.
- 2.3.2. Applying these facility components, WSP has estimated that the minimum site size for the relocated P&R facility is between **5.0 and 5.5 hectares**.

Relevance to the site selection process: A minimum site size of 5.0 hectares has been adopted to identify potential relocation sites for the Newmarket Road P&R site.

3 PREVIOUSLY IDENTIFIED SITES

3.1 INTRODUCTION

3.1.1. The purpose of this chapter is to set out the previous work that has been undertaken to identify relocation sites for the Newmarket P&R and the reasons why the site selection process has been revisited by WSP.

3.2 CEA STRATEGIC OUTLINE BUSINESS CASE

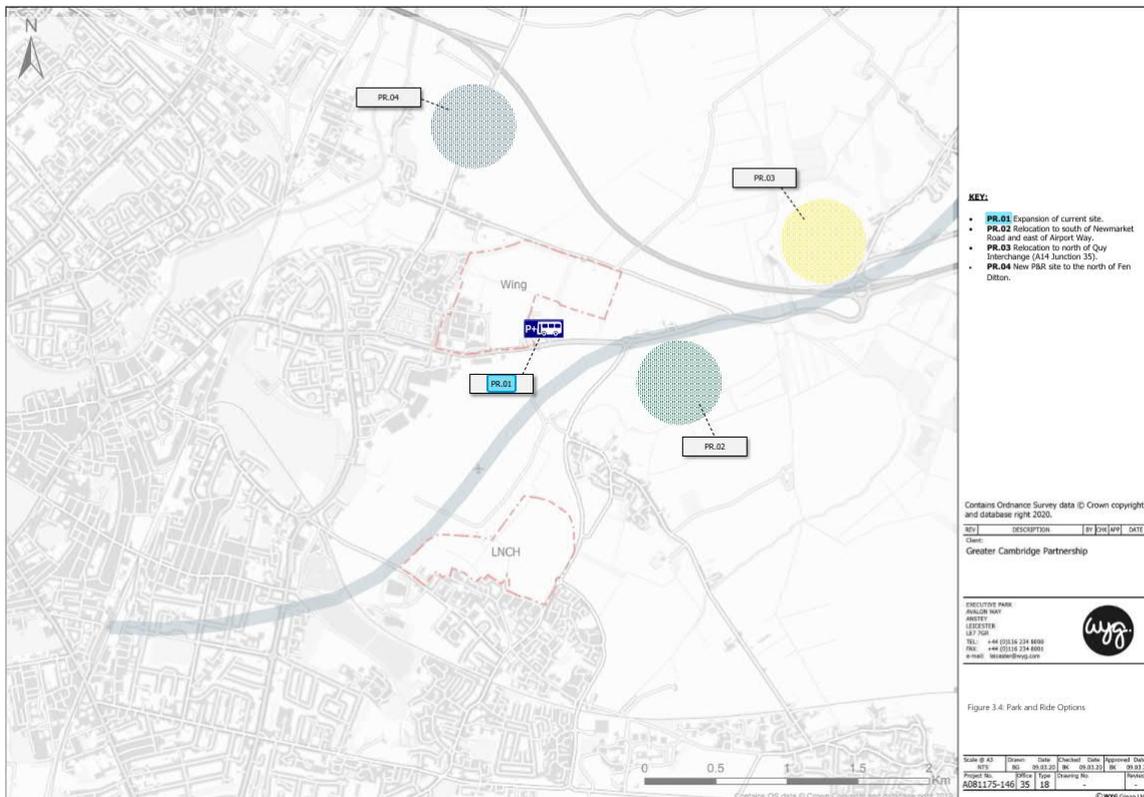
3.2.1. Prior to WSP’s involvement in the CEA programme, an Options Appraisal Report (OAR) and Strategic Outline Business Case (SOBC) was produced for the CEA study area by Tetra Tech. The OAR set out a long list of sustainable transport infrastructure options within eastern Cambridge, and an appraisal of the options to identify a short-list of schemes. The SOBC set out the strategic case for delivering sustainable travel improvements in eastern Cambridge along with a recommended package of improvements.

3.2.2. The OAR considered four locations (Figure 3-1) for the Newmarket Road P&R as follows:

- PR.01: Expansion of the current site;
- PR.02: Relocation to the south of Newmarket Road and east of Airport Way;
- PR.03: Relocation to the north of Quy Interchange (A14 Junction 35); and
- PR.04: Relocation to the north of Fen Ditton.



Figure 3-1 – OAR P&R Site Location Options



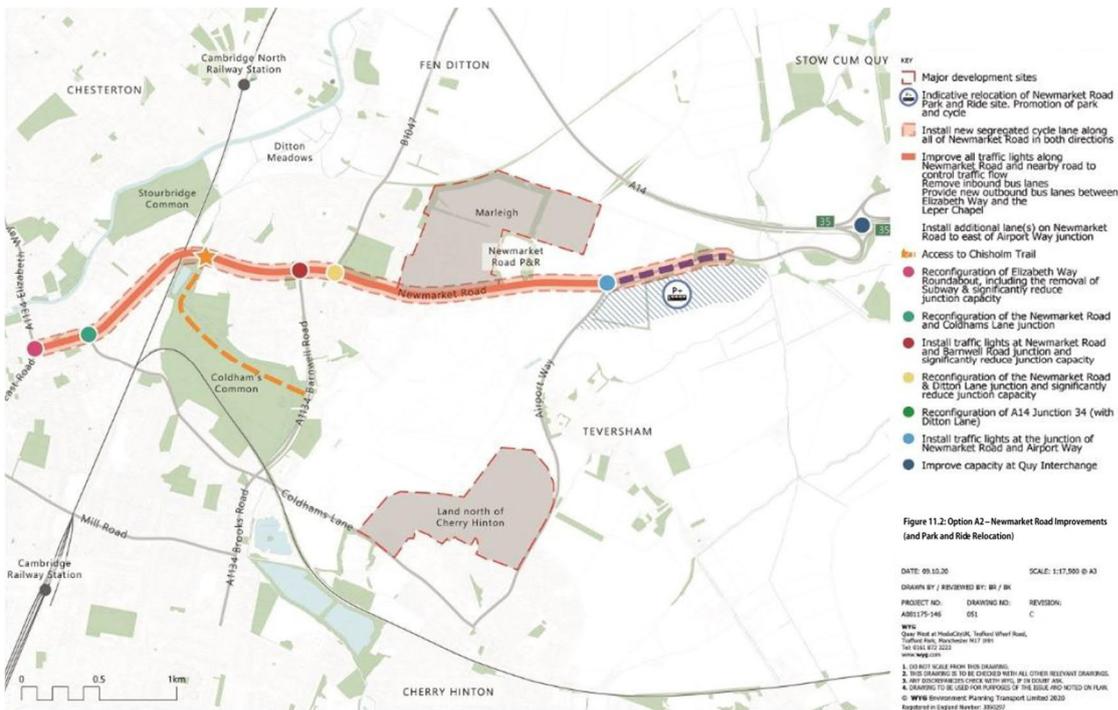
3.2.3. The OAR appraised the four identified options resulting in the rejection of P&R sites PR.03 and PR.04. All the identified sustainable transport options were appraised qualitatively using a Multi-Criteria Appraisal Framework against a series of transport objectives, connectivity, community, environmental, engineering, legal and deliverability criteria. A summary of the rationale behind the rejection of PR.03 and PR.04 is provided in Table 3-1.

Table 3-1 – SOBC P&R Site Rejection Summaries

Ref	Scheme Option	Rational for Rejection
PR.03	Relocation of Park and Ride to north of Quy Interchange (A14 Junction 35).	Both in terms of the provision of the infrastructure and operation of the supporting services, the site would present problems. Located in the green belt it would have an impact on the environment and landscape. Perceptually it could be unappealing for users, in being cited further away from the city centre, and operationally there would be issues in terms of increased costs and travel times (including negotiating the Quy Interchange). Whilst it would intercept many vehicles sooner, those travelling from the south via Airport Way would have further to travel.
PR.04	New Park and Ride site to the north of Fen Ditton	The site offers potential to support a northern route realignment and intercept traffic travelling towards the busy Ditton Lane junction with Newmarket Road, catering for traffic exiting the A14 at J34 and utilising existing service provision. However, measures to be introduced as part of the Cambridge North to Waterbeach Study are likely to cater for any demand from further north in places such as Horningsea, and given the limitations on demand and impact of works on the Green Belt, it is not recommended that it is taken forward.

3.2.4. The OAR then identified the expansion of the existing site as part of a package of short-term measures and the relocation to site PR.02 as part of a package of medium-term measures. The SOBC Strategic Case set out a recommend hybrid package (Figure 3-2) of improvements for CEA. This included relocating the existing Newmarket Road P&R to site PR.02.

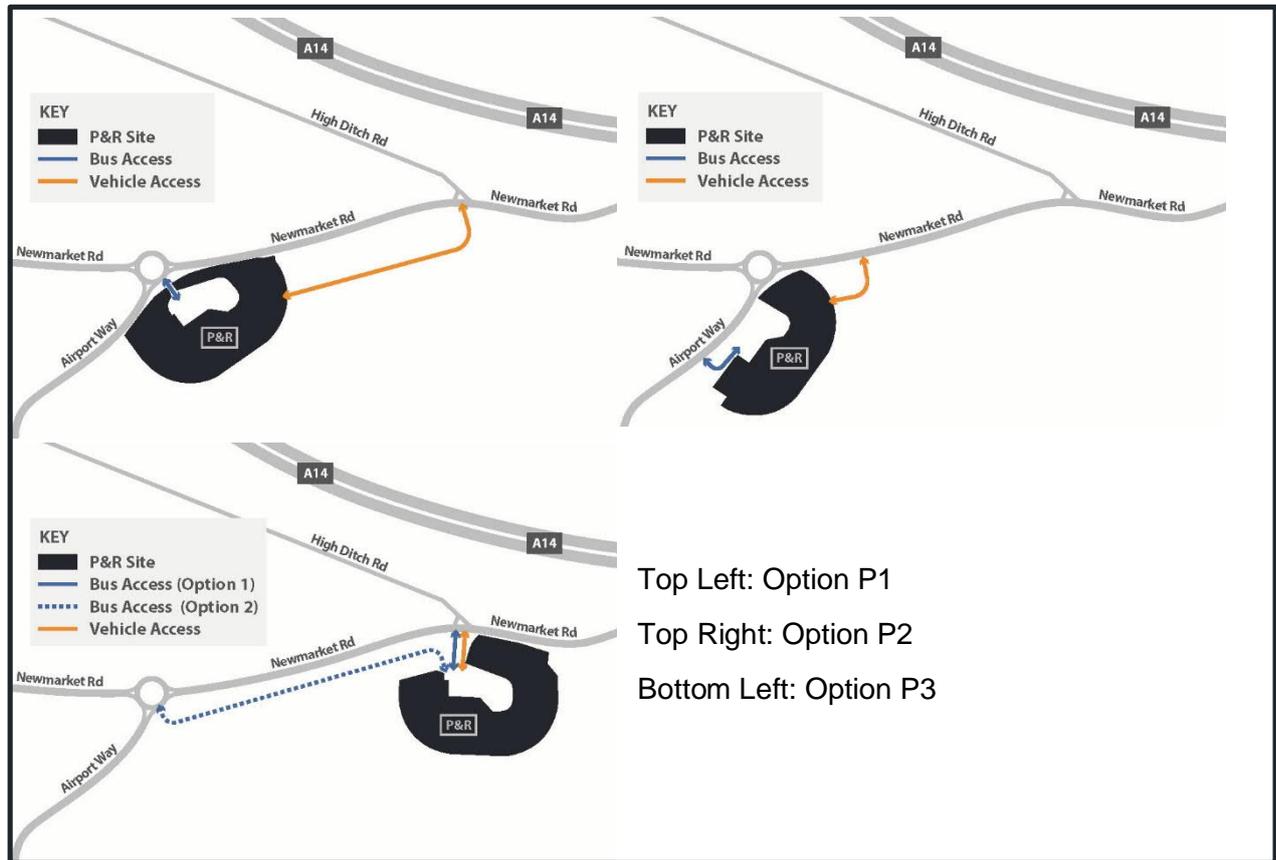
Figure 3-2 – SOBC Hybrid Package



3.3 P&R CONCEPT DESIGN OPTIONS

3.3.1. WSP were instructed by the GCP to produce 2,000 space concept design P&R options for relocating the existing P&R to strategic site PR.02 (identified as the preferred site in the SOBC). Figure 3-3 shows the three high-level concept design options that were developed by WSP within site PR.02.

Figure 3-3 – Site PR.02 P&R Concept Design Options



3.4 CONCEPT DESIGN PUBLIC CONSULTATION

3.4.1. The three P&R concept design options were included in a CEA public consultation exercise undertaken in December 2021 that also included concept designs for improving Newmarket Road. The public were asked 'how much they support each P&R proposal'. Figure 3-4 shows that overall, 42%-45% of respondents had no opinion on the three options. Comparing the three options, there was slightly stronger support for P1 (32%) compared to P2 (31%) and P3 (28%). Of the three options P3 was most strongly opposed (17%).

Figure 3-4 – Public Consultation Support for the Newmarket Road P&R Relocation Proposals



3.4.2. Written representations on the three P&R concept design options within site PR.02 were also received from various stakeholders. Written comments from named stakeholders are summarised in Table 3-2 below.

Table 3-2 – Public Consultation Written Responses

Representative	Response	Option Preference
CPRE	Strongly oppose all three options as they are all in the Green Belt. Relocated P&R should within and on the edge of the existing airport boundary (once Marshalls has relocated) and not in the Green Belt	Object to All
Stagecoach	Preference for P3, closer to the A14, more people are likely to use it, locations closer to the city, reduces public's perception of journey time benefits of using the car.	P3
Natural England	Noted that the three P&R options are all located 'away from' the nearby Wilbraham Fens Site of Special Scientific Interest (SSSI); however, the closest option is located just 500m from the SSSI whilst the furthest is around 1km from the site. The site selection process will require thorough examination of the potential pathways for each option to affect the notified features and conservation objectives of the SSSI. This should include air and water mediated effects. Evidence will need to be provided to demonstrate that the preferred option can deliver a scheme without adverse impact to the notified features of the SSSI.	None
Historic England	Noted the potential impact on the setting of Teversham Conservation Area, and the setting of listed buildings within it, particularly the Church of All Saints (grade II*) will need to be carefully considered for all of the potential options, and the design modified where appropriate to avoid or minimise any negative harmful effects. This may include appropriate landscaping and screening, and consider options to reduce light pollution. Option P3 is also located immediately adjacent to the Milestone South West of Quay Mill at Ngr 505 594 (grade II), so this option should consider the potential for impacts on its setting.	None

Cambridge Biomedical Campus	CBC is supportive of the relocation and expansion of the P&R. The campus sees approximately 3,000 members of staff access the campus from the eastern area, both Newmarket and further afield. The opportunity for those individuals to integrate with reliable public transport from that area is very attractive. CBC would like to see direct public transport links to the CBC to divert motor vehicle traffic from the already congested road network servicing the CBC.	Support All
Cambridge University Hospitals	CUH is supportive of the relocation and expansion of the Newmarket Road Park and Ride. The campus sees approximately 3,000 members of staff access the campus from the eastern area, both Newmarket and further afield. The opportunity for those individuals to integrate with reliable public transport from that area is very attractive.	Support All
Marshall Group Properties	Marshall is also fully supportive of the proposals to relocate the P&R. Their early preference, based on the information provided, is P3 given that there is greater potential to intercept trips earlier and to avoid the car parking becoming an attractive option for car-based trips to the commercial uses at Cambridge East. For P3, Marshalls are confident that any impacts associated with the location can be mitigated through further technical and design work. Should P1 or P2 be preferred then an option that includes elements of each is supported and should be explored.	P3 or Hybrid P1/P2
Wilbraham River Protection Society	Objected to relocating the P&R. Should expand the existing site, proposed sites encroach onto the Eastern Fens, close to the Wilbraham Fen SSSI, will increase wildlife site footfall. A site north of High Ditch Road should be considered.	None
East Cambridgeshire District Council	Should consider options for locations to the north of the A14 near Quy	None
Cambridge Past, Present & Future	Strongly oppose the proposal to move the P&R as the relocation sites are in the Green Belt, capacity should be increased at the existing site, further away, less attractive to Park and Cycle, encourages car journeys which are not compatible with zero carbon planning, consider locating in the Airport site, should think again about other locations. Should be located as far as possible from ecological receptors (close to Airport Way). P&R if relocated should be confined to the triangular field south of Newmarket Road and east of Airport Way.	Object to All
Green Party	Opposes the relocation of the P&R as they will have a direct impact on the SSSI and loss of the Green Belt. Should utilise the existing site. Options further away from Cambridge are less attractive to cyclists and P&R's encourage car use and compete with bus services. Will result in increased carbon emissions. If relocated P&R is essential, should use the triangular field or be considered as part of the Airport development.	Object to All
Abbey Councillors Alex Bulat and Haf Davies	Need to consider the relocation of the Abbey Stadium further to the east and the impact this will have on the P&R location. Needs to provide a transport hub and encourage park and cycling.	None
Abbey War Councillor Naomi Bennet	Support all three options, welcome moving the P&R to the inbound side of the road.	All

Councillor Fen Ditton and Fulbourn	Oppose all options. None deal effectively with traffic from the north and east. Need greater development of bus services along the B1102, and the A1303 first otherwise Quy junction congestion will continue. All options could impact the SSSI and surrounding villages.	Object to All
Driveaway School of Motoring	No opinion on all options	None
Waterbeach of District Bridleways Group	No opinion on all options	None
Peter Moore Book seller	Support P2	P2
Anglia Ruskin University	Support P1 and P2, no opinion on P3	P2 & P3
The Chambers of Commence	P1-P3, no opinion. Supportive of public transport improvements across Cambridgeshire.	None
Fulbourn Forum for Community Action	Strongly oppose all options due to likely to be detrimental to adjacent wildlife sites of Little Wilbraham Fen and Quy Water. Alternative site must be found.	Object to All
Stow cum Quy Parish Council	Strongly oppose all three options. Support relocating to the other side of the Quy junction due to reduced traffic travelling westbound into Cambridge.	Object to All
Teversham Parish Council	Oppose any development in the Green Belt including the re-siting of the Park and Ride site.	Object to All
Little Gransden Parish Council	No opinion on all options.	None
CTC Cambridge	No opinion on all options.	None
Camcycle	Oppose all options. Any relocation of the P&R must protect and improve existing routes including NCN 51.	Object to All

3.4.3. The key themes from the public consultation responses were:

- Concerns with the impact of the scheme on the Green Belt,
- Proximity of the options to the Wilbraham Fen SSSI;
- Lack of consideration for alternative sites including the existing site, within the Airport, north of High Ditch Road and north of the Quy Interchange.

Relevant to the site selection process: In response to the key concerns raised in the public consultation, this report demonstrates the requirement for a Green Belt location and appraises the P&R site options identified in the feedback responses including the existing site, north of High Ditch Road and Quy Interchange.

3.5 SUMMARY

- 3.5.1. This chapter has summarised the previous CEA studies that have been undertaken to identify and appraise the existing and potential sites to accommodate a relocated P&R. It has also identified that additional P&R relocation sites were identified by stakeholders during the concept design public consultation exercise in December 2021.
- 3.5.2. Having reviewed both the previous OAR, SOBC and the feedback from the concept design public consultation event, WSP recommended to the GCP that the P&R site identification and appraisal process is revisited to ensure:
- Documented evidence is recorded setting out why the existing P&R site cannot be expanded;
 - An evidence base is produced demonstrating the requirement for a Green Belt location for the P&R;
 - A thorough long-list of potential P&R sites is identified based on a clear and transparent 'area of search' and key operational, environmental and planning policy constraints; and
 - A robust and consistent appraisal of the identified sites is undertaken, resulting in a recommendation of a preferred site(s).
- 3.5.3. This report addresses these issues by identifying a clear and evidenced P&R 'area of search', a thorough long-list of potential P&R relocation sites and their appraisal, including the existing site, sites within the Airport, north of High Ditch Road and north of the Quy roundabout identified in the public consultation responses.

Relevance to the site selection process: Sites PR01-PR03 identified in the OAR will be reappraised along with the additional sites identified from the concept design public consultation. PR04 has not been considered further and the reasons for this are set out in Chapter 5.

4 TRANSPORT AND PLANNING POLICY

4.1 INTRODUCTION

- 4.1.1. The relocation and expansion of Newmarket Road P&R needs to align with national, regional and local policy and strategy. This chapter summarises the relevant planning and transport policies that support the expansion and relocation of the P&R and impact on the available sites with eastern Cambridge.

4.2 PLANNING POLICY FRAMEWORK

- 4.2.1. The Area of Search is situated within the administrative area of South Cambridgeshire District Council. The development plan that any application for planning permission would be considered against is as follows:

- The National Planning Policy Framework (NPPF) (amended July 2021);
- South Cambridgeshire Local Plan (SCLP) (2018);
- The adopted Cambridge East Area Action Plan (2008) (excluding CE/3 and CE/35 which are replaced by Local Plan Policy 13) – Sites P1 to P9 within the northern boundary of this plan; and
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (CPMWLP).

NATIONAL PLANNING POLICY FRAMEWORK

- 4.2.2. The NPPF 2021 represents the most up to date central government planning policy guidance and as such is a material consideration for the determination of planning applications. The following sections are considered to be the most relevant to the determination of this particular planning application:

- Chapter 2: Achieving sustainable development;
- Chapter 4: Decision-making;
- Chapter 6: Building a strong, competitive Economy;
- Chapter 8: Promoting healthy and safe communities;
- Chapter 9: Promoting sustainable transport;
- Chapter 11: Making effective use of land;
- Chapter 13: Protecting Green Belt land;
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change; and
- Chapter 15: Conserving and enhancing the natural environment.

- 4.2.3. Of particular relevance to an application for planning permission for the Proposed Scheme is Chapter 9 that sets out detailed guidance in relation to the promotion of sustainable transport. Paragraph 104 of the NPPF 2021 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that impacts of development on transport networks can be addressed, opportunities from proposed transport infrastructure, and changing transport technology and usage, are realised, opportunities to promote walking, cycling and public transport use are identified and pursued, environmental impacts of traffic and transport infrastructure can be identified, assessed and other transport considerations are integral to the design and contribute to making high quality places.

- 4.2.4. It is noted that the majority of the identified P&R sites (Chapter 6) are located within a designated Green Belt. Paragraph 147 of the NPPF 2021 states that ‘*Inappropriate development*’ is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 4.2.5. Paragraph 149 of the NPPF 2021 goes on to state that:
- ‘When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*
- 4.2.6. Paragraph 150 of the NPPF does however state that certain forms of development may be appropriate in the Green Belt ‘*provided they preserve its openness and do not conflict with the purposes of including land within it*’. Item C of Paragraph 150 specifically identifies ‘*local transport infrastructure which can demonstrate a requirement for a Green Belt location*’.
- 4.2.7. The Proposed Scheme may therefore be considered to fall within the list of developments within paragraph 150 of the NPPF 2021, provided that it can be considered to (1. demonstrate a requirement for a Green Belt location, (2. preserves the openness of Green Belt and (3. does not conflict with the purposes of including land within it.
- 4.2.8. Paragraph 154 of the NPPF states that new development should be planned for in ways that:
- “avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- can help to reduce greenhouse gas emissions, such as through its location, orientation and design.”*
- 4.2.9. Paragraph 180 of the NPPF 2021 is a particularly relevant material consideration in assessing a transport planning application. This states that:
- “When determining planning applications, local planning authorities should apply the following principles:*
- if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*

development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate”.

- 4.2.10. Paragraph 182 of the NPPF 2021 states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects) unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.
- 4.2.11. The proposals to relocate and expand Newmarket P&R supports the key principles of paragraph 104 of the NPPF 2021 by:
- Supporting a reduction in vehicle emissions due to a decrease in congestion on main routes.
 - Providing an attractive opportunity to increase walking, cycling and public transport, reducing existing dependence on private vehicle travel.
 - Supporting economic growth in Cambridge by ensuring growing employment attractors in the city are accessible and journeys here are quick, safe and easy to travel to.

Relevance to the site selection process: The requirement for a Green Belt location (NPPF 2021 para 150) is demonstrated in Chapter 5, the potential impact on the Green Belt is demonstrated in the Greenbelt Option Assessment Report (WSP May 2022) and the need to avoid significant harm to biodiversity (NPPF para 180) is considered within the site appraisal presented in Chapter 6 and 7. The NPPF 2021 also promotes sustainable development and identifies the importance of developing sustainable transport infrastructure such as a Park &

LOCAL PLANNING POLICY

- 4.2.12. The Adopted Development Plan for South Cambridgeshire provides the local land use policies which planning applications in South Cambridgeshire are determined against. This comprises the following documents relevant to the Proposed Scheme:
- South Cambridgeshire Local Plan (2018);
 - The adopted Cambridge East Area Action Plan (2008) (excluding CE/3 and CE/35 which are replaced by Local Plan Policy 13) – Sites P1 to P9 within the northern boundary of this plan.
 - Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021); and
 - Adopted Policies Map (2018).

South Cambridgeshire Local Plan (2018)

- 4.2.13. The following South Cambridgeshire Local Plan allocations are considered of most relevance to the Area of Search. Plans showing the extent of the relevant planning policies are provided in Appendix A:
- Policy SS/3: Cambridge East - Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension.
 - Policy S/4 Green Belt – *‘A Green Belt will be maintained around Cambridge that will define the extent of the urban area. The detailed boundaries of the Green Belt in South Cambridgeshire are*

defined on the Policies Map, which includes some minor revisions to the inner boundary of the Green Belt around Cambridge and to the boundaries around some inset villages. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework’.

- *Policy TI/6 – ‘Within the Cambridge Airport Public Safety Zone, identified on the Policies Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land’;*
- *Air Safeguarding Zones – ‘Applications for development within Cambridge Airport’s Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport’ - (shown in Figure 12 of the Local Plan – the Area of Search is covered by height restriction of 15m above ground level for structures)*
- *Policy NH/5 Site of Special Scientific Interest:*
 1. *Proposed development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance, as shown on the Policies Map (either individually or in combination with other developments), will not normally be permitted. Exceptions will only be made where the benefits of the development clearly outweigh any adverse impact.*
 2. *In determining any planning application affecting Sites of Biodiversity or Geological Importance the Council will ensure that the intrinsic natural features of particular interest are safeguarded or enhanced having regard to:*
 - a. *The international, national or local status and designation of the site;*
 - b. *The nature and quality of the site’s features, including its rarity value;*
 - c. *The extent of any adverse impacts on the notified features;*
 - d. *The likely effectiveness of any proposed mitigation with respect to the protection of the features of interest;*
 - e. *The need for compensatory measures in order to re-create on or off the site features or habitats that would be lost to development.*
 3. *Where appropriate the Council will ensure the effective management of designated sites through the imposition of planning conditions or Section 106 agreements as appropriate.*
- *Policy NH/12 - Local Green Space – ‘Local Green Space identified on the Policies Map will be protected from development that would adversely impact on the character and particular local significance placed on such green areas which make them valued by their local community. Inappropriate development, as defined in the National Planning Policy Framework, would not be approved except in very special circumstances and in discussion with the local community’*
- *Policy CC/9: Managing Flood Risk*

4.2.1. Other relevant policies from the South Cambridgeshire Local Plan (2018) include the following:

- *Policy CC/1 (Mitigation and Adaptation to Climate Change);*
- *Policy CC/4 (Water Efficiency);*
- *Policy CC/8 (Sustainable Drainage Systems);*
- *Policy NH/2 (Protecting and Enhancing Landscape Character);*
- *Policy NH/4 (Biodiversity);*
- *Policy NH/5 (Sites of Biodiversity or Geological Importance);*
- *Policy NH/8 (Mitigating the Impact of Development in and adjoining the Green Belt);*

- Policy NH/14 (Heritage Assets);
- Policy SC/10 (Noise Pollution);
- Policy SC/12 (Air Quality); and
- Policy T1/2 (Planning for Sustainable Travel).

Cambridge East Area Action Plan (2008)

- 4.2.2. The following Cambridge East Area Action Plan (AAP) allocations are applicable to the Area of Search. Plans showing the extent of the relevant planning policies are provided in Appendix B:
- Policy CE/3 - The Site for Cambridge East – new urban quarter of 10,000 to 12,000 dwellings and associated employments, services, facilities, and infrastructure
 - Policy CE/21(1) Country Park - A new country park is proposed east of Airport Way and north of Teversham, where people can also find the facilities which would enable them to experience informal countryside leisure activities, with provision of publicly accessible wildlife areas and habitats, and areas solely for nature conservation.
 - Policy CE/32 Cambridge Airport Safety Zones – *‘Within the Cambridge Airport Public Safety Zones identified on the Proposals Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land’.*
- 4.2.3. The government’s policy paper on the ‘Control of development in airport public safety zones (October 2021)¹ states that new transport infrastructure should not be permitted within Public Safety Zones including P&R schemes.

Relevance to the site selection process: The extent of Local Plan planning policies SS/3, CE/32, CE 21(1), NH/5 and NH/12 has been considered in the initial P&R long-list sift presented in Chapter 6.

EMERGING LOCAL PLAN

- 4.2.4. Cambridge City Council and South Cambridgeshire District Council are currently preparing a new joint Local Plan for the two local authority areas; referred to as the Greater Cambridge Local Plan. The joint plan will ensure a consistent approach to planning and building across both areas over the next 20 years.
- 4.2.5. The Greater Cambridge Local Plan (GCLP) is currently at the ‘Issues and Options’ stage in the plan making process. Therefore, no material weight would be attributed to it in the determination of a planning application, as there are no proposals, simply options or reasonable alternatives. However, as the plan reaches an advanced stage of development, it could be an important and relevant consideration, even if still as an advanced draft of the policies. As such, this needs to be kept under review.

¹ [Control of development in airport public safety zones - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/control-of-development-in-airport-public-safety-zones)

- 4.2.6. Adoption of the joint plan is expected in either the autumn 2023 or spring 2024. Once adopted, the joint plan will supersede the Cambridge Local Plan (2018) and South Cambridgeshire Local Plan (2018) in its entirety.

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN (2021)

- 4.2.7. The following Cambridgeshire and Peterborough Minerals and Waste Local Plan allocations are applicable to parts of the CEA Route:
- Policy 5: Mineral Safeguarding Area (Sand and Gravel) – ‘*Development within MSAs which is not covered by the above exceptions will only be permitted where it has been demonstrated that the mineral can be extracted where practicable prior to development taking place; or(j)the mineral concerned is demonstrated to not be of current or future value; or(k)the development will not prejudice future extraction of the mineral; or(l)there is an overriding need for the development (where prior extraction is not feasible)*’
 - Policy 15: Transport Infrastructure Areas
 - Policy 16 Consultation Areas (Waste)

NATIONAL PLANNING PRACTICE GUIDANCE

- 4.2.8. In addition, the National Planning Practice Guidance, which is a web-based resource bringing together all planning guidance into one place, is a relevant consideration. In particular, at Paragraph: 002 Reference ID: 64-002-20190722 PPG states that:

‘Where it has been demonstrated that it is necessary to release Green Belt land for development, strategic policy-making authorities should set out policies for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:

- *new or enhanced green infrastructure;*
- *woodland planting;*
- *landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);*
- *improvements to biodiversity, habitat connectivity and natural capital;*
- *new or enhanced walking and cycle routes; and*
- *improved access to new, enhanced or existing recreational and playing field provision’.*

SUPERSEDED NATIONAL PLANNING PRACTICE GUIDANCE (PPG 2)

- 4.2.9. There have been several recent appeal decisions relating to the interpretation of inappropriate development within the Green Belt and the tests that should be applied. These are considered relevant to whether the Proposed Scheme can be considered to be ‘not inappropriate’ development within the Green Belt or whether ‘Very Special Circumstances’ are required to apply.
- 4.2.10. A summary of the relevant appeal decision is provided in Appendix 3 of WSP’s Cambridge Eastern Access Planning Policy Appraisal & Consenting Report (December 2021).
- 4.2.11. Notable is the Supreme Court decision on the Samuel Smith Case, where the Judge cited the relevance of the now surpassed Planning Practice Guidance notes (PPG) in relation to the development of a P&R site in the Green Belt.

- 4.2.12. Importantly, in relation to the interpretation of paragraphs 89-90 (NPPF 2012) (now paragraphs 149 to 150 of the 2021 NPPF), the Supreme Court judgement references that the NPPF replace a rather fuller statement of policy for the “Control of Development” in section 3 of PPG 26. It is stated in the Supreme Court judgement that section 3 of PPG 2 covers substantially the same ground respectively as the NPPF (paragraphs 149 and 150 of the NPPF 2021), but in rather fuller terms. PPG 2 is therefore a useful guide to testing any future development of a P&R site within the search area.
- 4.2.13. In this regard paragraph 3.17 of PPG 2 sets out 5 tests, whereby P&R development is not inappropriate development in the Green Belt. The section states:

‘The countryside immediately around urban areas will often be the preferred location for park and ride schemes. In many instances, such land may be designated as Green Belt. The Government’s commitment to maintaining the openness of the Green Belt means that when seeking to locate park and ride development, non-Green Belt alternatives should be investigated first. However, there may be cases where a Green Belt location is the most sustainable of the available options. Park and ride development is not inappropriate in Green Belts, provided that:

- *a thorough and comprehensive assessment of potential sites has been carried out, including both non-Green Belt and, if appropriate, other Green Belt locations, having regard to sustainable development objectives, and the need to be flexible about size and layout;*
- *the assessment establishes that the proposed green belt site is the most sustainable option taking account of all relevant factors including travel impacts;*
- *the scheme will not seriously compromise the purposes of including land in Green Belts, as set out in paragraph 1.5 (of PPG 2);*
- *the proposal is contained within the local transport plan (or in Greater London the Local Implementation Plan) and based on a thorough assessment of travel impacts; and*
- *new or re-used buildings are included within the development proposal only for essential facilities associated with the operation of the park and ride scheme’*

4.3 LOCAL TRANSPORT STRATEGY

TRANSPORT STRATEGY FOR CAMBRIDGE AND SOUTH CAMBRIDGESHIRE

- 4.3.1. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) provides a detailed policy framework and programme of schemes to support planned growth to 2031. The TSCSC has 21 policies, many of which are directly supported by P&R infrastructure including:
- Policy TSCSC 2: Catering for travel demand in Cambridge with measures to use passenger transport services for journeys into, out of and within the city.
 - Policy TSCSC 7: Supporting sustainable growth by introducing/relocating new and improved public transport infrastructure such as Outer P&R sites. This infrastructure will have bus priority measures as the focal point, especially in areas where congestion impacts current services.
 - Policy TSCSC 9: Access to jobs and services-access to areas of employment and services will be maximised by sustainable modes of travel such as public transport as part of the P&R schemes.
 - Policy TSCSC 11: Improving community transport services, such as P&R sites to allow the public to change from their car to sustainable public transport alternatives, such as buses.

- Policy TSCSC 12: Encouraging cycling and walking- P&R sites will provide an alternative connectivity option for commuters to complete their journey. For example, those who live too far to cycle or walk into south or central Cambridge.
- Policy TSCSC 17: Air Quality- P&R sites will reduce the car trips into the south and centre of Cambridge as well as improving air quality in critical locations.
- Policy TSCSC 19: Carbon Emissions- enhanced and improved P&R sites offer users a chance to reduce their personal carbon footprint by offering a sustainable mode as part of their commute. Ultimately helping to meet national and regional transport related carbon emission goals.

4.3.2. The TSCSC demonstrates that P&R site are a key component of the Transport Strategy and are required to intercept more car journeys, support sustainable growth and the future economic prosperity of the region. The strategy identifies the need to expand and for some sites, relocate the existing P&R sites to locations further out from Cambridge to improve capacity and facilities.

4.3.3. Of particular relevance to the Newmarket Road P&R, the TSCSC includes the long-term proposal to relocate the existing Newmarket Road P&R to Airport Way. The strategy states that:

‘In order to cater for trips that aren’t made by rail, the current Newmarket Road Park & Ride site will be relocated to Airport Way and expanded to create 2,500 spaces. A segregated car access to the new site will be provided from the Quy interchange to enable users to access it directly.’

4.3.4. This statement demonstrates the strategy support for relocating and expanding the Newmarket Road P&R to intercept more trips travelling into Cambridge from the east.

THE CAMBRIDGESHIRE & PETERBOROUGH LOCAL TRANSPORT PLAN (LTP)

4.3.5. The Cambridgeshire & Peterborough Local Transport Plan (LTP) is the first Local Transport Plan for Cambridgeshire and Peterborough, replacing the previous the Interim Local Transport Plan, which was published in June 2017 and was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4).

4.3.6. The LTP provides the long-term vision and strategic framework for investment in shaping the travel choices and the role of transport in the years to come. The high-level goals of the LTP are as follows:

- Economy: Deliver economic growth and opportunity for all our communities.
- Society: Provide an accessible transport system to ensure everyone can thrive and be healthy.
- Environment: Protect and enhance our environment and tackle climate change together.

4.3.7. In terms of the challenges the LTP seeks to address it states:

‘To improve people’s journeys into and around Greater Cambridge, we need to significantly improve and expand the public transport network and invest in better active travel infrastructure....Park & Ride sites will continue to provide sustainable options for those who do not have a feasible alternative to the car. These will be better integrated into surrounding local transport networks, acting as travel hubs with high-quality interchange between CAM and local bus and demand responsive services, together with the walking and cycling network. Local buses – and demand-responsive transport within South Cambridgeshire – will be designed to ensure that no one is outside of the reach of safe, reliable public transport, and hence helping to maximise social inclusion for those who lack access to a car.’

- 4.3.8. The adopted LTP is currently being updated and renamed as the Local Transport & Connectivity Plan (LTCP) and due to be published in Spring 2022. This updated document will place greater emphasis on the Combined Authority's commitment to deliver integrated connectivity to all communities with a drive towards a net zero carbon future including a greater emphasis on digital and bus network improvements.

Relevant to the scheme: Both the Cambridge South Cambridgeshire Transport Strategy (TSCSC) and Cambridgeshire & Peterborough Local Transport Plan support P&R sites as a key component of the transport strategy for the region. Specifically, the TSCSC supports the relocation of the Newmarket P&R to Airport Way and to increase capacity to 2,500 spaces.

4.4 SUMMARY

- 4.4.1. This chapter has identified and summarised the policy framework relevant to the proposals to relocate and expand Newmarket Road P&R. It is considered that the policy framework is supportive of P&R infrastructure to provide enhanced access to sustainable transport modes, indicating a presumption in favour of the grant of planning permission subject to there being no other material considerations such as non-compliance with relevant environmental policies.
- 4.4.2. The transport policy framework demonstrates that P&R sites have a continued important role to play in providing sustainable transport options for people travelling into Cambridge and are a key component for accommodating increased travel demands and supporting planned growth.
- 4.4.3. The importance of undertaking a thorough site selection process for the P&R is consistent with national and local Green Belt policy and has been considered in the report. Suitable mitigation and compensation measures will help to deliver the aims of specific environment policies and should seek to ensure that the Proposed Scheme will not result in significant environmental effects or seek to reduce these as far as reasonably practicable to reduce consenting risk.
- 4.4.4. Once a preferred site has been selected, careful consideration will need to be given to the development of a sympathetic site layout that responds to the site-specific conditions and that a robust landscaping (including maintenance) and boundary strategy are developed to ensure the policy requirements are met.

5 PARK AND RIDE AREA OF SEARCH

5.1 INTRODUCTION

5.1.1. This chapter sets out the Newmarket Road P&R site specific objectives that have been used to define the ‘area of search’ for potential relocation sites. This chapter also sets out the justification for relocating the existing P&R site to a Green Belt location (Outcome 1) and why it must be located within the A1303 Corridor (Outcome 2).

5.2 STAGE 1: SCHEME OBJECTIVES

5.2.1. The first stage of the P&R site identification and appraisal methodology was to identify a series of Newmarket Road P&R objectives and assessment criteria specifically relating to this facility within its local context in order to develop and evidenced ‘area of search’ within which the P&R should be located. The identified objectives are summarised in Table 5-1 below.

Table 5-1 – Newmarket Road P&R Site Objectives

Objective	Assessment	Data/Evidence Sources
Maximises the potential for journeys to be undertaken by sustainable modes	Sites must be within 25 minutes bus journey time of Cambridge city centre.	TRACC Analysis
	Sites must be within 25 minutes cycling journey time of Cambridge City Centre	TRACC Analysis
Maximises access to sustainable ‘last mile’ modes from locations to the east of Cambridge	Site must be accessible from the strategic road network	GIS Analysis
	Sites must be located within 500m of the A1303 Newmarket Road corridor	GIS Analysis

5.2.2. For a P&R facility to be attractive it is considered that it should be located on or close to a main radial route, easily accessible from the wider road network, accessible from local communities on foot and bicycle, and provide attractive onward connections by bus and active travel modes. Some of the key factors that influence the attractiveness of the P&R are therefore journey time, bus frequency, location and access, and parking availability.

5.2.3. These key locational factors have been considered within the local context of eastern Cambridge to identify a P&R site ‘area of search’. One of the key criteria to identify the eastern extent of the ‘area of search’ is the existing journey time into central Cambridge by bus and cycle. For the Newmarket P&R, a 25-minute onward journey travel time has been used to inform the extend of the ‘area of search’. The adoption of a 25-minute journey time for this appraisal is considered a good proxy for a maximum onward travel time of between 20 and 30 minutes when taking into consideration the variability in traffic congestion levels and peoples cycling abilities and speeds.

5.2.4. A 25-minute cycle time (allowing for variations in peoples cycling speeds) equates to approximately 3 miles/5km which is considered to provide an appropriate onward journey travel distance that many potential P&R users would be willing to consider when also factoring in travel time to the P&R and interchange with a bicycle.

- 5.2.5. The same onward journey time by bus has been adopted, as the journey time by bus increases the P&R site is likely to become less attractive. The existing Cambridge P&R sites inbound timetabled bus journey times in the weekday AM peak hour are 12-21 minutes and therefore 25 minutes provides an appropriate proxy for a maximum onward bus journey time from eastern Cambridge.

5.3 STAGE 2: IDENTIFICATION OF THE P&R AREA OF SEARCH

- 5.3.1. The objectives and their assessment criteria presented in Table 5-1 have been used to establish the extent of the P&R area of search presented in Figure 5-1. The rationale for these two overarching scheme objectives, their assessment criteria along with other factors that have informed the extent of the P&R area of search are set out below.

RATIONALE: MAXIMISES THE POTENTIAL FOR JOURNEYS TO BE UNDERTAKEN BY SUSTAINABLE MODES

- 5.3.2. The overarching purpose of a P&R site is to intercept trips at the periphery of the city and enable site users to complete their onward journey to their destination in Cambridge by sustainable modes (bus and active travel modes). It is therefore justified that maximising the opportunity for journeys to be undertaken by sustainable modes is the main overarching objective to help define the area of search.

25 Minute Bus Journey Time to Cambridge City Centre

- 5.3.3. An AM and PM peak bus journey time contour has been generated for existing bus services travelling to and from Drummer Street bus station respectively using TRACC software. This uses current bus timetable information (2022) to identify public transport journey times in 5-minute bands. The bus journey time contour is presented in Appendix C.
- 5.3.4. The AM and PM peak bus journey time isochrone plans show that along Newmarket Road, an existing 25-minute journey time extends to just beyond Junction 35 of the A14 including Stow cum Quy village. This journey time boundary has been used to inform the **eastern extent of the area of search**.
- 5.3.5. Limiting the eastern extent of the P&R area of search to an existing 25-minute bus journey time to central Cambridge is considered appropriate as the P&R bus journey time needs to be attractive to existing and potential site users. Taking into consideration P&R users will have already had to travel to the P&R site, it is considered that up to 25 minutes existing bus journey time is an appropriate proxy for the maximum bus journey time that will ensure the P&R site remains attractive to existing and potential users.

25 Minute Cycle Journey Time to Cambridge City Centre

- 5.3.6. The existing P&R sites are used to 'Park and Pedal', where site users park on site and then complete their onward journey by bicycle (either parked on site or transported in their vehicle). The location of the existing Newmarket P&R site on the NCN 51 makes this an attractive option. The area of search has therefore also been informed by a 25-minute cycling isochrone to Cambridge City Centre. The cycling journey time isochrone presented in Appendix C assumes a cycling speed of 10mph/16kmh.

- 5.3.7. The cycling journey time isochrone shows that along Newmarket Road, a 25-minute journey time to Cambridge city centre extends approximately to Junction 35 of the A14. Taking into consideration the increasing popularity of e-bikes and cycling speeds can vary between 10mph/16 kmh (considered to be a cruising speed) and 15mph/24kmh (fast commuter) it is considered that sites to the north of Junction 35 of the A14 will be within a 25-minute cycling distance for some 'Park and Pedal' P&R site users. This journey time boundary in combination with the bus journey time has been used to inform the **eastern extent of the area of search**.
- 5.3.8. Limiting the eastern extent of the area of search to sites broadly within an existing 25-minute cycle journey time of Cambridge is considered appropriate for the same reasons as the bus journey time. The onward cycle journey needs to be attractive to existing and potential site users when considered as part of the overall journey time, including travel time to the P&R.

RATIONALE: MAXIMISES ACCESS TO SUSTAINABLE 'LAST MILE' MODES FROM LOCATIONS TO THE EAST OF CAMBRIDGE

- 5.3.9. The five P&R sites in Cambridge have a been established for a long period of time and are popular with commuters and leisure users. As shown in Figure 1-2, the five existing P&R sites are an established component of the Cambridge Transport Strategy and are located on or close to the key radial access routes from the north, south, east (Newmarket Road) and west respectively. All five sites are located on the periphery of the built-up area of Cambridge to intercept movements before they travel into the city.
- 5.3.10. As shown in Appendix D the locations of the existing P&R sites means that:
- Journeys from the west of Cambridge are intercepted by the Madingley P&R;
 - Journeys from the south of Cambridge are intercepted by the Trumpington and Babraham P&R's;
 - Journeys from the north of Cambridge are intercepted by the Milton P&R; and
 - Journeys **from the east** are intercepted by the Newmarket Road P&R.
- 5.3.11. Given that P&R sites need to be located on a main radial route (to maximise vehicle intercept rates), and movements from the north, south and west of Cambridge are already catered for by the other four P&R sites, it is justified to limit the P&R area of search to the A1303 Newmarket Road corridor to continue to intercept trips from locations to the east of Cambridge. This means that site PR.04 identified in the Tetra Tech OAR along with any potential sites along the B1047 Horningsea Road have been excluded from the P&R area of search.
- 5.3.12. Focusing the P&R area of search on the A1303 corridor is also justified on the basis that Horningsea Road can only be accessed from the A14 strategic road network via west-facing on and off-slips. This means a P&R site located in the vicinity of Junction 34 of the A14 would require the construction of east-facing slips to enable existing Newmarket Road P&R users from the east of Cambridge to access the site.

- 5.3.13. The construction of east-facing slips at Junction 34 of the A14 would add substantial capital costs to the scheme, would require National Highways approval, the purchase of third-party land, impact the proposed relocated Cambridge Wastewater Treatment Plant site and has the potential to substantially increase vehicle movements through Fen Ditton. The B1047 through Fen Ditton also provides limited opportunities to provide bus priority measures due to the width constraints of the carriageway prohibiting the introduction of substantial lengths of dedicated bus lanes. It is for these reasons that the **northern and southern extent of the area of search** is focused on the A1303 corridor.

Relevant to the site selection process: Site PR04 identified in the original OAR and the B1047 corridor has not been considered further as it is located outside the P&R area of search.

Site must be accessible from the Strategic Road Network

- 5.3.14. The existing Newmarket Road P&R intercepts trips travelling from the east of Cambridge, including Newmarket, Bottisham, Burwell, Soham and Bury St Edmunds. Given the travel distances involved, including from rural villages, there will continue to be a demand in the future to be able to access the relocated P&R by car. The P&R therefore needs to be located on an appropriate main radial route into Cambridge that is easily accessible from the strategic road network.
- 5.3.15. Junction 35 of the A14 provides access to the A1303 from all directions. The A14 is a key strategic route to Cambridge, providing direct access to Newmarket, Bury St Edmunds, and Fordham and Soham via the A142. More local access routes from Bottisham, Burwell and the Swaffhams also converge on Junction 35 of the A14.
- 5.3.16. The A1303 Newmarket Road into Cambridge is therefore considered to be an appropriate radial route to locate a P&R given its direct all movement access to the A14 to enable people traveling from locations east of the site to access the site.
- 5.3.17. As identified above, good access to the strategic road network rules out the B1047 Ditton Lane as an appropriate location for the relocated P&R due to the limited access at Junction 34 of the A14.

500m from the A1303 Newmarket Road Corridor

- 5.3.18. A 500m contour from the A1303 Newmarket Road has been applied to create the **northern and southern extent of the P&R area of search**. The 500m contour has been applied in order to include areas that are easily accessible from the A14 strategic road network and the A1303 Newmarket Road corridor. The 500m contour means that sites a substantial distance from the A1303 are excluded, ensuring that vehicles would not need to travel significant distances on inappropriate roads.

RATIONALE: OTHER FACTORS

- 5.3.19. The location of the existing Newmarket P&R site has been used to set the **western extent of the P&R area of search**. This is justified on the basis that the P&R model requires the site to be located on the periphery of the urban area. A peripheral location is required in order that users arriving by car do not have to travel too far along congested urban roads during the peak travel periods to access the P&R site. If the P&R site is located to close to the city centre/key destinations, the journey time savings by bus will be reduced compared to completing the journey by car, reducing the attractiveness of the P&R.

5.3.20. In addition, the Cambridge East Policy Map in Appendix B and the Cambridge Green Belt map provided in Figure 5.2 below shows that there is no space west of the existing P&R that is not already developed, allocated for development or protected.

5.4 P&R AREA OF SEARCH

5.4.1. The identified P&R area of search is presented in Figure 5-1. Informed by the rationale presented in Section 5.3, the area of search covers the A1303 corridor from the existing Newmarket Road P&R to Junction 35 of the A14.

Figure 5-1 – P&R Area of Search



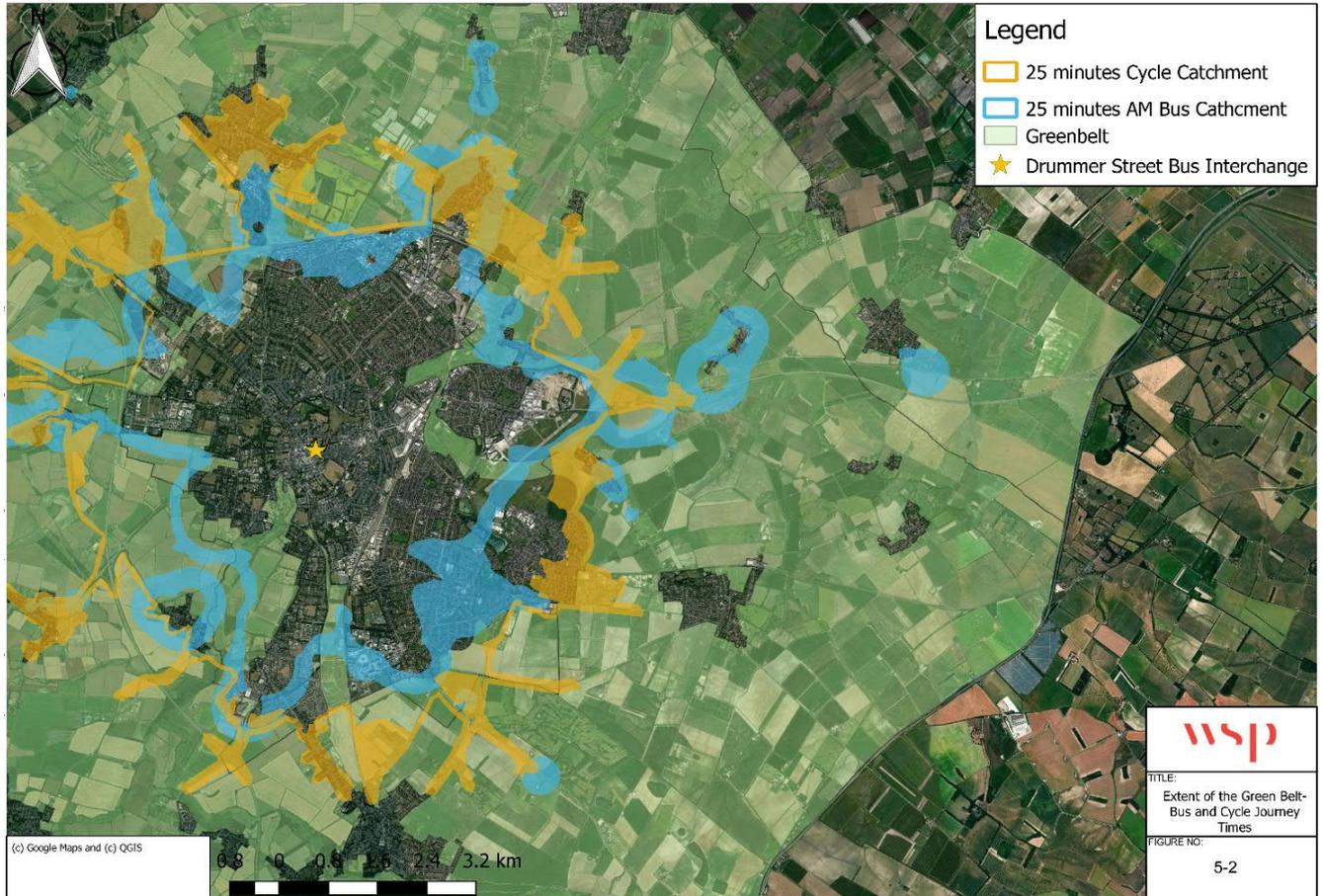
5.5 OUTCOME 1: REQUIREMENT FOR A GREEN BELT LOCATION

5.5.1. **Outcome 1 of this report is to demonstrate that the Newmarket P&R relocation site requires a Green Belt location.** The rationale set out in Section 5.3 along with the bus and cycling catchment plans presented in Appendix C demonstrate that a Green Belt location is required for a relocated Newmarket Road P&R site. For a P&R site to be attractive it needs to be easily accessible from the strategic road network and the onward journey time by P&R bus or active travel modes to be attractive when combined with the overall site access journey time.

5.5.2. The analysis presented in this section has demonstrated that the identified P&R area of search is located wholly within the Cambridge Green Belt. The main factor that results in the requirement for a Green Belt location is the requirement for the relocated P&R site to achieve attractive bus and cycling journey times to key destinations in Cambridge.

5.5.3. Figure 5-2 shows the full extent of the 25-minute cycling and public transport catchments overlaid on the Cambridge Green Belt. This shows that a P&R site beyond the Cambridge Green Belt would result in unattractive cycle and bus journey times into Cambridge. In addition, reviewing the extent of the Cambridge Green Belt in eastern Cambridge, it is clear there are no suitable sites that are not within the Green Belt that meet the Newmarket P&R objectives.

Figure 5-2 – Extent of the Green Belt – Eastern Cambridge



5.5.4. Figure 5-2 shows the only sites in eastern Cambridge that are not within the Green Belt are:

- Allocated for development, including the Cambridge Airport and the existing P&R site (Local Plan Policy SS/3 (4)); and
- The existing built-up areas of Barnwell, Fen Ditton, Teversham, Stow cum Quy and Bottisham.

5.5.5. To locate the P&R beyond the Green Belt, in the east of Cambridgeshire would require a P&R site to be located at:

- Lode on the B1102 Swaffham Road;
- Swaffham Bulbeck/Swaffham Prior on the B1102 Swaffham Road;
- A1303/A14/A11 limited movement interchanges;
- A11/London Road Six Mile Bottom limited movement interchange; and
- A11/ Balsham Road Junction.

- 5.5.6. These areas beyond the Cambridge Green Belt, within eastern Cambridgeshire would:
- Be difficult to access, with vehicles being required to travel on inappropriate roads and through local villages;
 - Difficult to access from the strategic road network due to travel distances and/or limited access junctions;
 - Result in unattractive bus journey times. The substantial increase in bus journey times along lower standard roads would substantially increase the cost of running reliable and frequent P&R buses services due to the increased travel distances and opportunities for service delays; and
 - Result in unviable and unattractive cycling distances for many cyclists.
- 5.5.7. The information presented in this section on the extent of the existing Green Belt, combined with the rationale for the P&R area of search demonstrates that a Green Belt location is required for a relocated Newmarket Road P&R site.

Relevant to the site selection process: The P&R relocation sites have a requirement for a Green Belt location to ensure attractive bus and cycle journey times to destinations within Cambridge can be achieved.

5.6 OUTCOME 2: A1303 NEWMARKET ROAD CORRIDOR LOCATION

Outcome 2 of this report is to demonstrate that the Newmarket P&R should be located along the A1303 corridor. The scheme objectives and the information presented in Section 5.3 has demonstrated the need for the relocated P&R to be located within the A1303 Corridor. This is due to the need to be located on a main radial route into Cambridge (to maximise accessibility and intercepting pass-by trips), fully accessible from the strategic road network and located on the periphery of the city to ensure the site can achieve attractive bus and cycle journey times.

Relevant to the site selection process: The P&R relocation sites have a requirement for a location within the A1303 Corridor, with direct and/or convenient access from the A1303 and strategic road network.

5.7 SUMMARY

- 5.7.1. In summary, this chapter has presented a set of bespoke Newmarket Road P&R objectives and assessment criteria that have been used to produce an evidenced P&R 'area of search' within which the relocated P&R should be located. The extent of the P&R area of search has been informed by:
- Existing 25-minute AM and PM peak bus journey times to Drummer Street bus station;
 - 25-minute cycle journey times to Cambridge city centre;
 - A requirement for good site access from the strategic road network;
 - A requirement for direct/and or convenient access from the A1303; and
 - The requirement for a site location on the periphery of the Cambridge built-up area.

5.7.2. The explanation and justification provided in this chapter for the identified P&R area of search results in the following P&R outcomes:

- **Outcome 1:** The requirement for a Green Belt location; and
- **Outcome 2:** The requirement for a location along the A1303 Newmarket Road corridor, between the existing P&R and Junction 35 of the A14.

6 SITE IDENTIFICATION AND INITIAL SIFT

6.1 INTRODUCTION

6.1.1. This chapter presents a summary of the P&R site identification process which has been undertaken to generate a 'long-list' of potential sites within the 'area of search' presented in Chapter 5.

6.2 STAGE 3: LONG-LIST OF SITES

6.2.1. Stage 3 comprised a desktop-based exercise to generate a 'long-list' of potential sites within the P&R area of search along the A1303 corridor to accommodate the required facilities. This process utilised aerial mapping in GIS, with the broad site locations identified in an initial workshop attended by the project team and the GCP.

SITE IDENTIFICATION ASSUMPTIONS

6.2.2. In undertaking the identification of the long list of potential sites within the P&R area of search, a number of assumptions were applied to exclude land that:

- Contained private residential units;
- Committed development sites that are being actively built out (Marleigh residential development);
- Areas within Flood Zones 2, 3a and 3b; and
- Land parcels which cannot be safely access/egressed from the public highway.

RATIONALE FOR THE SITE IDENTIFICATION ASSUMPTIONS

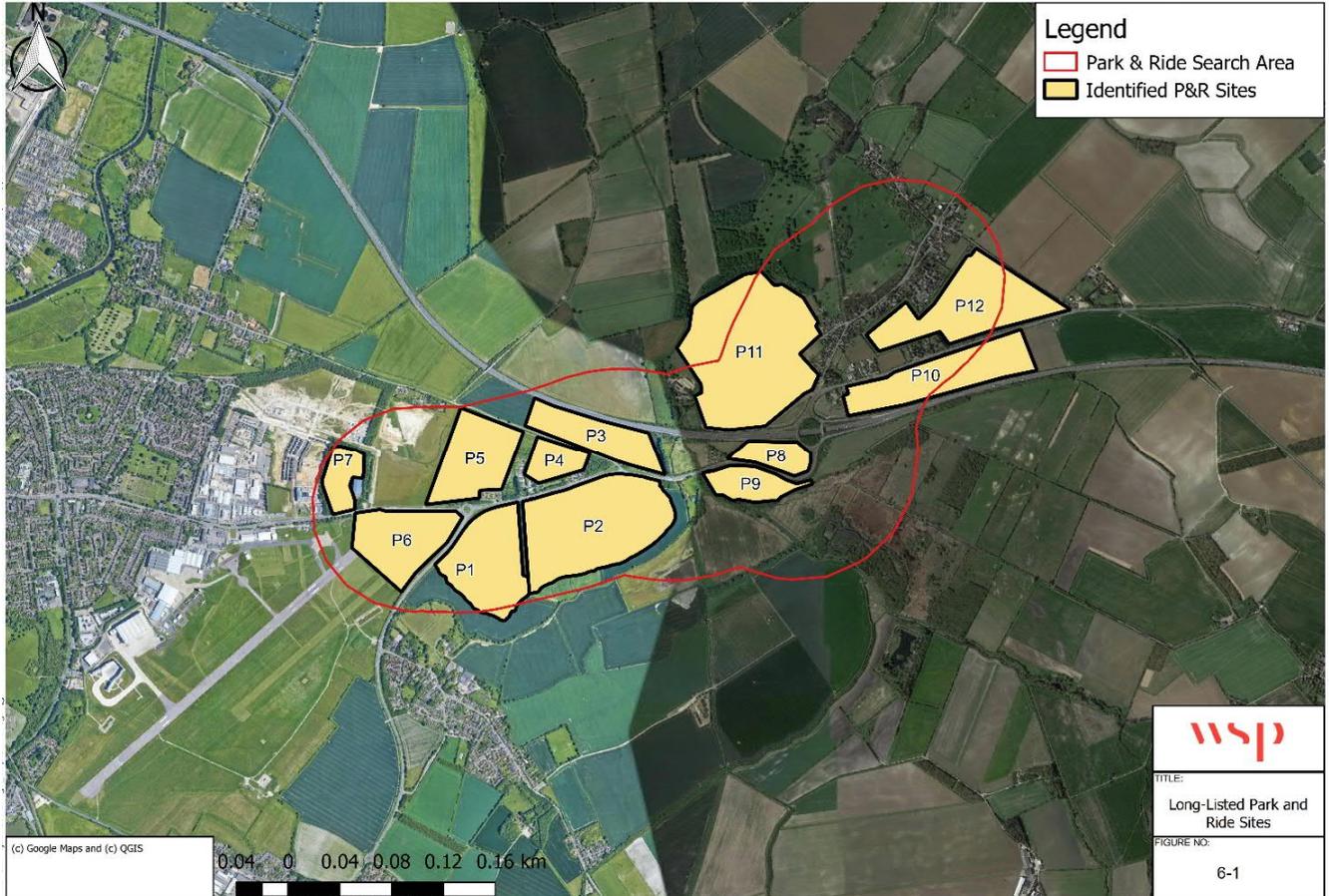
6.2.3. These assumptions were applied to the desktop-based land parcel identification process. The rationale for applying these assumptions to the identification of land parcels to include in each site was as follows:

- Including private dwellings within the site boundaries will result in more challenging land acquisition requirements, potentially involving the compulsory purchase of property which will impact both the cost of the P&R scheme and its deliverability.
- Active construction sites for committed developments rules out a site as being available for the P&R. Land within the Marleigh residential development to the north of the existing P&R has therefore been discounted;
- In line with the Sequential Test (Flood Risk) we have sought to avoid land parcels at highest risk of flooding (Flood Zones 2/3a/3b) in line with Paragraph 162 of the National Planning Policy Framework 2021 and Policy CC/9: Managing Flood Risk of the South Cambridgeshire Local Plan 2018 - as shown on the environmental constraints mapping in Appendix E. Land parcels around Quy Water have therefore been discounted; and
- The P&R site needs to be safely accessible on foot, by bicycle, car and bus. This results in discounting land parcels immediately to the south of the A14 westbound off slip.

6.3 OUTCOME 3: IDENTIFICATION OF A LONG LIST OF POTENTIAL P&R SITE LOCATIONS

6.3.1. Outcome 3 of this report was to identify a long list of potential P&R site locations. The desktop-based exercise, workshop and application of the site identification assumptions generated a long-list of 12 broad site locations within the ‘area of search’. The location of these sites is shown in Figure 6-1 and included in Appendix F.

Figure 6-1 – Long List of Identified P&R Sites



6.3.2. A brief description of each long-listed site is provided in Table 6-1.

Table 6-1 – Stage 3 – Long-Listed Sites

Ref	Option Name	Option Description
P1	East of Airport Way	This site comprises approximately 16 hectares of land that is bounded to the east by Airport Way and to the north by Newmarket Road. The site comprises predominately greenfield agricultural land. The site is located within the Green Belt and the southern part of the site is covered by SCDC Local Plan Policy CE/21(1) Country Park.
P2	South of Newmarket Road	This site comprises approximately 28 hectares of land that is bounded to the north by Newmarket Road and the west by site P1. The site comprises predominately greenfield agricultural land. The site is located within the

		Green Belt and the eastern boundary is located in close proximity to Wilbraham Fens SSSI.
P3	North of High Ditch Road	This site comprises approximately 10 hectares of land that is bounded to the north by the A14 and the south by High Ditch Road. The site comprises predominately greenfield agricultural land. The site is located within the Green Belt and the site boundary has excluded the CE/32 Cambridge Airport Safety Zones located to the west of the site. The entire site sits within the Cambridge Wastewater Treatment Plant Relocation Project application boundary.
P4	South of High Ditch Road	This site comprises approximately 4 hectares of land that is bounded to the north by High Ditch Road and to the south by private properties. The site comprises predominately greenfield agricultural land. The site is located within the Green Belt.
P5	Adjacent to Marleigh	This site comprises approximately 13 hectares of land that is bounded to the north by High Ditch Road, the south by Newmarket Road and west by the Marleigh Development. The site comprises predominately greenfield agricultural land. The site is located within the Green Belt and is bisected by the CE/32 Cambridge Airport Safety Zone.
P6	West of Airport Way	This site comprises approximately 13 hectares of land within the Cambridge Airport site and is bounded to the north by Newmarket Road and to the east by Airport Way. The site comprises greenfield land and part of the main runway. All of the site is located within SCDC Local Plan Policy SS/3 Cambridge East and bisected by CE/32 Cambridge Airport Safety Zone.
P7	Existing Site	This existing P&R site comprises approximately 4 hectares of land that is bounded by the Marleigh development and Newmarket Road to the south. All of the site is located within SCDC Local Plan Policy SS/3 Cambridge East.
P8	South of Junction 35	This site comprises approximately 3 hectares of land that is bounded to the north by the A14 and to the south by Newmarket Road. The site comprises predominately greenfield agricultural land and located in the Green Belt. The site does not extend further west to avoid impacts on existing residential properties.
P9	East of Quy Water	This site comprises approximately 5.5 hectares of land that is bounded to the north by Newmarket Road and to the south by Great Wilbraham SSSI and an area of Flood Zone 2 and 3. The site comprises predominately greenfield land and is located in the Green Belt. The site does not extend further south or east due to these environmental constraints.
P10	North of A14 East	This site comprises approximately 16 hectares of land that is bounded to the north by Newmarket Road and to the south by the A14. The site comprises predominately greenfield agricultural land and is located in the Green Belt. Sections of the northern boundary of the site are allocated as Local Green Space, Policy NH/12 in the SCDC Local Plan.
P11	North of A14 West	This site comprises approximately 37 hectares of land that is bounded to the east by Stow cum Quy and is accessible from Church Road. The site comprises greenfield agricultural land and is located in the Green Belt. Sections of the south-eastern boundary of the site are allocated as Local Green Space, Policy NH/12 in the SCDC Local Plan.

P12	South of Stow cum Quy	This site comprises approximately 23 hectares of land that is bounded to the west by Stow cum Quy and to the south by Newmarket Road. The site comprises predominately greenfield agricultural land and is located in the Green Belt. Almost the entire site is allocated as Local Green Space, Policy NH/12 in the SCDC Local Plan.
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Relevance to the site selection process: A thorough ‘long-list’ of potential P&R sites have been identified within the area of search, including the existing site and sites identified during the P&R Concept Scheme public consultation exercise, December 2021.

6.4 STAGE 4: INITIAL SIFT OF THE LONG LIST OF SITES

6.4.1. The long list of 12 broad P&R locations have been through an initial sift to discount any sites that failed to meet one or more of the following criteria:

- **Operational Requirements:** Sites below the minimum 5.0 hectares requirement have been discounted;
- **Site Availability:** sites with extant planning permission, allocated for development in an Adopted Local Plan and/or substantially protected by existing planning policies have been discounted; and
- **Key Environmental Constraints:** sites that are located in close proximity to key environmental constraints have been discounted. This included consideration of the following constraints:
 - Proximity to sites with designated environmental protection including Sites of Special Scientific Interest (SSSI); and
 - Proximity to existing communities and sensitive receptors.

RATIONALE FOR THE INITIAL SIFT CRITERIA

6.4.2. The rationale for applying these initial sift criteria is set out below.

Operational Requirements

6.4.3. The GCP provided a set of P&R site requirements set out in Section 2.3 which are supported by the scheme identified in the Transport Strategy for Cambridge and South Cambridgeshire. It is estimated that a single P&R site needs to provide a minimum of 5.0 hectares to accommodate these requirements, and sites below this minimum size requirement are therefore discounted.

6.4.4. Only single sites that are in excess of 5.0 hectares have been considered as the P&R should be provided at a single location within the A1303 corridor. Providing multiple smaller sites has not been considered due to the additional construction impacts and costs and the inefficiencies in operating P&R buses from multiple locations.

6.4.5. The single site minimum size requirement effectively resulting in discounting the provision of decked car parking at the P&R site locations. This is considered appropriate from the outset as decked car parking will increased the scheme construction, maintenance, and demolition costs, but will also increase the visual impact of the schemes within the Green Belt locations.

Site Availability

- 6.4.6. Consideration was also given to areas that are allocated in the adopted Local Plan for uses that may conflict with the proposed P&R use. For example, an identified Newmarket Road P&R option that is located within a site that is allocated for development in the SCDC Local Plan has been discounted as the site will be required to deliver a defined quantum of specified development within the allocated site.
- 6.4.7. The P&R will require 5.0 hectares of land within the allocated site which will then be unavailable for delivering the required level of development. Removing 5.0 hectares of development land from the allocated site could impact the site's ability to deliver the required levels of development, impact the scheme viability and negatively impact the sites transport strategy by introducing substantial levels of free on-site car parking.
- 6.4.8. Similarly, sites that have extant planning permission for uses that may conflict with the proposed P&R use have also been discounted. Consideration has also been given to live planning applications currently awaiting decision.
- 6.4.9. Consideration has also been given to policy/allocations that directly conflict with the proposed P&R use – e.g., Policy TI/6 in the SCDC Local Plan 2018 (Airport Public Safety Zone), Policy CE/21(1) Country Park and Policy NH/12 Local Green Space.

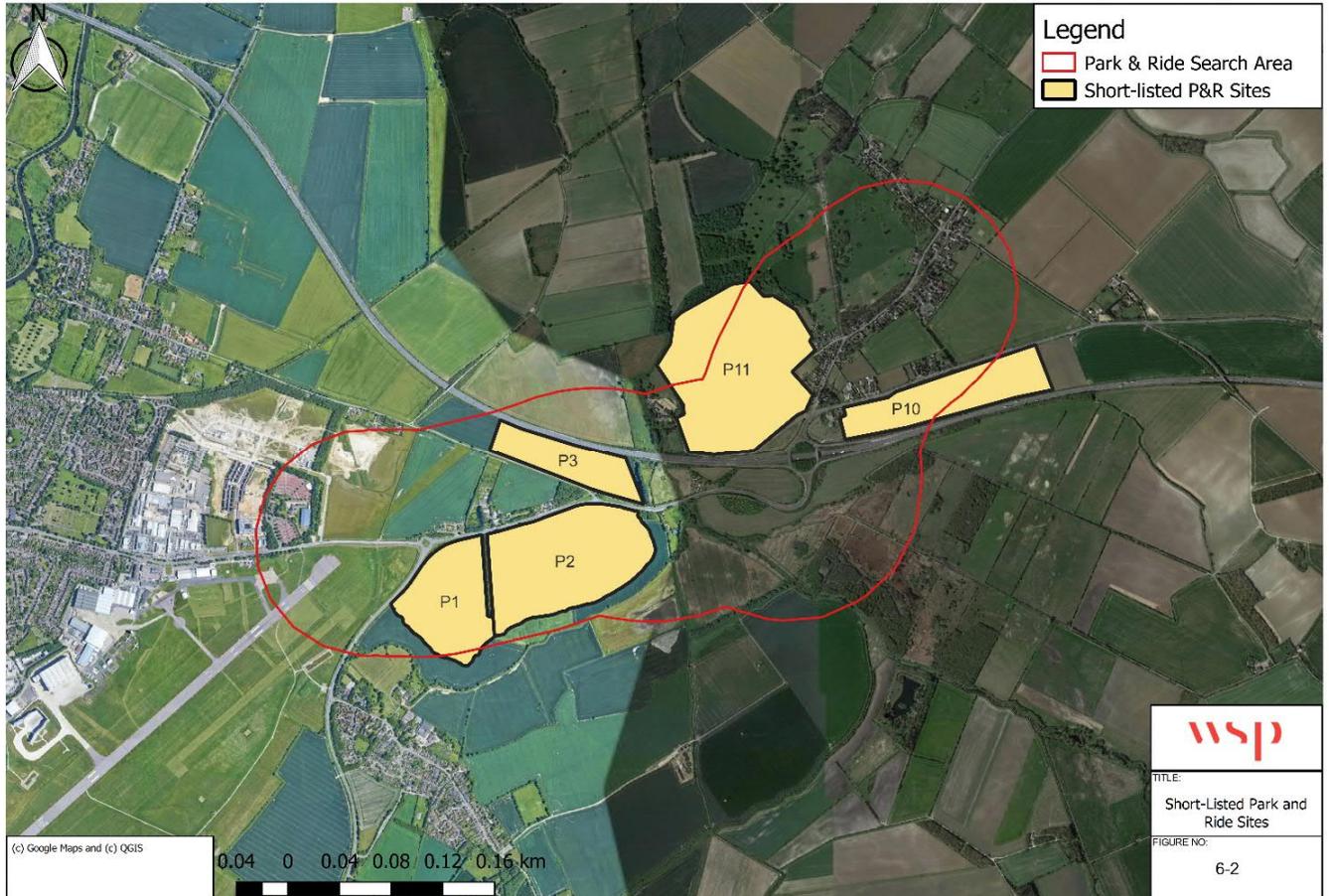
Key Environmental Constraints

- 6.4.10. Consideration was given to other key environmental constraints and related policies that may conflict with the proposed P&R use such as:
- International, European and National designated sites such as Ramsar, Special Protection Areas, Special Conservation Areas and Sites of Special Scientific Interest – all sites within such designations have been discounted in line with SCLP Policy NH/5. Indirect impacts on such designations that lie in close proximity to identified sites have been considered further;
 - In line with the Sequential Test (Flood Risk) we have sought to avoid land parcels at highest risk of flooding (Flood Zones 2/3a/3b) in line with Paragraph 162 of the National Planning Policy Framework 2021 and Policy CC/9: Managing Flood Risk of the South Cambridgeshire Local Plan 2018; and
 - Land parcels that include highly sensitive environmental receptors such as designated Ancient Woodland (SCLP Policy NH/4) and heritage assets (Listed Buildings, Scheduled Monuments, Registered Parks and Gardens in line with SCLP Policy NH/14 (Heritage Assets)).

6.5 OUTCOME 4: SHORT LIST OF P&R SITE LOCATIONS

- 6.5.1. **Outcome 4 of this report was to identify a short-list of potential P&R site locations.** The MCAF that has been used to appraise the long list of sites is provided in Appendix G. This includes the results of the initial sift of the long list of broad locations.
- 6.5.2. Following the assessment of the long list of sites against the operational requirements, site availability and key environmental constraints criteria, a total of **5 sites** remained. The location of the short-listed sites is shown in Figure 6-2 and provided in Appendix F.

Figure 6-2 – Short List of Identified P&R Sites



6.5.3. The initial sift assessment of each P&R site is summarised in Table 6-2. This sets out whether the site passed or failed the initial assessment criteria and a brief summary on the reason for being short-listed or discounted.

Table 6-2 – Stage 4– Initial Sift Results

Ref	Option Name	Site Size (Ha)	Meets Min Size Req	Site Available	Likely to have unacceptable environmental impacts?	Progress to Stage 5	Commentary
P1	East of Airport Way	16.14	Yes	Yes	No	Yes	Site meets size requirements, is available (owned by Marshalls) and subject to mitigating impact on the SCDC Local Plan Policy CE21/1 Country Park area should be considered further.
P2	South of Newmarket Road	28.13	Yes	Yes	No	Yes	Site meets size requirements, is available (owned by Cambridgeshire County Council) and subject to mitigating impact on SSSI located to the east should be considered further.

P3	North of High Ditch Road	10.16	Yes	Yes	No	Yes	Site meets size requirements, owned by a single private landowner. Key risk is site forms part of the Cambridge Wastewater Treatment Works planning application boundary, however not considered to prevent the site being considered further.
P4	South of High Ditch Road	4.26	No	N/A	N/A	No	Site discounted as land parcel does not meet the minimum operational space requirements.
P5	Adjacent to Marleigh	13.4	Yes	No	N/A	No	Site bisected by Cambridge Airport Safety Zone (SCDC Local Plan Policy CE/32) prohibits development for P&R use before 2031. Adopted SCDC Local Plan states Cambridge Airport to remain until at least 2031
P6	West of Airport Way	12.65	Yes	No	N/A	No	Site bisected by Cambridge Airport Safety Zone (SCDC Local Plan Policy CE/32) prohibits development for P&R use before 2031 and allocated for major development – SCDC Local Plan Policy CE/3.
P7	Existing Site	3.78	No	No	N/A	No	Site too small, leased from Marshalls and is allocated for major development – SCDC Local Plan Policy CE/3.
P8	South of Junction 35	3.27	No	N/A	N/A	No	Site discounted as land parcel does not meet the minimum operational space requirements
P9	East of Quy Water	5.48	Yes	Yes	Yes	No	Borders a local SSSI that will be a significant environmental feature to consider. Given sites area available further from the SSSI, this site has been discounted.
P10	North of A14 East	15.83	Yes	Yes	No	Yes	Site meets size requirements, is available (owned by Cambridgeshire County Council) with only the northern boundary of the site covered by SCDC local Plan Policy NH/12 – Local Green Space
P11	North of A14 West	37.2	Yes	Yes	No	Yes	Site meets size requirements, is available (not allocated for development) with only the south-eastern boundary of the site covered by SCDC local Plan Policy NH/12 – Local Green Space

P12	South of Stow cum Quy	23.26	Yes	Yes	Yes	No	Site northern boundary abuts Stow cum Quy village which could result in unacceptable amenity impacts. Site is also almost entirely covered by SCDC Local Plan policy NH/12 Local Green Space.
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- 6.5.4. Table 6-2 and the MCAF provided in Appendix G summarise the results of the initial sift. A more detailed justification for the short-listing and discounting of each site is provided below.
- 6.5.5. **P1:** The broad area within P1 is **shortlisted** as it is not allocated for development, it is owned by a single private landowner, access from Newmarket Road and Airport Way is possible, it's not located within an area of high flood risk, does not contain sites designated for environmental protection or contain highly sensitive receptors. The initial sift identified the need for careful site design to minimise the ecological impacts to the existing mature flora and on the County Park allocation in the Cambridge East Area Action Plan Policy C3/21/1 (Appendix A) In principle, it should be possible to mitigate some of these impacts through the P&R scheme design.
- 6.5.6. Figure 1 in Appendix F shows an area of approximately 5.9 hectares is available within the mature hedgerow boundaries in the northern area of P1 that is not subject to the Country Park Policy constraint, which should be of sufficient size for the P&R scheme. It should therefore be possible to locate a P&R facility within the northern land parcel which would be naturally screened by the existing mature tree hedgerows.
- 6.5.7. **P2:** The broad area within P2 is **shortlisted** as it is not allocated for development, it is owned by Cambridgeshire County Council, access from Newmarket Road is possible, it's not located within an area of high flood risk, does not contain sites designated for environmental protection or contain highly sensitive receptors. There is a Grade II listed structure (Milestone) in the verge along Newmarket Road. The initial sift identified the need for careful site design to minimise the ecological impacts to the Wilbraham Fen SSSI located towards the eastern end of the site. However, the broad site is substantially larger than the operational space required for the P&R (5.0 hectares) so in principle it should be possible to mitigate any potential impacts through careful site design.

- 6.5.8. **P3:** The broad area within P3 is **shortlisted** as it is owned by a single private landowner, access from High Ditch Road is possible and it's not located within an area of high flood risk, does not contain sites designated for environmental protection or contain highly sensitive receptors. The initial sift identified the entire site is included within the proposal application boundary for the Cambridge Wastewater Treatment Works (WWTW) relocation project.² However, the Phase Three Draft Development Consent Order Plans³ show that the P3 site is not included within the works. The site has therefore been shortlisted; however, a risk remains that the site may be required as part of the WWTW works.
- 6.5.9. **P4:** This site has been **discounted** as the site does not meet the minimum operational space requirements for the P&R site. The P4 land parcel was not extended to the north to include P3 as it would result in High Ditch Road bisecting the site, which would result in a substantial constraint on the P&R site layout. The site is also constrained by the Darwin Nurseries site and existing residential properties fronting Newmarket Road. With larger sites available within the area of search it is appropriate to discount this site from further assessment.
- 6.5.10. **P5:** This site has been **discounted** as it is bisected by Cambridge Airport Safety Zone SCDC Local Plan Policy CE/32 which has a presumption against new development (including P&R sites) that would 'increase the numbers of people living, working or congregating on the land'. This policy constraint will remain whilst Cambridge Airport remains operational (stated as at least until 2031 in the Adopted SCDC Local Plan). The GCP require the relocated P&R to be operational before 2031. The area of land within the site to the east of policy area CE/32 is in excess of 5.0 hectares so could potentially accommodate a relocated P&R. However, the remaining available land is a suboptimal shape for a P&R facility and will be in close proximity to existing residential properties fronting Newmarket Road. Therefore alternative, less constrained sites have been taken forward.
- 6.5.11. **P6:** This site has been **discounted** as it is bisected by Cambridge Airport Safety Zone SCDC Local Plan Policy CE/32 and is located wholly within SCDC Policy Area SS/3 (4) which allocates the Cambridge Airport site for major residential and employment development after 2031. Given that alternative sites are available that are not allocated for development, it is appropriate to discount this site from further assessment. This decision is further supported by SCDC's Adopted Local Plan that states the airport will be operational on the site until at least 2031, with the P&R relocation being required to be completed prior to this date.

² <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/WW010003/WW010003-000033-WW010003%20-%20Scoping%20Report.pdf>

³ <https://cwwtpr.com/wp-content/uploads/2022/02/DCO-Works-Plan-9.pdf>

- 6.5.12. **P7: Outcome 5 of this report was to demonstrate the requirement to relocate the existing P&R to a new greenfield site.** The existing P&R site has been **discounted** as it is too small and is located wholly within SCDC Policy Area SS/3 (4) which allocates the site for major residential and employment development after 2031. Therefore, the site is required to deliver housing and employment space to support the long-term growth needs of the city. In addition, this site is constrained by the surrounding Marleigh residential development and an existing dense tree belt. It is also understood the site is leased from Marshalls which also impacts the ability for the site to be redeveloped for a larger P&R scheme in the medium to longer-term.
- 6.5.13. **P8:** This site has been **discounted** as it is too small to accommodate the operational requirements of the P&R. The site area cannot be extended to the north, south or east due to the alignments of the A14 and Newmarket Road. Extending the site to the west has also been discounted as the minimum 5.0 hectares would require purchase of the residential properties west of P8. Sites that require the purchase of residential properties have been discounted as there are substantial areas of less constrained land available within the area of search.
- 6.5.14. **P9:** This site has been **discounted** due to its proximity to the Wilbraham Fen SSSI. The SSSI will be a significant environmental feature to consider if the proposed scheme is shortlisted. Given there are other sites available that do not border a SSSI, this site has been discounted.
- 6.5.15. **P10:** The broad area within P10 is **shortlisted** as it is not allocated for development, it is owned by Cambridgeshire County Council, access from Newmarket Road is possible, it's not located within an area of high flood risk, does not contain sites designated for environmental protection or contain highly sensitive receptors. During the initial sift, direct access to the site from the A14 has been discounted due to the site's proximity to Junction 35 and the high infrastructure costs. The northern boundary of the site is close to existing residential properties and sections of the site along the northern boundary are allocated as Local Green Space in SCDC Policy NH/12. However, there appears to be sufficient space within the southern area of P10 to accommodate the P&R with minimal impact on the allocated Local Green Space for site access.
- 6.5.16. **P11:** The broad area within P11 is **shortlisted** as it is not allocated for development, it is owned by a single private owner, access from Church Road is possible, it's not located within an area of high flood risk, does not contain sites designated for environmental protection or contain highly sensitive receptors, although the eastern and western boundaries are in close proximity to Grade II and Grade II* properties including St Marys Church. The eastern boundary of the site is close to existing residential properties and sections of the site along the south-eastern boundary are allocated as Local Green Space in SCDC Policy NH/12.
- 6.5.17. **P12:** This site has been **discounted** as it almost entirely allocated as Local Green Space in SCDC Policy NH/12. The northern boundary of the site also abuts Stow Cum Quy village resulting in greater potential for amenity impacts as well as being located the furthest from Junction 35 of the A14 which will result in the highest access journey times from the A14 and the highest bus and cycle journey times towards Cambridge.

Summary: This chapter has demonstrated that an appropriate and proportionate assessment has been undertaken on the long list of P&R sites to identify the short-listed sites for further more detailed assessment in Chapter 7.

7 STAGE 5: SHORT LISTED SITE APPRAISAL

7.1 INTRODUCTION

7.1.1. This chapter presents a summary of the assessment of the short-listed P&R sites following the Stage 4, Initial Sift. The assessment of the five short-listed sites uses a bespoke P&R MCAF based on the Department for Transport's Early Assessment and Sifting Tool (EAST).

7.2 MULTI-CRITERIA ASSESSMENT METHODOLOGY

7.2.1. The P&R site MCAF spreadsheet is provided in Appendix G. The MCAF is a decision support tool, developed to provide a proportionate assessment of the short-listed P&R site options in a clear and consistent format, based on available desktop information. Its purpose is to provide the GCP with relevant, high-level comparative performance information to help inform their decision on which option should be taken forward as the preferred site.

7.2.2. The MCAF results will help inform the GCP's decision on a preferred location. It is acknowledged that certain factors may be more important in the assessment of one site compared to the context of another site and therefore a final comparative assessment of the relative merits of each short-listed sites is provided in Section 7.4.

ENVIRONMENTAL APPRAISAL

7.2.3. The first component of the MCAF was the consideration of the potential environmental impact of each short-listed site. The adopted criteria, the rationale for inclusion in the MCAF and the data source is provided in Table 7-1.

Table 7-1 – Environmental MCAF Criteria

Criteria	Rationale/Explanation	Data Source	RAG Rating
Air Quality	<p>Air quality is an important consideration. As well as having direct effects on public health, habitats and biodiversity, pollutants such as particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂) can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.</p> <p>Central Cambridge is located within an AQMA, though this does not extend as far as the P&R site options. The relocation and expansion of the P&R aims to reduce traffic in Cambridge and its associated air quality impacts. However, in doing so, we need to consider the local air quality impacts resulting from changes in traffic flows, and the short-term and long-term impacts associated with the P&R itself (construction and operation).</p>	Professional judgement / Environmental Features Mapping / Magic Maps	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative
Noise	<p>Noise needs to be considered when development may create additional noise or conversely would be sensitive to the prevailing acoustic environment. Noise is an important consideration as the average</p>	Professional judgement / Environmental	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative

	noise levels for some of the surrounding villages is already high (between 55.0 – 64.9 dB). Noise pollution can cause health effects such as raised blood pressure, heart disease, sleep disturbances, and stress in humans.	Features Mapping	<ul style="list-style-type: none"> ■ Major Negative
Landscape/Townscape	Our landscapes and townscape reflect the relationships between people and places and the part they play in forming the setting to our everyday lives. Assessment enables us to influence design by understanding the sensitivities of and opportunities from the receiving landscape. At the eastern edge of Cambridge, the landscape is quite open making visibility a key issue and a strong influence on design and mitigation.	Professional judgement / Environmental Features Mapping / Magic Maps	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative
Carbon Emissions	The construction industry is one of the largest carbon polluters in the UK today. Carbon dioxide and other greenhouse gases cause various aspects of climate change. Carbon performance is, however, unlikely to vary greatly between the options.	Professional judgement	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative
Historic Environment	Assessment of known historic assets and an assessment of the risk of encountering buried remains allows us to shape the scheme design that respects the history of the receiving environment. We consider the integrity and setting of designated assets such as listed buildings, scheduled monuments, registered parks and gardens and conservation areas. Where information is available, we also consider the archaeological record to indicate the risk of encountering remains. Cultural heritage has the potential to promote access to and enjoyment of cultural diversity. It can also enrich social capital and create a sense of individual and collective belonging, which helps to maintain social and territorial cohesion.	Professional judgement / Environmental Features Mapping / Historic England	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative
Biodiversity	It is important that we assess the impact of developments on protected sites and species specifically, and of biodiversity generally. We need to protect and preserve the wealth and variety of species, habitats, ecosystems, and genetic diversity. It is also important for our health, wealth, food, fuel, and services we depend on. Biodiversity is essential for the processes that support all life on Earth. Biodiversity is essential to increase the resilience of communities and reduce their vulnerability in the face of shocks such as climate change. There is information on designated sites, such as SSSIs, that helps inform the assessment, along with more focused on general records of priority habitats.	Professional judgement / Environmental Features Mapping / Magic Maps	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative
Water Environment	It is important that we accurately assess the impact of developments on the water environment (groundwater and surface water). Water is at the core of sustainable development and is critical for socio-economic development, healthy ecosystems and for human survival itself. It is vital for reducing the global burden of disease and improving the health, welfare and productivity of populations. It is also important that we assess against the risk of flooding (to the	Environmental Features Mapping / Magic Maps / Environment Agency Catchment Data Explorer	<ul style="list-style-type: none"> ■ Major Positive ■ Minor Positive ■ Neutral ■ Minor Negative ■ Major Negative

	development and to other receptors), whether that be from groundwater, river (fluvial), surface water (pluvial), estuary/coastal (tidal), or from sewer sources.		
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P&R OPERATIONAL REQUIREMENTS

7.2.4. The second component of the MCAF is consideration of the potential operational performance and accessibility of the site. The adopted criteria, the rationale for inclusion in the MCAF and the data source is provided in Table 7-2.

Table 7-2 – P&R Operational MCAF Criteria

Criteria	Rationale/Explanation	Data Source	RAG Rating
Pass-by Intercept Trips	P&R sites ideally should be located directly on busy radial routes in-order to intercept inbound trips to destinations within the built-up area. Sites located on busier routes have a high propensity to intercept pass-by trips.	AM 2041 Do Minimum Cambridge Paramics Model	<ul style="list-style-type: none"> High Potential (Green) Medium Potential (Amber) Low Potential (Red)
Site Access/Egress by Car	Safe and suitable access for car users of the potential site must be feasible. Consideration has been given to whether each P&R option could result in access junctions that have the potential to cause unacceptable harm to the safe and efficient operation of the local road network.	Professional judgement	<ul style="list-style-type: none"> No Significant Constraints (Green) Minor Constraints (Amber) Major Constraints (Red)
Households within 10 min cycle	Existing local residents may use the P&R to access frequent bus services. A 10-minute journey is considered to be a reasonable maximum journey to access a P&R for a local resident, longer journeys are unlikely as residents will be able to access other bus stops or complete a door-to-door journey.	GIS analysis, Experian MOSAIC data	<ul style="list-style-type: none"> Greater than 900 households (Green) 400-900 households (Amber) Less than 400 households (Red)
Cycle Journey time to Cambridge City Centre	The Cambridge P&R sites are used for 'Park and Pedal'. The sites therefore need to be located within reasonable cycling distance of key destinations within Cambridge. The shorter the cycling distance, the more attractive the site will be.	Cyclestreets journey planner – fastest route to Grand Arcade cycle park at a cruising speed 12.5mph/20kph	<ul style="list-style-type: none"> Less than 25 mins (Green) 20-25 mins (Amber) Greater than 25 mins (Red)
Site Access/Egress by Bicycle	Safe and suitable access for cycle users of the potential site must be feasible. Consideration has been given to whether each P&R option could be	Professional judgement	<ul style="list-style-type: none"> No Significant Constraints (Green) Minor Constraints (Amber)

	safely accessed and egressed by bicycle.		<ul style="list-style-type: none"> Major Constraints (Red)
Households within 10 min walk	Existing local residents may use the P&R to access frequent bus services. A 10-minute journey is considered to be a reasonable maximum journey to access a P&R for a local resident, longer journeys are unlikely as residents will be able to access other bus stops or complete a door-to-door journey.	GIS analysis, Experian MOSAIC data	<ul style="list-style-type: none"> Greater than 250 households (Green) 50-250 households (Amber) Less than 50 households (Red)
Site Access/Egress by Pedestrians	Consideration has been given to whether each P&R option could be safely accessed and egressed on foot from local surrounding communities.	Professional judgement and Experian MOSAIC GIS data analysis.	<ul style="list-style-type: none"> No Significant Constraints (Green) Minor Constraints (Amber) Major Constraints (Red)
AM Peak Bus Journey Time to Drummer Street Bus Station.	The bus journey time from the P&R to Cambridge City centre is a key consideration in the site location. Minimising the bus journey time will increase the attractiveness of the site to potential users. The current journey time is less than 20 minutes.	AM 2041 Do Minimum Cambridge Paramics Model	<ul style="list-style-type: none"> Less than 17 mins (Green) 17-20 mins (Amber) Greater than 20 mins (Red)
Opportunity to deliver segregated bus priority access/egress	Reliable and consistent bus journey times are a key attractor to P&R bus services. It is therefore considered each P&R site should be complemented with bus priority measures that enable buses to bypass locations of substantial vehicle congestion.	Professional Judgement	<ul style="list-style-type: none"> No Significant Constraints/Costs (Green) Moderate Constraints/Costs (Amber) Major Constraints/Costs (Red)
Plot Shape/topography constrain development	An efficient P&R layout minimises the walking distance from the surrounding car/cycle parking to the bus stops (optimum are square site plots). Sites that are irregular shaped, particularly if they are close to the minimum size requirement will be harder to accommodate the P&R requirements.	Aerial Mapping	<ul style="list-style-type: none"> Ample Space/efficient plot shape (Green) Irregular shape/ample space (Amber) Irregular shape/close to min size (Red)
Land Ownership/Availability	The land within each site needs to be deemed reasonably available to the GCP/CCC to deliver a P&R site. Sites with multiple owners will be more difficult	Land Registry	<ul style="list-style-type: none"> Public Sector (Green)

	to deliver compared to sites in single ownership.	<ul style="list-style-type: none"> ■ Single Private Owner/Willing Owner (Amber) ■ Complex/Multiple Ownership (Red)
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P&R CONSTRUCTABILITY APPRAISAL

7.2.5. Professional judgement has been applied to each of the sites to determine if any of the five short-listed sites are likely to be more challenging to construct based on the available desktop information. The constructability appraisal applied a RAG based assessment as follows:

- No significant challenges - **Green**
- Some challenge - **Amber**
- Complex/constrained – **Red**

7.2.6. The constructability has focused on the potential to drain the site and connect to existing utilities, given the MCAF has already considered site access feasibility and all sites are located on similar greenfield plots.

GREEN BELT OPTION ASSESSMENT

7.2.7. Chapter 5 set out the justification for a Green Belt location. With the requirement for a Green Belt location established, a Green Belt Option Assessment report has been produced by the WSP Landscape team. The purpose of the Green Belt Option Assessment was to appraise the potential impact of a P&R located within each of the short-listed site options against the Green Belt purposes. Each of the five short-listed sites were assessed against the policy tests set out in NPPF and South Cambridgeshire Local Plan Green Belt Policy as follows:

- NPPF Paragraph 150:
 - Requirement for a Green Belt Location (set out in Chapter 5 of this report);
 - Preserves the openness of the Green Belt; and
 - Does not conflict with the purposes of including land in the Green Belt.

7.2.8. Paragraph 138 of the NPPF sets out the national purposes for Green Belt land:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.2.9. In addition to the five national purposes of the Green Belt, three purposes of the Cambridge Green Belt are identified within Policy S/4 of the adopted South Cambridgeshire Local Plan (2018):

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of its setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city.

7.2.10. Each of the five short-listed sites were assessed against each of the five national and three local Green Belt policy considerations in the Green Belt Option Assessment to determine the potential scale of impact of a P&R scheme located within each of the sites on these functions.

7.3 MULTI-CRITERIA ASSESSMENT RESULTS

7.3.1. The full MCAF results are presented in Appendix G. The MCAF shows the appraisal results of each of the five shortlisted sites against each of the assessment criteria and the recommended scheme ranking. A summary of the MCAF results for each of the shortlisted sites is provided in this section.

ENVIRONMENTAL APPRAISAL RESULTS

7.3.2. Table 7-3 provides a summary of the high-level environmental constraints assessment of each of the five short-listed sites.

Table 7-3 – MCAF Environmental Assessment Results Summary

Criteria	P1	P2	P3	P10	P11
Air Quality	Minor Positive	Minor Positive	Minor Positive	Minor Negative	Minor Negative
Noise	Minor Negative	Minor Negative	Neutral	Minor Negative	Minor Negative
Landscape/Townscape	Neutral	Neutral	Neutral	Minor Negative	Minor Negative
Carbon Emissions	Minor Negative				
Historic Environment	Minor Negative	Major Negative	Major Negative	Minor Negative	Major Negative
Biodiversity	Minor Negative	Major Negative	Minor Negative	Minor Negative	Minor Negative
Water Environment	Neutral	Minor Negative	Minor Negative	Neutral	Minor Negative

7.3.3. In undertaking the high-level environmental constraints assessment, the impact assessment has been based on the short-listed site footprint and therefore, depending on the location of the P&R site within the site, it may be possible to mitigate some of the environmental constraints identified. In addition, a Preliminary Ecological Appraisal and Protected Species Report has been prepared for sites P1 and P2, which has informed the decision on the likely ecological features in sites P3, P10 and P11.

7.3.4. Likewise, for the Historic Environment, archaeological information on the High Ditch Road area of Newmarket Road (sites P2 and P3) was provided by Cambridgeshire County Council, but this information did not cover sites P1, P10 and P11, meaning not all sites could be assessed using consistent information.

Air Quality

7.3.5. The proposed sites are located further east of Cambridge city centre than the existing P&R site. Cambridge city centre is located in an Air Quality Management Area (AQMA) extending part way along Newmarket Road, just past the retail park. There may be some local benefits west of Airport Way, where traffic accessing the current P&R site will shift eastwards.

- 7.3.6. There may be impacts on the AQMA depending on projected use rates of the P&R and how these impact on journeys in and out of Cambridge, though this is yet to be determined and would in any case not vary between the options.
- 7.3.7. There may also be local air quality impacts at all the proposed sites resulting from changes in traffic flows. It is not clear whether these would be better or worse.
- 7.3.8. Options P1, P2 and P3 are located closer to Teversham than the existing site, with P1 being the closest (>450m), and Option P3 being the furthest (>1,500m). This is not expected to adversely impact on air quality for the village.
- 7.3.9. Options P10 and P11 are located immediately adjacent to the village of Stow cum Quy; both within 100m of the southwest edge of the village. This is expected to have a minor negative impact on air quality for the village due to the proximity of Options P10 and P11 to the village.

Noise

- 7.3.10. The proposed sites and the existing P&R site do not fall within a Noise Important Area, though two small (and inexplicable) NIAs on Newmarket Road would be affected by vehicles passing to P1 and P2.
- 7.3.11. Teversham will have a number of sensitive residential receptors for Option P1 and P2, however, no long-term impacts on noise are expected either from short-term impact from construction noise or operational noise from vehicles using the site.
- 7.3.12. The village of Stow-cum-Quy is a sensitive receptor for Options P10 and P11. A minor negative impact on noise for the village of Stow-cum-Quy is expected from short-term impact from construction noise and operational noise from vehicles using the site.

Landscape/Townscape

- 7.3.13. The proposed sites lie largely on farmed land and within the Green Belt. A separate Green Belt Option Assessment has been undertaken with the results summarised later in this section. There are no designated or protected landscapes within each site.
- 7.3.14. There are likely to be temporary visual impacts from construction for residents in 450m distance of Teversham (Options P1 and P2) and more notably at Stow cum Quy and the Quy Mill hotel (Options P10 and P11, which are within 100m from the receptors). In the long term, visual impacts may affect these same residents, depending on any vegetation loss. Lighting from the sites could result in spillage to the surrounding areas.
- 7.3.15. Public Rights of Way have been identified at Options P11 and P2 which would need to be diverted.

Carbon Emissions

- 7.3.16. Carbon emissions cannot effectively be evaluated at this early stage, though it is expected that there will be no long-term impacts nor differences between the proposed sites. Potential benefits from modal shift have not been determined at this initial site appraisal stage.
- 7.3.17. Potential short-term negatives are expected from the removal of topsoil during construction and loss of embodied carbon this provides. The embedded carbon within the new facilities will also have an impact.

Historic Environment

- 7.3.18. Options P1, P2 and P3 could affect the settings of five Grade II listed buildings and one Grade II* listed building in Teversham, though these will be minor given their distance away. The closest listed buildings are greater than 450m from the closest site (Option P1).
- 7.3.19. Option P11 extends up to two Grade II and one Grade II* buildings, namely the Garden Wall of Guy Mill House, Quy Water Mill and Parish Church of St Mary respectively. Potential direct impacts on adjacent listed buildings from construction and potential indirect permanent impacts on the setting and of listed buildings have been identified. Both buildings are within 100m of the site. A possible major impact is predicted.
- 7.3.20. Options P10 and P11 are located very close to the village of Stow cum Quy where there are eleven Grade II listed buildings and two Grade II* listed buildings, though it is unlikely that there will be any impacts on these structures.
- 7.3.21. The Grade II listed Milestone southwest of Quy Mill on the northern edge of Option P2 and directly south of Option P3 could experience a minor impact.
- 7.3.22. There is one Grade II listed structure on the north edge of Option P10, a milestone east of St Marys Parish Church. At this stage it is not clear if access roads or other park and ride infrastructure would permanently impact on the listed structure. Due to its proximity (<10m), it is assumed there could be minor impact.
- 7.3.23. Anglo-Saxon burials have been identified adjacent to the far north-eastern end of Option P2 and within 50m of the south-eastern edge of Option P3. Given the proximity, it is likely that the burial site will extend into both sites. A major impact is to be expected.
- 7.3.24. Adjacent to the north of High Ditch Road, and within Option P3, are a number of sub-circular enclosures thought to be indicative of an Iron Age Settlement. These have been identified from crop marks on historic aerial photographs, together with rectangular enclosures thought to be indicative of a Roman settlement 70m north of P3 and 250m west of Option P11. A possible minor impact is to be expected.
- 7.3.25. There are no known archaeological features at Options P1 and P10. However, based on the Roman and Anglo-Saxon features identified in the vicinity of P3 and the north-eastern end of P2, there is a likelihood that similar features exist at other sites. A possible minor impact is expected.

Biodiversity

- 7.3.26. The closest designated site to the proposed sites is Wilbraham Fen SSSI. This extends within 500m of the eastern edge of Option P2 and 250m from the southern edge of Option P11. There is reedbed habitat of likely to be SSSI quality at Teversham Fen. This extends closer still (<250m). There is a high likelihood of bird disturbance and a risk of pollution. Pollution risk may include:
- water run-off from roads and car parking areas,
 - dust and emissions from construction activities, and
 - traffic-born pollutants.
- 7.3.27. A preliminary ecological assessment was undertaken at sites P1 and P2. The conclusions from the assessment identified the following:

- Priority habitat (primarily hedgerows) within both site boundaries that could be lost as a result of the proposals.
- Important habitat, including broadleaved woodland types; hedgerows; lines of trees that could be avoided; suburban mosaic of developed natural surfaces; and, well as varied habitats supporting a variety common and of protected species, such as barn owls, badgers, great crested newts and bats.
- In developing at the location of Option P1 there is likely to be minor impact on hedgerows and trees if not fully enclosed within the existing treeline.
- Works should be avoided in the areas to the south of Newmarket Road at the east of the site as well as areas immediately adjacent to the three streams; all of which fall within the boundary of Option P2.
- In developing at Option P2 there is likely to be a major impact on biodiversity and ecology, notably on the adjacent reedbed habitat of likely to be SSSI quality at Teversham Fen, with potential disturbance of important wintering and breeding birds.

7.3.28. Protected species with the potential to utilise the varied habitats in the site have been found at Options P1 and P2. These species include breeding birds, (including kingfishers and barn owl), badgers, great crested newts, bats, reptiles, water vole and otter. Drawing on the conclusions from the ecological assessment, a minor negative impact on protected species is expected at Option P1 and major impact is expected at Option P2.

7.3.29. No assessment of protected species or ecological assessments have been conducted at Options P3, P10 or P11, so no precise conclusions can be drawn at this time. However, based on the findings of ecological and habitat assessments carried out at Options P1 and P2, it is assumed that there will be similar features of biological and ecological significance (i.e., Priority Species and Habitat) and therefore the options are likely to have a minor negative impact.

Water Environment

7.3.30. The nearest main river to the proposed sites is Quy Water. The Quy Water is classified under WFD as having 'moderate ecological status' and 'moderate physicochemical status', with quality element phosphate being assessed as 'poor'. Also, the watercourse does not support good for 'hydrological regime' (i.e., entire state of water movement).

7.3.31. Although it is recognised that changes in land use might bring about some minor benefits in reducing agricultural runoff and the impact phosphate (a failing quality element), there is the potential for short-term adverse impacts from the construction works (i.e., sediment deposition) and longer-term impacts (where these are not managed adequately) from road run-off (i.e., oils, greases, heavy metals).

7.3.32. Options P2, P3 and P11 are all directly adjacent to the watercourse and have been assessed as having a likely minor negative impact (options for pollution control and enhancement / biodiversity net gain (BNG) are discussed in the recommendations).

7.3.33. The short-listed sites are in a Flood Zone 1 area which means there is a low probability of flooding. However, any changes in flows due to road run off, or alterations or modifications to watercourses will need to consider potential increased risk of flooding to nearby properties and downstream areas (i.e., flood risk assessment).

7.3.34. Option P10 is located in the proximity of drinking water source protection zone (SPZ) 3 (<1000), though it is not anticipated that P10 will have any impact.

P&R OPERATIONAL REQUIREMENTS APPRAISAL RESULTS

7.3.35. Table 7-4 provides a summary of the high-level P&R operational requirements assessment of each of the five short-listed sites.

Table 7-4 – MCAF P&R Operational Requirements Assessment Results Summary

Criteria	P1	P2	P3	P10	P11
Pass-by Intercept Potential	Green	Green	Green	Yellow	Red
Site Access/Egress by Car	Green	Green	Green	Green	Yellow
Households within a 10 min Cycle	Green	Red	Red	Yellow	Yellow
Cycle Journey time to Cambridge city centre	Green	Green	Yellow	Red	Red
Site Access/Egress by Bicycle	Green	Green	Green	Green	Green
Households within a 10 min walk	Red	Red	Red	Yellow	Green
Site Access/Egress by Pedestrians	Green	Green	Green	Green	Green
AM Peak Bus Journey Time to Drummer Street Bus Station	Green	Yellow	Yellow	Red	Red
Opportunity for Segregated Bus Priority Access/Egress	Green	Yellow	Yellow	Red	Red
Plot Shape/Topography	Green	Green	Green	Green	Green
Land Ownership/Availability	Yellow	Green	Yellow	Green	Yellow

Site P1

7.3.36. P1 has the shortest average AM peak hour inbound bus journey time to Cambridge city centre (15 minutes 46 seconds), being located furthest west. It has high intercept potential due to the relatively high traffic flows on Newmarket Road and Airport Way. Vehicle access is also possible direct from the A1303 Newmarket Road and Airport Way, east and south of the Airport Way roundabout respectively. This provides flexibility in how P1 can be accessed and egressed by private vehicles and buses. P1 also provides the opportunity to directly link into the adjacent Cambridge Airport strategic development in the longer-term providing sustainable transport benefits to this large development site. This location therefore directly supports Phase B of CEA which includes proposals for a high-quality public transport route through Cambridge Airport site to support the planned redevelopment.

7.3.37. Access and egress from P1 is possible by bicycle, with the opportunity to link directly to NCN 51 along the northside of Newmarket Road at the Airport Way roundabout and the existing shared-use path on the west side of Airport Way. The site is also closest to the eastern end of the proposed cycle infrastructure improvements to Newmarket Road and will have the shortest cycle journey times to destinations in Cambridge (23 minutes to the city centre). As a result, no substantial additional cycle infrastructure is required to connect P1 to the CEA Newmarket Road proposals or the existing surrounding cycle networks.

- 7.3.38. P1 is the closest short-listed site to the Marleigh development and the long-term redevelopment of Cambridge Airport. The P&R is within easy cycling distance of both these strategic development sites and can therefore directly support their sustainability by providing access to high frequency bus services to Cambridge and potentially new services delivered as part of the GCP Making Connections bus proposals that serve the relocated P&R site. P1 therefore provides the highest opportunity to directly support planned development.
- 7.3.39. The RAG appraisal shows that P1 has good potential to be used by existing local residents, with the whole of Teversham and sections of Newmarket Road west towards Barnwell roundabout and east towards Junction 35 of the A14 within a 10-minute cycling distance (Appendix H). There are a limited number of existing households (18) within a 10-minute walk (Appendix H) of P1 (red), however as identified, the site is immediately adjacent to a planned strategic mixed-use development site on Cambridge Airport.
- 7.3.40. Access and egress from P1 is also possible on foot via connections to the existing shared-use paths along the northside of Newmarket Road and the west side of Airport Way. It is considered that no substantial additional pedestrian infrastructure is required to connect P1 to the CEA Newmarket Road proposals or the existing surrounding walking networks.
- 7.3.41. P1 has no substantial constraints in providing segregated bus priority access and egress to the site. Additional bus lanes will form part of the CEA improvements to Newmarket Road which can be extended from the Airport Way roundabout, westwards towards Cambridge. As access into P1 for buses can be achieved at the Airport Way roundabout, no substantial additional bus infrastructure will be required to connect the site to the CEA Newmarket Road scheme.
- 7.3.42. Finally, the site is owned by Marshall's who are supportive in principle of relocating the existing P&R site and the flat topography and regular plot shape means there will be limited constraints to the development, except those identified in Section 7.2, relating to seeking to avoid impacts on the existing hedgerows and planned County Park across the southern site area.

Site P2

- 7.3.43. Site P2 has the second shortest average AM peak hour inbound bus journey time to Cambridge city centre (17 minutes and 8 seconds), being located adjacent to P1. It has slightly lower intercept potential compared to P1 as the site is only fronted by Newmarket Road. However, Newmarket Road is a key radial route into the city so is considered to provide high intercept potential. Vehicle access is also possible direct from the A1303 Newmarket Road, east of the Airport Way roundabout. It is considered that to avoid existing accesses on the north side of Newmarket Road opposite the site, it is considered that access into this site should be provided opposite the High Ditch Road junction, effectively creating a 4-arm junction with High Ditch Road.
- 7.3.44. Access and egress from P2 is possible by bicycle, with the opportunity to link directly to NCN 51 along the northside of Newmarket Road at the proposed High Ditch Road junction. The site is also second closest to the eastern end of the proposed cycle infrastructure improvements to Newmarket Road and will therefore have the second shortest cycle journey times to destinations in Cambridge city centre (24 minutes). As a result, no substantial additional cycle infrastructure is required to connect P2 to the CEA Newmarket Road proposals via the existing NCN 51 on the northside of Newmarket Road.

- 7.3.45. Access and egress from P2 is possible on foot via connections to the existing NCN 51 shared-use path along the northside of Newmarket Road. It is considered that no substantial additional pedestrian infrastructure is required to connect P2 to the existing surrounding walking networks.
- 7.3.46. The RAG appraisal shows that P2 has poor potential to be used by existing local residents, with only 385 existing households within a 10-minute cycling distance compared to 965 households for P1. Only the northern part of Teversham and sections of Newmarket Road west towards Barnwell roundabout and east towards Junction 35 of the A14 are within a 10-minute cycling distance (Appendix H). As per P1, there are a limited number of existing households (28) within a 10-minute walk of P2 (red). With P2 being located further east than P1 the site provides a lower opportunity to directly serve existing local and future residents (Appendix H).
- 7.3.47. P2 will require the construction of additional segregated bus priority measures when compared to P1 due to being located further east, resulting in an amber grading compared to green for P1.
- 7.3.48. P2 is owned by Cambridgeshire County Council and therefore is assumed to be available to the GCP. The flat topography and regular plot shape means there will be limited constraints to the development, except those identified in Section 7.2, relating to seeking to avoid impacts on the SSSI and Fen habitats along the eastern boundary and the County Park allocation along the southern boundary of P2 respectively.

Site P3

- 7.3.49. Site P3 has the third shortest bus journey time to Cambridge city centre (17 minutes and 56 seconds), being located opposite P2. It is considered to have the same high intercept potential as P2 due to being located close to Newmarket Road and on High Ditch Road. The main difference between P1/P2 and P3 is that inbound vehicles from the A14 will have to turn right into the site which will have a slightly higher impact on the operation of Newmarket Road compared to options P1/P2 which are located on the 'inbound' side of Newmarket Road.
- 7.3.50. It is considered that the most appropriate point to access the site would be via a new junction located at the site of the existing High Ditch Road/ A1303 Newmarket Road junction. The reconfigured junction layout would need to make suitable provision for High Ditch Road, NCN 51 as well as the P&R site access. Direct access/egress from the A14 is not considered to be feasible due to the site frontages proximity to the Junction 35 west facing slips. The Design Manual for Roads and Bridges (DMRB) CD 122 Geometric design of graded separated junctions' paragraph 4.5 requires a minimum distance of 1km between junctions on all-purpose rural roads.
- 7.3.51. Access and egress from P3 is possible by bicycle, with the opportunity to link directly to NCN 51 along the northside of Newmarket Road at the proposed High Ditch Road junction. The benefit of P3 compared to P1/P2 is that cyclists will not need to cross Newmarket Road to access NCN 51 from the P&R site. The site is the third closest to the eastern end of the proposed cycle infrastructure improvements to Newmarket Road and will therefore have the third shortest cycle journey times to destinations in Cambridge city centre (25 minutes). No substantial additional cycle infrastructure improvements will be required to connect P3 to the CEA Newmarket Road proposals via the existing NCN 51 on the northside of Newmarket Road.

- 7.3.52. Access and egress from P3 is possible on foot via connections to the existing NCN 51 shared-use path along the northside of Newmarket Road. It is considered that no substantial additional pedestrian infrastructure is required to connect P3 to the existing surrounding walking networks. However, compared to P1 and P2, P3 is located further from Marleigh and the Cambridge Airport development site, and compared to P10 and P11, located further from Stow cum Quy and therefore is less accessible from existing and planned local communities.
- 7.3.53. The RAG appraisal shows that P3 has poor potential to be used by existing local residents, with only 346 existing households within a 10-minute cycling distance compared to P1 (965 households). Only the northern part of Teversham and sections of Newmarket Road west towards Marleigh and east including parts of Stow-cum-Quy village are within a 10-minute cycling distance (Appendix H). As per P2, there are a limited number of existing households (28) within a 10-minute walk of P3 (red). Compared to P2, Quy Mill Hotel is within a 10-minute walk of P3 along with existing properties along Newmarket Road between Junction 35 of the A14 and the Airport Way roundabout (Appendix H). However, compared to P1 which will be directly accessible from the Cambridge Airport development in the future there, is a lower potential to directly support local existing and planned developments.
- 7.3.54. P3 will require the construction of additional segregated bus priority measures when compared to P1 and P2 due to being located further east, resulting in an amber grading compared to green for P1. To achieve prioritised bus access to P3 would require the extension of the proposed bus lanes on Newmarket Road to the High Ditch Road roundabout. This will add cost and complexity to delivering P3 compared to P1 and P2 if bus priority measures are required between the site and the CEA Newmarket Road scheme.
- 7.3.55. P3 is wholly owned by a private individual and is not allocated for development (assuming it's not required for the Cambridge WWTW relocation), therefore it is considered that the site could be available to the GCP, but the commercial terms are unknown at this stage. The flat topography and regular plot shape means there will be limited constraints to the development, except those identified in Section 7.2, relating to potential heritage assets.

Site P10

- 7.3.56. Site P10 is forecast to result in the slowest AM peak hour inbound bus journey time to Cambridge city centre (23 minutes and 48 seconds) due to the increased travel distance and routing through Junction 35 of the A14. Without bus priority measures, AM Peak inbound bus journey times are predicted to be approximately 6 minutes longer compared to P3 and 8 minutes longer compared to P1, highlighting the relatively high levels of congestion at Junction 35 and inbound along Newmarket Road in the AM Peak Hour.
- 7.3.57. P10 will therefore require the construction of substantial additional segregated bus priority measures when compared to options P1, P2 and P3 due to being located 2.4km further to the east, resulting in a red grading. Bus priority measures on Newmarket Road and at Junction 35 of the A14 would be required to enable a consistent and attractive bus journey times to be achieved between P10 and central Cambridge. It is considered that there are no opportunities to provide bus lanes along the A1303 Newmarket Road prior to Junction 35 of the A14 without the purchase of third-party land.

- 7.3.58. The provision of bus priority measures on the approach to Junction 35 and on the circulatory carriageway will likely require signalisation of the junction and the reallocation of road space to buses. This would have a substantial impact on junction capacity resulting in additional off-slip congestion which National Highways would object to if queuing occurs back onto the mainline. The junction approaches and overbridges could be widened to provide additional segregated bus lanes, but the substantial cost would likely be prohibitive.
- 7.3.59. The benefit of P10, compared to P1, P2 and P3 is that vehicles arriving from the A14 and Newmarket Road north of the A14 will not have to travel through Junction 35 of the A14 and towards Cambridge along the congested section of Newmarket Road south of the junction in the morning peak period. This could result in some congestion relief in the AM peak period at Junction 35 of the A14 and Newmarket Road south of the A14 as vehicle trips are intercepted by the P&R site earlier. However, the key trade-off to reducing the number of inbound vehicles along Newmarket Road south of Junction 35 of the A14, is that without bus priority measures, bus journey times could be up to 8 minutes longer compared to P1 which could result in the P&R site being less attractive to potential users.
- 7.3.60. In addition, the benefits provided by locating the P&R north of the A14 in reducing vehicle movements through Junction 35 and along Newmarket Road could be eroded overtime if 'induced traffic' or 'reassigned traffic' is attracted to use this route as it becomes less congested compared to alternative radial routes into Cambridge.
- 7.3.61. P10 has a lower direct vehicle intercept potential compared to P1, P2 and P3 due to lower traffic flows on Newmarket Road passing the site. However, the site can also be easily accessed via the A14 Junction 35.
- 7.3.62. It is considered that the most appropriate point to access the site would be via a new junction located on the A1303 Newmarket Road. No direct access to and from the A14 can be provided due to the proximity of the southern site frontage to the east-facing slips at Junction 35 of the A14.
- 7.3.63. Access and egress from P10 is possible by bicycle, with the opportunity to link directly to NCN 51 along the northside of Newmarket Road. The site is the furthest from the proposed cycle infrastructure improvements to Newmarket Road and will therefore have the longest cycle journey times to destinations in Cambridge city centre (31 minutes). No substantial additional cycle infrastructure improvements will be required to connect P10 to the CEA Newmarket Road to the existing NCN 51 on the northside of Newmarket Road.
- 7.3.64. To travel towards Cambridge, cyclists will need to either route along the Quay Mill hotel access road, under the existing A14 underpass before continuing along Newmarket Road or cycle through Junction 35 of the A14 which provides no segregated cycle infrastructure. Compared to P1, P2 and P3, cycle access towards Cambridge is therefore less direct and will take longer, resulting in being less attractive to 'Park and Pedal' users.
- 7.3.65. Access and egress from P10 is possible on foot via connections to the existing NCN 51 shared-use path along the northside of Newmarket Road. It is considered that no substantial additional pedestrian infrastructure is required to connect P10 to the existing surrounding walking networks. P10 is located close to Stow cum Quay village, but there is a lack of direct pedestrian routes between the site and the main village.

- 7.3.66. The RAG appraisal shows that P10 provides the potential to be used by existing local residents living in Stow-cum-Quy with 434 existing households predominately within the village located within a 10-minute cycling distance (Appendix H). This is higher number of existing households within a 10-minute cycle of sites P2 and P3, but lower than P1. As per P1, P2 and P3, there are a limited number of existing households (68) within a 10-minute walk of P10 (amber). A 10-minute walking catchment to P10 includes the southern part of Stow-cum-Quy village only due to the lack of direct footways and footpaths (Appendix H).
- 7.3.67. P10 is wholly owned by Cambridgeshire County Council and is not allocated for development, therefore it is assumed that it could be available to the GCP. The relatively flat topography and regular plot shape means there will be limited constraints to the development, except those identified in Section 7.2, relating to potential heritage assets.

Site P11

- 7.3.68. Site P11 has the second slowest bus journey time to Cambridge city centre (22 minutes and 51 seconds), being located on the north side of the A14. As per site P10, without bus priority measures, P&R buses would have to travel through the congested A14 Junction 35 and along a longer section of the A1303, including through the congested two-lane westbound merge in the AM peak period. Compared to P1, the AM inbound bus journey time is predicted to be approximately 7 minutes longer.
- 7.3.69. P11 could result in the same benefits to Junction 35 of the A14 as P10, intercepting vehicle trips destined for Cambridge prior to travelling through Junction 35 and along Newmarket Road towards Cambridge. As per P10, this could improve the operation of the junction, particularly in the weekday AM peak period when traffic queues on the approach arms for movements towards Cambridge.
- 7.3.70. However, as identified for P10, P11 would also require the construction of substantial additional segregated bus priority measures when compared to P1, P2 and P3. As per P10, bus priority measures would be required on Newmarket Road between P11 and the Airport Way roundabout to provide attractive bus journey times during peak travel periods. Reallocating road space or constructing additional segregated bus lanes along Newmarket Road and through Junction 35 of the A14 will be a very expensive solution when compared to locating the P&R closer to Cambridge.
- 7.3.71. Therefore, one of the key trade-offs between sites P10/P11 and P1/P2/P3 is whether to minimise car access times or bus journey times, with sites closer to Cambridge having shorter bus and cycle journey times, but longer vehicle access times, and vice versa for sites P10 and P11.
- 7.3.72. P11 will have the lowest direct intercept rate compared to P1, P2, P3 and P10 due to lower traffic flows on Church Road directly passing the site. However, the site can also be easily accessed via the A14 Junction 35. However, changes would be required to the Church Road/Newmarket Road junction to enable cars to turn right from Newmarket Road into Church Road to access the site. This will impact the operational efficiency of the signalised junction which is located only 120m north of Junction 35 of the A14. If a right turn facility was not provided, vehicle would either have to u-turn at Junction 35 or more likely would route through Stow-cum-Quy village, leading to increased local traffic movements.

- 7.3.73. It is considered that the most appropriate point to access the site would be via a new junction incorporating Newmarket Road, Church Road and the access road to the Quay Mill Hotel which may require third party land acquisition. The hotel access road is public highway up to the point where the subway under the A14 is located due to NCN 51 using this access road. The junction could incorporate the right turn movement from Newmarket Road to Church Road which is currently prohibited.
- 7.3.74. Direct access into site P11 from the A14 is not considered a feasible option as the southern frontage is located adjacent to the eastbound off-slip.
- 7.3.75. Access and egress from P10 is possible by bicycle, with the opportunity to link directly to NCN 51 along the Quay Mill Hotel access road. The site is the second furthest from the proposed cycle infrastructure improvements to Newmarket Road and will therefore have the second longest cycle journey times to destinations in Cambridge city centre (30 minutes).
- 7.3.76. No substantial additional cycle infrastructure improvements will be required to connect P11 to NCN 51. To travel towards Cambridge, cyclists will need to route through the existing A14 underpass before continuing along Newmarket Road. Compared to P1, P2 and P3, cycle access towards Cambridge will take longer, but is more direct compared to P10. P11 will therefore be less attractive to 'Park and Pedal' users compared to P1, P2 or P3.
- 7.3.77. Access and egress from P11 is possible on foot via connections to the existing NCN 51 shared-use path along the Quay Mill Access road and existing footways along Church Road, linking the site with Stow cum Quay. It is considered that no substantial additional pedestrian infrastructure is required to connect P11 to the existing surrounding walking networks. P11 is better located to provide good local walking and cycling access from Stow cum Quay village when compared to P10.
- 7.3.78. The RAG appraisal shows that P11 provides the potential to be used by existing local residents living in Stow-cum-Quay with 452 existing households predominately within the village located within a 10-minute cycling distance (Appendix H). This is higher number of existing households within a 10-minute cycle of sites P2 , P3 and P10, but lower than P1. Compared to P1, P2, P3 and P10, P11 provides to greatest potential to be accessed on foot by existing local residents with 208 households and Quay Mill Hotel within a 10-minute walk (Appendix H).
- 7.3.79. P11 is wholly owned by a private owner (amber) and is not allocated for development, therefore it is assumed that is could be available to the GCP, but the commercial terms are unknown at this stage. The relatively flat topography and regular plot shape means there will be limited constraints to the development, except those identified in Section 7.2, relating to potential amenity impacts.

P&R CONSTRUCTABILITY APPRAISAL RESULTS

- 7.3.80. Table 7-5 provides a summary of the high-level P&R constructability assessment of each of the five short-listed sites, focused on drainage and utility connections.

Table 7-5 – MCAF P&R Constructability Assessment Results Summary

Criteria	P1	P2	P3	P10	P11
Constructability					

- 7.3.81. Table 7-5 shows that P1 to P3 have been assessed as amber, P10 as red and P11 as green.

- 7.3.82. There are no substantial concerns with the constructability of a P&R on site P1. The underlying soils, comprise sand and gravel according to the British Geological Survey website. This type of soil may support infiltration as a form of surface water drainage. If infiltration is not viable, the nearest watercourse is approximately 200m to the south of the site. Access to this watercourse will be over third-party land and flows will be restricted to pre-development greenfield run-off rates, approx. 1.68 l/sec for a 1-year return period rainfall event. This will result in large amounts of attenuation storage, either at ground level in the form of basins, swales or underground in the form of buried storage tanks within the site. Foul water drainage may be achieved by a package treatment tank which discharges into the watercourse.
- 7.3.83. Existing utilities include a 11 kilovolt overhead cable running across the southwest corner of the site outside of the preferred P&R location in the northwest corner of P1. Main's water runs along the northside of Newmarket Road and telecoms cables route along the south side of Newmarket Road and the east side of Airport Way. Utilities connections to the site should therefore be possible.
- 7.3.84. The preferred strategy would be the use infiltration for the surface water drainage, however if that is not possible, access to the southern watercourse may be required which will provide some challenges due to the large amount of attenuation storage required.
- 7.3.85. There are no substantial concerns with the constructability of a P&R on site P2. The underlying soils, comprise chalk according to the British Geological Survey website. This type of soil may support infiltration as a form of surface water drainage. If infiltration is not viable, the nearest watercourse is approximately 100m to the south of the site. Access to this watercourse will be over third-party land and flows will be restricted to pre-development greenfield run-off rates, approx. 1.68 l/sec for a 1-year return period rainfall event. This will result in large amounts of attenuation storage, either at ground level in the form of basins, swales or underground in the form of buried storage tanks. Foul water drainage may be achieved by a package treatment tank which discharges into the watercourse.
- 7.3.86. Existing utility records do not show any electricity cables running along Newmarket Road, however there are residential dwellings and small businesses present. As per site P1, there is main's water running along the northside of Newmarket Road and telecoms cables route along the south side of Newmarket Road.
- 7.3.87. As per P1, there are options available to deal with surface water drainage and to connect to existing utilities along Newmarket Road.
- 7.3.88. There are no substantial concerns with the constructability of a P&R on site P3. The underlying soils, comprise sand and gravels according to the British Geological Survey website. This type of soil may support infiltration as a form of surface water drainage. If infiltration is not viable, the nearest watercourse is Quy Water approximately 200m to the east of the site. Access to this watercourse will be over third-party land and flows will be restricted to pre-development greenfield run-off rates, approx. 1.68 l/sec for a 1-year return period rainfall event. This will result in large amounts of attenuation storage, either at ground level in the form of basins, swales or underground in the form of buried storage tanks. Foul water drainage may be achieved by a package treatment tank which discharges into the watercourse.

- 7.3.89. As per P2, existing utility records do not show any electricity cables running along Newmarket Road, however there are residential dwellings and small businesses present. As per P2, there is main's water running along the northside of Newmarket Road and telecoms cables route along the south side of Newmarket Road. There is also cable networks crossing the existing priority junction with High Ditch Road on the north side of Newmarket Road. One of the existing cables is fibre optic which will be expensive to divert or lower.
- 7.3.90. There are more substantial concerns with the constructability of a P&R on site P10 compared to the other four sites. The underlying soils, comprise sand and gravels according to the British Geological Survey website. This type of soil may support infiltration as a form of surface water drainage. However, if infiltration is not viable, there is not a nearby watercourse available to accept the surface water run-off via gravity so surface water will need to be pumped. This is the least favoured solution to managing surface water run-off. Existing utility records are unknown for P10, however there are local residential properties in close proximity to the site.
- 7.3.91. There are no substantial concerns with the constructability of a P&R on site P11. The underlying soils, comprise sand and gravels according to the British Geological Survey website. This type of soil may support infiltration as a form of surface water drainage. If infiltration is not viable, the Quy Water River borders the western boundary which surface water run-off from the site can outfall in to. Flows will be restricted to pre-development greenfield run-off rates, approx. 1.68 l/sec for a 1-year return period rainfall event. This will result in large amounts of attenuation storage, either at ground level in the form of basins, swales or underground in the form of buried storage tanks. Existing utility records are unknown for P10, however there are nearby residential properties along Church Road.

GREEN BELT OPTION ASSESSMENT RESULTS

- 7.3.92. The results of the Green Belt Option Assessment are detailed in a separate WSP report and summarised below. The five short-listed P&R Site options assessed have been considered in the context of the tests as set out in the NPPF 2021 and the South Cambridgeshire Local Plan 2018 (SCLPPS/4). The assessment has considered the likely harm to the Green Belt for each site relative to the scale and nature of a P&R at these locations, assuming a 5.5 ha scheme which would be appropriately mitigated with boundary and internal landscape planting.
- 7.3.93. Table 7-6 summarises the predicted level of harm to the purposes of to the Green Belt as a consequence of development of the P&R at each site.

Table 7-6 – Green Belt Option Appraisal Results Summary

Criteria	P1	P2	P3	P10	P11
Predicted Level of Green Belt Harm	Moderate/High	Moderate	High	Moderate/High	Moderate

- 7.3.94. Table 7-6 shows that a P&R within sites P1 and P10 have been assessed as having a moderate/high level of harm to the purposes of the Green Belt. A P&R within site P3 is assessed as high, with P2 and P11 assessed as moderate. The rationale for these appraisal results are summarised below:

- **Site P1:** Being the closest to the edge of Cambridge, P1 is considered to make a significant contribution to preserving Cambridge's compact character, a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a significant contribution to preventing communities in the environs of Cambridge from merging with the city. The scale of the P&R within this Site is relatively low, taking up approximately one third of the site within P1 subset. There is also significant existing vegetation, which is assumed would be retained and provide a visual buffer to the surrounding areas. The Site contribution to the Green Belt purposes along with the scale and nature of the P&R within the site, result in the likely harm to the purposes of the Green Belt as **Moderate high**.
- **Site P2:** makes no contribution to preserving Cambridge's compact character, a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a relatively limited contribution to preventing communities in the environs of Cambridge from merging with the city. The scale of the P&R in the Site is low, only taking up one fifth of the total site area and can be located away from the SSSI. The belt of Priority Habitat Deciduous Woodland to the north of the Site is assumed to be retained along with existing boundary vegetation. The Site contribution to the Green Belt purposes along with the scale and nature of the P&R within the site result in the likely harm to the purposes of the Green Belt as **Moderate**.
- **Site P3:** is considered to make a significant contribution to preserving Cambridge's compact character, a relatively significant contribution to maintaining and enhancing the quality of Cambridge's setting, and a significant contribution to preventing communities in the environs of Cambridge from merging with the city. The scale of the P&R is moderate to high as it will make up over half of the Site to the east. There is some existing boundary vegetation with a strip of tall trees to the east assumed to be retained. The Site contribution to the Green Belt purposes along with the scale and nature of the P&R within the site result in the likely harm to the purposes of the Green Belt as **High**.
- **Site P10:** the landform falls to the south and the Site has some existing boundary vegetation. The Site makes no contribution to preserving Cambridge's compact character. It does, however, make a relatively significant contribution to maintaining and enhancing the quality of Cambridge's setting, and to preventing communities in the environs of Cambridge from merging with the city. The P&R will be located to the west of the site and make up approximately one third of the Site total area. The Site contribution to the Green Belt purposes along with the scale and nature of the P&R within the site result in the likely harm to the purposes of the Green Belt as **Moderate high**.
- **Site P11:** is the largest Site covering 37 ha west of Stow-cum-Quy and north of the A14. The existing vegetation on Site includes boundary hedgerows and areas of Priority Habitat Deciduous Woodland to the north. The Park and Ride will make up 5.5 ha and be located in the southeast of the Site. It makes no contribution to preserving Cambridge's compact character. It does, however, make a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a relatively significant contribution to preventing communities in the environs of Cambridge from merging with the city. The scale of the P&R is very low with approximately 32 ha of the Site retained as open land. The Site contribution to the Green Belt purposes along with the scale and nature of the P&R within the Site result in the likely harm to the purposes of the Green Belt as **Moderate**.

7.4 FINAL COMPARATIVE ANALYSIS

7.4.1. Table 7-7 combines the environmental, operational, constructability and Green Belt Option Assessment results for the short-listed sites into a single comparative Table.

Table 7-7 – MCAF Comparative Results Summary

Criteria	P1	P2	P3	P10	P11
Air Quality	Minor Positive	Minor Positive	Minor Positive	Minor Negative	Minor Negative
Noise	Minor Negative	Minor Negative	Neutral	Minor Negative	Minor Negative
Landscape/Townscape	Neutral	Neutral	Neutral	Minor Negative	Minor Negative
Carbon Emissions	Minor Negative				
Historic Environment	Minor Negative	Major Negative	Major Negative	Minor Negative	Major Negative
Biodiversity	Minor Negative	Major Negative	Minor Negative	Minor Negative	Minor Negative
Water Environment	Neutral	Minor Negative	Minor Negative	Neutral	Minor Negative
Pass-by Intercept Potential					
Site Access/Egress by Car					
Households within a 10 min Cycle					
Cycle Journey time to Cambridge city centre					
Site Access/Egress by Bicycle					
Households within a 10 min walk					
Site Access/Egress by Pedestrians					
AM Peak Bus Journey Time to Drummer Street Bus Station					
Opportunity for Segregated Bus Priority Access/Egress					
Plot Shape/Topography					
Land Ownership					
Constructability					
Predicted Level of Green Belt Harm	Moderate/High	Moderate	High	Moderate/High	Moderate

- 7.4.2. Table 7-7 shows that P1 (land adjacent to Airport Way) performs the best when considering the appraisal ratings in insolation, with no major negative environmental impacts, one red operational impact, amber constructability and availability concerns and a moderate high predicted level of harm to the Green Belt purposes.
- 7.4.3. Site P2, P3 and P10 all have four red ratings based on impacts to the historic environment, biodiversity, proximity to existing communities within walking and cycling distance, level of harm to the Green Belt (P3 High) or cycle and bus journey times to Cambridge (P10) and opportunities to provide segregated bus infrastructure (P10). P11 includes five red ratings related to potential impacts on the Historic environment, direct pass-by potential, cycle and bus journey times to Cambridge city centre and the challenges with providing segregated bus infrastructure.
- 7.4.4. As stated in section 7.2, the MCAF is a decision support tool that provides a proportionate assessment of the short-listed sites in a clear and consistent format to assist the GCP in deciding which short-listed site should be taken forward as the preferred P&R site. It is recognised that the number of 'red' ratings does not take into consideration the combined relative merits of each site. Therefore, the remainder of this section considers each short-listed sites relative merits by applying the combined professional judgement of the multi-discipline (environment, planning, landscape and transport planning) appraisal team.
- 7.4.5. Taking all the appraisal results into consideration, it is considered on balance that **Site P1 is the preferred site to accommodate the P&R facility**. From an environmental perspective P1 ranks more highly as a preferred option compared to the other four short listed sites. Option P1 is located closest to the village of Teversham. The site is likely to have a minor positive impact on air quality, a neutral impact on townscape, a minor negative impact on carbon, and a minor negative impact on noise for the village. Although Option P1 is located within 250m of the Quy Water, it is unlikely to have any notable impacts on the watercourse. Likewise, although there is a possibility of identifying archaeological features, there are yet no confirmed findings at the site.
- 7.4.6. Options P10 and P11 are close to Stow cum Quy, which is a sensitive receptor to noise, visual and air quality impacts, as well as the settings of listed buildings. There are some minor differences in the impact of both options, but overall, these scored similarly.
- 7.4.7. Both Options P2 and P3 are likely to have major impacts on archaeology and ecology. These sites are also close to Quy Water presenting risks of pollution, though equally, potential benefits from reduced phosphate loading from displaced farmland. There are also potential indirect negatives from these sites, such as increased use of local open spaces by people, with additional risks of disturbance to locally important wildlife and habitats.
- 7.4.8. From an operational perspective, P1 ranks as the best performing option, followed by P2, P3 and then P10 and P11. This is because P1 is the closest to Cambridge and therefore provides the quickest bus and cycle journey times to destinations in the city. It is also located on the 'inbound' direction of travel, can directly support the future communities at Marleigh and the Airport development as well as provides the opportunity to directly route additional bus services through the Airport development site or along Airport Way.

- 7.4.9. P1 provides flexibility in access options by all modes with frontages onto both Newmarket Road and Airport Way. This results in a high intercept potential as well as flexible access options into the site and the adjacent Airport Way mixed-use development site. The site is owned by Marshalls who are understood to be supportive in principle to relocating the P&R from its existing site to a site east of Airport Way.
- 7.4.10. P2 provides similar operational benefits to P1, but with the main difference being fewer people living with an easy walk and cycle distance of the site, slight increases to onward travel times on foot and by bicycle and no direct access into the Airport development site.
- 7.4.11. Moving away from Cambridge, sites P3, P10 and P11 all result in increasing bus and cycle journey times to Cambridge and increased need for extensive bus priority measures to maintain attractive bus journey times and are therefore considered less preferable to P1.
- 7.4.12. It is recognised that P10 and P11 could provide benefits to people accessing the P&R facility by car due to being intercepted earlier and avoiding the need to travel through Junction 35 of the A14 and along Newmarket Road towards Cambridge. However, the car journey time benefits will be off-set by increased bus and cycle journey times. This will particularly be the case if substantial bus priority infrastructure is not provided from P10 or P11 to Cambridge, which will add significant additional costs to these two site options.
- 7.4.13. From a Green Belt impact perspective, P3 is considered to have the highest impact on the function of the Green Belt with P1 and P10 scored as moderate high, with P2 and P11 scored as moderate.
- 7.4.14. Taking all these matters into consideration it is considered that site P1 is the preferred site to accommodate the P&R facility as it performs the best from an operational and environmental perspective, with no significant constructability concerns. P2 is ranked second as it performs well operationally, is predicted to have a lower Green Belt impact, but increased concerns are raised around the potential for environmental impacts.
- 7.4.15. P3 is ranked third, performs well operationally, but is predicted to have the highest Green Belt impact and the potential for major negative heritage impacts. P10 and P11 are ranked last due to the increased bus and cycle journey times to Cambridge, the potential for environmental impacts on the existing residents in Stow cum Quy and the need for substantial bus priority measures towards Cambridge.

Outcome 6 Recommended preferred site: Taking the environmental, operational, constructability, planning policy and Green Belt appraisal results in this final comparative analysis into consideration, WSP recommends that, on balance P1 is the preferred site to accommodate the relocated and expanded Newmarket Road Park and Ride facility.

8 CONCLUSION AND RECOMMENDATIONS

8.1.1. This chapter presents the final conclusions on the Newmarket Road P&R site identification, selection and appraisal.

8.2 REPORT OUTCOMES

8.2.1. This report has demonstrated the following Newmarket Road P&R site outcomes:

- **Outcome 1 – Requirement for a Green Belt Location:** A reasoned approach has been applied to identify a 'P&R Area of Search' within which the site should be located. This was informed by a series of Newmarket Road P&R scheme objectives and operational requirements which demonstrated the P&R requires a Green Belt location. This is primarily due to the need for attractive onward travel times to Cambridge by bus and bicycle (less than 25 minutes).
- **Outcome 2 – Requirement for a location along the A1303 Newmarket Road Corridor:** The rationale for the extent of the 'P&R Area of Search' demonstrates the need to locate the P&R within the A1303 Newmarket Road corridor, between Airport Way and Junction 35 of the A14. The rationale is the need for the P&R to be located on a main radial route, easily accessible from the strategic road network (Junction 35 of the A14) and complement the existing and retained P&R's to the north, south and west of Cambridge.
- **Outcome 3 – Identification of a Long-List of Potential P&R site locations:** Within the clearly defined 'P&R Area of Search', this report has demonstrated that an extensive long-list of twelve broad P&R sites close to the Newmarket Road corridor have been identified that take into consideration existing environmental and development constraints. This includes sites identified by TetraTech at the SOBC stage and by stakeholders in the consultation on the P&R Concept Designs within the combined site P1/P2.
- **Outcome 4 – Identification of a Short-List of Potential P&R site locations:** The initial sift of the twelve long-listed sites resulted in the identification of five short-listed locations that were appraised in more detail using a bespoke MCAF. The initial sift discounted sites that were too small to accommodate a 2,000 space P&R, allocated for development in adopted Local Plans or extensively protected by existing planning policies or close to significant environmental designations. The initial sift ruled out sites within the allocated Airport development area, the Airport Safety Zone, less than 5.0 hectares in size, close to the Wilbraham Fens SSSI and extensively covered by Local Green Space designations.
- **Outcome 5 – Requirement to relocate the P&R rather than redevelop the existing site:** The existing P&R site (P7) was included in the long-list of sites. However, redeveloping the existing site has been discounted due to the site being too small (less than 5.0 hectares), allocated for development (Policy SS/3 South Cambridgeshire Local Plan) post 2031 and is leased from Marshalls resulting in a risk to the long-term availability of the site. As a result of these conclusions, alternative site locations have been appraised.
- **Outcome 6 – Recommended preferred site(s):** The MCAF appraisal combined with the projects team's professional judgement on the potential environmental, operational, constructability and planning policy impacts of each short-listed site results in, on balance, Site P1 as the preferred site to accommodate the P&R facility. P2 is ranked second, followed by P3 and then P10 and P11 as least preferred.

8.3 CONCLUSION

- 8.3.1. In drawing the final conclusions on the P&R site identification and appraisal, this report has demonstrated that a proportionate site identification and appraisal approach that has been undertaken to identify a preferred site for a 2,000 space P&R facility within the A1303 Newmarket Road corridor.
- 8.3.2. The assessment has demonstrated an evidence-led approach to identifying a 'P&R Area of Search' within which the P&R should be located. An extensive long listing of potential sites within the 'P&R Area of Search', taking into consideration existing environmental constraints and stakeholder recommendations has been undertaken. The assessment set out in Chapter 6 has demonstrated that sites which are too small or conflict substantially with existing planning policies have been discounted. Chapter 7 has demonstrated that the combined use of the bespoke MCAF and the project team's final comparative analysis results on balance with P1 as the preferred site, followed by P2, P3 and then P10/P11.
- 8.3.3. Based on the appraisal undertaken and having taken all matters in this final comparative analysis into consideration, WSP therefore concludes that on balance site **P1 is the preferred site to accommodate a 2,000 space P&R facility.**

8.4 RECOMMENDATIONS

CONCEPT DESIGN RECOMMENDATIONS

- 8.4.1. The environmental and planning policy appraisal identified that the 2,000 space P&R should be located within the northern land parcel of site P1 to minimise the impact on the existing mature hedgerows and allocated Country Park (Policy CE/21/1 Cambridge East AAP) across the south of P1.
- 8.4.2. It is therefore recommended that Concept Design Options are developed for a P&R facility within the northern land parcel that retains the existing hedgerows as far as possible and avoids the allocated Country Park area to the south. To inform the Concept Designs, the GCP will need to consider and confirm the P&R facility requirements including number of spaces, building facility requirements, number of bus stops and bus services that need to be accommodated within the site.
- 8.4.3. The Concept Design options should seek to identify:
- The opportunities for segregated bus access and egress to Newmarket Road, Airport Way and the future Airport development site;
 - The opportunities for prioritised vehicle access to the P&R from the A14;
 - Access on foot and by bicycle; and
 - The maximum number of parking spaces that can be accommodated within the northern parcel.
- 8.4.4. If a P&R facility within P1 is taken forward by the GCP as the preferred location then, following the completion of the concept design, engagement with the planning authority and Marshalls (landowner) will need to be progressed to identify the planning submission requirements and whether the site is available on acceptable commercial terms respectively. A planning application for the P&R facility is likely to include an Environmental Statement (noting potential requirement for EIA), Transport Assessment (including traffic modelling), preliminary scheme design, various

surveys (ecology, noise, archaeology, air quality, topographical, drainage and trees) and associated environmental assessments.

ENVIRONMENTAL RECOMMENDATIONS

- 8.4.5. Considering the information provided by the archaeological advisor for Cambridge County Council on the initial proposal for Options P1 and P2, the WSP Cultural Heritage & Archaeology team recommended the preparation of a Heritage Constraints Appraisal.
- 8.4.6. It is recommended that any potential impact on listed structures (direct or indirect) and/or mitigation required is considered at an early stage and embedded into future designs.
- 8.4.7. Recommended further surveys from the Protected Species Scoping Report:
- Badger - Badger Survey,
 - Bats - Preliminary Roost Assessment (PRA),
 - Otter – Otter Survey,
 - Water Vole - Water Vole Survey,
 - Great Crested Newt - Habitat Suitability Index, Presence/absence surveys eDNA
 - Reptiles – Presence/Absence Surveys
 - Breeding and wintering birds – Breeding Bird Survey, Barn Owl Survey, Kingfishers Survey
- 8.4.8. As of 2023, minimum of 10% biodiversity net gain will be required on all planning proposals, with the GCP setting a target of 20%. Several environmental impact mitigation measures have been recommended from the preliminary ecological appraisal that was undertaken for the combined P1 and P2 site. These mitigation measures would be applicable to all the short-listed sites:
- Avoid areas that fall within the impact risk zone of Wilbraham Fens SSSI and Teversham Fen. A suitable buffer zone should be established between any works and these areas/habitats which should be decided upon with consultation with Natural England.
 - A construction Environmental Management Plan should be produced to ensure that any impact from works on the environment is minimised within the context of compliance with local legislation.
 - Loss of priority habitat should be minimised.
 - Replacement habitats should be created onsite as part of the landscaping plan. Any habitat loss should be replaced with the same broad habitat type of habitats with higher distinctiveness.
 - Creation of refugia on and around the site such as log piles for reptiles and mammals and the implementation of bat and bird boxes.
- 8.4.9. In addition to the above, as part of an effort to secure biodiversity net gain and to ensure impact on the surrounding environment is avoided, we have recommended some other measures.
- 8.4.10. It is recognised that under WFD, that the Quy Water does not meet 'good ecological status' and is classified as not supporting a good 'hydrological regime'. Sections of the watercourse running close and adjacent to Options P1, P2, P3 and P11 are observed as being poor physical and ecological condition. Issues include:
- over-dredging / over-widening,
 - poor hydro-morphology (i.e., overly straightened channel sections),

- overly steep bank profiles / gradients,
 - lack of natural marginal vegetation,
 - lack of natural in-channel vegetation,
 - overshadowed in areas by trees,
 - reduced flow in section due to minor obstructions; and,
 - lack of buffer strips between the watercourse and field margins.

8.4.11. Efforts to restore these features may help to improve the waterbody classification and in-term bring about wider positive changes for the water environment, including benefits for features such as the SSSI, and upstream reedbed habitat at Teversham Fen.

8.4.12. It is recognised under WFD, that the Quy Water is classified as ‘poor’ for the environmental quality element ‘phosphate’. There are likely to be benefits in working with local landowners, to improved land management techniques within the project area and further afield. The aim being to reduce the impact of agriculture on the local environment. This could be achieved through measures such as:

 - increasing buffers strips between field margins and watercourses,
 - reducing agricultural run-off through better soil management,
 - better application and control of pesticides and fertilizers; and,
 - better control of grazing.

8.4.13. These measures could also be incorporated alongside actions to protect and improve biodiversity, such as:

 - tree planning,
 - wildflower seeding,
 - habitat enhancement and creation; and,
 - better management of the agri-environment.

8.4.14. It is recommended that engagement takes place between the developers, landowner, regulators, catchment partners and all local authorities, regarding opportunities to secure a minimum of 10% BNG.

8.4.15. High importance will be put on limiting harm to the Green Belt with the future design process considering design solutions for the final site that seek to comply with SCLP Policy NH/8 which states:

 - *Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.*
 - *Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.*
 - *Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.*

Appendix A

SOUTH CAMBRIDGESHIRE LOCAL
PLAN POLICY MAPS



KEY

	South Cambridgeshire District Boundary		Area Outside SCDC Boundary
	Inset Map Boundary (applicable to district wide maps 1-4)		Area Action Plan Boundary (applicable to insets A, C, D, E, F)
	Neighbourhood Area Boundary for Neighbourhood Plan		Proposed Area Action Plan Boundary (applicable to inset B (east))
	Area Covered by Another Map		Strategic Site Boundary (applicable to insets H and I)

Adopted Local Plan and Area Action Plan Policies

	Ancient Woodlands (Policy NH/7)		Local Nature Reserve (Policy NH/5)
	Conservation Area (Policy NH/14)		Local Green Space (Policy NH/12)
	Country Park (Policies CE/21(1) & CSF/5(1a))		Lordsbridge Restricted Area (Policy TI/7)
	County Wildlife Site (Policy NH/5)		Lordsbridge Consultation Area 1 (Policy TI/7)
	Development Frameworks (Policy S/7)		Lordsbridge Consultation Area 2 (Policy TI/7)
	Employment Allocation (Policies E/2, E/3, E/4 & E/5)		Major Development Site (Policies CSF/3, NS/3, NW/4, SS/1, SS/2, SS/3 (1a), SS/3 (1b), SS/4, SS/5, SS/6, SS/7, SS/8)
	Established Employment Area (Policy E/15 (2a - m))		Safeguarded Land (Policy SS/3 (4))
	Green Belt (Policy S/4)		Protected Village Amenity Area (Policy NH/11)
	Historic Parks & Gardens (Policy NH/14)		Scheduled Ancient Monument (Policy NH/14)
	Housing Allocation (Policy H/1 (a-h))		Site of Special Scientific Interest (Policy NH/5)
	Important Countryside Frontage (Policy NH/13)		Special Policy Area (Policies E/1, E/6, E/7, E/8, H/2, H/3, H/4, H/5, H/6, H/7 NS/11, SC/1 (1a-c, 2d-e), TI/1, TI/6)
	Improved Landscaping (Policies CSF/5 (1b-e) & CSF/5 (2f-m))		
	Landscape Buffer (Policy NS/13(1))		

Note on Adopted Local Plan and Area Action Plan Policies

Local Plan contains policies prefixed "S/", "SS/", "NH/", "H/", "E/", "SC/", "TI/".

Northstowe AAP contains policies prefixed "NS/".

Cambridge East AAP contains policies prefixed "CE/".

Cambridge Southern Fringe AAP contains policies prefixed "CSF/".

North West Cambridge AAP contains policies prefixed "NW/".

Great Abington Former LSA Estate Neighbourhood Plan Policies

	Build Line Boundary (Policies GAL/1, GAL/2)		House (Policies GAL/1, GAL/2)		Site of Piggery (Policies GAL/1, GAL/2)
--	--	---	----------------------------------	---	--

The Adopted Policies Map should be read in conjunction with the Great Abington Former LSA Estate Neighbourhood Plan.

Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals Development Plan Document (Adopted February 2012) (Cambridgeshire County Council)

Allocations and Consultation Areas

 Area of Search	 Transport Safeguarding Area
 Mineral Consultation Area	 Waste Consultation Area
 Site Allocation	 Waste Water Treatment Works Safeguarding Area

Existing Sites

 Mineral	 Waste
 Mineral and Waste	 Waste Water Treatment Works
 Transport Zones	

Mineral Safeguarding Areas

 Chalk	 Sand and Gravel
--	---

Notes

Ancient Woodlands were obtained from Natural England Open Data, data published 14/05/2018
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Local Nature Reserves were obtained from Natural England Open Data, data published 09/05/2018
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NB This national dataset is "indicative" not "definitive". Definitive information can only be provided by individual local authorities and you should refer directly to their information for all purposes that require the most up to date and complete dataset.

Sites of Special Scientific Interest were obtained from Natural England Open Data, data published 18/05/2018
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The most publicly available up to date Natural England GIS Data can be obtained from the Natural England Open Data Geoportals <http://naturalengland-defra.opendata.arcgis.com>

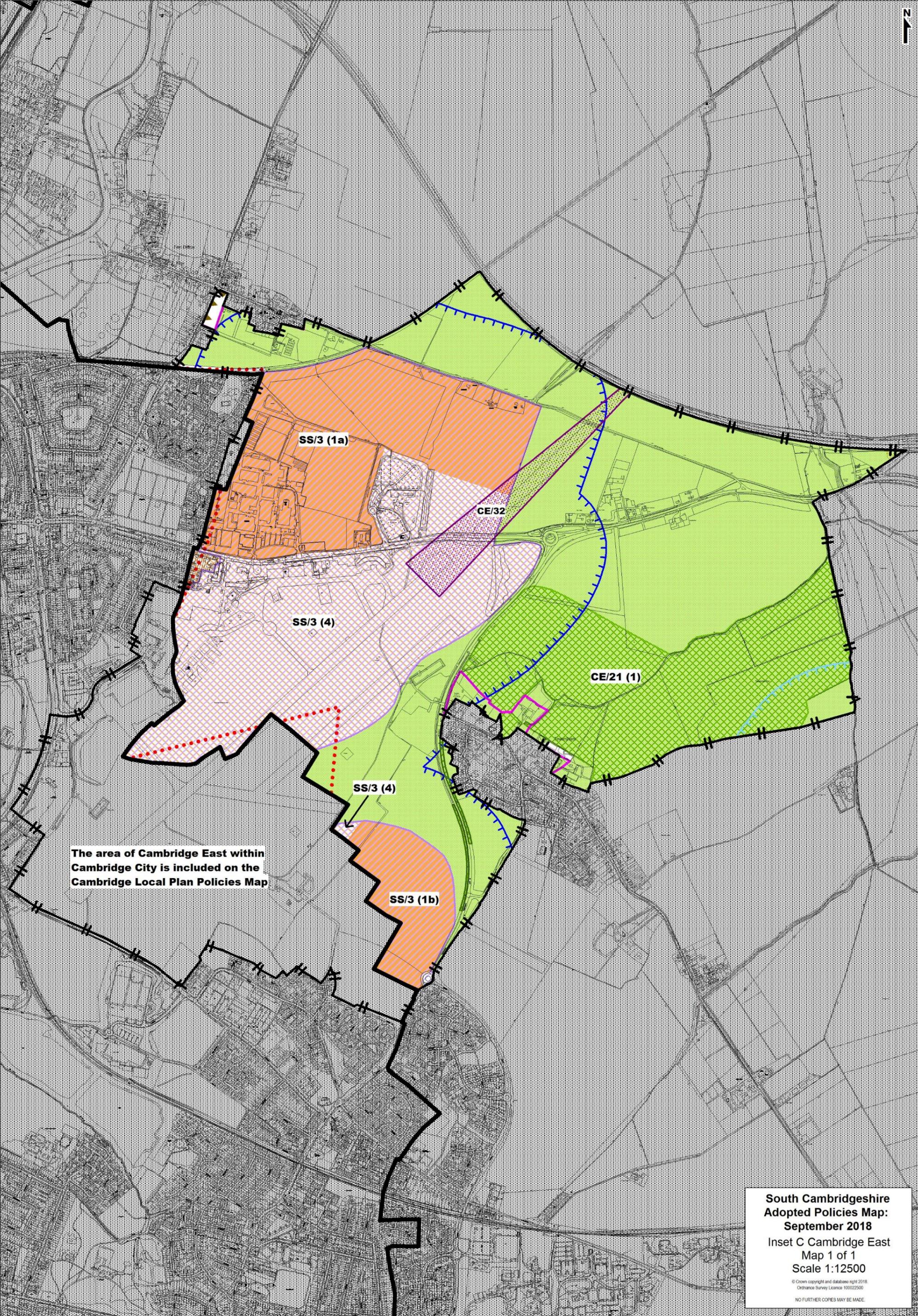
Historic Parks & Gardens and Scheduled Monuments were obtained from Historic England.
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The Historic England GIS Data contained in this material was obtained on 18/05/2018.
The most publicly available up to date English Heritage GIS Data can be obtained from HistoricEngland.org.uk.

County Wildlife Sites were obtained from Cambridgeshire and Peterborough Environmental Records Office (CPERC). As the material shown on this layer does not go through an external consultation process the data is as was at Draft Submission July 2013. The most up to date County Wildlife Site Data can be obtained by contacting CPERC at <https://www.cperc.org.uk>

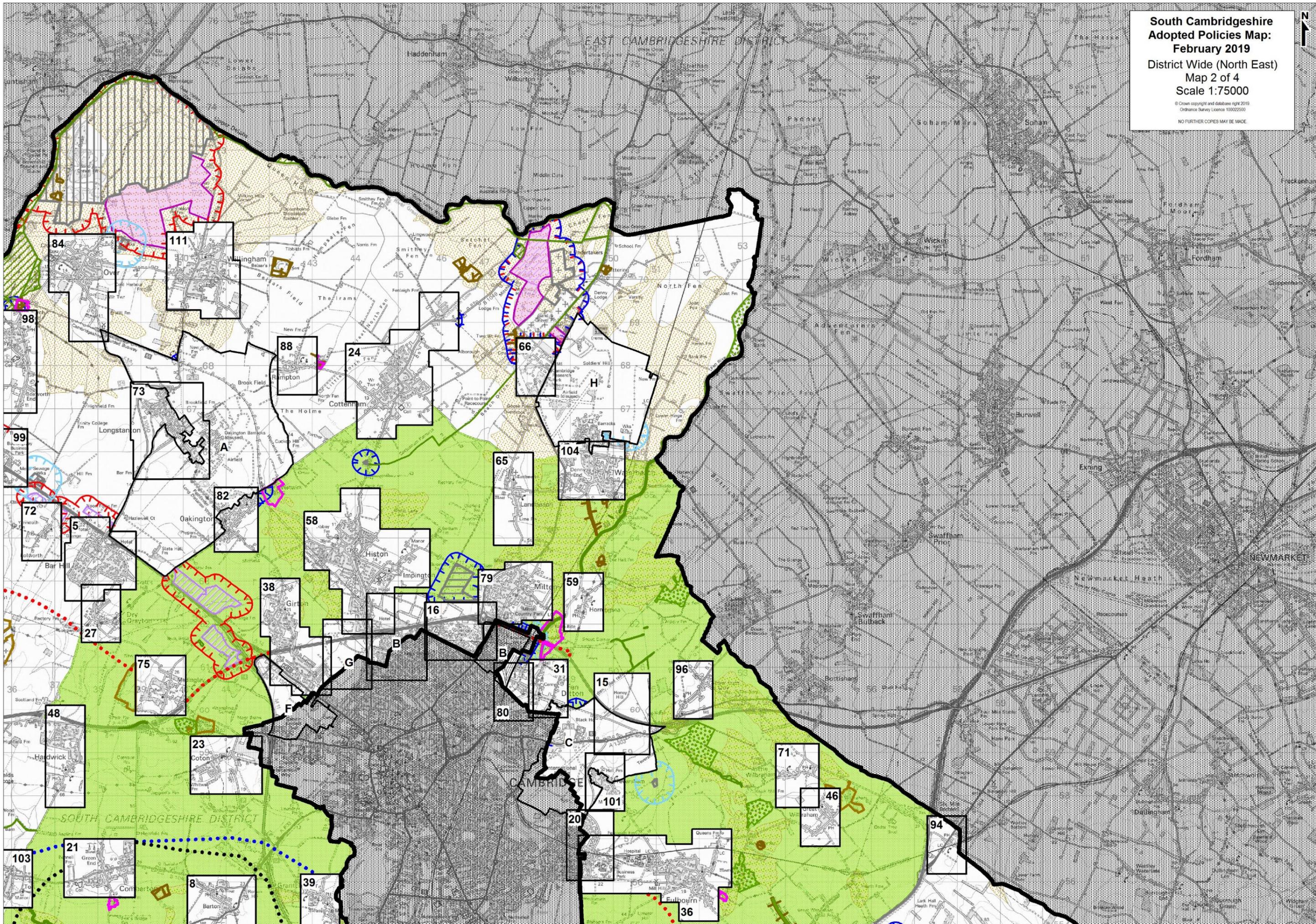
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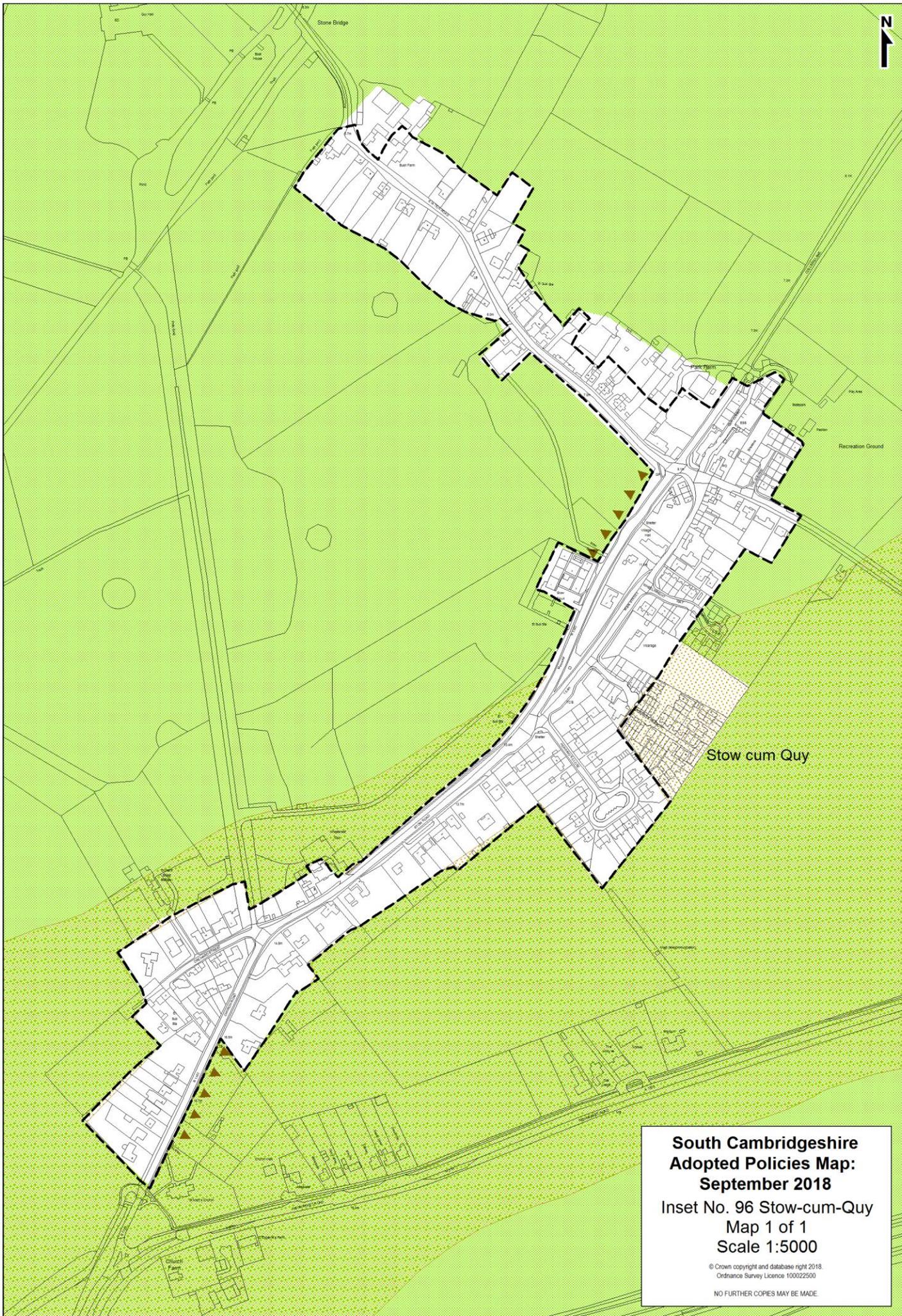
Flood Zones are not shown on the Policies Map as they are regularly updated.
For further information and maps showing the latest flood zones, please visit the GOV.UK website: <https://flood-map-for-planning.service.gov.uk/>



The area of Cambridge East within Cambridge City is included on the Cambridge Local Plan Policies Map

**South Cambridgeshire
Adopted Policies Map:
September 2018**
Inset C Cambridge East
Map 1 of 1
Scale 1:12500
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Appendix B

CAMBRIDGE EAST ACTION PLAN
POLICY MAPS



PROPOSALS MAP

KEY

	Area covered by other maps
	Cambridge East Phase 1 (Policy CE/3)
	Conservation Area ¹
	Country Park (Policy CE/21/1)
	County Wildlife Site ²
	District Boundary
	Environment Agency Flood Zone 2 - Medium Risk 2007 ¹
	Environment Agency Flood Zone 3 - High Risk 2007 ¹
	Green Belt ^{1 & 2}
	Important Countryside Frontage ¹
	Local Nature Reserve ²
	Lordsbridge Consultation Area 2 ^{1 & 2}
	Major Development Site (Policy CE/3)
	Special Policy Area (Policy CE/32)

NOTE:

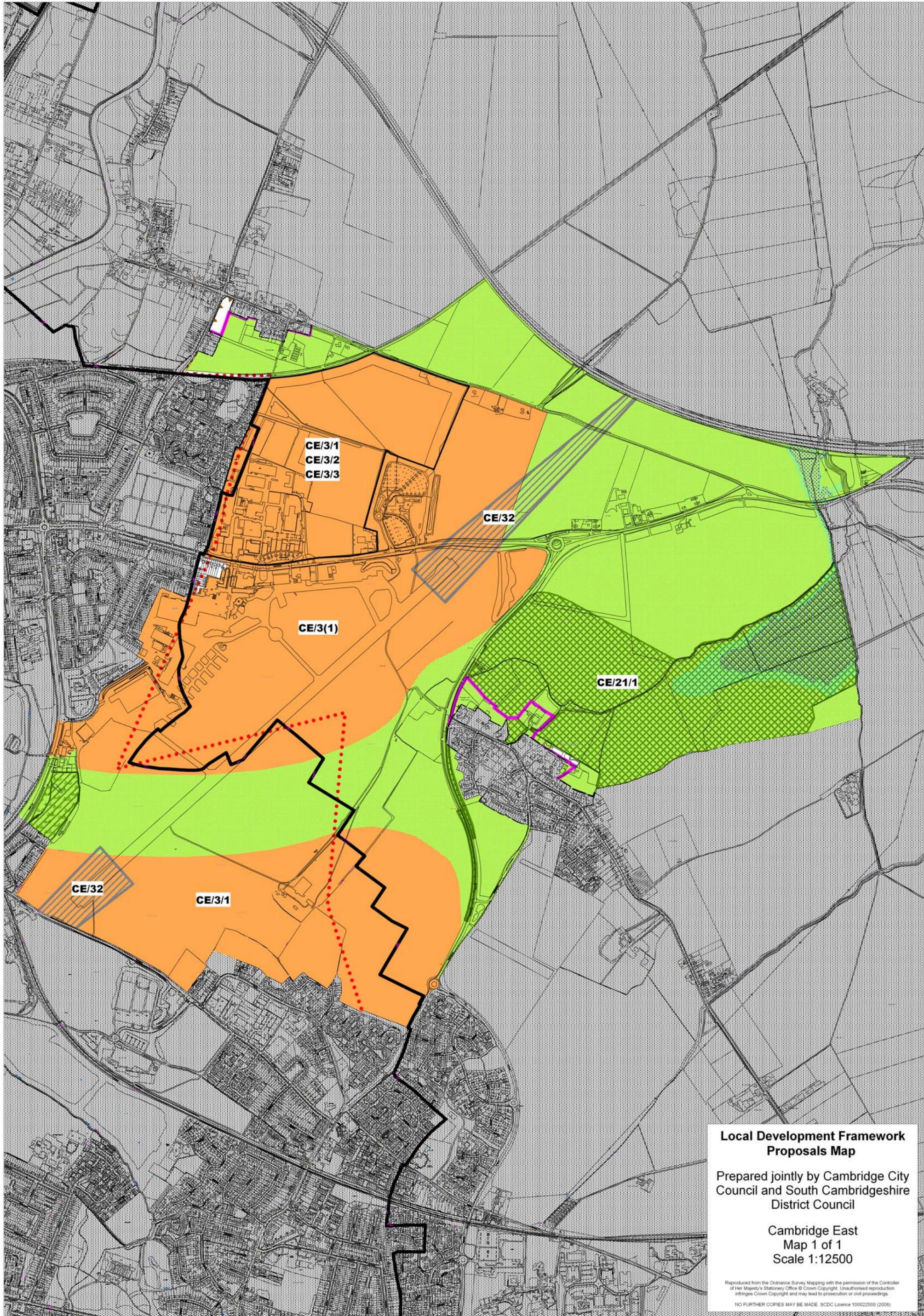
All policies relate to the Cambridge East Area Action Plan unless otherwise stated.

¹ Refer to policies in the South Cambridgeshire Development Control Policies DPD.

² Refer to policies in the Cambridge City Local Plan 2006.

For further information on the flood zones please view the Environment Agency's website:

<http://www.environment-agency.gov.uk/>



**Local Development Framework
Proposals Map**

Prepared jointly by Cambridge City
Council and South Cambridgeshire
District Council

Cambridge East
Map 1 of 1
Scale 1:12500

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Appendix C

AREA OF SEARCH PLANS



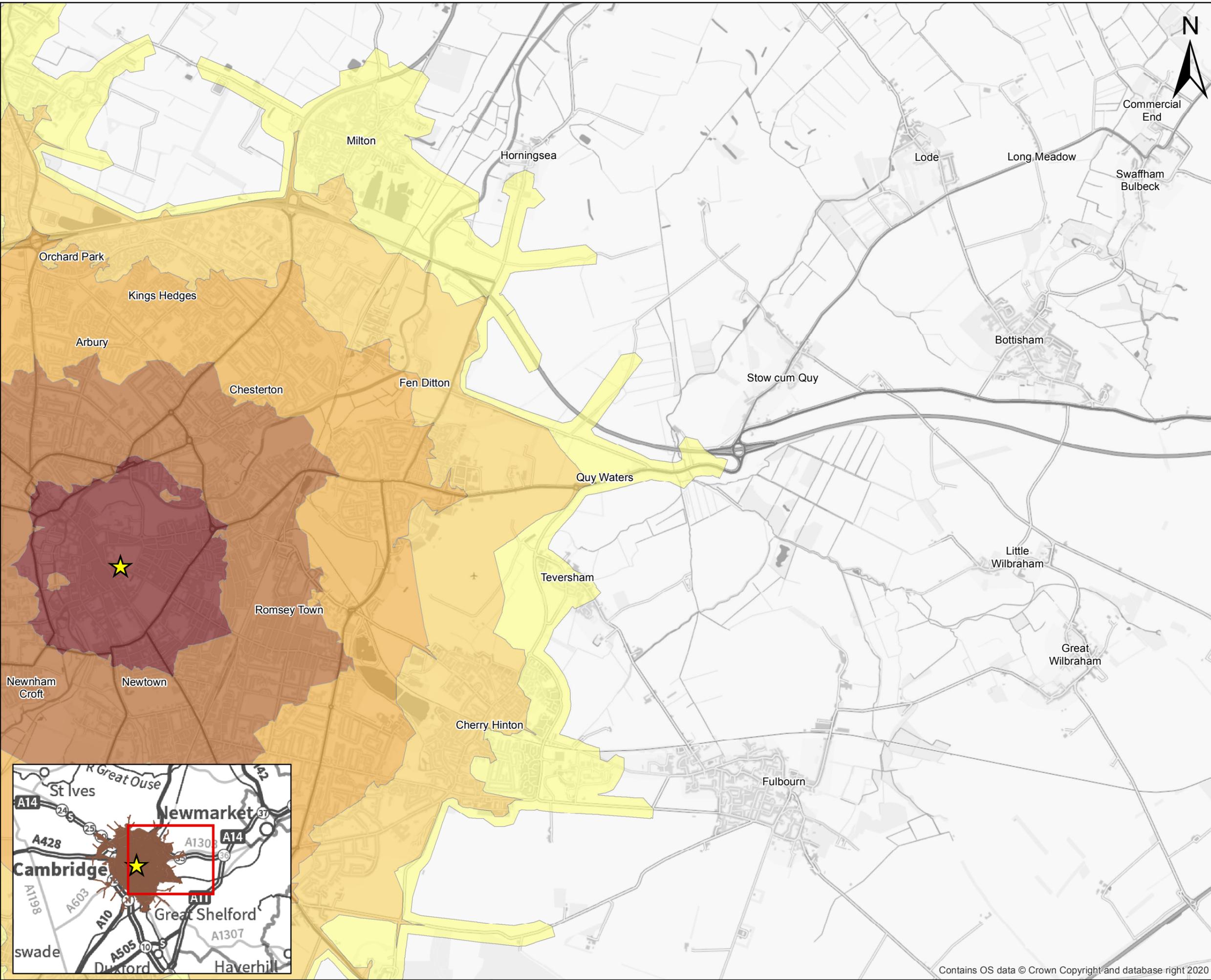
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Key

 Dummer Street Bus Interchange

Accessibility by Cycle

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes



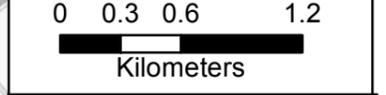
Job Title
Cambridge Eastern Access

Drawing Title
**Cycling Journey Time
Drummer Street Bus Interchange**

Scale at A3
1:35,000

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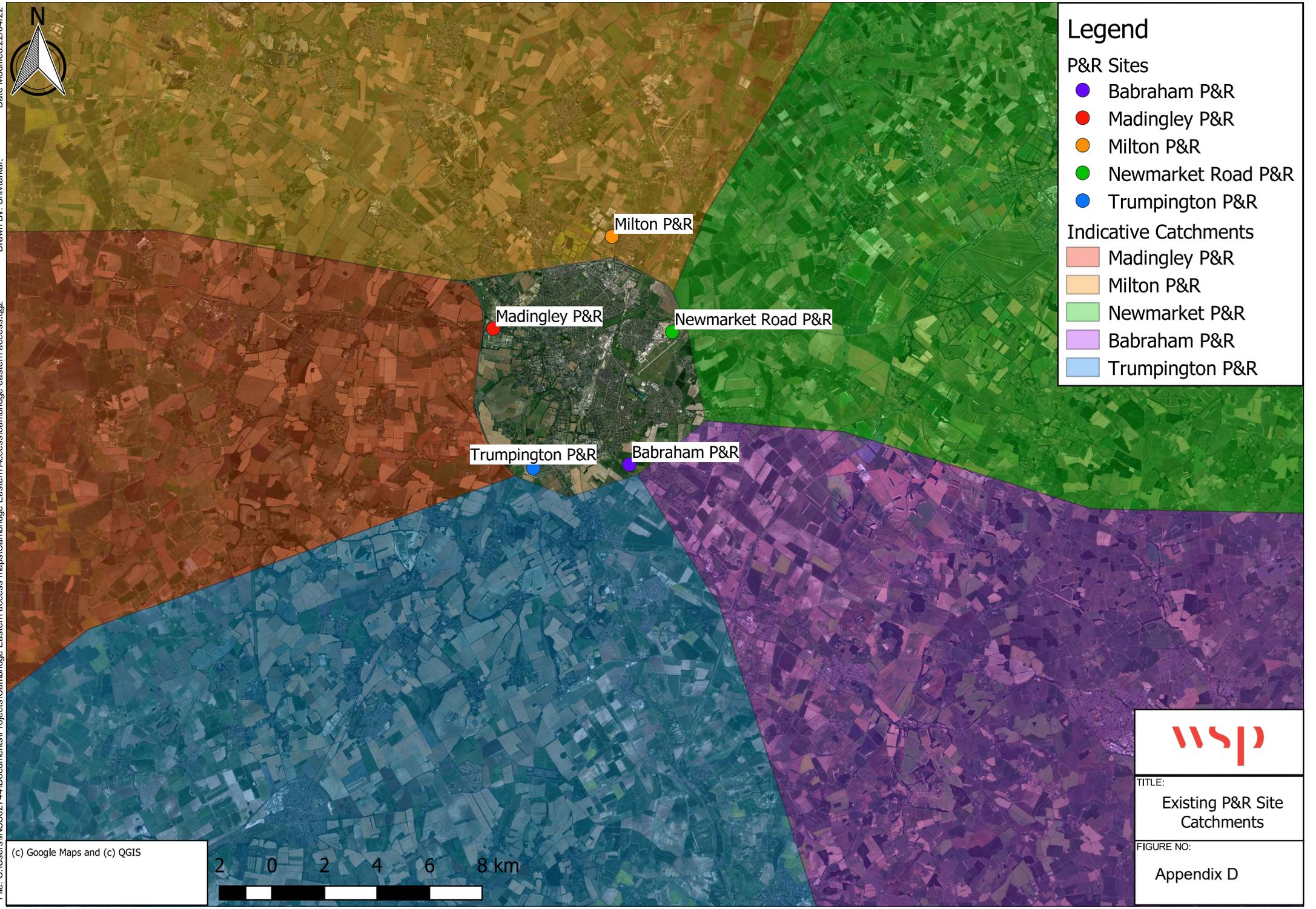
 WSP House
70 Chancery Lane
London, WC2A 1AF
Tel: 020 7314 5000

Path: \\wspgroup.com\central_data\Projects\10880\07088338 - Cambs. JRF - Cambridge Eastern Access\03 WSP GIS\Map\Assessment\10880\07088338\2022\Cycle Accessibility.mxd

Appendix D

P&R CATCHMENT PLANS





Legend

P&R Sites

- Babraham P&R (purple dot)
- Madingley P&R (red dot)
- Milton P&R (orange dot)
- Newmarket Road P&R (green dot)
- Trumpington P&R (blue dot)

Indicative Catchments

- Madingley P&R (red)
- Milton P&R (orange)
- Newmarket P&R (green)
- Babraham P&R (purple)
- Trumpington P&R (blue)

(c) Google Maps and (c) QGIS

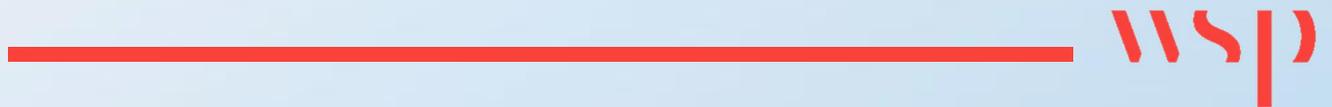


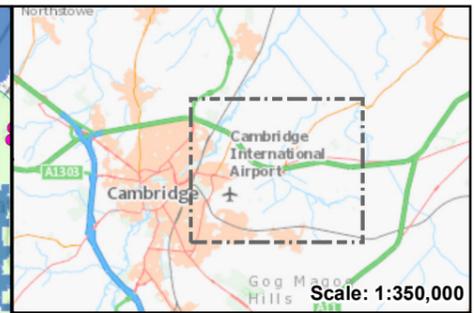
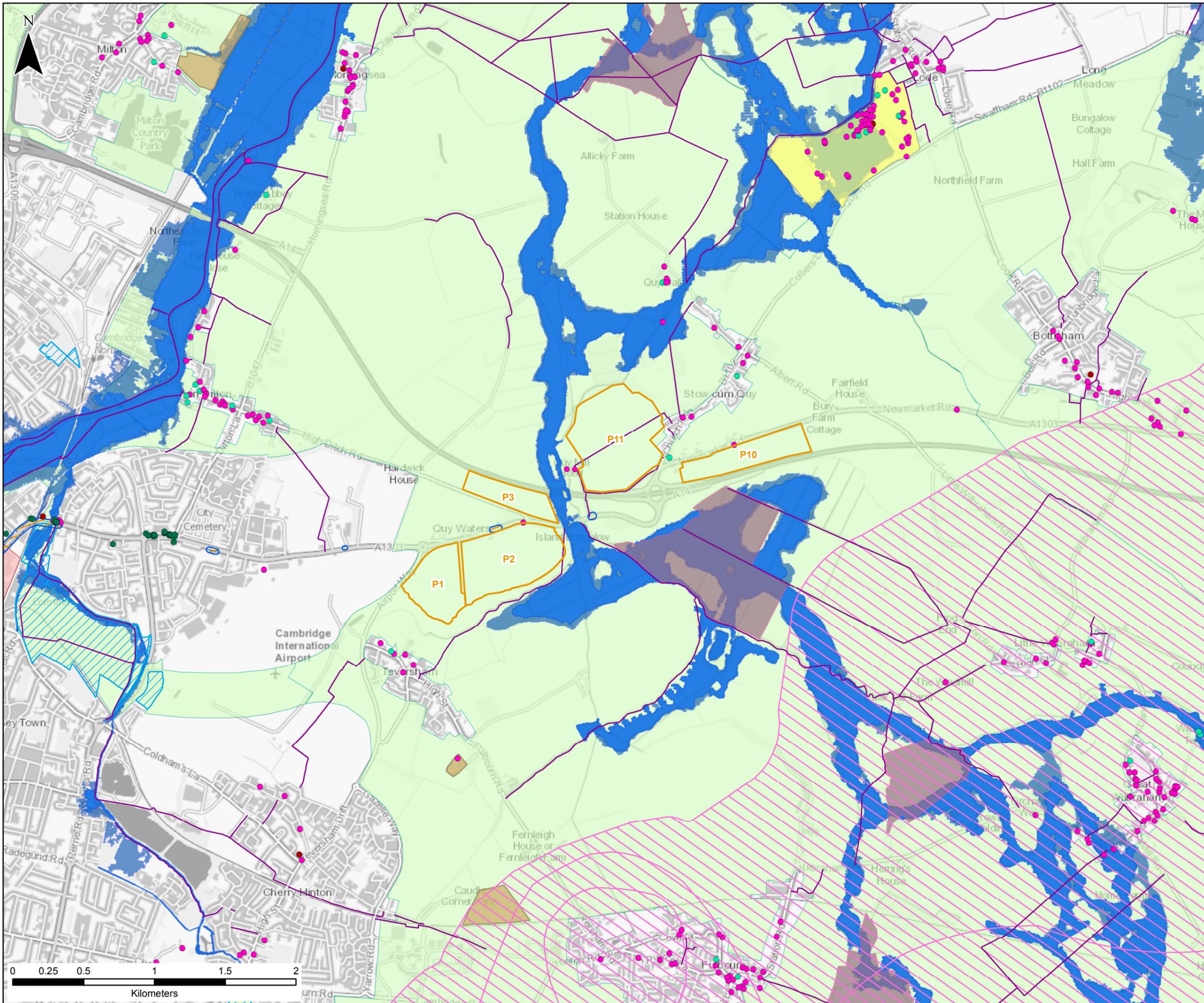
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Existing P&R Site Catchments

FIGURE NO:
Appendix D

Appendix E

SHORT-LISTED SITES
ENVIRONMENTAL CONSTRAINTS
MAPS





Legend

- P&R - Detailed Assessment sites
- Listed Building**
- Grade I
- Grade II
- Grade II*
- Tree Preservation Order
- Public Right of Way
- Source Protection Zone
- Noise Important Areas Round 2
- Noise Important Areas Round 3
- Site of Special Scientific Interest
- Air Quality Management
- Greenbelt
- Parks and Gardens
- Scheduled Monument
- Local Nature Reserve
- Flood Zone 2
- Flood Zone 3

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P00	PM	JH	MR	29/03/2022
FIRST ISSUE				
REVISION	DRAWN	CHECKED	APPROVED	DATE
DESCRIPTION				



PROJECT TITLE:
Newmarket Road Park & Ride

DRAWING TITLE:
Figure A.1: Environmental Constraints Map – Newmarket Road Park & Ride

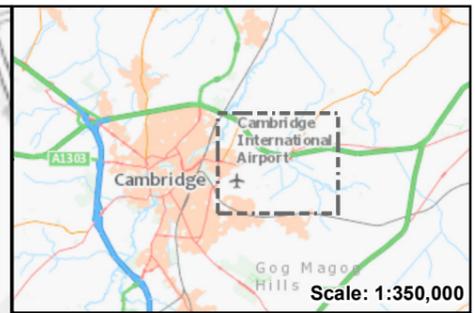
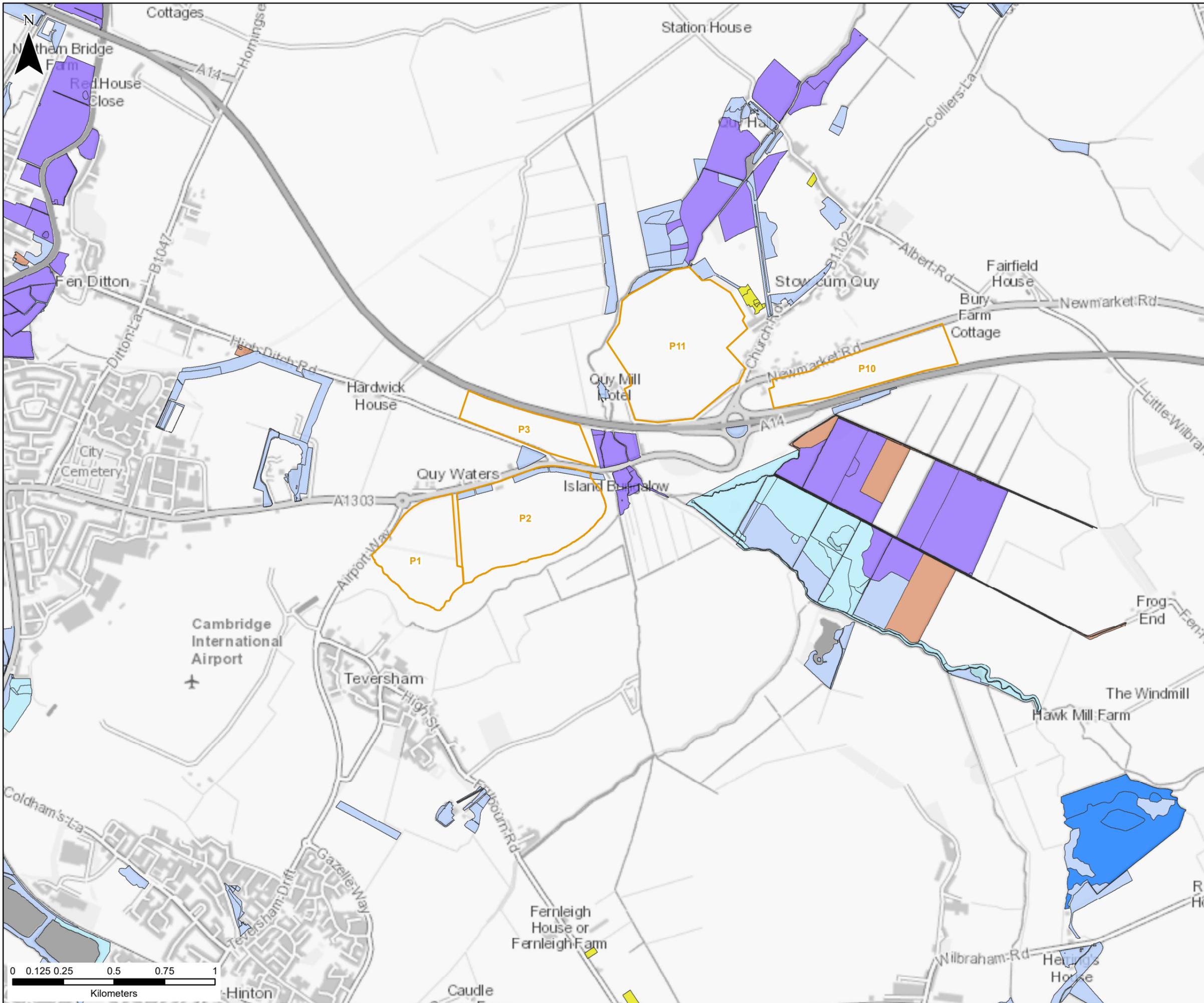
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DRAWN: PM	CHECKED: JH	APPROVED: MR	AUTHORISED: AR
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SCALE @ A3 SIZE: 1:350,000	DATE: 29/03/2022	REVISION: P00
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DRAWING NUMBER:
CEA-WSP-VES-XX-DR-GI-0009





- Legend**
- P&R - Detailed Assessment sites
 - Priority Habitat Inventory**
 - Coastal and floodplain grazing marsh
 - Deciduous woodland
 - Good quality semi-improved grassland
 - Lowland fens
 - No main habitat but additional habitats present
 - Traditional orchard

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P00	PM	JH	MR	28/03/2022
FIRST ISSUE				
REVISION	DRAWN	CHECKED	APPROVED	DATE
DESCRIPTION				



PROJECT TITLE:
Newmarket Road Park & Ride

DRAWING TITLE:
Figure A.2 : Priority Habitat Inventory Map – Newmarket Road Park & Ride

CONFIDENTIALITY: Internal

DRAWN: PM	CHECKED: JH	APPROVED: MR	AUTHORISED: AR
SCALE @ A3 SIZE: 1:350,000		DATE: 28/03/2022	REVISION: P00

DRAWING NUMBER:
CEA-WSP-VES-XX-DR-GI-0010

Appendix F

P&R SITE LOCATION PLANS





Legend

Park and Ride Shortlisted Site

- P1
- Park and Ride - P1 Subset



(c) Google Maps and (c) QGIS



wsp

TITLE:
Park and Ride Shortlisted Site P1

FIGURE NO:
1



Legend

Park and Ride Shortlisted Site

P2



P2
28.13 Ha

(c) Google Maps and (c) QGIS



wsp

TITLE:
Park and Ride Shortlisted Site P2

FIGURE NO:
2



Legend

Park and Ride Shortlisted Site

P3



P3
10.16 Ha

(c) Google Maps and (c) QGIS



TITLE:
Park and Ride Shortlisted Site P3

FIGURE NO:
3

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Date Modified: 19/04/22
Drawn By: Yuvvala

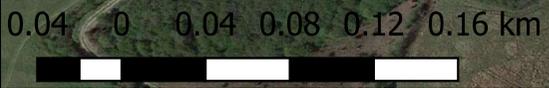


Legend
Park and Ride Shortlisted Site
 P10



P10
15.83 Ha

(c) Google Maps and (c) QGIS



TITLE:
Park and Ride
Shortlisted Site P10

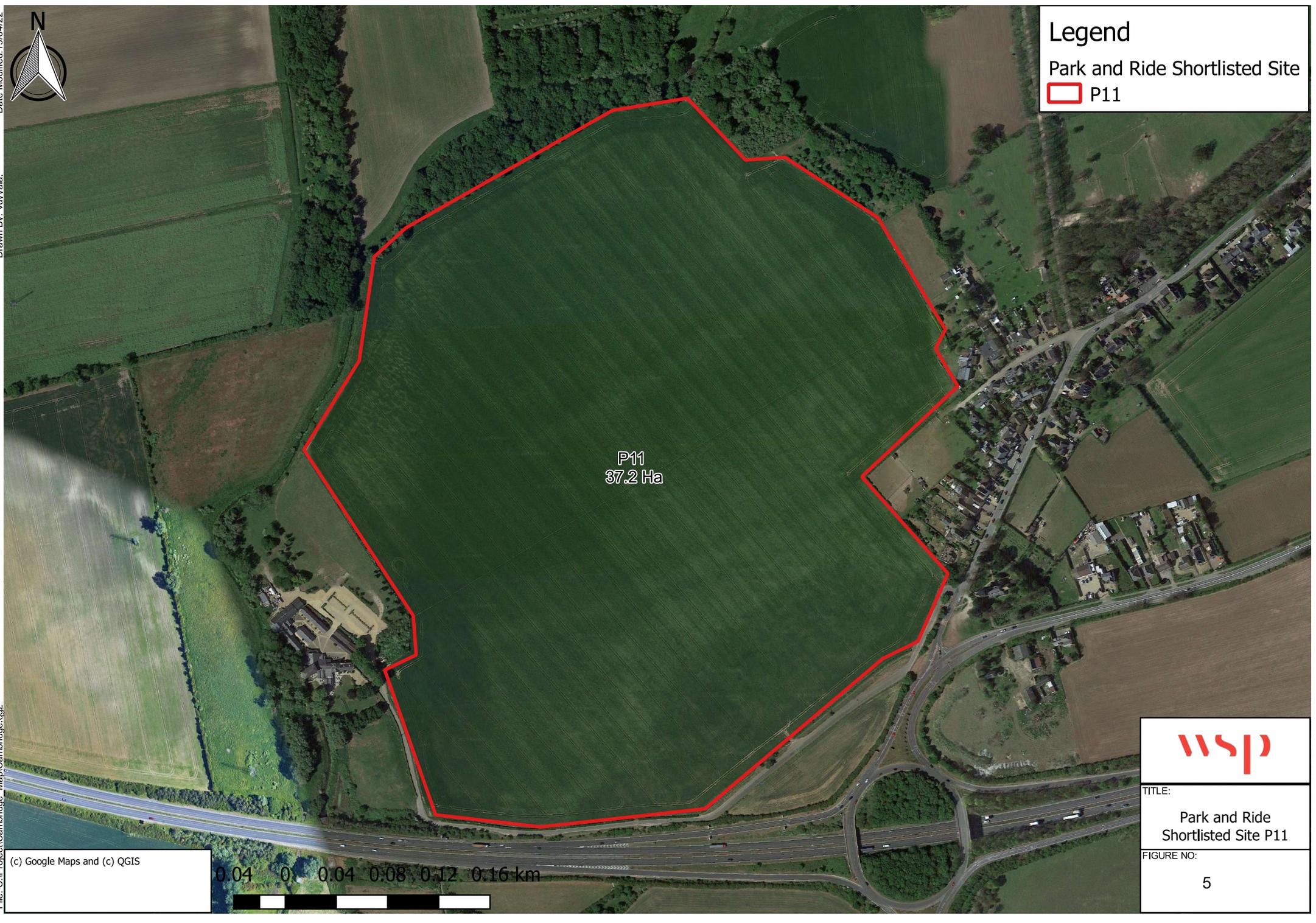
FIGURE NO:
4



Legend

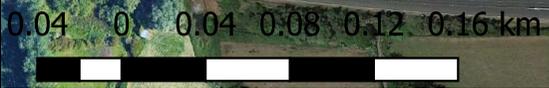
Park and Ride Shortlisted Site

P11



P11
37.2 Ha

(c) Google Maps and (c) QGIS



TITLE:
Park and Ride
Shortlisted Site P11

FIGURE NO:
5

Appendix G

MCAF OUTPUT



Site Ref	Site Name	Site Description	Approximate land parcel size (Ha)	Site Availability (Timescales/Land Ownership/Planning Status/Existing Land-Use)			Free Text	Likely to have unacceptable Environmental Impacts	Key Environmental Constraints	Key Uncertainties	Initial Sift Decision			
				Located within P&R Area of Search	Site meets GCP Minimum Size Requirements	Yes/No/NA					Yes/No/NA	Yes/No/NA	Park or Proceed with Location (Professional Judgement)	
				Yes/No	Yes/No	Yes/No/NA					Park/Proceed	Free Text		
P1	East of Airport Way	This site is south of Newmarket Road and immediately east of Airport Way. It extends as far east as the existing mature hedgerow.	16.14	Yes	Yes	Yes	Allocated Green Belt Land Land owned by Marshalls - supportive in principle of relocating the P&R south of Newmarket Road and East of Airport Way Southern portion of P1 is located within allocated Country Park (Policy CE/21/1 of the Cambridge East AAP). All areas to south of existing hedge line are located within allocated Country Park Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	No	Careful site design will be required to minimise ecological impacts to existing mature flora and future impacts on the Country Park allocation in Cambridge East AAP that runs along the southern portion of the site - the removal of this allocated area and the provision of a suitable landscaping buffer should be considered further in terms of developable site area. P1 is located within allocated Green Belt. No other significant environmental features identified.	Northern section of the site can accommodate a 2,000 space P&R	Proceed	Short-listed, sufficient size, accessible, available and no substantial environmental constraints if site is contained to the north of the plot.		
P2	South of Newmarket Road	This site is south of Newmarket Road to the east of P1.	28.13	Yes	Yes	Yes	Allocated Green Belt Land Land owned by Cambridgeshire County Council, assumed to be available. Small section of southern portion is located within allocated Country Park (Policy CE/21/1 of the Cambridge East AAP). Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	No	Proximity to SSSI located to the east would need careful mitigation and management. Future impacts on the Country Park allocation in Cambridge East AAP that runs along the southern portion of the site - the provision of a suitable landscaping buffer should be considered further in terms of developable site area. Listed structure (Milestone) on boundary of site - https://historicengland.org.uk/listing/the-list/list-entry/1331307 Anglo-Saxon burials (HER ref: 0603) have been identified adjacent to the far north-eastern end of Option P2. The extent of the cemetery is not known, but the proximity to P2 and Option P3 suggests that there is a high potential that it may extend into the site. The assets described above are likely to be of medium or high heritage significance (most likely high). Further archaeological evaluation (most likely geophysical survey, followed by trial trench evaluation) will be required, almost certainly pre-determination. Public rights of way have been identified, which would need to be considered. P2 is located within allocated Green Belt. No other significant environmental features identified. NOTE: Whilst no environmental protection designations (with the exception of Green Belt) have been identified, it is recognised that the site borders on areas of fenland habitat. Careful consideration of local flora, fauna and animal species will need to be considered if the scheme should proceed.		Proceed	Short-listed, sufficient size, accessible, available and no substantial environmental constraints if site is located away from the eastern end of the site.		
P3	North of High Ditch Road	This site is north of High Ditch Road, bounded to the south and west by the A14 along its northern boundary.	10.16	Yes	Yes	Yes	Allocated Green Belt Land Land privately owned and not included in the SCDC local plan for development. Entire site sits within proposed application boundary for Cambridge Wastewater Treatment Plant Relocation Project - a Nationally Significant Infrastructure Project (NSIP) for which Development Consent Order will be sought under the Planning Act 2008 - EIA Scoping Opinion adopted by SoS (Nov 2021) - https://infrastructure.planninginspectors.gov.uk/wp-content/uploads/projects/WW010003WW010003-000033-WW010003%20-%20Scoping%20Report.pdf	No	The Anglo-Saxon burials (HER ref: 0603) have been identified within 50m of the south-eastern edge of Option P3. There is a high potential that it may extend into the site. Within P3 there are features indicative of an Iron Age settlement (HER ref: 09039). There are also features indicative of a Roman settlement to the north of the A14, 70m north of P3. The assets described above are likely to be of medium or high heritage significance (most likely high). Further archaeological evaluation (most likely geophysical survey, followed by trial trench evaluation) will be required, almost certainly pre-determination. P3 is located within allocated Green Belt. Other than a small area of deciduous woodland to the south of High Ditch Road (outside the curtilage of P3), there are no other significant environmental features with close proximity.	It is unclear what form of development is proposed at this site in relation to the Cambridge Wastewater Treatment Plant Relocation Project and site may contain medium to high heritage assets.	Proceed	Short-listed, sufficient size, accessible and no substantial environmental constraints.		
P4	South of High Ditch Road	This site is south of High Ditch Road, bounded to the south and west by Darwin Nurseries and private properties.	4.26	Yes	No	N/A	Allocated Green Belt Land. Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018 N/A - site already discounted as too small to accommodate up to 2,000 space P&R site	N/A	N/A - site already discounted as too small to accommodate up to 2,000 space P&R site		Park	Discount too small		
P5	Adjacent to Marleigh	This site is north of the Airport Way roundabout, bounded by High Ditch Road, Darwin Nurseries, Newmarket Road and the Marleigh development to the north, east, south and west respectively.	13.4	Yes	Yes	No	Site bisected by Cambridge Airport Safety Zone (Policy CE/32 Cambridge Airport Safety Zones) - presumption against new development that would 'increase the numbers of people living, working or congregating on the land' whilst Cambridge Airport remains operational (2031). Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	N/A	N/A - Site already discounted as located within Airport Safety Zone		Park	Discount - bisected by Airport Safety Zone		
P6	West of Airport Way	This site is located in the north-east corner of the Cambridge Airport site, bounded by Newmarket Road and Airport Way.	12.65	Yes	Yes	No	Site bisected by Cambridge Airport Safety Zone (Policy CE/32 Cambridge Airport Safety Zones) - presumption against new development that would 'increase the numbers of people living, working or congregating on the land' whilst Cambridge Airport remains operational (2031). Site allocated of major residential and employment development (Policy CE/3 The Site For Cambridge East in the Cambridge East AAP and Policy SS/3: Cambridge East in the SCDC Local Plan). Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	N/A	N/A - Site already discounted as located within allocated development site.		Park	Discount - allocated for development post 2031		
P7	Existing Site	This is the existing Newmarket Road P&R site.	3.78	Yes	No	No	Site allocated of major residential and employment development (Policy CE/3 The Site For Cambridge East in the Cambridge East AAP and Policy SS/3: Cambridge East in the SCDC Local Plan). Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	N/A	N/A - Site already discounted as located within allocated development site. Site too small to accommodate up to 2,000 space P&R site		Park	Discount - too small and allocated for development post 2031		
P8	South of Junction 35	This site is located immediately south of Junction 35 of the A14, on the northern side of the A1303 Newmarket Road.	3.27	Yes	No	N/A	Allocated Green Belt Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018. N/A - site already discounted as too small to accommodate up to 2,000 space P&R site	N/A	N/A - site already discounted as too small to accommodate up to 2,000 space P&R site		Park	Discount too small		
P9	East of Quy Water	This site is located south of P8, bounded by the A1303 Newmarket Road to the north and Quy Water to the west.	5.48	Yes	Yes	Yes	Allocated Green Belt - not allocated for development. Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	Yes	P9 is located within allocated Green Belt. P9 borders a local SSSI. The SSSI will be a significant environmental feature to consider if the proposed scheme is shortlisted. Public rights of way are located very close to the scheme boundary, which would need to be considered. No other significant environmental features identified.		Park	Discount, sites further from the SSSI available		
P10	North of A14 East	This site is north of the A14 and east of Junction 35. It is bounded to the north by the A1303 Newmarket Road and to the south by the A14.	15.83	Yes	Yes	Yes	Allocated Green Belt - not allocated for development Sections of the site along its northern boundary are allocated as Local Green Space (Policy NH/12 - Local Green Space) in the SCDC Local Plan. Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	No	Site close to existing properties on the A1303 Newmarket Road, but located away from the main Stow cum Quy village P10 is located within allocated Green Belt. P10 is in proximity to grade II and II* listing building, one of which falls within the curtilage of the proposed scheme (List UID: 1127355). No other significant environmental features identified.		Proceed	Short-listed, sufficient size, accessible, available and no substantial environmental constraints.		
P11	North of A14 West	This site is north of the A14 and west of Junction 35. Its eastern boundary is adjacent to the existing village of Stow cum Quy and accessed via Church Road.	37.2	Yes	Yes	Yes	Allocated Green Belt - not allocated for development. Sections of the site along its south-eastern boundary are allocated as Local Green Space (Policy NH/12 - Local Green Space) in the SCDC Local Plan. Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	No	Southern part of the site separated from the existing village P11 is located within allocated Green Belt. P11 is in proximity to grade II and II* listing buildings. None of which fall within the curtilage of the proposed scheme; however, List UID: 1301986 is on the site boundary. Public rights of way have been identified, which would need to be considered. The site boundary is in very close proximity to a village and would likely be susceptible to amenity impacts. No other significant environmental features identified.		Proceed	Short-listed, sufficient size, accessible, available and no substantial environmental constraints.		
P12	South of Stow cum Quy	This site is located to the south of Stow cum Quy village, bounded to the east by Albert Road and to the south by the A1303 Newmarket Road	23.26	Yes	Yes	Yes	Allocated Green Belt - not allocated for development The majority of the site is allocated as Local Green Space (Policy NH/12 - Local Green Space) in the SCDC Local Plan. Areas of site allocated under Policy 5: Mineral Safeguarding Area (Sand and Gravel) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2018	Yes	The site is located furthest from Junction 35 of the A14, resulting in increased bus and car travel distances and is almost entirely covered by Policy NH/12 - Local Green Space. Therefore a P&R located within P12 would have a substantial impact on the designated Local Green space. P12 is located within allocated Green Belt. P12 is in proximity to grade II and II* listing buildings; none of which fall within the curtilage of the proposed scheme. The site boundary is in very close proximity to the village and would likely be susceptible to amenity impacts. No other significant environmental features identified.		Park	Discount - close to Stow Cum Quy and almost wholly covered by Local Green designation.		

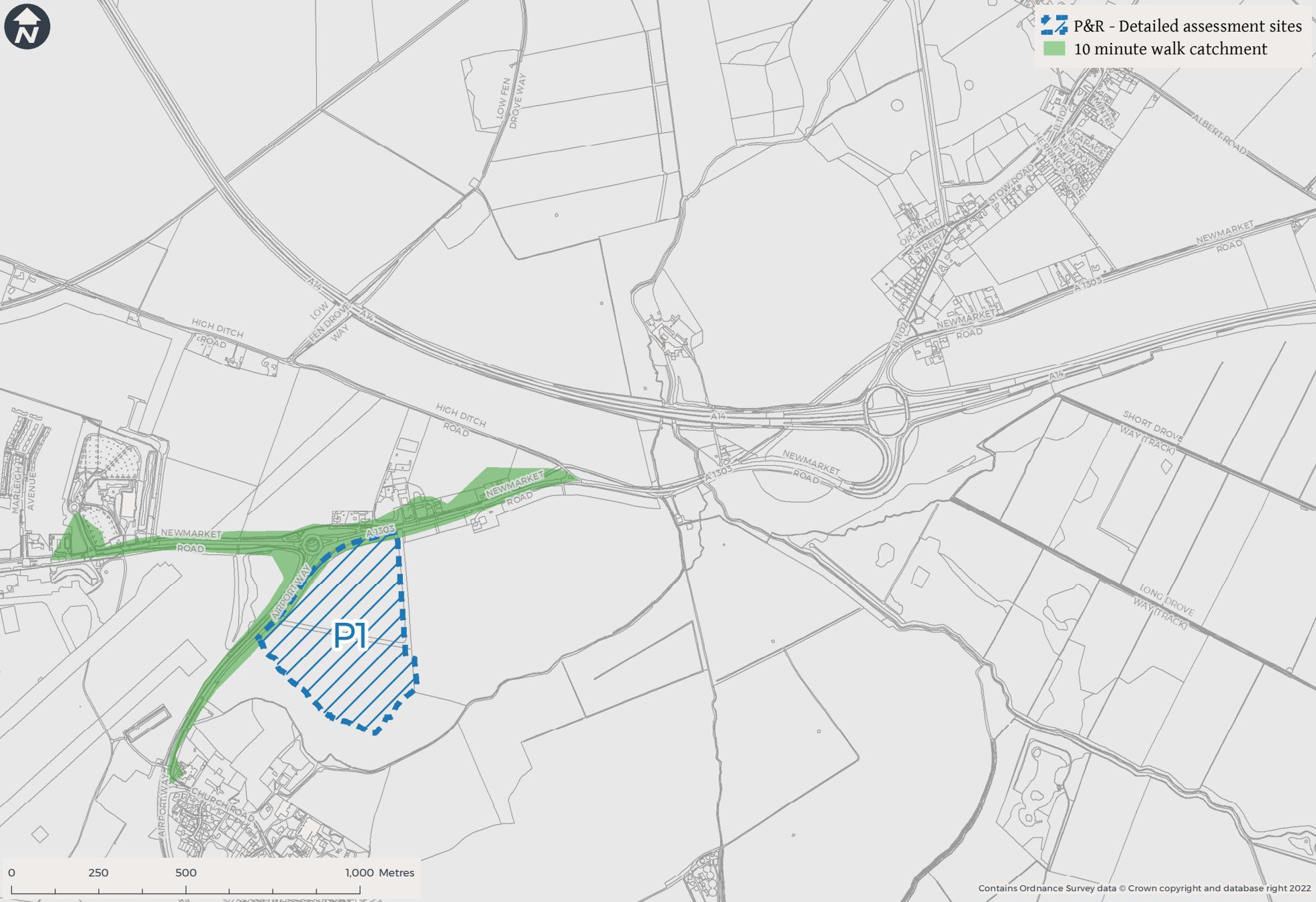
Appendix H

SHORT-LISTED SITE LOCAL WALK
AND CYCLE CATCHMENT PLANS



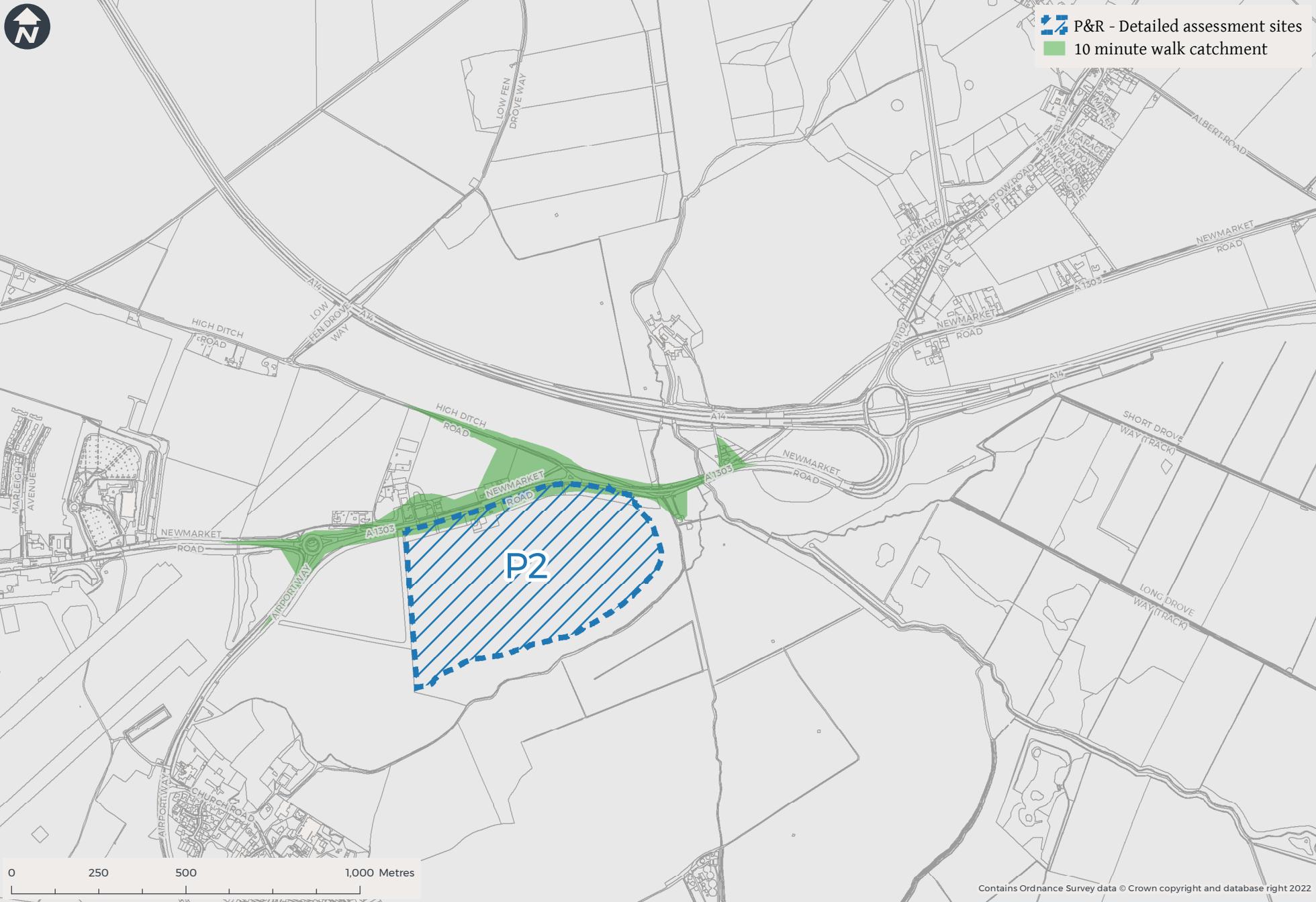


 P&R - Detailed assessment sites
 10 minute walk catchment





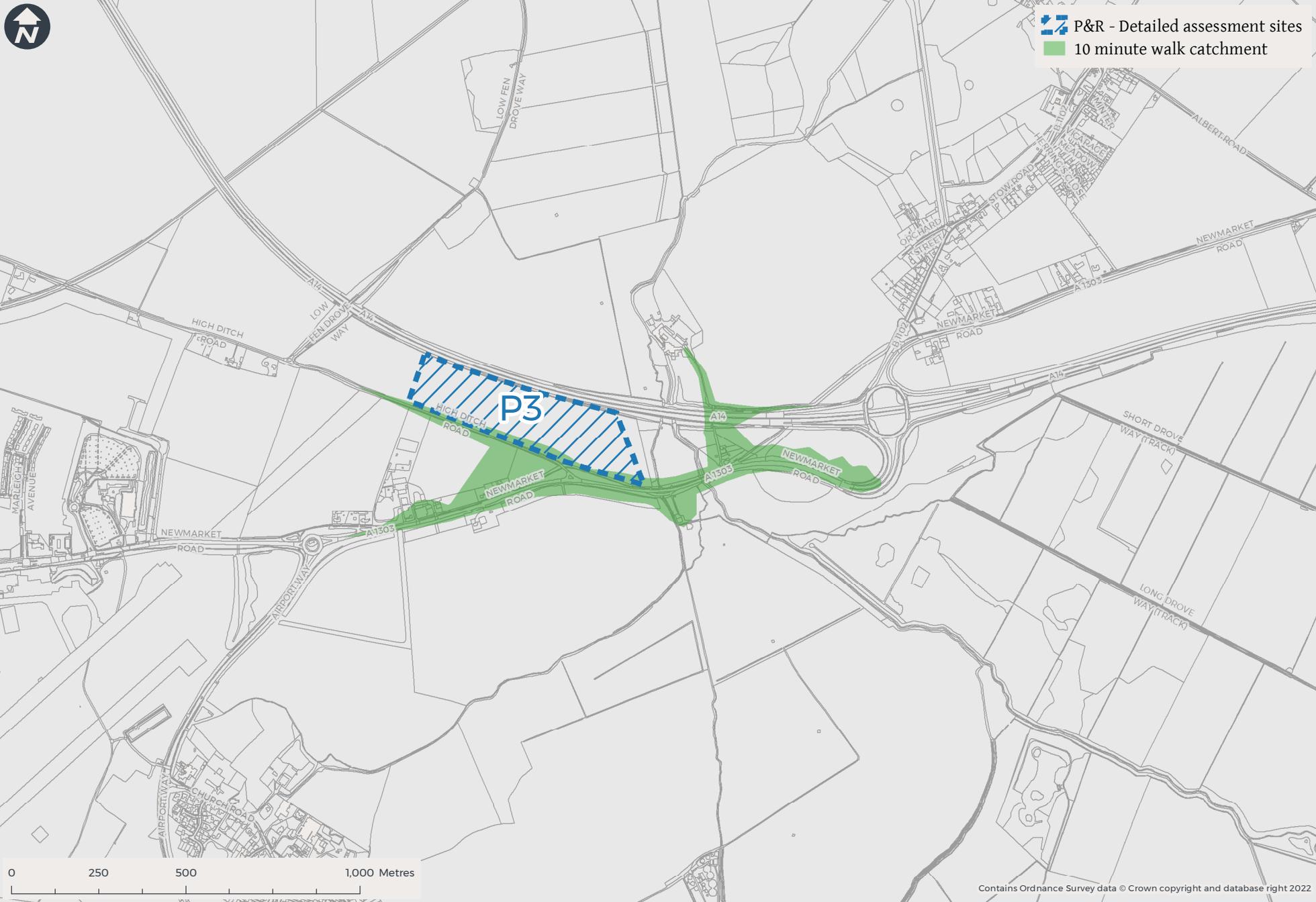
 P&R - Detailed assessment sites
 10 minute walk catchment



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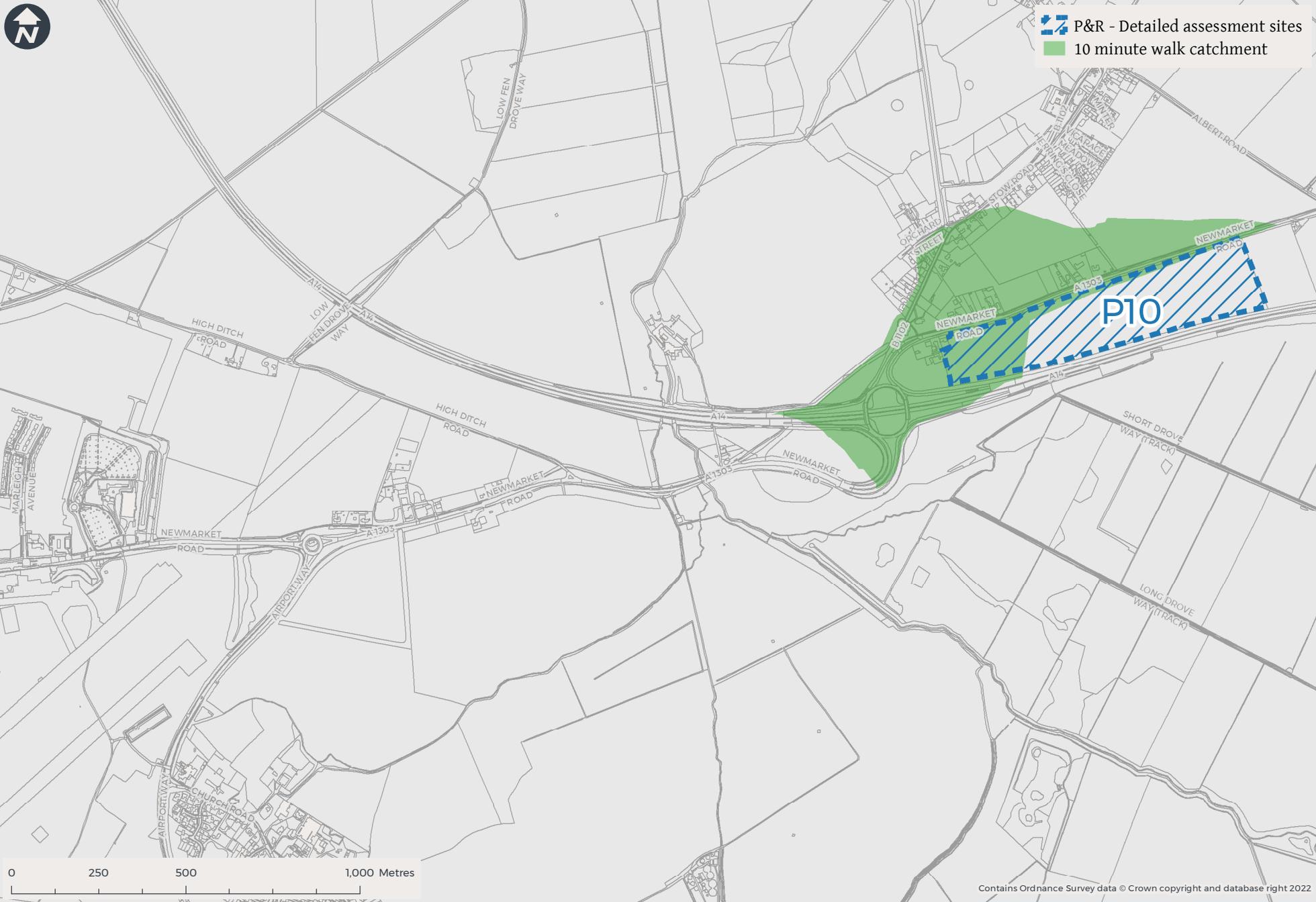
 P&R - Detailed assessment sites
 10 minute walk catchment



0 250 500 1,000 Metres



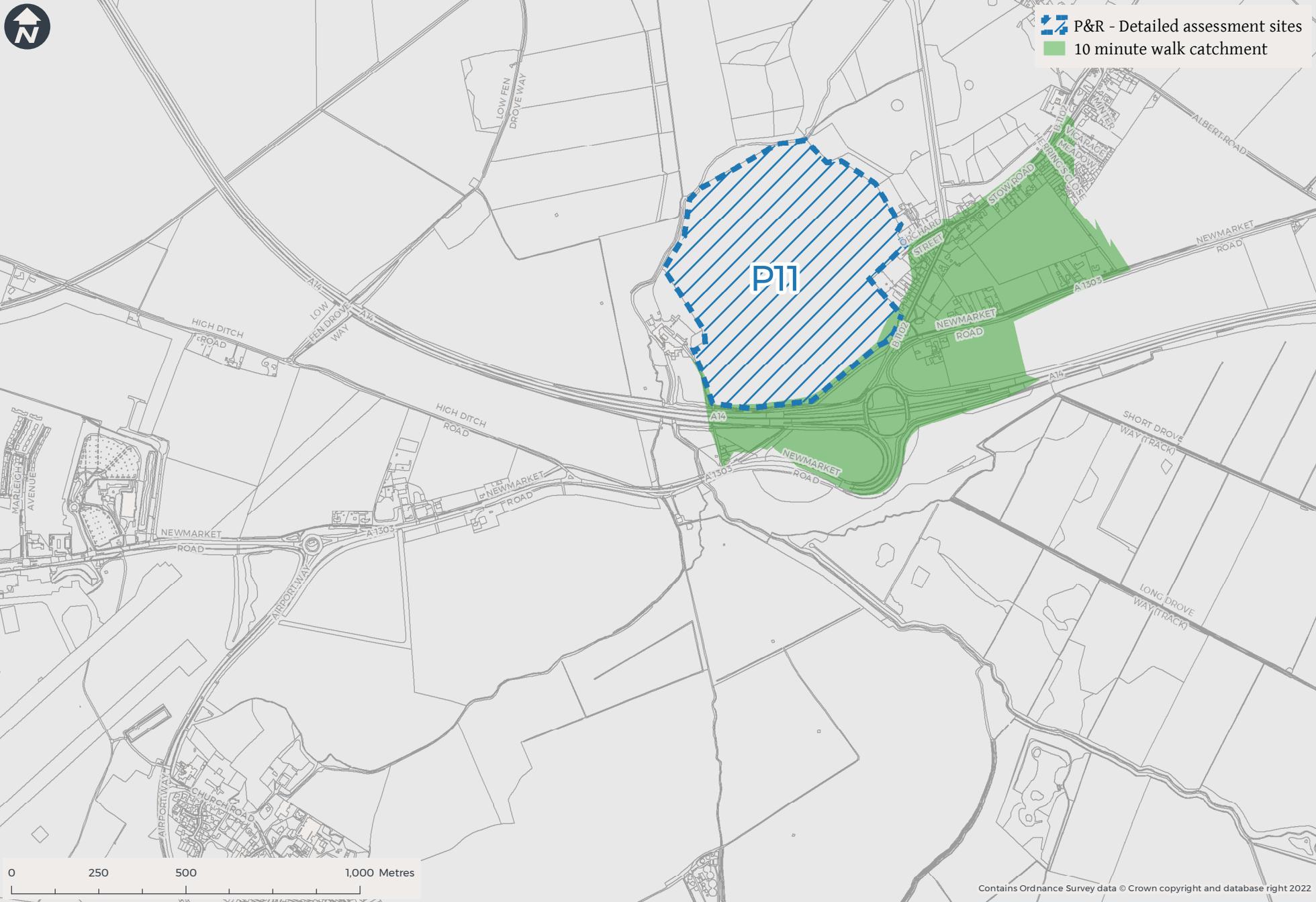
 P&R - Detailed assessment sites
 10 minute walk catchment



0 250 500 1,000 Metres



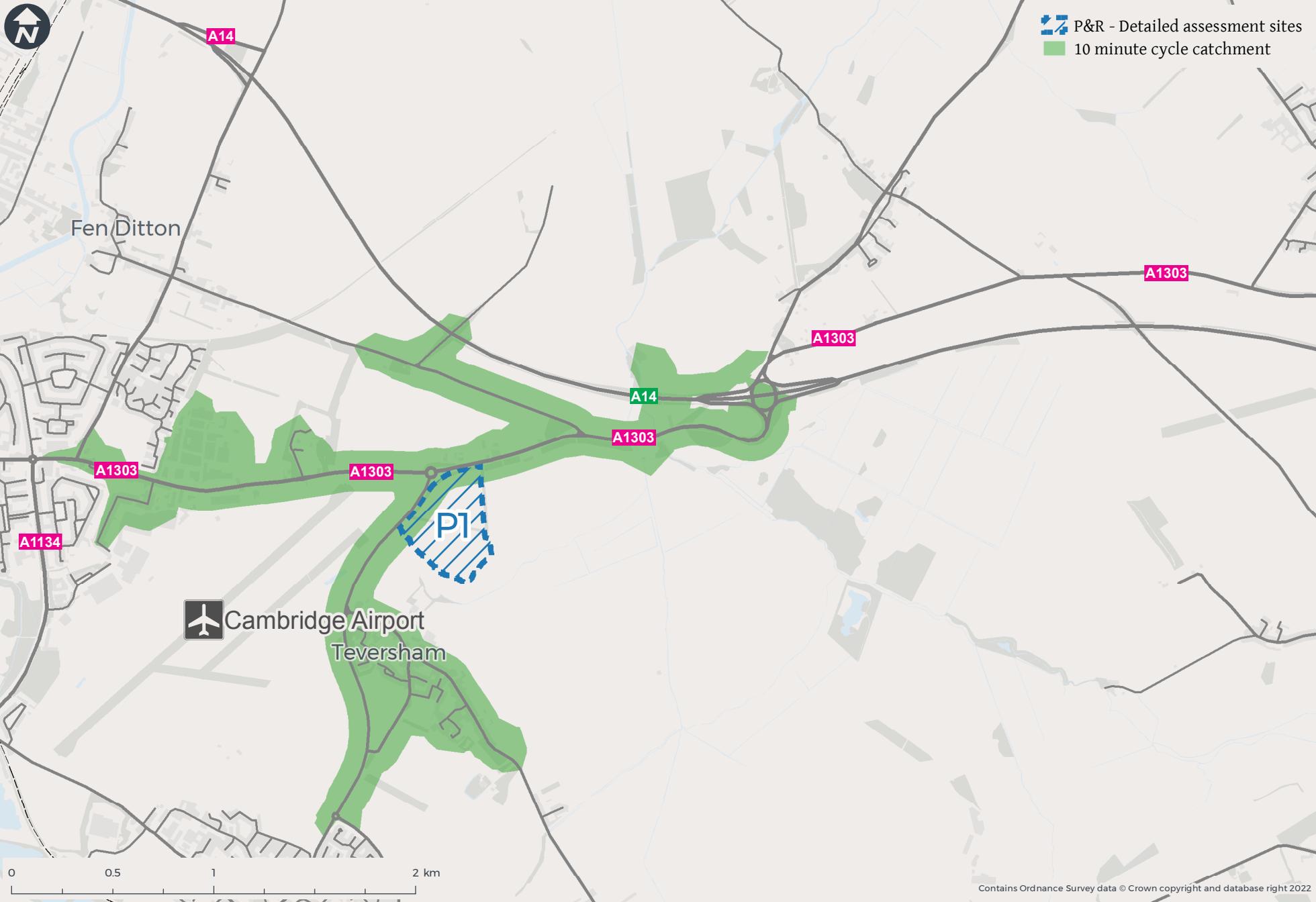
 P&R - Detailed assessment sites
 10 minute walk catchment



0 250 500 1,000 Metres



-  P&R - Detailed assessment sites
-  10 minute cycle catchment

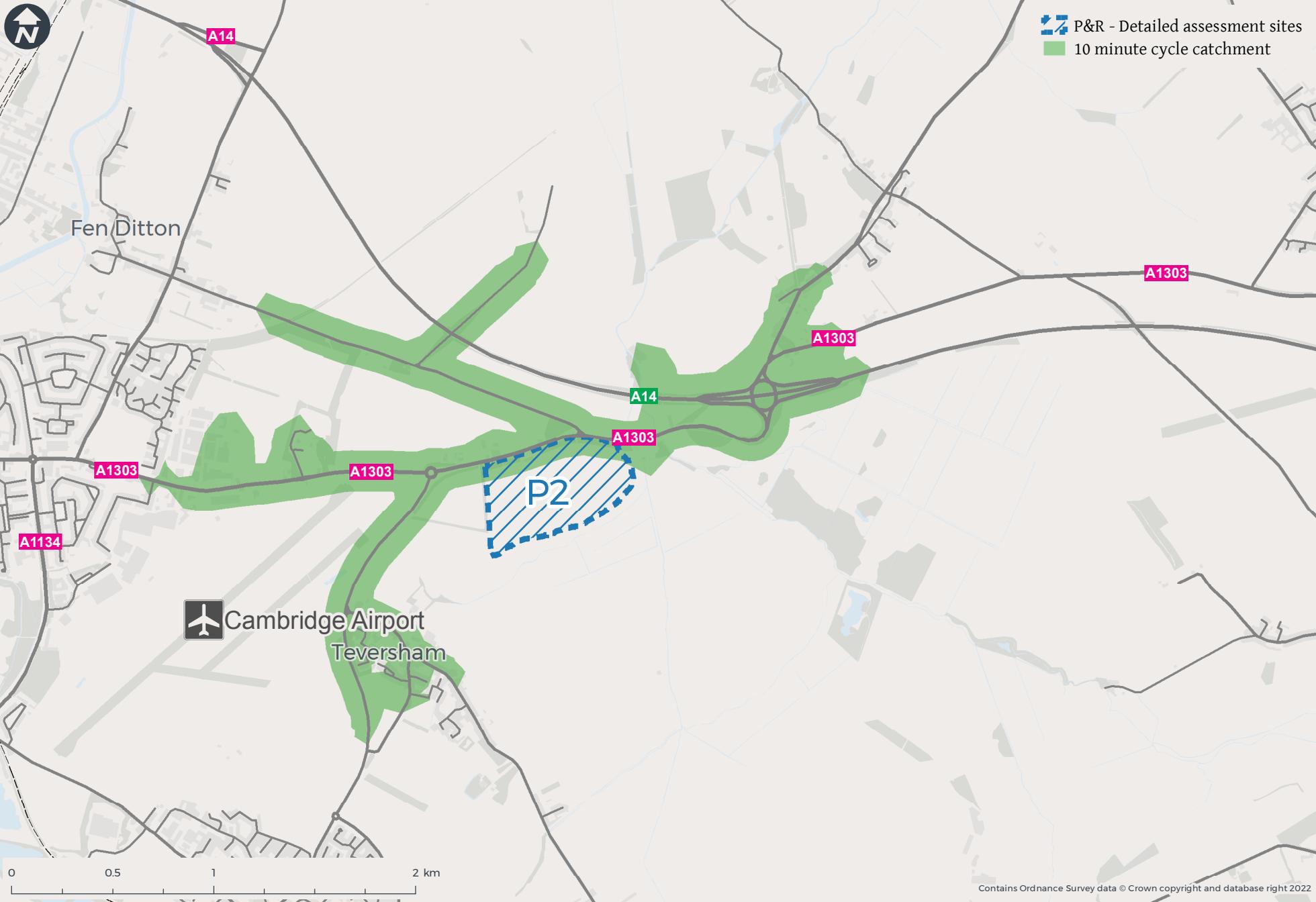


 Cambridge Airport
Teversham



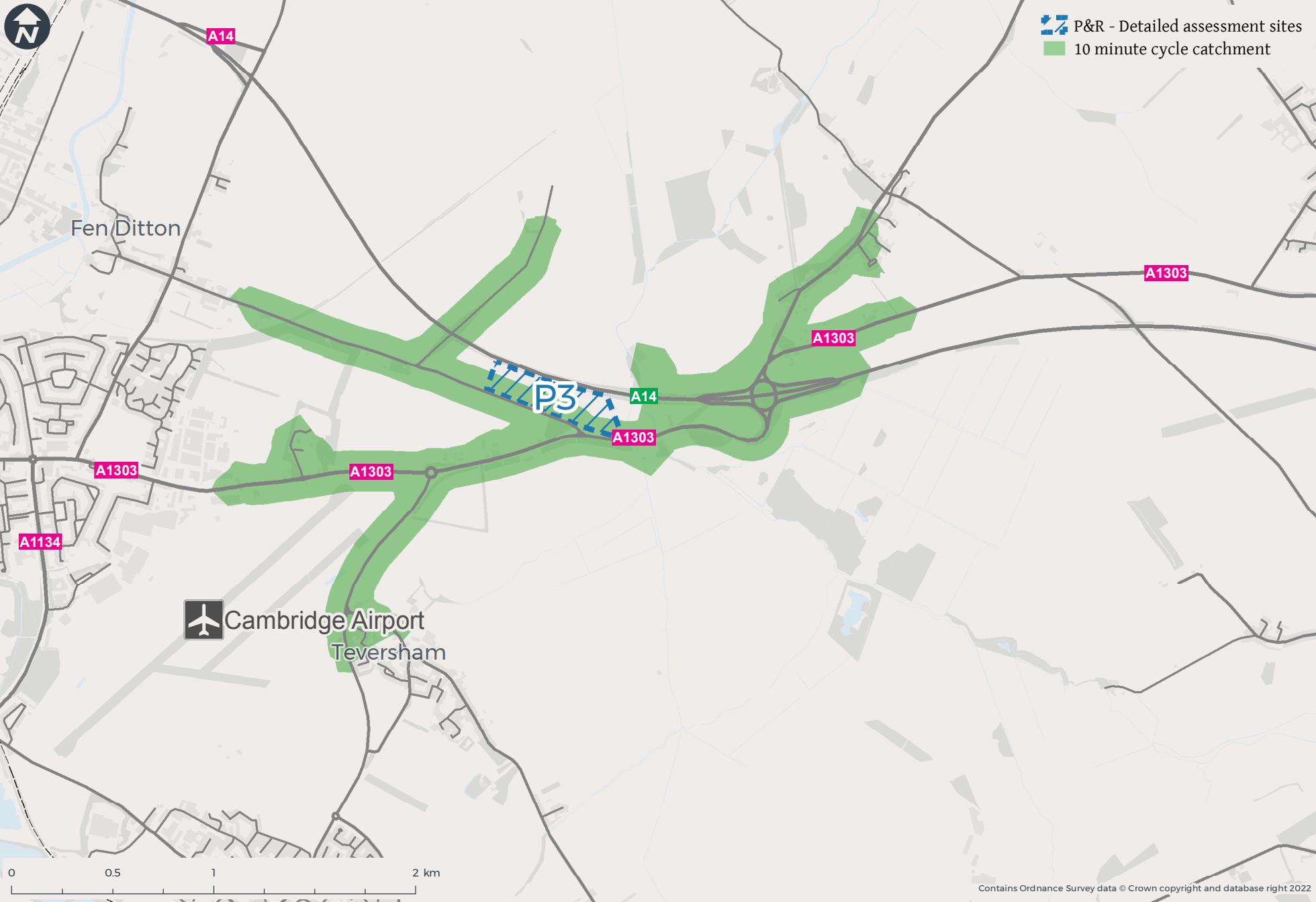


-  P&R - Detailed assessment sites
-  10 minute cycle catchment



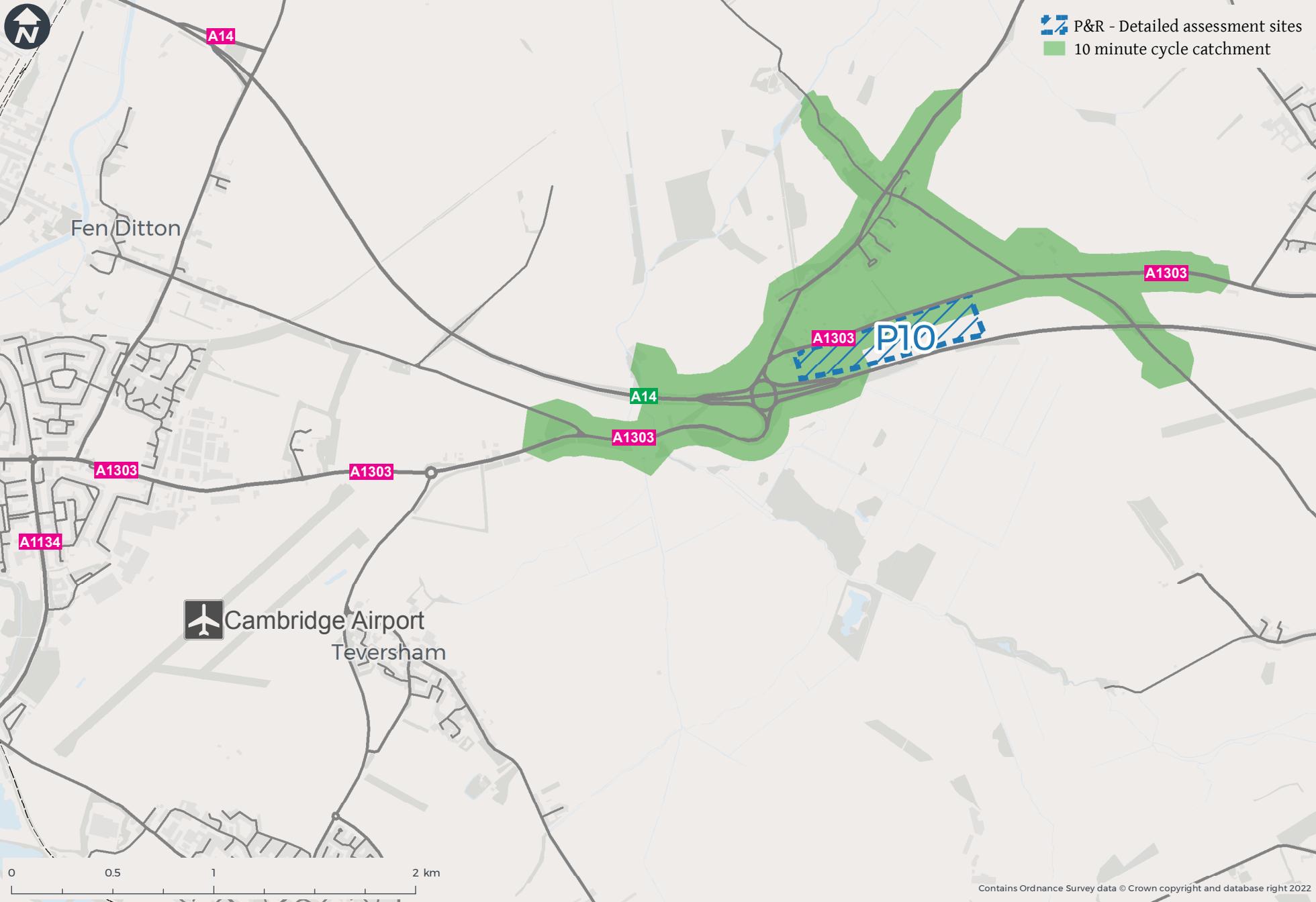


 P&R - Detailed assessment sites
 10 minute cycle catchment



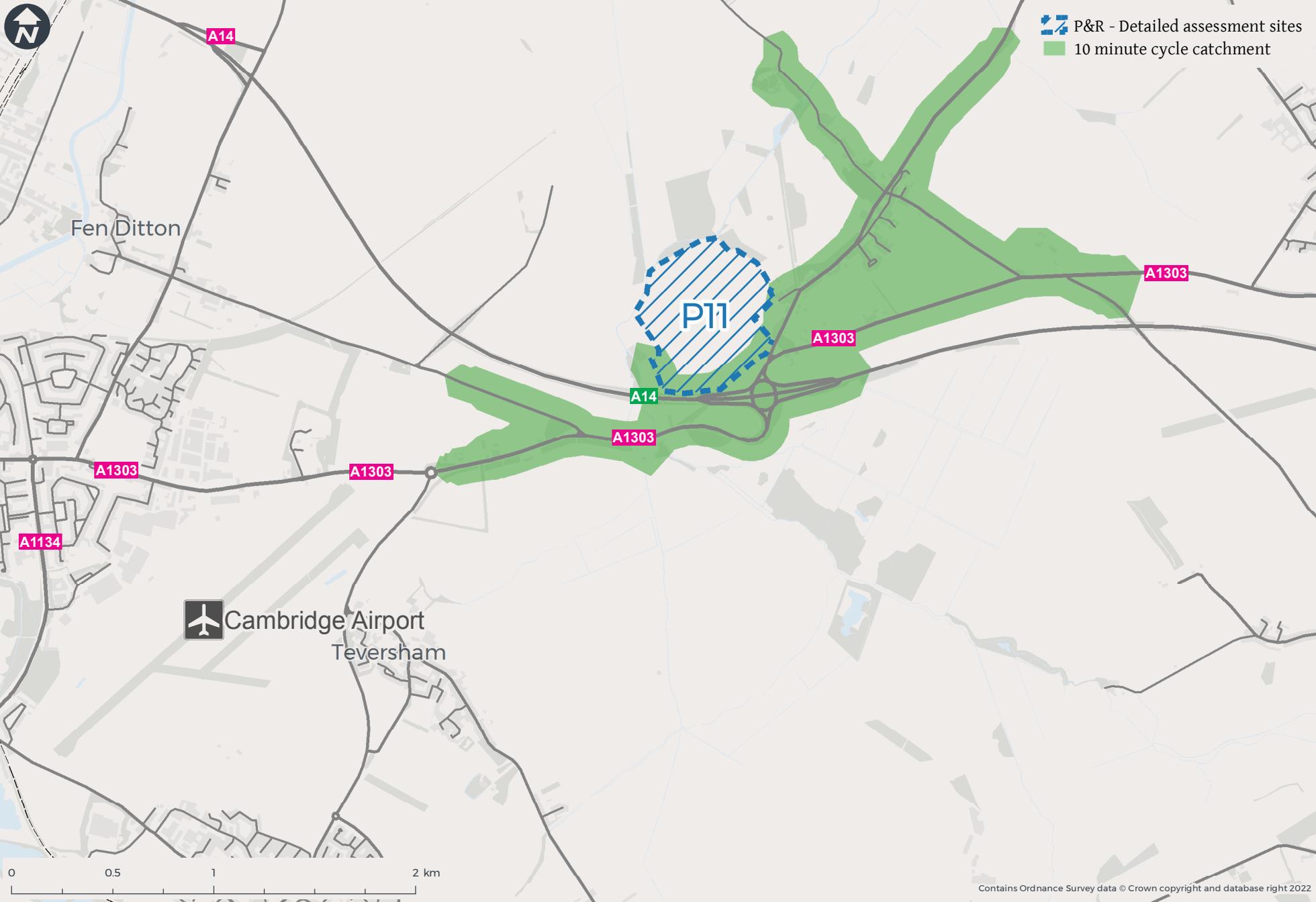


-  P&R - Detailed assessment sites
-  10 minute cycle catchment





 P&R - Detailed assessment sites
 10 minute cycle catchment





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