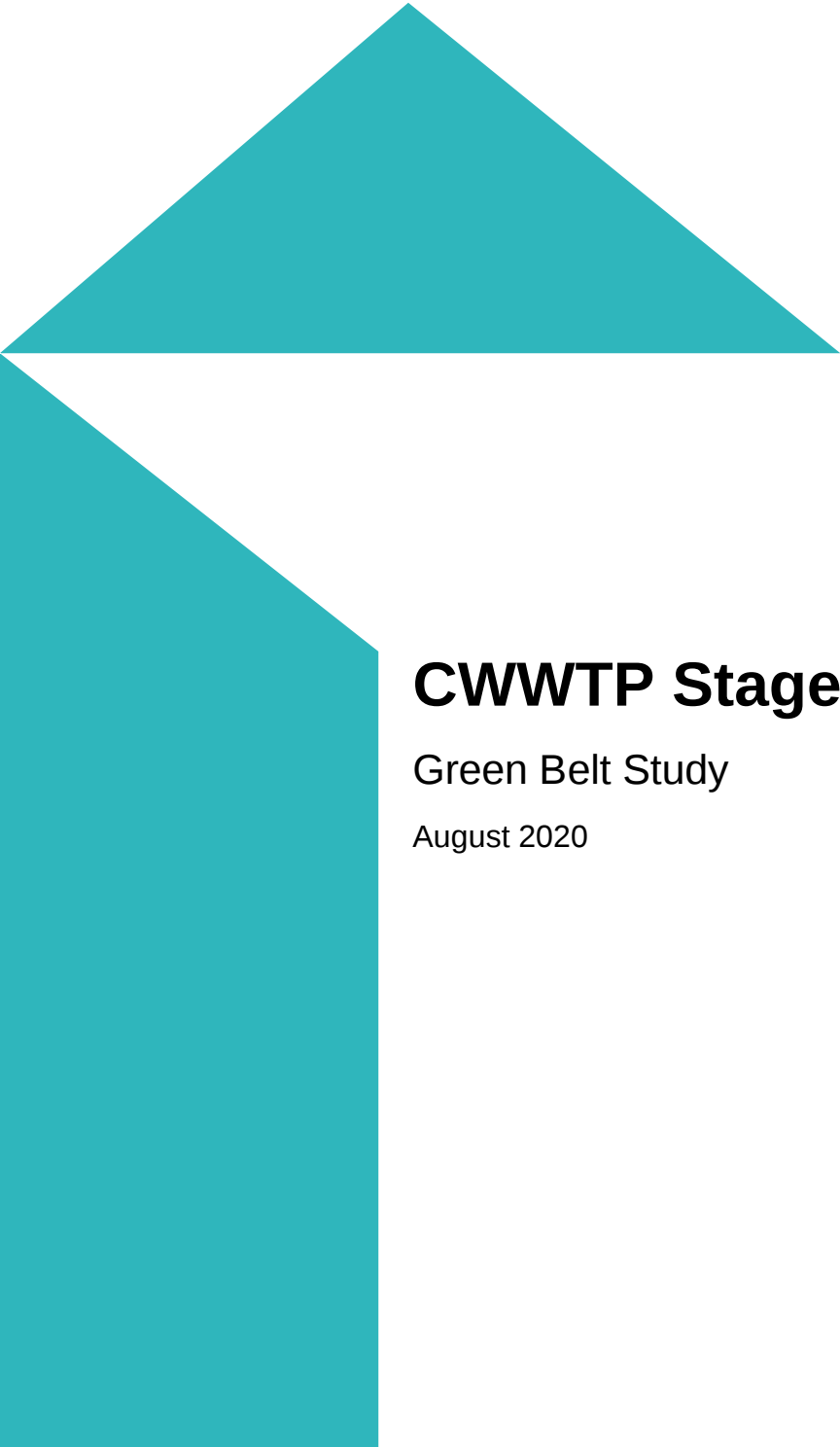


## **J. Green Belt study**



# **CWWTP Stage 4 Site Selection**

Green Belt Study

August 2020

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# **CWWTP Stage 4 Site Selection**

**Green Belt Study**

August 2020

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# 1 Introduction

The site selection process for the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) from its existing location on the northern boundary of Cambridge to a new location north or north-east of the city, has followed a series of detailed appraisal steps to identify sites for the new location. The process is now progressing to Stage 4: Final Site Selection in which three site areas are being considered, all in the Cambridge Green Belt.

This study has been prepared to support the Stage 4 site selection process through an examination of the final three site areas and an assessment of each site area in terms of its impact on the openness of the Cambridge Green Belt. The National Planning Policy Framework (NPPF), February 2019, sets out that *“the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”*.

The study assesses and defines the character and particular qualities of the site areas and the wider landscape in which they are located and the contribution each makes to the performance of Green Belt purposes. The study evaluates the impact of development on the site areas specifically in terms of their performance of Green Belt purposes. It does not consider the wider planning context of the site areas in this evaluation.

## 1.1 Methodology

The methodology for the study was structured broadly as follows:

- An initial study area for the Green Belt assessment was established by modelling the zone of theoretical visibility (ZTV) for each of the three sites. This was refined through site survey, to take into account the screening effects of vegetation and built development.
- An overview of published Cambridge Green Belt studies since 2002 was carried out.
- A baseline study, informed by published Green Belt studies, existing landscape character assessments, site survey, Ordnance Survey mapping and aerial photography, identified and evaluated the landscape character of the study area<sup>1</sup>. The baseline study was undertaken to gain an understanding of the landscape setting of Cambridge and the Green Belt, focussing on aspects which are relevant to the performance of Green Belt purposes. The baseline study also identified visual receptors potentially affected by development on each of the three sites.
- Each site and its landscape setting was appraised in terms of its performance against the five Green Belt purposes set out in the National Planning Policy Framework (NPPF) and the three Cambridge Green Belt purposes set out in the Cambridge Local Plan and the South Cambridgeshire Local Plan.
- The overall scale of impact resulting from development on each site on Green Belt purposes was evaluated.

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<sup>1</sup> The methodology for the baseline study followed the Guidelines for Landscape and Visual Impact Assessment 3rd Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013

## 1.2 Green Belt purposes

The NPPF outlines the five purposes of Green Belts in Paragraph 134. These are:

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

Paragraph 144 states 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.*

The Cambridge Local Plan (2018)<sup>2</sup> highlights three purposes of the Cambridge Green Belt. These are to:

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

## 1.3 Published Green Belt assessments

The recognition of the need for a Green Belt around Cambridge stems from the report *Cambridge Planning Proposals*<sup>3</sup> published in 1950 which described concerns that rapid growth around the city was a threat to the character of the *only true university town* left in England. Paragraph 426 of this report states that *an attempt should be made to keep the population of urban Cambridge to a level that will retain the general advantages of a medium sized town and the special advantages of Cambridge, and that future development should be compact rather than sprawling.*

The boundaries of the Cambridge Green Belt were approved in the Cambridge Green Belt Local Plan, 1992<sup>4</sup>. The plan did not describe the landscape of the Green Belt but included extracts from the Deposit Plan (May 1984) which assesses the importance of the landscape on the northern fringes of the city and its negative and positive features. The plan mentions the importance of Cambridge airport as providing a green wedge of open land which stretches into the city.

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<sup>2</sup> Cambridge Local Plan, Cambridge City Council, 2018 (<https://www.cambridge.gov.uk/local-plan-2018>)

<sup>3</sup> Cambridge Planning Proposals, Holford and Miles Wright, 1950

<sup>4</sup> Cambridge Green Belt Local Plan, Cambridgeshire County Council, 1992

A series of Green Belt studies have been carried out since the boundaries were approved. Apart from the 2002 study, which considers a wider study area, they do not include the three site areas considered for the CWWTP. The review of the studies below concentrates on the findings relevant to the northern and eastern sectors of the Cambridge Green Belt where the three sites are situated.

### **Cambridge Green Belt Study 2002**

The Cambridge Green Belt Study<sup>5</sup>, carried out by Landscape Design Associates in 2002 looked at the contribution the northern and eastern sectors of the Green Belt make to the overall purposes of the Cambridge Green Belt and assessed whether there was scope for urban expansion, through Green Belt releases, without harming Green Belt purposes.

The 2002 study included a landscape assessment, defining distinct landscape character areas. A visual assessment described the approaches and gateways to Cambridge and key views of the city, with particular emphasis on the interrelationship between the city edge and the surrounding landscape. Views along the River Cam corridor towards Cambridge tend to be from ground level, with a countryside foreground and a generally soft urban edge. From the northern rail approach, they are industrial and commercial in character.

The study discussed the pedestrian links between the city and the surrounding countryside, the importance of the Cam corridor as a 'greenfinger', bringing the countryside into the city, and the relationship between the 'inner necklace' villages in the Green Belt and the city. A distinctive feature of Cambridge is its appearance as a densely treed city with a soft, green edge merging into an agricultural landscape.

The report noted that the overriding character of the setting of Cambridge is rural, though with a greater density of settlements in some areas than others, and that it is important that the landscape surrounding Cambridge retains this rural character. The Green Belt plays an important role in the protection of countryside between settlements and maintaining the separation between the 'necklace' villages, including between Histon and Milton, and Horningsea, Fen Ditton and Stow-cum-Quy. Green spaces along the River Cam and east of the city around Teversham are supportive landscapes contributing to the setting and special character of Cambridge.

The study noted how the landscape and views in the eastern part sector had changed in recent years due to development on the Addenbrookes Hospital and airport sites and detracting elements such as the A14, pylons running across the landscape east of Teversham and the hangar buildings at Cambridge Airport. This is most relevant to site area 3, north of the airport. The assessment concluded that there was potential to develop land west of Airport Way and north of Newmarket Road and this could enhance the setting and special character of Cambridge as part of the vision for East Cambridge, but that it could not be developed without causing significant detriment to Green Belt purposes.

### **Inner Green Belt Boundary Study 2012**

The Inner Green Belt Boundary Study<sup>6</sup>, by Cambridge City Council and South Cambridgeshire District Council was published in 2012. It was informed by an appraisal by Cambridge City Council in the 2012 of the inner Green Belt boundary areas in the context of the recent land releases. This concluded that areas of the City with level views and where the edge has a mixed foreground can accommodate change more easily than areas with views from higher ground, with an open aspect and/or which are close to the city centre. The study concluded that Sector

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<sup>5</sup> Cambridge Green Belt Study, Landscape Design Associates, 2002

<sup>6</sup> Cambridge Inner Green Belt Boundary Study, Cambridge City Council and South Cambridgeshire District Council, 2012

18, between the A14, Cambridge Airport and the River Cam was of either very high importance (the River Cam corridor) or high importance to the Green Belt, of high importance to the separation of Green Belt villages and of high or medium importance to the setting of the city.

### **Inner Green Belt Boundary Study 2015**

The most recent study, the Cambridge Inner Green Belt Study<sup>7</sup> was carried out by LDA Design in 2015 on behalf of South Cambridgeshire District Council to establish where there might be any Green Belt releases. This was required as a consequence of the proposed development required by Regional Planning Guidance 6: East Anglia which included 22,000 homes in the Cambridge Sub-Region.

The study assessed the importance of the landscape south and west of site area 3 in relation to Green Belt purposes but did not assess the landscape near site areas 1 or 2. It found that Sector 18, between Fen Ditton and site area 3, plays an essential role in the separation between Fen Ditton and Cambridge, between Fen Ditton and the A14 and between the A14 and the future allocated edge of Cambridge. It provides a rural setting to the city when viewed from the strategic route. The study concluded that it is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Sector 19, the area west of site area 3, provides a setting for the north-east of Cambridge and Fen Ditton and the approach to the village and city along the B1047 from the north. It also plays an essential role in the separation between Fen Ditton and Cambridge. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes.

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<sup>7</sup> Cambridge Inner Green Belt Study, LDA Design, 2015

## 2 Site options

The options to be assessed are site areas 1, 2 and 3 (see Figure 2.1 below).

### Site area 1

Site area 1 is 2km north-west of the existing WWTP. A new vehicle access off Butt Lane would be required for a development on this site.

The site area is approximately 68ha and is open farmland with mainly arable fields of varying size, defined by ditches and hedges with trees. The western end of the site area includes a small area of woodland. Mere Way, a former Roman road that crosses the area, is a public right of way (PRoW). The landform is mostly level and at 9-10m AOD. The land rises slightly in the south towards Butt Lane. Woodland belts screen the nearby villages of Milton and Impington from the site.

### Site area 2

Site area 2 is 2km to the north-west of the existing WWTP. A new vehicle access off Butt Lane would be required for a development on this site.

The site area is approximately 53ha in area and is farmland with arable fields of varying sizes defined by ditches, tree belts and hedges with trees. The landscape around the southern half of site area 2 includes woodland belts and consequently has a more wooded, less open character than the northern half. The landform, at 11-12m AOD, rises slightly towards the south. Two small roads cross the site east-west. Mere Way, a former Roman road and PRoW runs parallel to the eastern boundary with the Milton Recycling Centre. The site is 450m from the A14 but is mainly screened from the road, Milton and Impington and the recycling centre by woodland and tree belts.

### Site area 3

Site area 3 is located 1km to the east of the existing WWTP. It can be accessed by road from the A14 and Horningsea Road.

The site area is 127ha in area and is open farmland with large arable fields defined by boundary hedges and ditches. The landform, at 5-12m AOD, rises gently towards the west. Low Fen Drove Way, a PRoW, follows the eastern boundary of the site, a dismantled railway crosses the southern end of the site and overhead powerlines cross the northern end. There are otherwise no substantial areas of screening vegetation on the site.

The map displays the Cambridge area, highlighting the Green Belt in green. Three potential sites for WWTP relocation are outlined in red: Site 1 (near Impington), Site 2 (near Chesterton), and Site 3 (near Fen Ditton). The map includes various roads (A10, A14, A1303, etc.) and surrounding areas like Cottenham, Milton, and Romsey Town.

**Legend:**

- Shortlist site area
- Cambridge green belt

**Scale:** 0 to 2,000 Metres

**Data Sources:** Roman Hill; Shortlist site areas - Mott MacDonald, 2020; Cambridge Green Belt - © Cambridgeshire County Council; Basemapping - Contains OS data © Crown Copyright and database right 2020; Contains data from OS Zoomstack; Contains OS data © Crown Copyright and database right 2019.

**Client:** anglianwater

**Title:** Cambridge WWTP Relocation Project  
Green Belt Study  
Sites Location & Green Belt Boundary  
Confidential

| Rev | Date     | Drawn | Description | Chkd | App'd |
|-----|----------|-------|-------------|------|-------|
| A   | 25/08/20 | AB    | Final       | JM   | MIR   |

Drawing Number: 409071-MMD-00-XX-GIS-Y-0601

| Security | Status | Rev |
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| STD      | PRE    | A   |

**Drawn:** A Briggs  
**Checked:** J Morrison  
**Approved:** M Rickard  
**Scale at A3:** 1:50,000

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## 3 Baseline appraisal

### 3.1 Study Area

The study area for this assessment concentrates on an area where the potential effects of the CWWTP are most likely, within approximately 5km of the sites. This has been established through site survey, desk study and modelling the zone of theoretical visibility of each site.

### 3.2 Landscape character

The concept of ‘openness’ in the Green Belt is a broad policy concept and the visual quality of the landscape is not in itself an essential part of the openness for which Green Belt is protected, though in some cases that might be an aspect of the planning judgement involved particularly where setting or merging of urban areas in views are highlighted (see Samuel Smith Old Brewery (Tadcaster) v North Yorkshire County Council [2020] UKSC3).

#### 3.2.1 National Character Assessments

The study area is located on the junction of three National Character Areas<sup>8</sup> (NCA): NCA 88: Bedford and Cambridgeshire Claylands, NCA 46 The Fens and NCA 87: East Anglian Chalk. The study area therefore includes characteristics of all three areas, but site areas 1 and 2 lie in NCA 88 Bedford and Cambridgeshire Claylands and site area 3 lies in NCA 46 The Fens.

##### **NCA 88: Bedford and Cambridgeshire Claylands**

The Bedford and Cambridgeshire Claylands NCA is a broad, gently undulating, lowland plateau dissected by shallow river valleys. Soils are lime-rich, loamy and clayey soils on higher land, with better-drained soils in the river valleys. Scattered woodland cover comprises small plantations and secondary woodland, with pollarded willows and poplar along river valleys. A predominantly open, arable landscape of planned and regular fields bounded by open ditches and trimmed, often species-poor hedgerows which contrast with occasional irregular or piecemeal fields. There is a diversity of building materials including brick, render, thatch and stone in small villages, usually nucleated around a church or village green though fen-edge villages are often in a linear form along roads. Major transport routes cross the area, including the A14 road and the East Coast mainline.

##### **NCA 46 The Fens**

The Fens NCA is a low-lying, flat landscape with drainage ditches, dykes and rivers that slowly drain towards the Wash, England’s largest tidal estuary. Woodland cover is sparse, notably a few small woodland blocks, occasional avenues alongside roads, isolated field trees and shelterbelts of poplar, willow and *leylandii* hedges around farmsteads. The predominant land use is arable – wheat, root crops, bulbs, vegetables and market gardening made possible by actively draining reclaimed land areas. Associated horticultural glasshouses are a significant feature. Open fields, bounded by a network of drains and the distinctive hierarchy of rivers (some embanked), have a strong influence on the geometric/rectilinear landscape pattern. Nucleated settlements and isolated farmsteads are mostly located on slightly elevated ‘geological islands’. Otherwise, village are linear form along the main arterial routes. Domestic

---

<sup>8</sup> <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles#ncas-in-the-east-of-england>

architecture mostly dates from after 1750 and comprises a mix of late Georgian-style brick houses and 20th-century bungalows.

### NCA 87: East Anglian Chalk

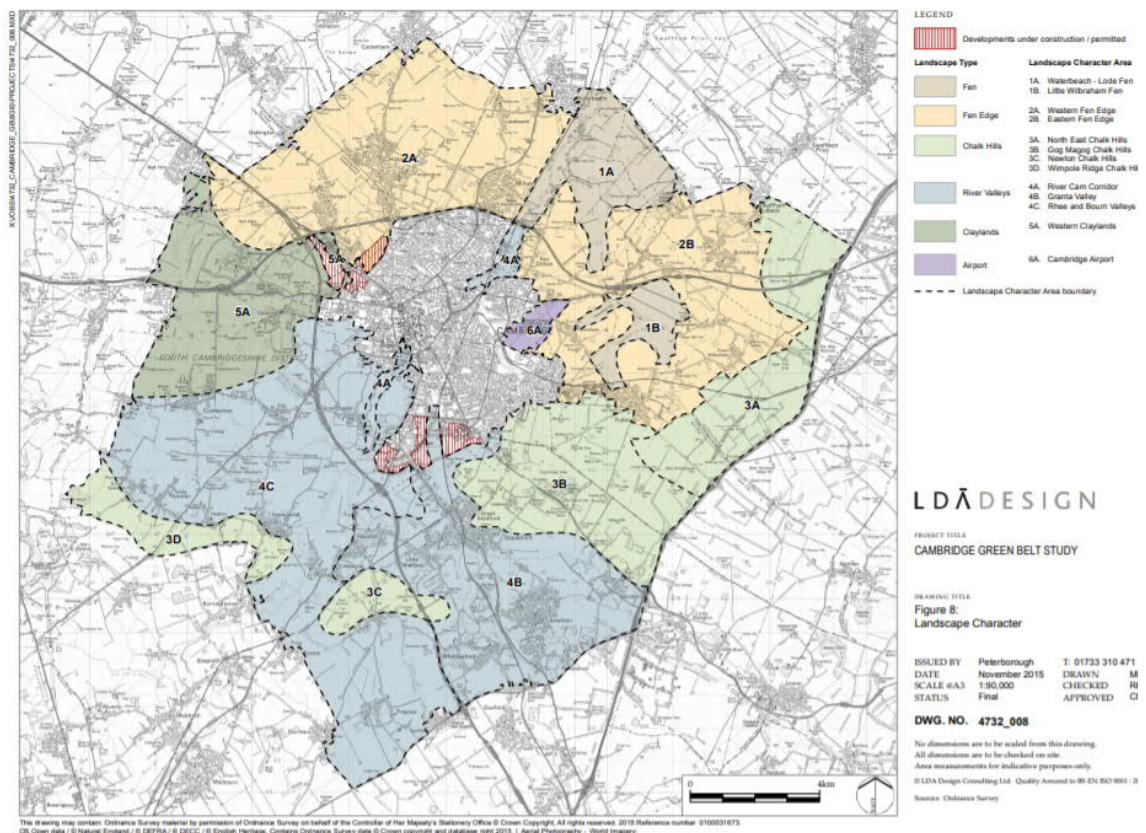
The area is, a narrow continuation of the chalk ridge that runs across southern England, continuing in the Chilterns and along the eastern edge of The Wash. Soils are nutrient-poor and shallow. The rolling downland is mostly in arable production has sparse tree cover but distinctive beech belts along long, straight roads. The River Rhee and River Granta, flow in gentle river valleys across the NCA. The chalk aquifer is abstracted for water to supply Cambridge and its surroundings and also supports flows of springs and chalk streams. In the east there are pine belts. Remnant chalk grassland, including road verges, supports chalkland flora and vestigial populations of invertebrates, such as great pignut and the chalkhill blue butterfly. Archaeological features include Neolithic long barrows and bronze-age tumuli, which line the route of the prehistoric Icknield Way, and the Anglo-Saxon linear earthworks of Devil's Dyke and Fleam Dyke. Traditional building materials in the villages include brick and clunch. Isolated farmhouses are typically built of yellow, gault clay bricks. Roads and railways are prominent transport features.

## 3.2.2

### Local character assessments

A number of landscape character assessments have been produced for Cambridge and its surroundings. The most recent is included in the Cambridge Inner Green Belt Study, carried out by LDA Design in 2015. This study identified local landscape character areas (LCA) as shown on the figure below.

**Figure 3.1: Cambridge Inner Green Belt Study – Landscape Character Areas**



Source: Cambridge Inner Green Belt Study, LDA Design, 2015

The CWWTP study area includes parts of two landscape character areas (LCA), described in the Cambridge Inner Green Belt Study. Site areas 1 and 2 lie in the Western Fen Edge LCA. Site area 3 lies in the Eastern Fen Edge LCA. The Waterbeach Lode Fen LCA separates the Fen Edge LCAs. Brief descriptions of the LCA, based on the descriptions in the Cambridge Inner Green Belt Study, are given below. The areas have been extended to include a wider study area to the north than was considered in the Green Belt study. The amended LCA are shown on Drawing 409071-MMD-00-XX-GIS-Y-0602 in Appendix A.

### Western Fen Edge LCA

The Western Fen Edge LCA is relatively low lying, with a variety of land uses, including arable and pastoral agriculture, roads, industrial and commercial development and settlement. The A14 has similarly severed Cambridge and the fen edge landscape to the north. The LCA includes more large-scale infrastructure including the Milton Park and Ride and Milton Recycling Centre just off the A10 Milton Road, the former land fill site, the guided busway and small industrial estates and units in Impington and Milton.

The LCA includes the villages of Impington, Histon, Milton and Landbeach. These, apart from Landbeach, expanded substantially in the 20<sup>th</sup> and 21<sup>st</sup> centuries with mainly housing. There is a hospital and large secondary school at Impington and development is ongoing, with the expansion of Waterbeach on the former barracks site. The historic centres of Impington, Histon, Milton and Landbeach are designated as conservation areas but they lack the historic character of the villages in the Eastern Fen Edge LCA which has undergone less change. Otherwise, the villages largely retain a rural setting, with the urban edge meeting farmland in most directions. Land between the villages comprises flat open fields separated by drainage ditches and hedgerows. It becomes more wooded, with tree belts and tree lined field boundaries near to Impington.

Milton Country Park is a valued local outdoor recreational facility and there are a small number of public rights of way in the area. Traffic generated by the larger villages, science parks in Cambridge (south of the LCA), the A14, the Milton Park and Ride and Milton Recycling Centre result in relatively low levels of tranquillity in Histon, Impington and Milton. Away from the main roads, especially around Horningsea and Stow cum Quy, the landscape is more tranquil. According to the CPRE light pollution and dark skies map<sup>9</sup>, the area is not generally dark at night. This is due to extensive street lighting in settlements and along roads.

The landscape of the LCA is not designated and there are many detracting features along the A14 corridor. It lacks distinctive features that would contribute to a distinctive sense of place. The villages contain historic cores with conservation area status but overall, they lack a strong historic character and the LCA has a low value. The LCA has a low susceptibility to change due to the type of development proposed owing to the presence of large-scale infrastructure in the area. **The overall sensitivity of the area is low.**

### Waterbeach-Lode Fen LCA

The key characteristics of the Waterbeach-Lode Fen LCA stem from the flatness of the low-lying landform and the modifications to the pattern and features of the landscape made over the centuries to convert former wetland into farmland. It is a regular landscape, with straight roads, ditches, shelter belts and field boundaries. The dark brown peat soils support intensive arable agriculture. Lines of willows and poplars mark the course of the River Cam and subsidiary watercourses. Settlement is dispersed and on the higher land, along roads. There are many 'islands' which rise above the fen, ranging between the Isle of Ely, at 20m above the adjacent

<sup>9</sup> Campaign to Protect Rural England: England's Light Pollution and Dark Skies <https://www.nightblight.cpre.org.uk/maps/>

peat fens, and much smaller features only a metre or two above the surrounding farmland. These islands are often occupied by settlements or farmsteads which, with their associated tree cover, increases their prominence. Most buildings are of brick construction and date from the draining of the land in the 18th and 19th centuries.

There are few views of Cambridge, but the hangars of the airport are visible from the southern end of the LCA. Green links to the city are along the River Cam and through Ditton Meadows. There is an extensive public rights of way network between Horningsea, Stow cum Quy and Lode. This includes the Fen Rivers Way, along the River Cam, and the Harcamlow Way. The LCA is tranquil away from the A14 and, according to the CPRE light pollution and dark skies map, is relatively dark at night. Skyglow above Cambridge is apparent.

The LCA includes three conservation areas: Baits Bite Lock, Waterbeach and Horningsea Conservation Areas. Stow cum Quy Fen is a SSSI. The LCA includes the majority of the National Trust's Wicken Fen Vision area. The 100 year vision aims to restore habitats and create a landscape-scale space for people and wildlife between Cambridge and the Wicken Fen Nature Reserve. The vision is a strategic element of green infrastructure in the adopted development plans for both South Cambridgeshire District Council (adopted 2018) and East Cambridgeshire District Council (adopted 2015).

The landscape is important for recreation and wildlife, providing a continuous green link between Cambridge and the countryside. It has distinctive elements and features that contribute to its moderately strong sense of place. These factors combine to give the LCA a medium value. The LCA has a medium susceptibility to change due to the type of development proposed owing to the absence of large-scale infrastructure in the area. **The overall sensitivity of the area is medium.**

### **Eastern Fen Edge LCA**

The Eastern Fen Edge is a transitional landscape between the Fenlands LCA to the west and the Chalklands LCA to the south and east. The area is relatively low lying, appearing generally flat, and containing a variety of land uses, including arable and pastoral farmland, roads and settlement. The fen edge has traditionally been an important location for settlement, being above the fen floodplain but close to the lower lying farmland along rivers and watercourses. The A14 has severed the link between Cambridge and the landscape to the north. Fen edge villages such as Swaffham Prior and Bottisham were in the past wealthy and contain fine medieval churches. Building materials traditionally used in the fen edge villages include gault brick, render, and thatch. There are distant views of the centre of Cambridge from higher ground to the east and south and views of the larger structures at Cambridge Airport from around Teversham.

The villages in the study area, including Horningsea, Lode, Stow cum Quy, Landbeach and Bottisham, largely retain a rural setting, with the urban edge meeting farmland in most directions. Land between the villages comprises flat open fields separated by drainage ditches and hedgerows. Fen Ditton is on the southern side of the A14 and there is continuous urban development along Ditton Lane between Cambridge and Fen Ditton, but overall there is a clear landscape separation between the village and the city provided by the grazing land south of the village and Ditton Meadows, on the River Cam. Around the villages, the landscape is more wooded.

There is a good public rights of way network in the LCA, including the Harcamlow Way Trail and a registered park and garden at the National Trust's Anglesey Abbey. The centres of Horningsea, Waterbeach and Fen Ditton are conservation areas. The area is relatively tranquil, especially away from the A14, which generates traffic and noise along its corridor. Traffic

generated by these elements and by the science parks south of the A14 and the A14 junctions result in relatively low levels of tranquillity in Histon, Impington, Milton and Waterbeach and the landscape along the A14 and A10. Away from the main roads, especially around Horningsea and Stow cum Quy, the landscape is more tranquil. The villages are lit at night, but the minor roads in rural areas are not lit and consequently the landscape is relatively dark at night. Skyglow above Cambridge is apparent. There are few detractors from the rural character of the landscape.

The landscape of the LCA is not designated, but the presence of the registered park and garden, conservation areas and many buildings of historic interest in the villages and the opportunities for recreation in the countryside give the LCA a medium value. The LCA has a medium susceptibility to change due to the type of development proposed owing to the lack of large-scale infrastructure in the area. **The overall sensitivity of the area is medium.**

### 3.3 Statutory designations

#### 3.3.1 Conservation areas

Conservation areas closest to the three sites are:

- Fen Ditton;
- Baits Bite Lock;
- Milton;
- Waterbeach;
- Landbeach;
- Histon;
- Impington;
- Teversham; and
- Horningsea.

#### 3.3.2 Registered Parks and Gardens

The gardens of Anglesey Abbey and Swaffham Prior House are on the Historic England's register of Historic Parks and Gardens of special historic interest.

#### 3.3.3 Sites of Special Scientific Interest (SSSI)

Sites of Special Scientific Interest (SSSI) in the study area include:

- Stow cum Quy SSSI;
- Wilbraham Fen SSSI; and
- Cam Washes SSSI.

### 3.4 Visual assessment

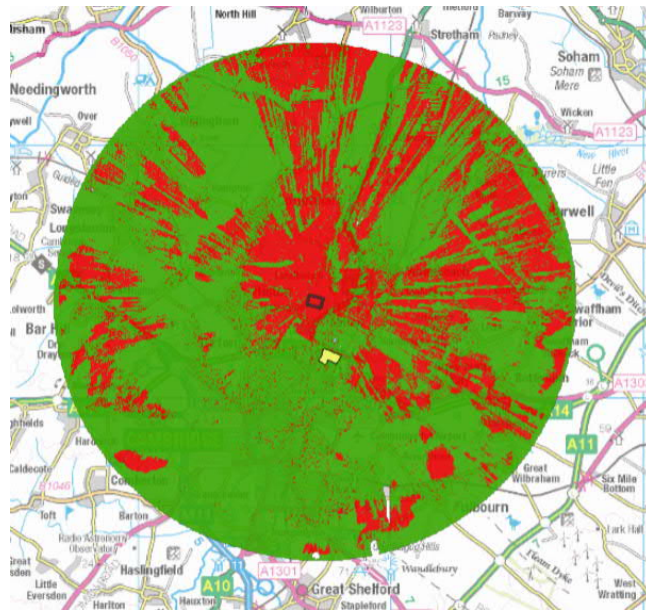
To inform the Green Belt assessment, the ZTV for each of the sites was modelled to help determine the visibility of the scheme from ground level and identify visual receptors potentially affected by the proposals. The extracts from the plans below are inserted for easy comparison.

The ZTVs were modelled assuming the highest structures on the new WWTP would be the digestors, at 26m high. The viewer height was assumed to be 1.6m high. An indicative WWTP site footprint was developed for each site area, however, the layout of the WWTP within the footprint will not be developed until later design stages.

The ZTVs were created using a digital surface model from LiDar data that included the heights of surface features such as buildings and vegetation. They illustrate the relatively minor role of the local topography in screening the proposed works.

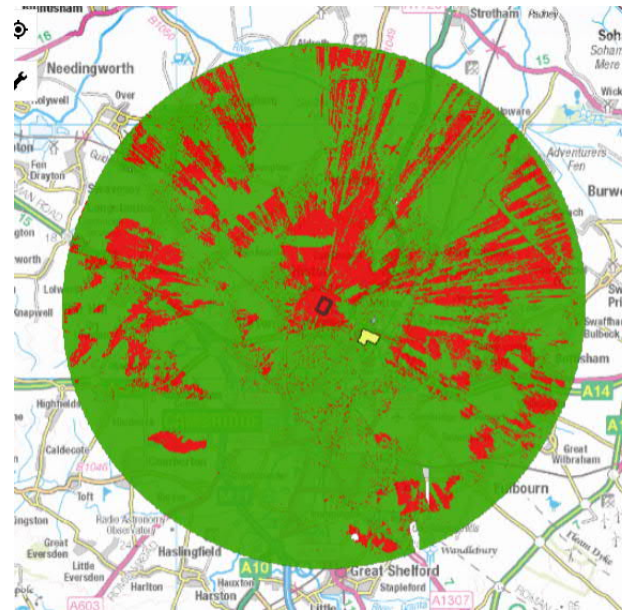
It should be noted that ZTV mapping is a tool for indicating the theoretical extent of the visual influence of a development and that it tends to overestimate the visibility of a development because the data used does not fully register the screening effects of existing vegetation or built development. In addition, it does not reflect how visual impacts diminish with distance from a development, so that the further a receptor is from the new structure, the less prominent it is in the view. The mapping shows that the scheme would be most visible to the north, west and east of the three site area options, but largely screened from the city of Cambridge and the south by the A14 and built development.

**Figure 3.2: ZTV for Site areas 1, 2 and 3 (modelled on a 10km radius, measured from the centre of the site areas)**



**Site area 1**

Source: Mott MacDonald



**Site area 2**



**Site area 3**

The areas shaded red on the plans above show the locations where the scheme would be theoretically visible. The areas in green show where the scheme would probably not be visible. Where the red shaded area is continuous, views would be more clear but where it starts to fragment, views would be filtered or wholly/partially screened by intervening vegetation and buildings. From interpretation of the ZTVs, site survey and use of mapping and aerial photography, it was determined that visual receptors within 1km of the site options would potentially have clear, filtered or partially screened views of a development on the site areas. Views from more distant locations would be mainly screened, although the taller elements could be visible above trees or buildings. Comparison of the ZTVs shows that development on site area 2 would be the least visible from the Green Belt. Site areas 1 and 3 would be more clearly visible and over a wider area of the Green Belt, especially to the north and east.

The below tables list potential sensitive visual receptors, their location and distance from the three option sites. Drawing 409071-MMD-00-XX-GIS-Y-0603 in Appendix A shows the location of the potential visual receptors within 1km of the study area.

Site area 1 would be visible in filtered views from Landbeach, isolated properties in the landscape near the site and a PRoW. Stakeholders highlighted the importance of preserving rural views from Milton Cemetery Public during consultation on the CWWTP site selection.

Site area 2 would be visible in filtered views from properties on the eastern boundary of Impington, isolated properties near the site and a PRoW. The Histon & Impington Village Design Guide<sup>10</sup> identifies an important key view into the countryside from St Andrew's Church, Impington.

Site area 3 would be visible in clear views from stretches of Low Fen Drove Way and clear and filtered views from Biggin Abbey Cottages, the villages of Horningsea, Fen Ditton and Stow cum Quy and several PRoW.

**Table 3.1: Sensitive visual receptors within 1km of site 1**

| Receptor                                                                          | Sensitivity | Minimum distance |
|-----------------------------------------------------------------------------------|-------------|------------------|
| Residents of and recreational visitors to Rectory Farm (A10) looking west         | High        | 0.4km            |
| Residents in properties on Butt Lane looking north                                | High        | 0.4km            |
| Residents in properties on Milton Road looking north                              | High        | 0.7km            |
| Residents on High Street and Midway, Landbeach looking south-west                 | High        | 0.5km            |
| Residents on Akeman Street, Landbeach looking south-east                          | High        | 0.9km            |
| Residents at Oldfield Farm Barn looking south-east                                | High        | 0.9km            |
| Residents at Bedlam Farm looking east                                             | High        | 0.8km            |
| Visitors to Milton Cemetery looking west                                          | Medium      | 0.5km            |
| Users of Byway 162/3 (Mere Way) and permissive paths 31/PF 01 and 02 looking east | Medium      | 0.1km            |
| Users of A10 Ely Road looking west                                                | Medium      | 0.3km            |

**Table 3.2: Sensitive visual receptors within 1km of site area 2**

| Receptor                                              | Sensitivity | Minimum distance |
|-------------------------------------------------------|-------------|------------------|
| Residents in properties on Milton Road looking south  | High        | 0.4km            |
| Residents adjacent to Fieldstead Farm looking east    | High        | 0.5km            |
| Residents of the Blackwell Caravan Site looking north | High        | 0.4km            |
| Residents of St Andrew's Way, Impington looking east  | High        | 0.7km            |
| Residents of St George's Way, Impington looking east  | High        | 0.7km            |
| Residents of Woodcock Close, Impington looking east   | High        | 0.7km            |
| Residents of Percheron Close, Impington looking east  | High        | 0.7km            |
| Users of Byway 162/3 (Mere Way) looking west          | Medium      | 0km              |
| Users of Bridleway 135/6 looking north                | Medium      | 0.7km            |

<sup>10</sup> The Histon & Impington Village Design Guide Supplementary Planning Document Consultation Draft, South Cambridgeshire District Council, June 2019

**Table 3.2: Sensitive visual receptors within 1km of site area 3**

| Receptor                                                                              | Sensitivity | Minimum distance |
|---------------------------------------------------------------------------------------|-------------|------------------|
| Residents of High St, Horningsea looking south                                        | High        | 0.8km            |
| Residents at Biggin Abbey Cottages looking south-east                                 | High        | 0.8km            |
| Residents of Horningsea Road, Fen Ditton looking south-east                           | High        | 0.5km            |
| Residents of High Ditch Road, Fen Ditton looking north                                | High        | 0.8km            |
| Residents of the Marleigh Development (under construction) looking north              | High        | 0.9km            |
| Residents in property on Low Fen Drove Way                                            | High        | 0.4km            |
| Residents of Stow Road in Stow cum Quy looking west                                   | High        | 0.7km            |
| Users of Footpath 85/5 and Byway 130/3 (Field Lane) looking north-east                | Medium      | 0.8km            |
| Users Byway 85/14 looking west                                                        | Medium      | 0.5km            |
| Users of Footpath 85/8 looking east                                                   | Medium      | 0.7km            |
| Users of Byway 130/1 (Harcamlow Way and Fen Rivers Way) looking south-east            | Medium      | 0.8km            |
| Users of Footpath 130/2 looking east                                                  | Medium      | 0.7km            |
| Users of Footpath 218/2 (Harcamlow Way) and guests at the Quy Mill Hotel looking west | Medium      | 0.7km            |

## 4 Appraisal of options against Green Belt purposes

**Table 4.1: Site area 1: appraisal of baseline character and performance against Green Belt purposes**

| Green Belt Purpose                                       | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <b>Site 1</b>                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                              |
| To check the unrestricted sprawl of large built-up areas | <p>Site area 1 is located on of a belt of farmland which runs along the northern boundary of Cambridge. This provides a rural setting for the villages north of Cambridge and the northern outskirts of the city. The A14 generally provides a strong boundary to the city, but there is development up to the A14 on both sides between the city and Impington and Milton. Histon and Impington form one continuous settlement. The Milton Park and Ride, Milton Recycling Site and former landfill site adjacent to the A10 and Butt Lane are urban elements between site area 1 and the A14 and, while planting and landscape restoration have reduced their urbanising influence, they effectively extend built development associated with the northern boundary of Cambridge north of the A14. The A10 and associated screen planting provide a clearly defined visual and physical boundary to the western edge of Milton. Landbeach is a small settlement east and north-east of site area 1. Housing lines both sides of the High Street between the A10 and the junction with Waterbeach Road.</p> <p>Development on site area 1 would extend the existing developed area south of Butt Lane into the farmland north of the lane. It would not change the clearly defined boundaries of Milton or Landbeach.</p> | Fair                                                         |
| To prevent neighbouring towns merging into one another   | <p>The belt of farmland around the northern edge of Cambridge provides a clear separation between Milton, Landbeach, Histon and Impington, the villages nearest site area 1.</p> <p>Development on site area 1 would not result in the coalescence of these settlements, but it would reduce the landscape gap between Milton and Landbeach.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Good                                                         |
| To assist in safeguarding countryside from encroachment  | <p>The immediate surroundings of site area 1 comprise flat, open farmland separated by drainage ditches and sparse hedgerows. However, tree-lined roads and gardens and woodland along the western boundary of Milton and the eastern edge of Impington screen views of these settlements from much of the landscape and consequently existing views are mainly rural in character. The farmland between site area 1 and the A14 is intensively farmed with arable fields, barns, a reservoir and fields covered by greenhouses and other structures required for fruit farming. Rectory Farm has a farm shop, visitor attractions and car parking. This combined with the presence of the Milton Park and Ride, Milton Recycling Site and former landfill site off Butt Lane, contributes to a less rural character in the Green Belt south of site area 1.</p> <p>Development on site area 1 would result in further encroachment on the countryside.</p>                                                                                                                                                                                                                                                                                                                                                                | Fair                                                         |

| Green Belt Purpose                                                                                    | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| To preserve the setting and special character of historic towns                                       | <p>The landscape north of the A14 provides a landscape setting for the northern boundary of Cambridge and for the villages of Landbeach, Milton and Impington which are partly in conservation area. The existing approaches into Cambridge from the north through Milton and Impington over the A14 are urban in character and do not contribute to the special setting of Cambridge.</p> <p>Development on site area 1 would not detract from the setting and special character of Cambridge but would detract from the setting of Landbeach, which is almost entirely within conservation area. The conservation areas of Milton and Impington are screened from the site by intervening development and vegetation.</p>                                                                                                                                                                               | Fair                                                         |
| To assist in urban regeneration, by encouraging the recycling of derelict and other urban land        | <p>The land around site area 1 is farmland.</p> <p>Development on site area 1 would not assist in urban regeneration by encouraging the recycling of derelict and other urban land.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Poor                                                         |
| Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre | <p>The landscape north of the A14 provides a landscape setting for the northern boundary of Cambridge, but the A14 effectively severs the area from Cambridge. The landscape is attractive but contains few distinctive features or views that contribute to Cambridge as a compact, dynamic city with a thriving historic centre. Development north and south of the A14 has weakened the character of Cambridge as a compact city in this location.</p> <p>Development on site area 1 would be directly related to the regeneration of North East Cambridge – the need for relocation of the WWTP arises from the allocation of the existing Cambridge WWTP site under Policy 15 of the Cambridge Local Plan 2018 for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses.</p>   | Fair                                                         |
| Maintain and enhance the quality of the landscape setting of Cambridge                                | <p>A feature of Cambridge is the distribution, setting, scale and character of the villages around its outskirts. There is still a strong degree of physical separation between most villages and Cambridge and maintaining this protects and enhances the quality of the landscape setting of Cambridge. The approach to Cambridge, along the A10, is largely rural in character up to the junction with Butt Lane.</p> <p>The site area 1 scheme design would incorporate landscape mitigation including tree belts, hedgerows and areas of planting to partly screen the site and to integrate it into the wider landscape. However, it would not be possible to mitigate all elements, due to their height and scale. Development on site area 1 would add to the existing urbanising elements along the A10 and would not maintain or enhance the quality of the landscape setting of Cambridge.</p> | Good                                                         |
| Prevent communities in the environs of Cambridge from merging into one another and with the city      | <p>The farmland around the northern edge of Cambridge provides a clear separation between the communities of Milton, Landbeach, Histon and Impington. The A14 almost wholly severs Cambridge from this landscape and the settlements to the north, although there is a continuous urban development over the A14 between Milton and Impington and Cambridge.</p> <p>Development on site area 1 would not result in the coalescence of these settlements, but it would reduce the landscape gap between Milton and Landbeach.</p>                                                                                                                                                                                                                                                                                                                                                                          | Good                                                         |

| Green Belt Purpose                                         | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <b>Overall site performance against Green Belt Purpose</b> | The presence of the transport and other large infrastructure north of the A14 has extended built development associated with the northern boundary of Cambridge into the farmed landscape around Site area 1. This development has encroached on the countryside. The landscape around site area 1 however still provides a clear separation between Milton, Landbeach, Histon and Impington and a setting for the villages, which are partly in conservation area. It does not contribute to the historic setting of Cambridge owing to severance caused by the A14 and the urban character of the approaches to the city from the north. Site area 1 is not currently derelict or urban land. | <b>Fair</b>                                                  |
| <b>Overall scale of impact</b>                             | Development on site area 1, in a landscape of low sensitivity, would extend the existing developed area south of Butt Lane into open farmland and consequently reduce the openness of the Green Belt in this location. It would detract from the setting of Landbeach and would narrow the landscape gap between Milton and Landbeach. The development would have little effect on the landscape setting of Cambridge. It would be a prominent feature in the open landscape, visible from properties along High Street, Landbeach, from isolated properties near the site, and from the PRow along Mere Way.                                                                                   |                                                              |

**Table 4.2: Site area 2: appraisal of baseline character and performance against Green Belt Purposes**

| Green Belt Purpose                                       | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| To check the unrestricted sprawl of large built-up areas | Site area 2 is located close to the A14 in a belt of farmland around the northern boundary of Cambridge. This provides a rural setting for the villages north of Cambridge and the northern outskirts of the city. The Milton Park and Ride site, Milton Recycling Site and former landfill site adjacent to the A10 and Butt Lane are immediately adjacent to the eastern boundary of site area 2. The Evolution Business Park is on its northern boundary. The park and ride site, recycling centre, landfill site and business park are partly screened by perimeter planting but have an urbanising influence on the area. They are clearly separated from the village of Impington by intervening farmland, woodland belts, hedgerows. Development on site area 2 would effectively extend the existing developed area south of Butt Lane west towards Impington. | Poor                                                         |
| To prevent neighbouring towns merging into one another   | The belt of farmland around the northern edge of Cambridge provides a clear separation between Milton, Histon and Impington, the villages nearest site area 2. The A14 generally provides a strong boundary to the city, but there is development up to the A14 on both sides between the city and Impington and Milton.<br><br>Development on site area 2 would not result in the further coalescence of Cambridge and Impington because the existing landscape gap between the two areas would not be affected, however, it would slightly reduce the landscape gap between Milton and Impington.                                                                                                                                                                                                                                                                    | Good                                                         |
| To assist in safeguarding countryside from encroachment  | The immediate surroundings of site area 2 comprise flat, open farmland, separated by drainage ditches and sparse hedgerows near Butt Lane/ Milton Road in the north, and a smaller scale landscape, with woodland belts and copses nearer to the A14 and Impington in the south and west. The tree-lined roads and gardens of Milton and Impington screen views of urban development from much of the landscape, and existing views are mainly rural in character. The farmland north of site area 2 is intensively farmed with fields in arable production and covered by                                                                                                                                                                                                                                                                                             | Fair                                                         |

| Green Belt Purpose                                                                                    | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
|                                                                                                       | greenhouses and structures required for fruit farming. This combined with the presence of the Milton Park and Ride, Milton Recycling Site, former landfill site and Business Park off Butts Lane, contributes to an erosion of the rural character of the area along Butt Lane/Milton Road. Development on site area 2 would result in an expansion of the existing encroachment on the countryside due to the recycling centre, park and ride site and business park.                                                                                                                                                                                                                                                                                                                                                                                                            |                                                              |
| To preserve the setting and special character of historic towns                                       | <p>The landscape north of the A14 provides a landscape setting for the northern boundary of Cambridge and for the villages of Landbeach, Milton and Impington which are partly in conservation area. The existing approaches into Cambridge from the north through Milton and Impington over the A14 are mainly urban in character and do not contribute to the special setting of Cambridge.</p> <p>Development on site area 2 would not detract from the setting and special character of the city, but the taller elements on the site could detract from the setting of the Impington Conservation Area around St Andrew's Church. However, trees and woodland between the site and the eastern boundary of Impington would largely screen the development from the conservation area.</p>                                                                                    | Fair                                                         |
| To assist in urban regeneration, by encouraging the recycling of derelict and other urban land        | <p>The land around site area 2 is farmland.</p> <p>Development on site area 2 would not assist in urban regeneration by encouraging the recycling of derelict and other urban land.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Poor                                                         |
| Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre | <p>The landscape north of the A14 provides a landscape setting for the northern boundary of Cambridge, but the A14 effectively severs the area from Cambridge. The landscape is attractive but contains few distinctive features or views that contribute to the Cambridge as a dynamic city with a thriving historic centre. Development north and south of the A14 has weakened the character of Cambridge as a compact city in this location.</p> <p>Development on site area 2 would be directly related to the regeneration of NEC – the need for relocation of the WWTP arises from the allocation of the existing Cambridge WWTP site under Policy 15 of the Cambridge Local Plan 2018 for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses.</p> | Fair                                                         |
| Maintain and enhance the quality of its setting                                                       | <p>A feature of Cambridge is the distribution, setting, scale and character of the villages around its outskirts. There is still a strong degree of physical separation between most villages and Cambridge and maintaining this protects and enhances the quality of the landscape setting of Cambridge.</p> <p>The site area 2 scheme design would incorporate landscape mitigation including tree belts, hedgerows and areas of planting to partly screen the site and to integrate it into the wider landscape. However, it would not be possible to mitigate all elements, due to their height and scale. Development on site area 2 would not contribute to the quality of the landscape setting of Cambridge.</p>                                                                                                                                                          | Good                                                         |

| Green Belt Purpose                                                                               | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Prevent communities in the environs of Cambridge from merging into one another and with the city | <p>The farmland around the northern edge of Cambridge provides a clear separation between the communities of Milton, Histon and Impington. The A14 almost wholly severs Cambridge from this landscape and the settlements to the north, although there is a narrow corridor of continuous urban development over the A14 between Milton and Impington and Cambridge.</p> <p>Development on site area 2 would not result in the coalescence of these settlements, but it would reduce the landscape gap between Milton and Impington.</p>                                                                                          | Good                                                         |
| <b>Overall site performance against Green Belt Purpose</b>                                       | The presence of the transport and other large-infrastructure and business units north of the A14 has extended built development into the farmed landscape adjacent to site area 2. This development has encroached on the countryside. The landscape around Site area 2 still provides a clear separation between Milton, Histon and Impington and a setting for the historic parts of the villages. It does not contribute to the historic setting of Cambridge owing to severance caused by the A14 and the urban character of the approaches to the city from the north. Site area 2 is not currently derelict or urban land.  | <b>Fair</b>                                                  |
| <b>Overall scale of impact</b>                                                                   | Development on site area 2, in a landscape of existing low sensitivity, would extend the existing developed area south of Butt Lane towards the A14. It would reduce the landscape gap between Milton and Impington. It would further reduce the openness of the Green Belt, though there is existing built development nearby. The development would have little effect on the landscape setting of Cambridge. The taller elements of the development would be visible from Impington and residential properties close to the site, above intervening vegetation. The development would be visible from the PRow along Mere Way. |                                                              |

**Table 4.3: Site area 3: appraisal of baseline character and performance against Green Belt Purposes**

| Green Belt Purpose                                       | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| To check the unrestricted sprawl of large built-up areas | <p>Site area 3 is located on of a belt of farmland which borders the north-eastern boundary of Cambridge. This provides a rural setting for the villages of Horningsea, Stow cum Quy, Fen Ditton and Lode to the north-east of the city. Development in Cambridge extends up to the city boundary, apart from on Coldham's Common, along the River Cam corridor and on part of the airport. Fen Ditton, south of the A14, is largely separated from Cambridge by farmland and meadows. Horningsea, Stow cum Quy, Fen Ditton and Lode are clearly separated from Cambridge and one another by farmland. The River Cam corridor separates Horningsea and Milton. The A14 passes through farmland in this area.</p> <p>Development on site area 3 would introduce large-scale development into a rural area. It would contribute to the unrestricted sprawl of large built-up areas, due to the absence of built development in this location.</p> | Good                                                         |

| Green Belt Purpose                                                                             | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| To prevent neighbouring towns merging into one another                                         | <p>The belt of farmland and meadows around the north-eastern edge of Cambridge and along the River Cam corridor provides a clear separation between Horningsea, Stow cum Quy, Fen Ditton, Lode and Milton. Fen Ditton is largely separated from Cambridge by farmland and meadow, but a ribbon of housing along Ditton Lane joins the Barwell area of Cambridge with the village.</p> <p>Development on site area 3 would not result in the further coalescence of Cambridge and Fen Ditton but would reduce the extent of farmland separating Cambridge from the villages to the north-east. It would also reduce the landscape gap between Horningsea and Stow cum Quy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Good                                                         |
| To assist in safeguarding countryside from encroachment                                        | <p>Site area 3 is located on land that is currently open farmland, separated by ditches and low hedgerows. The landscape a surrounding the site area has a rural character with few detractors apart from the A14, which passes the southern site of the site, and an overhead power line which crosses the site. The A14 is visually relatively unobtrusive in the existing low-lying landscape but can be heard over a wide area.</p> <p>Development on site area 3 would result in the encroachment on the countryside due to the introduction of large infrastructure feature into the countryside.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Good                                                         |
| To preserve the setting and special character of historic towns                                | <p>The farmland on both sides of the A14 provides a landscape setting for the villages of Stow cum Quy, Lode, Horningsea and Fen Ditton (the last two largely in conservation area). The nearby gardens of Anglesey Abbey and Swaffham Prior House are on Historic England's register of Historic Parks and Gardens of Special Historic Interest in England. The villages have not, despite their proximity to Cambridge, experienced the substantial 20<sup>th</sup> and 21<sup>st</sup> century expansion that has taken place in nearby Milton. The rural, tree-lined character of Horningsea Road, Stow Road/Church Road and Newmarket Road (east of Stow cum Quy) creates an attractive approach into Cambridge from the north-east. This is diminished however, once travellers reach the A14 roundabout and continue south of the A14. Stourbridge Common, Ditton Meadows and the River Cam corridor are a green link between the centre of the city and the countryside to the north and east. The Cambridge commons are a key feature of the city and its historic setting.</p> <p>Development on site area 3 would be apparent from Stow cum Quy, Lode, Horningsea and Fen Ditton, detracting from the rural setting of the historic villages. It would not detract from the setting of Cambridge.</p> | Good                                                         |
| To assist in urban regeneration, by encouraging the recycling of derelict and other urban land | <p>The land around site area 3 is farmland.</p> <p>Development on site area 3 would not assist in urban regeneration by encouraging the recycling of derelict and other urban land.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Poor                                                         |

| Green Belt Purpose                                                                                    | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre | <p>The landscape on both sides of the A14 provides a landscape setting for the north-eastern boundary of Cambridge. A key feature of the historic character of city is the way the countryside is drawn into the centre city along the River Cam corridor. Ditton Meadows and Stourbridge Common and farmland along river provide a continuous green link between the historic centre and the rural landscape to the north-east. The gardens of Anglesey Abbey and the extensive public right of way network along the river and between Stow cum Quy, Lode, Horningsea and Fen Ditton are important recreational resources which contribute to the attractiveness of Cambridge as a place to live and work. The development edge of Cambridge in this area follows the city boundary, maintaining the compactness of the city.</p> <p>Development on site area 3 would effectively introduce large-scale development associated with Cambridge into the rural area on the north-eastern side of the A14, reducing the compactness of the city in this location. It would also diminish the attractiveness of the landscape, which is an important recreational resource for the city of Cambridge.</p>                                       | Good                                                         |
| Maintain and enhance the quality of its setting                                                       | <p>A feature of Cambridge is the distribution, setting, scale and character of the villages around its outskirts. There is still a strong degree of physical separation between the majority of villages and Cambridge. Maintaining this protects and enhances the quality of the setting of Cambridge. The landscape immediately around site area 3 is open, arable farmland separated by low hedgerows and ditches. The wider landscape contains several features of historic and ecological importance with the SSSIs at Stow cum Quy Fen and Wilbraham Fen, the tree-lined waterways of Quy Water and the River Cam, the designed landscape at Anglesey Abbey and the many woodland belts and undesignated areas of fenland in the area. The A14 and an overhead power line compromise the few detracting elements in the area.</p> <p>The site area 3 scheme design would incorporate landscape mitigation including tree belts, hedgerows and areas of planting to partly screen the site and to integrate it into the wider landscape. However, it would not be possible to mitigate all elements, due to their height and scale. Development on site area 3 would detract from the quality of the setting of the villages nearby.</p> | Good                                                         |
| Prevent communities in the environs of Cambridge from merging into one another and with the city      | <p>The farmland around the north-eastern edge of Cambridge provides a distinct separation between Cambridge and the villages of Stow cum Quy, Lode, Horningsea and Fen Ditton. The villages are clearly separated from each other by intervening farmland.</p> <p>Development on site area 3 would reduce the landscape gap between Horningsea and Stow cum Quy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Good                                                         |
| <b>Overall site performance against Green Belt Purpose</b>                                            | <p>The area around site area 3 is open farmland with no large-scale development. Cambridge has a clearly defined edge in this area, with development up to, but not beyond, its boundary. The landscape provides a rural setting for the for north-eastern Cambridge and the villages of Horningsea, Stow cum Quy, Fen Ditton and Lode and a clear landscape separation between them. Stourbridge Common, Ditton Meadows and the River Cam corridor are a green link between the centre of the city and the countryside, a key feature of the city's historic character. The landscape around site area 3 provides an important recreational resource for Cambridge. The A14 and an overhead power line, which crosses the site, detract from the rural character of the landscape.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Good</b>                                                  |

| Green Belt Purpose             | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Site performance against Green Belt Purpose (Good/Fair/Poor) |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <b>Overall scale of impact</b> | Development on site area 3, in a landscape of existing medium sensitivity, would introduce large-scale development into a rural area, contributing to the extension of sprawl of large built-up areas, encroaching on the countryside and reducing the openness of the Green Belt, due to the absence of existing built development nearby. The compactness of the city in this location would be reduced and the landscape gap between Horningsea and Stow cum Quy would be narrowed. The scheme would be clearly visible in the open landscape from the A14 and nearby PRow and its taller elements would be apparent from Stow cum Quy, Lode, Horningsea and Fen Ditton, detracting from the rural setting of the villages. |                                                              |

## 4.1

### Summary

Site areas 1 and 2 are situated in landscapes of low sensitivity, with existing transport and other infrastructure. The sites are in an area of Green Belt that makes a fair contribution to the purposes of the Green Belt. They lie close to large villages of some historical interest, but which have been much expanded in recent years. The sites are both currently open, mainly arable farmland, but site area 2 is adjacent to the Milton Recycling Centre and former landfill site and its immediate surroundings are more wooded. Development on both would extend the urban edge of Cambridge northwards and would reduce the landscape gaps between adjacent settlements. The openness of the Green Belt would be reduced by development on both sites, but development on site area 2 would be less harmful to the purposes of the Green Belt due to the proximity of existing built development and existing screening vegetation.

Site area 3 is situated in a landscape of medium sensitivity, close to the A14. The site is in an area of Green Belt that makes a good contribution to the purposes of the Green Belt. The landscape is more open and rural here, with small villages with a high proportion of historic buildings. Site area 3 is close to protected landscapes and habitats and in an area with a higher recreational value than around Site areas 1 and 2. Development on site area 3 would introduce large-scale development into a rural area, contributing to the extension of the urban edge of Cambridge into the countryside. It would reduce the openness of the Green Belt in this location due to the absence of existing built development nearby.

Overall, development on site area 2 would have the least adverse effects on landscape character, visual amenity and on the openness and purposes of the of the Green Belt. Development on site area 1 would have similar, but greater adverse effects on landscape character, visual amenity and on the openness and purposes of the of the Green Belt. Development on site area 3 would have the most adverse effects on landscape character, visual amenity and on the openness and purposes of the Green Belt.

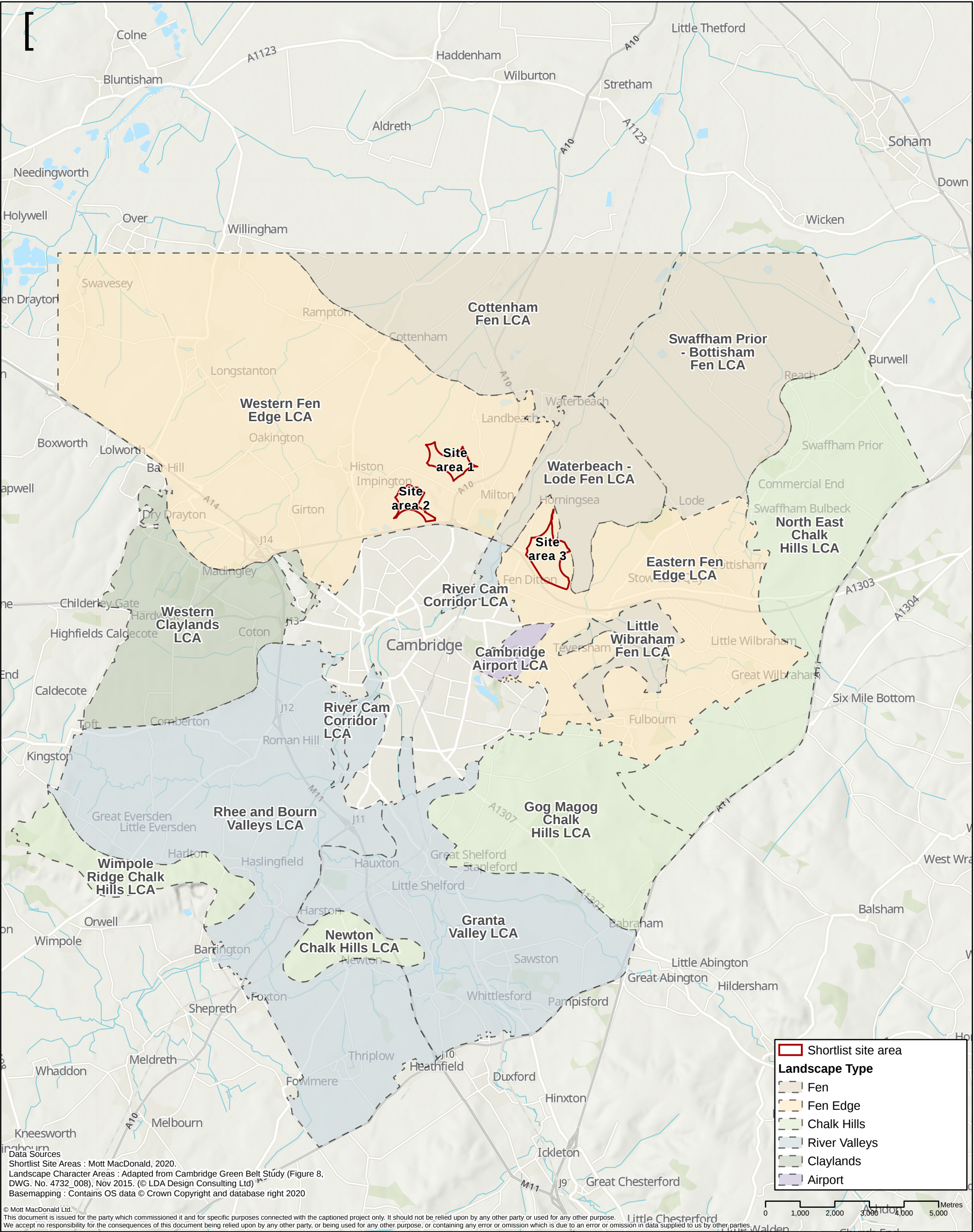
# Appendices

## A. Figures

25

## A. Figures

**Figure A.1: Landscape character areas**



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an

glianwater

|     |          |       |             |        |       |
|-----|----------|-------|-------------|--------|-------|
| Rev | Date     | Drawn | Description | Ch'k'd | App'd |
| A   | 01/08/20 | AB    | Final       | JM     | MR    |
|     |          |       |             |        |       |

Title

Cambridge WWTP Relocation Project  
Green Belt Study  
Landscape Character Areas  
Confidential

Drawing Number

409071-MMD-00-XX-GIS-Y-0602

|          |            |
|----------|------------|
| Drawn    | A Briggs   |
| Checked  | J Morrison |
| Approved | M Rickard  |

Scale at A3

1:100,000

|          |        |     |
|----------|--------|-----|
| Security | Status | Rev |
| STD      | PRE    | A   |

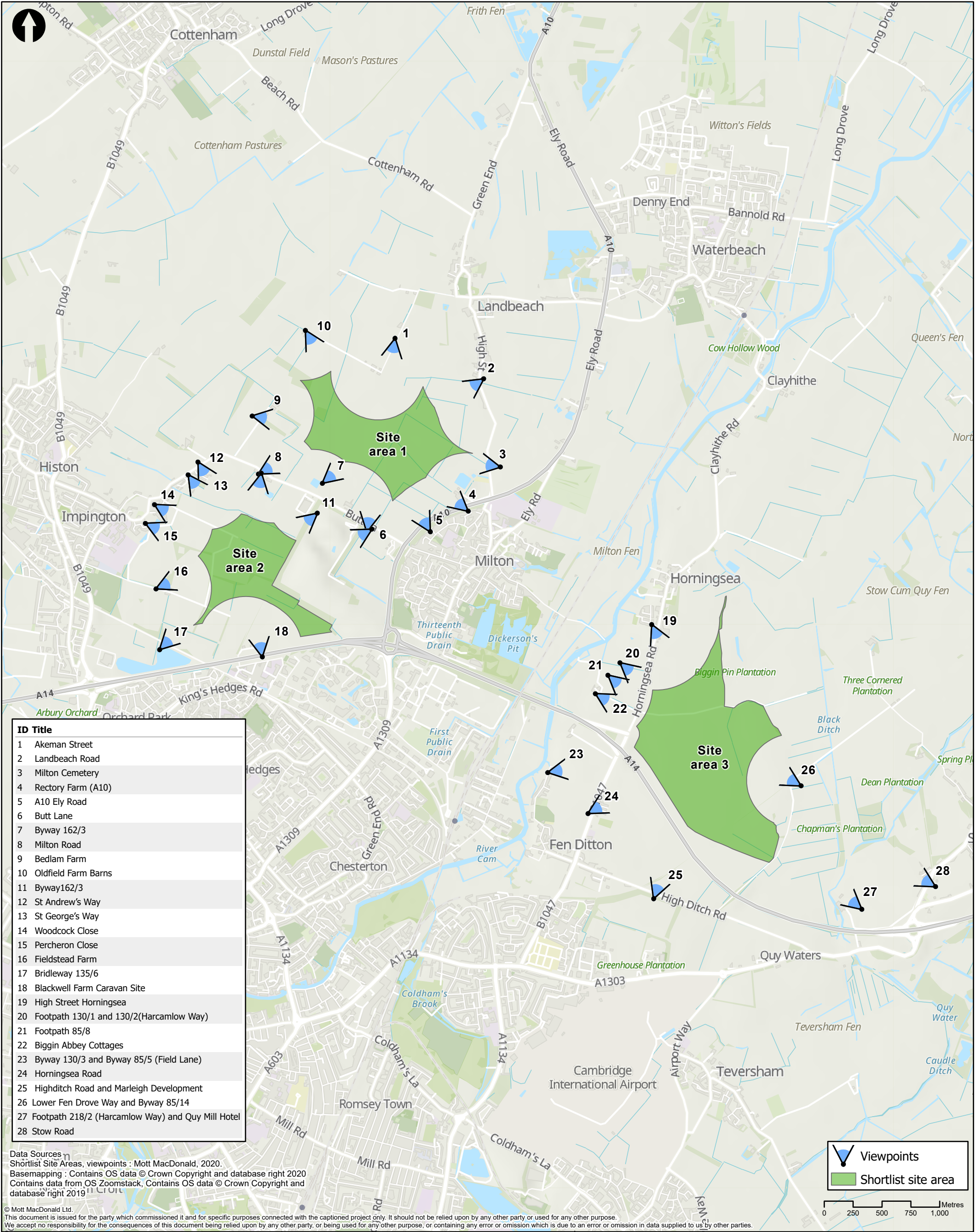
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## **Figure A.2: Visual receptors**



| ID | Title                                              |
|----|----------------------------------------------------|
| 1  | Akeman Street                                      |
| 2  | Landbeach Road                                     |
| 3  | Milton Cemetery                                    |
| 4  | Rectory Farm (A10)                                 |
| 5  | A10 Ely Road                                       |
| 6  | Butt Lane                                          |
| 7  | Byway 162/3                                        |
| 8  | Milton Road                                        |
| 9  | Bedlam Farm                                        |
| 10 | Oldfield Farm Barns                                |
| 11 | Byway162/3                                         |
| 12 | St Andrew's Way                                    |
| 13 | St George's Way                                    |
| 14 | Woodcock Close                                     |
| 15 | Percheron Close                                    |
| 16 | Fieldstead Farm                                    |
| 17 | Bridleway 135/6                                    |
| 18 | Blackwell Farm Caravan Site                        |
| 19 | High Street Horningsea                             |
| 20 | Footpath 130/1 and 130/2(Harcamlow Way)            |
| 21 | Footpath 85/8                                      |
| 22 | Biggin Abbey Cottages                              |
| 23 | Byway 130/3 and Byway 85/5 (Field Lane)            |
| 24 | Horningsea Road                                    |
| 25 | Highditch Road and Marleigh Development            |
| 26 | Lower Fen Drove Way and Byway 85/14                |
| 27 | Footpath 218/2 (Harcamlow Way) and Quay Mill Hotel |
| 28 | Stow Road                                          |

Data Sources : Shortlist Site Areas, viewpoints : Mott MacDonald, 2020.  
Basemapping : Contains OS data © Crown Copyright and database right 2020  
Contains data from OS Zoomstack, Contains OS data © Crown Copyright and database'right 2019

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|                                                                                                                                                                                                                   |                                                 |      |       |             |        |                             |                                                                                                                         |           |     |          |            |     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|------|-------|-------------|--------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------|-----------|-----|----------|------------|-----|
| <div><div>M</div><div>M</div><div>MOTT<br/>MACDONALD</div></div> <div>22 Station Road<br/>Cambridge CB1 2JD<br/>United Kingdom</div> <div>T +44 (0)20 8774 2000<br/>F +44 (0)20 8681 5706<br/>W mottmac.com</div> | Client                                          |      |       |             |        |                             | Title<br>Cambridge WWTP Relocation Project<br>Green Belt Study<br>Potential Visual Receptors Within 1km<br>Confidential |           |     | Drawn    | A Briggs   |     |
|                                                                                                                                                                                                                   | <div>an</div> <div>glian</div> <div>water</div> |      |       |             |        |                             |                                                                                                                         |           |     | Checked  | J Morrison |     |
|                                                                                                                                                                                                                   |                                                 |      |       |             |        |                             | Approved                                                                                                                | M Rickard |     |          |            |     |
|                                                                                                                                                                                                                   |                                                 |      |       |             |        |                             |                                                                                                                         |           |     |          |            |     |
|                                                                                                                                                                                                                   | Rev                                             | Date | Drawn | Description | Ch'k'd | App'd                       | Drawing Number                                                                                                          |           |     | Security | Status     | Rev |
| A                                                                                                                                                                                                                 | 19/08/20                                        | AB   | Final | JM          | MR     | 409071-MMD-00-XX-GIS-Y-0603 |                                                                                                                         |           | STD | PRE      | A          |     |
|                                                                                                                                                                                                                   |                                                 |      |       |             |        |                             |                                                                                                                         |           |     |          |            |     |

## B. Landscape and visual impact assessment criteria

This study includes an assessment of the sensitivity of the landscape and visual receptors to aid understanding of the landscape and visual context of the site areas and their settings.

The sensitivity of the landscape character areas (LCA) was evaluated by considering the existing value of the landscape and its susceptibility to the type of change arising from the proposed development.

The value, susceptibility to change and sensitivity of each LCA was evaluated in accordance with the criteria set out in the tables below.

**Table B.1: Landscape value**

| Value  | Criteria for assessing landscape value                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High   | Designated landscape (such as National Park, AONB). Landscape of high scenic quality with a distinctive combination of features, elements and characteristics, outstanding views and a strong sense of place. A scarce or fragile landscape with cultural, historic or ecological elements which make a major contribution to landscape character. No or very few landscape detractors. Has components which are difficult to replace (such as mature trees). A tranquil landscape in good condition, largely intact, with an unspoilt character. |
| Medium | Landscape locally designated (such as conservation area, regional park) or locally valued (for its recreational facilities and footpath networks for instance). Some scenic quality and a moderate sense of place. A landscape with some distinctive features, elements and characteristics. Some cultural, historic or ecological elements which contribute to landscape character. Some high use areas, but overall medium tranquillity. Few landscape detractors.                                                                              |
| Low    | Undesignated landscape, not valued for its scenic quality, with a disparate combination of features, elements and characteristics and a weak sense of place. Mainly common features and few or no cultural, historic or ecological elements that contribute to landscape character. Many landscape detractors. A landscape of low tranquillity.                                                                                                                                                                                                   |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

**Table B.2: Landscape susceptibility**

| Susceptibility | Criteria for assessing landscape susceptibility                                                                                                                                                                                                                     |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High           | The overall character and the valued landscape characteristics, elements and features have a low ability to tolerate the nature and scale of the change resulting from the proposed development without permanent serious adverse change to the baseline situation. |
| Medium         | The overall character and the valued landscape characteristics, elements and features have a moderate ability to tolerate the nature and scale of the change resulting from the proposed development, with some adverse changes to the baseline situation.          |
| Low            | The overall character and the valued landscape characteristics, elements and features have a high ability to tolerate the nature and scale of the change resulting from the proposed development, with limited adverse changes to the baseline situation.           |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

**Table B.3: Landscape sensitivity**

| Sensitivity | Criteria for assessing landscape sensitivity                                                                                                                                                                                                                                                                                                           |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High        | Landscape of high national importance, rarity and value with distinctive features/elements with limited ability to accommodate change without incurring substantial loss/gain (i.e. designated areas, registered parks and gardens, country parks and strong sense of place). A high susceptibility to change due to the type of development proposed. |
| Medium      | Landscape of medium value and local or regional recognition of importance, able to accommodate some change (i.e. with features worthy of conservation, some sense of place or value through use of perception). A medium susceptibility to change due to the type of development proposed.                                                             |
| Low         | Undesignated landscape of low value, low to medium ability to accommodate change (i.e. non-designated or designated areas of local recognition or areas with little sense of place). A low susceptibility to change due to the type of development proposed.                                                                                           |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

The view value and the susceptibility to change and sensitivity of visual receptors was evaluated in accordance with the criteria set out in the tables below.

**Table B.4: View value**

| View value | Criteria for assessing view value                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High       | A view in which attractive features are dominant or include attractive focal points and/or skyline features. Visual detractors may be present but are not strongly apparent in the composition of the view. A view in a high quality landscape such as an Area of Outstanding Natural Beauty, designated or identified as of value in a guide book or tourist literature. A view where the composition is a fundamental aspect of the design or function of a heritage asset and is integral to its setting. |
| Medium     | An unremarkable view where neither attractive or discordant elements are dominant or form a clearly apparent part of its composition. A view that is undesignated and undocumented.                                                                                                                                                                                                                                                                                                                          |
| Low        | A view where discordant or unattractive features are dominant or prevalent and/or where such features are focal points and/or skyline features. These views may contain some attractive features but these are not strongly apparent in the composition of the view. A view that is undesignated and undocumented.                                                                                                                                                                                           |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

**Table B.5: Susceptibility to change**

| Susceptibility | Criteria for assessing visual receptor susceptibility                                                                                                                                                                                                                            |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High           | Occupiers of residential properties, users of public rights of way, visitors to places whose attention is focussed on the landscape.                                                                                                                                             |
| Medium         | People working in or travelling through rural areas whose attention is partially on the landscape. People walking or cycling through urban areas whose views are partially focussed on their surroundings. Users of publicly accessible outdoor open space including cemeteries. |
| Low            | People at work, at school and engaging in formal sport. People walking or cycling through urban areas whose attention is focussed on their destination rather than enjoying the scenery they are passing through. People travelling at high speed on roads or railways.          |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

**Table B.6: Sensitivity of receptors**

| Receptor                                                                                                                                                                                                                                                       | Sensitivity |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Occupiers of residential properties, PRow users, visitors to heritage assets. Views with few detractors, is designated, is within a scenic area or is important to the setting of a heritage asset.                                                            | High        |
| People working in or travelling through rural areas, and walking or cycling through urban areas and visiting outdoor publicly accessible open space. Views where neither attractive or discordant elements are dominant and are undesignated and undocumented. | Medium      |
| People at work, at school, engaging in formal sport, commuting in urban areas and travelling at high speed on roads or railways. Views with predominantly discordant or unattractive and are undesignated and undocumented.                                    | Low         |

Source: Criteria based on guidance in the Guidelines for Landscape and Visual Impact Assessment. 3rd edition (LI and IEMA, 2013)

