

**South Cambridgeshire Strategic Housing Land Availability  
Assessment (SHLAA) Report  
August 2013**

**Appendix 7i: Assessment of 2011 'Call for Sites' SHLAA sites**

**Index of Whittlesford & Whittlesford Bridge Site  
Assessment Proforma**

<b>Site Number</b>	<b>Site Address</b>	<b>Site Capacity</b>	<b>Page</b>
Site 009	Scutches Farm, High Street, Whittlesford	171 dwellings	2174
Site 179	Land west of Whittlesford	349 dwellings	2182
Site 210	Land at the rear of Swanns Corner, Mill Lane, Whittlesford	12 dwellings	2190
Site 271	Land adj to Station Road and Duxford Road, Whittlesford Bridge	182 dwellings	2198
Site 278	Highways Agency Depot, Station Road East, Whittlesford Bridge	51 dwellings	2206
Site 285	Land adj to 83 Moorfield Road, Whittlesford Bridge	13 dwellings	2214

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford
<b>Site name / address</b>	Scutches Farm, High Street
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	Substantial amount of housing with open space
<b>Site area (hectares)</b>	11.39 ha.
<b>Site Number</b>	009
<b>Site description &amp; context</b>	<p>The site is to the south of Whittlesford, to the southeast of the High Street and west of Duxford Road. These roads have primarily residential uses along them. To the west and south of the site is countryside, which extends to the A505 in the south and the M11 to the west. There are a number of buildings adjoining the north-west corner of the site which are used as business units and a listed timber framed barn.</p> <p>The majority of the site comprises of grassland, which has been divided into a number of paddocks. The southern third of the site is arable. There are a number of farm buildings including stables and horse related activities in the northwest corner of the site. There is also a pond in this part of the site surrounded by trees.</p>
<b>Current or last use of the site</b>	Farm buildings, stables, grass
<b>Is the site Previously Developed Land?</b>	No
<b>Allocated for a non-residential use in the current development plan?</b>	No
<b>Planning history</b>	None

<b>Source of site</b>	Site suggested through call for sites
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<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	<p>The site is within the Green Belt.</p> <p>Green Belt Purposes</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul> <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages</li> <li>• A landscape which retains a strong rural character</li> </ul> <p>Site falls within an area where development would have some adverse impact on the Green Belt purposes and functions. Whittlesford is within the outer rural areas of the GB. The GB in Whittlesford prevents the coalescence of this settlement with the nearby settlement of Whittlesford Bridge. The GB in Whittlesford assists in creating a rural character to the village thereby preserving the special landscape setting south of Cambridge.</p>
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	No
<b>Tier 1 conclusion:</b>	<p>The site is to the south of Whittlesford, to the southeast of the High Street and west of Duxford Road. These roads have primarily residential uses along them. To the west and south of the site is countryside, which extends to the A505 in the south and the M11 to the west. There are buildings adjacent to the northwest boundary.</p> <p>The majority of the site comprises of grassland, which has been divided into a number of paddocks. The southern third of the site is arable. There are a number of farm buildings including stables and a pond in the northwest corner of the site.</p> <p>The site is within the Green Belt. The site falls within an area where development would have some adverse impact on Green Belt purposes and functions:</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages.</li> <li>• A landscape which retains a strong rural character.</li> </ul>

<b>Does the site warrant further assessment?</b>	Yes
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**Tier 2: Significant Local Considerations**

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>• Conservation Area – The north western corner of the site is within the Whittlesford Conservation Area, which includes the pond surrounded by trees.</li> <li>• Listed Buildings – Part of the site includes an access point with the High Street and a Grade II Listed barn is located adjacent to this access. There are a number of listed buildings, which are near to the site. The gardens of Nos. 5 (Cromwell House) and 7 (Sheads House) High Street are directly adjacent to the site boundary. No 2 (The Shrubberies) Duxford Road; Nos. 4a, 4b, 6, 12 (Unicorn Cottage) High St are all Grade II Listed Buildings nearby. The Guildhall, North Rd is Grade II* Listed.</li> <li>• Non-statutory archaeological site - The site is located on the south side of the historic village core. There is also evidence for a Bronze Age barrow burial mound in the area. Further information would be necessary in advance of any planning application for this site.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>• Tree Preservation Orders – The pond in the north-western corner of the site is surrounded by protected trees. There are protected trees within the gardens of 11 and 13 High Street, which border onto the site. There is an oak and an ash tree protected which are alongside the access point of the site with the High Street. The frontage of 27 High St has protected trees – this is to the south of the access point. Along the opposite side of the High Street from the site there are a number of groups of protected trees. There are also protected trees within gardens of properties in Duxford Road (The Shrubberies; nos. 52, 54, 56 and 58) and all along the edge of the playing fields to the opposite side of Duxford Rd.</li> <li>• Protected Village Amenity Area – King George playing fields is such an area, which is to the east of the site.</li> <li>• Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus's looking-glass.</li> </ul>

	<p>Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</p> <ul style="list-style-type: none"> <li>• Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Most of site Grade 2 with northern edge Grade 3.</li> </ul>
<p><b>Physical considerations?</b></p>	<ul style="list-style-type: none"> <li>• Ground Water Source Protection Zone 3.</li> <li>• Land contamination - Agricultural / farm use, requires assessment, can be conditioned</li> <li>• Noise issues - The site will be immediately adjacent to the United Reform Church and Community Hall on Duxford Road which may hold entertainment type events such as music and theatre / plays. Any entertainment noise at the Hall would need assessment and insulation works at Hall may be required by s106 obligations or similar. Noise risk not quantified but probably moderate risk and requires full cooperation of the Church.</li> <li>• Noise issues - Some minor to moderate additional road traffic noise generation on existing residential due to development related car movements but dependent on site entrance - Mingle Lane / Station Road.</li> </ul>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village setting to the south is one of an open landscape with large arable fields. The village has well defined boundaries. The majority of the historic buildings are along the two main streets.</p> <p>The site is to the east of Duxford Road, which is a residential road with a linear form as indicated in the SCVCS. This is one of the approach roads into the village from the south. The southeastern section of the site borders this road and there are clear views over the boundary hedge across the flat grassland towards the farm buildings in the top northwestern corner of the site. There are numerous protected trees in this far section of the village and the built form of Whittlesford is screened in this distant view.</p> <p>The southern and western boundary of the site is a hedge and beyond this are open views across large arable fields stretching on towards the major roads of the M11 and the A505. This open landscape provides the setting for the village according to the SCVCS.</p> <p>The residential properties along Duxford Road have open views across the site. Their gardens have many trees within them. The houses in the High Street have larger well-established gardens, which screen views into the site. Two of these properties are listed buildings and development of the site is likely to impact on the setting of them.</p>

	<p>The boundary of the Whittlesford conservation area follows the rear of the houses in the High Street and also includes part of the northwest corner of the site, which has the pond in it. There are a number of groups of protected trees either within or adjoining this corner of the site which create a soft rural edge to this part of the village.</p> <p>The Listed timber frame barn is close to this corner of the site where there is an access point to the High Street. Development of the site is highly likely to impact the setting of this building.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Whittlesford. Development of this large site is out of scale with the existing village and would create a large backland development in a sensitive location which is characterised by largely linear development. The northern part of the site creates a soft edge to the village and forms an important part of the setting of the Conservation Area and numerous Grade II Listed Buildings which it would not be possible to mitigate. Also adjacent to a Protected Village Amenity Area.</p>
<p><b>Can any issues be mitigated?</b></p>	<p>No. Significant historic environment, townscape and landscape impacts on this historically sensitive part of the village. Development would have a detrimental impact on the setting of several Grade II Listed Buildings and Conservation Area, which it would not be possible to mitigate. Further investigation and possible mitigation will be required to address the physical considerations, including potential for land contamination and noise.</p>

<b>Infrastructure</b>	
<p><b>Highways access?</b></p>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>A junction located on to the Duxford Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.</p> <p>In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.</p> <p>The promoter has provided the following information regarding</p>

	<p>access - The entrance at the north west end of the site is too narrow for cars. Suggest this is used for pedestrians and emergency vehicle access. Main entrance to site would be off the Duxford Road at south east end.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - Likely to require local and upstream reinforcement.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply. There would be a requirement for a small amount of local reinforcement.</li> <li>• Mains sewerage - There is capacity at the Sawston treatment works however the numbers attributed to this development site are unknown. The sewerage network is approaching capacity and a developer impact assessment will be required to ascertain the required upgrades, if any. The developer will fund this assessment and any mitigation required.</li> </ul>
<b>Drainage measures?</b>	No FRA provided
<b>School capacity?</b>	<p>Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<b>Health facilities capacity?</b>	Sawston medical practice (0.72 miles) –Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.
<b>Any other issues?</b>	<p>The promoter has provided the following additional information –</p> <p>The site is large enough for a substantial amount of housing which could be completed over period of time so as not to impact heavily on infrastructure at one time. There is also room for extra playing fields to ease the existing King Georges Fields. It would be essential to</p>

	<p>build several lower cost houses to help keep the less well off in the area.</p> <p>With the entrance off the Duxford Road it would keep a fair proportion of traffic out of the village centre with the A505 and M11 plus the railway station all in an eastern direction.</p> <p>Also a detailed assessment of the site was submitted with the questionnaire.</p>
<b>Can issues be mitigated?</b>	Yes, with upgrades to local infrastructure, including sustainable transport, utilities (electricity, mains water, gas and sewerage), school capacity and health.
<b>Does the site warrant further assessment?</b>	No

**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (5.70 ha. if unconstrained).
<b>Site capacity</b>	171 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints.

<b>Availability</b>	
<b>Is the land in single ownership?</b>	Yes
<b>Site ownership status?</b>	Individual landowner.
<b>Legal constraints?</b>	No known constraints.
<b>Is there market interest in the site?</b>	The site has not been marketed however Beazer Homes were very interested in the site in 1999.
<b>When would the site be available for development?</b>	<ul style="list-style-type: none"> <li>• The promoter indicates that the site is not available immediately.</li> <li>• The promoter indicates that the developers have not been approached recently. Would need a sale agreed contract to give a date.</li> </ul>

<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	No indication given by the promoter.
<b>Are there any market factors that would significantly affect deliverability?</b>	Landowner would be prepared to sell land for affordable housing at substantially lower than normal prices. This would have to be sorted out with the developer.
<b>Are there any cost factors that would significantly affect deliverability?</b>	None known
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	<p>Viability Category 1 Most viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority do not have any major concerns as to why the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this site is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).</p>

<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework; Green Belt.

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford
<b>Site name / address</b>	Land west of Whittlesford
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	420 dwellings with public open space and a local centre for small scale community uses such as a doctors surgery and shops
<b>Site area (hectares)</b>	23.29 ha.
<b>Site Number</b>	179
<b>Site description &amp; context</b>	The site is on the western edge of Whittlesford between the M11 to the east and Hill Farm Road to the west. Beyond the motorway is farmland. To the south is open countryside with a bridleway following this southern border, which has a hedge along it. To the north is a wooded area, which includes an area, formerly used for clay workings. There is also a large property – Moor House within the trees. The site is an arable field.
<b>Current or last use of the site</b>	Pasture land
<b>Is the site Previously Developed Land?</b>	No
<b>Allocated for a non-residential use in the current development plan?</b>	No
<b>Planning history</b>	None
<b>Source of site</b>	Site suggested through call for sites

<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	<p>The site is within the Green Belt.</p> <p>Green Belt Purposes</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul> <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages</li> <li>• A landscape which retains a strong rural character</li> </ul> <p>Site falls within an area where development would have some adverse impact on the Green Belt purposes and functions. Whittlesford is within the outer rural areas of the GB. The GB in Whittlesford prevents the coalescence of this settlement with the nearby settlement of Whittlesford Bridge. The GB in Whittlesford assists in creating a rural character to the village thereby preserving the special landscape setting south of Cambridge.</p>
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	<ul style="list-style-type: none"> <li>• Flood Zone - there are small areas in the north of the site that are within Flood Zone 2.</li> <li>• Minerals and Waste LDF designations – a small part of the southern corner of the site adjacent to the M11 is within a minerals safeguarding area for sand and gravel.</li> </ul>
<b>Tier 1 conclusion:</b>	<p>The site is on the western edge of Whittlesford between the M11 to the east and Hill Farm Road to the west. Beyond the motorway is farmland. To the south is open countryside. To the north is a wooded area.</p> <p>The site is an arable field within the Green Belt. The site falls within an area where development would have some adverse impact on Green Belt purposes and functions:</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages.</li> <li>• A landscape which retains a strong rural character.</li> </ul> <p>A small part of the southern corner of the site adjacent to the M11 is within a minerals safeguarding area for sand and gravel as identified in the Cambridgeshire and Peterborough Minerals and Waste Core Strategy. There are small areas of land in the north of the site within Flood Zone 2.</p>

<b>Does the site warrant further assessment?</b>	Yes
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**Tier 2: Significant Local Considerations**

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>• Non-statutory archaeological site - The site is located to the east of the nationally important Chronicle Hills Roman settlement (SAM255). A moat and associated earthworks to the east is indicative of medieval activity in the vicinity. Further information would be necessary in advance of any planning application for this site.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>• Public Rights of Way – a bridleway follows beside the hedge on the southern boundary of the site from Hill Farm Road in a westward direction.</li> <li>• Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus’s looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</li> <li>• Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) - Grade 2 for northern section and Grade 3 for rest.</li> </ul>
<b>Physical considerations?</b>	<ul style="list-style-type: none"> <li>• Ground Water Source Protection Zone 3.</li> <li>• Noise issues - The west of the site bounds the M11. There are high levels of ambient / diffuse traffic noise in the area which is likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. At least half the site nearest M11 is likely to be NEC C (empty site) for night: PPG24 advice “Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of</li> </ul>

	<p>protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance with PPG 24: Planning and Noise and associated noise guidance for any new housing. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.</p>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village setting to the south is one of an open landscape with large arable fields. The village has well defined boundaries.</p> <p>The site is on the western edge of Whittlesford between the M11 and Hill Farm Road. It is a single field bordered by woodland to the north and open countryside to the south. A bridleway follows this southern boundary, which is alongside a hedge. There are no trees within this hedgerow. Views across the site are towards the wooded area that is beyond the northern boundary.</p> <p>Along the eastern boundary there is a hedge that partly screens views across the site from the properties on the opposite side of Hill Farm Road. These properties look directly towards the site and beyond the site is the M11.</p> <p>From the motorway there is only a short section where the site can be seen because the road then goes into a cutting in the landscape with embankments blocking further views. The houses in Hill Farm Road are visible on the horizon across the vast open flat field that forms the site. From this viewpoint it is very exposed. There are no trees along this boundary to screen the site.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Whittlesford. The site is of a scale that would be out of character with the village. It does not relate well the village, located well to the west of the heart of the village, and sandwiched between M11 and Hill Farm Road. The site is very exposed, particularly to the south. Noise from the M11 will require a high level of mitigation, which is likely to be intrusive in such an exposed location.</p>
<p><b>Can any issues be mitigated?</b></p>	<p>No. Significant townscape and landscape impacts. Development is of a very large scale out of proportion to the village, located in an exposed area, which it would not be possible to mitigate. Further investigation and possible mitigation will be required to address the physical considerations, including potential for noise.</p>

<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>A junction located on to Whippetree Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.</p> <p>In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - Likely to require local and upstream reinforcement.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply. There would be a requirement for a small amount of local reinforcement.</li> <li>• Mains sewerage - There is sufficient capacity at the Sawston treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary the developer will fund this.</li> </ul>
<b>Drainage measures?</b>	No FRA provided.
<b>School capacity?</b>	Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.

	<p>The development of this site for 420 dwellings could generate a need for early years places and a maximum of 147 primary school places and 105 secondary places.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<b>Health facilities capacity?</b>	Sawston medical practice (0.72 miles) –Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.
<b>Any other issues?</b>	
<b>Can issues be mitigated?</b>	Yes, with upgrades to local infrastructure, including sustainable transport, utilities (electricity, mains water, gas and sewerage), school capacity and health.
<b>Does the site warrant further assessment?</b>	No

**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (11.65 ha. if unconstrained).
<b>Site capacity</b>	349 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints.

<b>Availability</b>	
<b>Is the land in single ownership?</b>	Yes
<b>Site ownership status?</b>	Owned by a trust.
<b>Legal constraints?</b>	No known constraints.
<b>Is there market interest in the site?</b>	Not known

<b>When would the site be available for development?</b>	The promoter indicates that the site is available immediately.
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<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	The promoter indicates that the first dwellings could be completed on site 2011-16
<b>Are there any market factors that would significantly affect deliverability?</b>	No
<b>Are there any cost factors that would significantly affect deliverability?</b>	Planning obligations
<b>Could issues identified be overcome?</b>	Should be negotiated
<b>Economic viability?</b>	<p>Viability Category 2 Viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority have few concerns that that the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this scheme is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).</p>

<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework; Green Belt.

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford
<b>Site name / address</b>	Land at the rear of Swanns Corner, Mill Lane
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	10 –12 dwellings
<b>Site area (hectares)</b>	0.59 ha.
<b>Site Number</b>	210
<b>Site description &amp; context</b>	<p>The site is on the northeastern edge of Whittlesford beside the River Granta. To the north of the site is the river and its water meadows. To the northwest is a wooded area. On the southern boundary is a large grain store and residential and beyond this is the William Westley Primary School. To the east are Whittlesford Mill and Mill House with adjoining buildings, which form the Hamilton Kerr Institute, which is part of the Fitzwilliam Museum.</p> <p>The western half of the site is a paddock with a stable building near to the road frontage in Mill Lane There is a sewage pumping station within the paddock area adjacent to southern boundary. Swans Corner is a residential property directly adjoining the southeastern boundary of the site and its garden forms the remainder of the site.</p>
<b>Current or last use of the site</b>	Garden / paddock
<b>Is the site Previously Developed Land?</b>	No
<b>Allocated for a non-residential use in the current development plan?</b>	No
<b>Planning history</b>	None

<b>Source of site</b>	Site suggested through call for sites
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<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	<p>The site is within the Green Belt.</p> <p>Green Belt Purposes</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul> <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages</li> <li>• A landscape which retains a strong rural character</li> </ul> <p>Site falls within an area where development would have some adverse impact on the Green Belt purposes and functions. Whittlesford is within the outer rural areas of the GB. The GB in Whittlesford assists in creating a rural character to the village thereby preserving the special landscape setting south of Cambridge.</p>
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	<ul style="list-style-type: none"> <li>• Flood Zone – Eastern half the site is within Flood Zone 2.</li> <li>• Minerals and Waste LDF designations – the entire site is within a minerals safeguarding area for sand and gravel.</li> </ul>
<b>Tier 1 conclusion:</b>	<p>The site is on the north-eastern edge of Whittlesford. To the north of the site is the River Granta and its water meadows. To the northwest is a wooded area. On the southern boundary is a large grain store and residential. To the east are Whittlesford Mill and Mill House with adjoining buildings.</p> <p>The western half of the site is a paddock with a stable building near Mill Lane. There is a sewage pumping station within the site. Swans Corner is a residential property directly adjoining the south eastern boundary of the site and its garden forms the remainder of the site. The eastern half of the site is within Flood Zone 2 and the entire site is within a mineral safeguarding area for sand and gravel in the Cambridgeshire and Peterborough Minerals and Waste Core Strategy.</p> <p>The site is within the Green Belt. The site falls within an area where development would have some adverse impact on Green Belt purposes and functions:</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul>

	<ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages.</li> <li>• A landscape which retains a strong rural character.</li> </ul>
<b>Does the site warrant further assessment?</b>	Yes

**Tier 2: Significant Local Considerations**

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>• Conservation Area – the site is within the Whittlesford Conservation Area.</li> <li>• Listed Buildings – Mill House is to the south-east of the site and is a large Grade II Listed Building. Part of wider setting of Grade I Listed Church, approximately 250m to the west.</li> <li>• Non-statutory archaeological site - The site is located adjacent to a medieval moated site. Further information would be necessary in advance of any planning application for this site.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>• Tree Preservation Orders – there are protected trees within the site adjoining the course of the River Granta and to the north of within the area around the medieval moated site. Also within the grounds of Mill House to the south are protected groups of trees. There is a group of protected elm trees within the grounds of the grain store. Where the site adjoins Mill Lane there are two protected elm trees, which would be impacted if this were to be the access point for the site.</li> <li>• Public Rights of Way- there is a footpath to the east of the site, which starts in Mill Lane and extends in a north east direction across the water meadows.</li> <li>• Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus’s looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</li> </ul>
<b>Physical considerations?</b>	<ul style="list-style-type: none"> <li>• Ground Water Source Protection Zone 2.</li> <li>• Noise issues - The south corner of site is bounded by an industrial / commercial use e.g. warehouse for Granta</li> </ul>

	<p>Processors which has caused noise problems in past but currently vacant. Might be possible to coexist but possible off-site noise impacts or statutory nuisances so requires careful consideration prior to allocation? Hours of use and deliveries unknown. Noise not quantified so off site industrial noise mitigation may be required at source but no guarantee that they can be secured and viability and any detrimental economic impact on existing businesses should be considered prior to allocation? However existing residential already in close proximity so minor to medium risk and no objection in principle but would require further assessment.</p>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village setting to the eastern edge is of large groups of woodland interspersed with fields. The village has well defined boundaries.</p> <p>The site is adjacent to the River Granta and its meadows and has along this eastern boundary groups of trees following the course of the river. Swanns Corner is a residential property east of the site and its garden forms the eastern half of the site. This garden has many trees within it. To the north of the site is a wooded area around the medieval moated site. This creates a soft edge to this part of the village alongside the river meadows.</p> <p>To the south of the garden of Swanns Corner is a grain store, which is a large industrial style building with associated parking dominating the southern boundary of the site. Beyond this building is the village primary school. Further west along the southern boundary are residential properties in Lettice Martin Croft, which are set slightly back from the site with a belt of trees screening views across the paddock.</p> <p>To the east of the site are Whittlesford Mill and Mill House (Listed Building) with adjoining buildings and hard standing for car parking, which form the Hamilton Kerr Institute. The Listed Building is close to the southern boundary of the site so it is likely that development here would impact on the setting of Mill House.</p> <p>There are numerous protected trees within and on land adjoining the site. These woodland areas were identified by the SCVCS as creating the landscape setting of the eastern part of the village. Two elm trees are growing adjacent to where the site borders Mill Lane and would be impacted if this were to be the access to the site.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Whittlesford. The site forms an important part of the immediate setting a Grade II Listed Building</p>

	and Conservation Area, and part of the wider setting of the Grade I Listed church. There are a number of protected trees within and adjacent to the site, which contributes to the rural character of the area.
<b>Can any issues be mitigated?</b>	No. Significant historic environment, townscape and landscape impacts on this historically sensitive part of the village. Development would have a detrimental impact on the setting of Grade II Listed Building, Conservation Area and TPOs, as well as wider impact on the Grade I Listed church, which it would not be possible to mitigate. Further investigation and possible mitigation will be required to address the physical considerations, including potential for noise.

<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>The proposed site does not appear to have a direct link to the adopted public highway.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - No significant impact on existing network.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply.</li> <li>• Mains sewerage - There is sufficient capacity at the Sawston treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary the developer will fund this.</li> </ul>
<b>Drainage measures?</b>	No FRA provided.

<p><b>School capacity?</b></p>	<p>Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.</p> <p>The development of this site for 12 dwellings could generate a small need for early years places and a maximum of 4 primary school places and 3 secondary places.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<p><b>Health facilities capacity?</b></p>	<p>Sawston medical practice (0.72 miles) – Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.</p>
<p><b>Any other issues?</b></p>	<p>The promoter has provided the following additional information:</p> <p>The site is located on the edge of the village, just outside the settlement boundary. It is a contained site, with tree/woodland cover on outer boundaries, and if developed would not materially impact on the openness of the Green Belt.</p> <p>Access is available from Mill Lane, with good vehicle to vehicle visibility, and the site adjoins existing development to the north-east and south-east. Immediately south-west of the site is a large grain store in the village framework, which may also have future development potential, being a non-confirming use in the village, close to the William Westley C of E Primary School. Further housing is to the south of the site (Lettice Martin Croft). A small development of 10-12 houses could be built on the land, without having a detrimental effect on the character of the area, and providing useful housing able to access village services and facilities and assist in sustaining them.</p> <p>A stable building has been erected close to the road frontage, due west of the existing dwelling. The River Granta runs to the east. A post and rail fence separates the garden for Swans Corner from the paddock at the rear.</p>
<p><b>Can issues be mitigated?</b></p>	<p>Yes, with upgrades to local infrastructure, including utilities (mains water and sewerage), school capacity and health.</p> <p>However, it is unclear whether appropriate access can be secured to the site as it is not linked to the adopted public highway.</p>

<b>Does the site warrant further assessment?</b>	No
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**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (0.4 ha. if unconstrained).
<b>Site capacity</b>	12 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints. .

<b>Availability</b>	
<b>Is the land in single ownership?</b>	Yes
<b>Site ownership status?</b>	Individual landowner
<b>Legal constraints?</b>	No
<b>Is there market interest in the site?</b>	The site has not been marketed.
<b>When would the site be available for development?</b>	The promoter indicates that the site is available immediately.

<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	<ul style="list-style-type: none"> <li>• The promoter indicates that the first dwellings could be completed on site 2011-16</li> <li>• The promoter indicates phasing – 2011- 2016 – 10-12 dwellings</li> </ul>
<b>Are there any market factors that would significantly affect deliverability?</b>	No

<b>Are there any cost factors that would significantly affect deliverability?</b>	No
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	<p>Viability Category 1 Most viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority do not have any major concerns as to why the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this site is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).</p>

<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework; Green Belt.

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford Bridge
<b>Site name / address</b>	Land adjacent to Station Road and Duxford Road
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	Up to 250 dwellings with light industrial uses
<b>Site area (hectares)</b>	8.07 ha.
<b>Site Number</b>	271
<b>Site description &amp; context</b>	The site is north of Whittlesford Bridge. To the south and west is residential along Station Road West and Duxford Rd. No 19 Station Road is a large detached property set in grounds adjacent to part of the western boundary of the site. The mainline London railway line borders the site to the east with a small industrial park to the south east of the site. There is a hedge marking the northern boundary of the site beyond which is open countryside extending towards Whittlesford. The site is one large arable field.
<b>Current or last use of the site</b>	Arable farming
<b>Is the site Previously Developed Land?</b>	No
<b>Allocated for a non-residential use in the current development plan?</b>	No
<b>Planning history</b>	None
<b>Source of site</b>	Site suggested through call for sites.

<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	<p>The site is within the Green Belt.</p> <p>Green Belt Purposes</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul> <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages</li> <li>• A landscape which retains a strong rural character</li> </ul> <p>Site falls within an area where development would have some adverse impact on the Green Belt purposes and functions. Whittlesford Bridge is within the outer rural areas of the GB. The GB in Whittlesford Bridge prevents the coalescence of this settlement with the nearby settlement of Whittlesford to the north. The GB in Whittlesford Bridge assists in creating a rural character to the village thereby preserving the special landscape setting south of Cambridge.</p>
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	<ul style="list-style-type: none"> <li>• Minerals and Waste LDF designations – entire site within safeguarding area for sand and gravel.</li> </ul>
<b>Tier 1 conclusion:</b>	<p>The site is north of Whittlesford Bridge. To the south and west is residential. The mainline London railway line borders the site to the east with a small industrial park to the south east of the site. There is a hedge marking the northern boundary of the site beyond which is open countryside extending towards Whittlesford.</p> <p>The site is one large arable field, which is within the Green Belt. The site falls within an area where development would have some adverse impact on Green Belt purposes and functions:</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages.</li> <li>• A landscape which retains a strong rural character.</li> </ul> <p>The entire site is within a minerals safeguarding area for sand and gravel included in the Cambridgeshire and Peterborough Minerals and Waste Core Strategy.</p>
<b>Does the site warrant further assessment?</b>	Yes

## Tier 2: Significant Local Considerations

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>Listed Buildings – The Chapel of the Hospital of St John the Baptist is a Grade II* listed building south east of the site (150m distance), Red Lion hotel is Grade II Listed (115m distance) to SE.</li> <li>Non-statutory archaeological site - Medieval and post medieval activity is recorded at the Red Lion to the south east. There is also evidence for prehistoric activity in the vicinity. Further information would be necessary in advance of any planning application for this site.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>Tree Preservation Orders – within the grounds of No 19 Station Road is a protected sycamore, which is to the south west of the site.</li> <li>Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus’s looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</li> <li>Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) - Grade 2.</li> </ul>
<b>Physical considerations?</b>	<ul style="list-style-type: none"> <li>Ground Water Source Protection Zone 3.</li> <li>Land contamination - Adjacent filled land, requires assessment, can be conditioned. Promoter mentions that the site is adjacent to a property close to the Railway Station that has been used as a scrap yard and is currently a vehicle-recycling centre.</li> <li>Noise issues - The south east corner of site is bounded by industrial / commercial uses e.g. warehouse. Might be possible to coexist but possible off-site noise impacts or statutory nuisances so requires careful consideration prior to allocation? Hours of use and deliveries unknown. Noise not quantified so off site industrial noise mitigation may be required at source but no guarantee that they can be secured and viability and any detrimental economic impact on existing businesses should be considered prior to allocation? However existing residential already in close proximity so minor to medium risk and no objection in principle but would require further assessment.</li> </ul>

	<ul style="list-style-type: none"> <li>• Noise issues - The east of the site is also bounded by an operational mainline railway. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However it is likely that such a railway noise and vibration transport sources can be abated to an acceptable level with careful noise mitigation. Possible noise barrier / earth berm and special foundation design may be required. Noise likely to influence the design / layout and number / density of residential premises. Therefore no objection in principle.</li> <li>• Utility services (e.g. pylons) – Promoter mentions that a 48Kv electricity transmission line crosses the property.</li> </ul>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village setting to the south is open in character with large arable fields. The village has well defined boundaries.</p> <p>The site is one of the large arable fields to the north of Whittlesford Bridge that creates the landscape setting for the village. It is part of the open countryside between the settlements of Whittlesford and Whittlesford Bridge. Views across the site from the east are flat and open with the mainline railway in the distance.</p> <p>To the south and west of the site are the linear residential roads in Whittlesford Bridge along Duxford Road and Station Road. These properties are mainly detached with large gardens that back onto the site. The topography of the land is flat so there are no views through to the site from the residential properties along the roads to the south and west, and the mature gardens with trees screen the views from the houses. No 19 Station Road is a large property set in larger grounds to the south west of the site. It has woodland within its grounds to the east. The property is located very close to the boundary of the site with clear views across the field.</p> <p>The industrial park to the east of the site has a number of large buildings within it. There is limited screening from the site by a hedgerow including some trees. The boundary with the railway line is open with limited trees along the edge leaving the site very exposed from this direction.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Whittlesford Bridge. Development of this large site is out of scale with the existing village and would create a large backland development in an exposed location, in an area with a strong linear character.</p>

<b>Can any issues be mitigated?</b>	No. Significant townscape and landscape impacts. Development is of a very large scale out of proportion to the village, located in an exposed area, which it would not be possible to mitigate. Further investigation and possible mitigation will be required to address the physical considerations, including potential for land contamination and noise
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<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>The proposed site does not appear to have a direct link to the adopted public highway.</p> <p>The promoter mentions that there are three access points from the highway via two lanes (approx 15 feet wide) one of which is part of the property and the other a right of way through a neighbour's entrance.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - Likely to require local and upstream reinforcement.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply.</li> <li>• Mains sewerage - There is sufficient capacity at the Sawston treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary the developer will fund this.</li> </ul>
<b>Drainage measures?</b>	No FRA provided.
<b>School capacity?</b>	Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village

	<p>College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.</p> <p>The development of this site for 250 dwellings could generate a need for early years places and a maximum of 88 primary school places and 63 secondary places.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<b>Health facilities capacity?</b>	<p>Sawston medical practice (0.72 miles) –Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.</p>
<b>Any other issues?</b>	<p>The promoter has provided the following additional information:</p> <p>The land in question lies to the west of Whittlesford Station and former goods yard. It is bounded on two sides by existing housing and on a third by the railway line itself. It is about 1.5km from the centre of the village of Whittlesford and a similar distance from the larger village of Duxford.</p> <p>A major attraction for choosing this area for housing development is the close proximity of the railway station which has services to Cambridge and London and intermediate stations. In addition, along its western boundary, a frequent bus service (approx every 60 minutes) operates to Cambridge via Whittlesford and Sawston. The site is within walking and cycling distance of Duxford (1.5km), Hinxton (2.5k) and Whittlesford (1.5km). It has easy access to the A505 and M11 and fast links to international destinations via the rail service to Stansted Airport. A hotel with bar facilities lies close to the edge of the site, to the east of the railway station with an adjacent conference centre.</p> <p>The site is situated on well-drained land which is well above the flood plain of the nearby river Cam or Granta. With the current fringe of housing along the southern and western boundaries, it is likely that development of the area would have no significant visual impact on the landscape.</p> <p>The settlement of Whittlesford Bridge is within a few miles of several major centres of employment in the South Cambs region; namely: The Human Genome Campus at Hinxton, Science Parks at Abington and Babraham, and Hexcel at Duxford.</p>

<b>Can issues be mitigated?</b>	No. It is not possible to provide safe highway access to the site.  Upgrades required to local infrastructure, including utilities (mains water and sewerage), school capacity and health.
<b>Does the site warrant further assessment?</b>	No

**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (6.05 ha. if unconstrained).
<b>Site capacity</b>	182 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints.

<b>Availability</b>	
<b>Is the land in single ownership?</b>	No
<b>Site ownership status?</b>	A number of individual owners
<b>Legal constraints?</b>	No
<b>Is there market interest in the site?</b>	The site has not been marketed and promoter not aware of any interest in the site by developers.
<b>When would the site be available for development?</b>	The promoter indicates that the site is available immediately.

<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	The promoter indicates that the first dwellings could be completed on site 2011-16

<b>Are there any market factors that would significantly affect deliverability?</b>	None promoter is aware of
<b>Are there any cost factors that would significantly affect deliverability?</b>	None promoter is aware of
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	<p>Viability Category 1 Most viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority do not have any major concerns as to why the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this site is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).</p>

<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework; Green Belt.

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford Bridge
<b>Site name / address</b>	Highway Agency Depot, Station Road East
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	Residential development with public open space
<b>Site area (hectares)</b>	2.28 ha.
<b>Site Number</b>	278
<b>Site description &amp; context</b>	<p>The site is on the eastern edge of Whittlesford Bridge to the north of Station Road East. There is open countryside to the north and east of the site. To the east is the River Granta. To the south is the car parking for Whittlesford Parkway railway station and beyond this the A505 and then open countryside. The western boundary is adjacent to a strip of grassy land that links from the road northwards to the open countryside. To the south west of the site is residential adjoining Station Road East and beyond this is an industrial complex with large industrial buildings adjoining the railway line. Car parking for this area is to the north west of the site, north of the houses.</p> <p>The site comprises of a number of large industrial buildings surrounded by open storage and is used as depots by Cambridgeshire County Council and the Highway Agency. There are two large buildings in the northern section of the site and a further large building in the south - eastern quarter of the site. There is a pumping station on in the southern part of the site near to the road.</p>
<b>Current or last use of the site</b>	Highway Depot
<b>Is the site Previously Developed Land?</b>	Yes
<b>Allocated for a non-residential use in the current development plan?</b>	No

SHLAA (August 2013) Appendix 7i: Assessment of 2011 'Call for Sites' SHLAA sites  
Group Village

<b>Planning history</b>	All relate to its use as a depot.
<b>Source of site</b>	Site suggested through call for sites.

<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	<p>The northern part of the site is within the Green Belt.</p> <p>Green Belt Purposes</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> </ul> <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages</li> <li>• A landscape which retains a strong rural character</li> </ul> <p>Site falls within an area where development would have some adverse impact on the Green Belt purposes and functions. Whittlesford Bridge is within the outer rural areas of the GB. The GB in Whittlesford Bridge prevents the coalescence of this settlement with the nearby settlement of Whittlesford to the north. The GB in Whittlesford Bridge assists in creating a rural character to the village thereby preserving the special landscape setting south of Cambridge.</p>
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	<ul style="list-style-type: none"> <li>• Flood Zone – Part of the eastern edge of the site is within Flood Zone 3.</li> <li>• Minerals and Waste LDF designations - the entire site is within a safeguarding area for sand and gravel.</li> </ul>
<b>Tier 1 conclusion:</b>	<p>The site is on the eastern edge of Whittlesford Bridge to the north of Station Road East. There is open countryside to the north and east of the site. To the south is the car parking for Whittlesford Parkway railway station and beyond this the A505 and then open countryside. To the south west of the side is residential and beyond this is an industrial complex. Car parking for this area is to the north west of the site.</p> <p>The site comprises of a number of large industrial buildings surrounded by open storage and is used as a depot.</p> <p>The entire site is within a minerals safeguarding area for sand and gravel in the Cambridgeshire and Peterborough Minerals and Waste Core Strategy. The northern part of the site is within the Green Belt. The site falls within an area where development would have some</p>

	<p>adverse impact on Green Belt purposes and functions:</p> <ul style="list-style-type: none"> <li>• Prevents coalescence between settlements and with Cambridge</li> <li>• The distribution, physical separation, setting, scale and character of Green Belt villages.</li> <li>• A landscape which retains a strong rural character.</li> </ul>
<b>Does the site warrant further assessment?</b>	Yes

**Tier 2: Significant Local Considerations**

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>• Listed Buildings – The Chapel of the Hospital of St John the Baptist is a Grade II* Listed Building to the south west of the site adjacent to the Red Lion hotel which is Grade II. (Distance some 40metres)</li> <li>• Non-statutory archaeological site - Medieval and post medieval activity is recorded at the Red Lion to the south- west. There is also evidence for prehistoric activity in the vicinity. Archaeological works could be secured by condition of planning permission.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>• Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus's looking-glass. Brown hare and typical farmland birds, such as linnets, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</li> <li>• Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) - Grade 2 with southern corner Grade 3.</li> </ul>
<b>Physical considerations?</b>	<ul style="list-style-type: none"> <li>• Ground Water Source Protection Zone 3.</li> <li>• Land contamination - Highways depot, requires assessment, initial assessment to be submitted with application</li> <li>• Noise issues - The west of site is bounded by industrial / commercial uses e.g. warehouse and Lion Works and Depot. Might be possible to coexist but possible off-site noise impacts or statutory nuisances so requires careful consideration prior to allocation? Hours of use and deliveries unknown. Noise not quantified so off site industrial noise mitigation may be required</li> </ul>

	<p>at source but no guarantee that they can be secured and viability and any detrimental economic impact on existing businesses should be considered prior to allocation? However existing residential already in close proximity so medium risk and no objection in principle but would require further assessment.</p> <ul style="list-style-type: none"> <li>• Noise issues - The South of the site is close to the busy A505. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. Noise likely to influence the design / layout and number / density of residential premises. Therefore no objection in principle.</li> </ul>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village setting to the south is open in character with large arable fields. The village has well defined boundaries.</p> <p>The site is on the eastern edge of Whittlesford Bridge to the south of Whittlesford village. To the north and east of the site it adjoins with open countryside. There is a hedge forming the eastern boundary. This hedgerow is particularly well established with trees adjacent to those parts of the site that have buildings within in them – this forms a screen to views into the depot from the large arable fields that extend beyond this boundary. The River Granta is a field distance away from this eastern boundary.</p> <p>Along the northern and western boundary there is a hedgerow with no trees. To the west of the site is a strip of land (some 8metres wide) that separates the site from the adjoining residential properties. This strip links the road with the fields north of the site.</p> <p>The residential properties to the west have long mature gardens with trees within them. The houses are not orientated so that they look out over the site. To the west of them is further industrial / commercial uses with large industrial buildings that dominate the street scene and beyond this is the railway line. Development of the depot site for housing would have a positive impact of these houses since they would as a consequence only have one industrial neighbour.</p> <p>To the south of the site is the car park area used for Whittlesford Parkway railway station, which is sandwiched between the A505 and Station Road East. The car park has limited landscaping around it, which creates a harsh edge to this eastern side of Whittlesford Bridge. To the south west of the site on the opposite side of the road are two Listed Buildings – a chapel and the Red Lion hotel.</p>

	<p>Development of this site would have an adverse effect on the landscape and townscape setting of Whittlesford Bridge.</p> <p>Redevelopment of this depot site would remove commercial buildings and areas of hardstanding, improving the townscape. However, to the east of the railway line there is very little residential development and this is a large site, which would have a negative impact on the character of this part of the village.</p>
<b>Can any issues be mitigated?</b>	<p>No. Historic environment, townscape and landscape impacts.</p> <p>Further investigation and possible mitigation will be required to address the physical considerations, including potential for land contamination and noise.</p>

<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>A junction located on Station Road East would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - No significant impact on existing network.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply.</li> <li>• Mains sewerage - There is sufficient capacity at the Sawston treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary the developer will fund this.</li> </ul>
<b>Drainage measures?</b>	No FRA provided.

<b>School capacity?</b>	<p>Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<b>Health facilities capacity?</b>	Sawston medical practice (0.72 miles) –Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.
<b>Any other issues?</b>	<p>The promoter has provided the following additional information:</p> <p>Opportunity provided by development of site is reuse of redundant brownfield land that will need some decontamination if the depots are relocated as envisaged.</p>
<b>Can issues be mitigated?</b>	Yes, with upgrades to local infrastructure, including utilities (mains water and sewerage), school capacity and health.
<b>Does the site warrant further assessment?</b>	No

**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (1.71 ha. if unconstrained).
<b>Site capacity</b>	51 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints.

<b>Availability</b>	
<b>Is the land in single ownership?</b>	No

<b>Site ownership status?</b>	Cambridgeshire County Council Highway Agency
<b>Legal constraints?</b>	No known constraints
<b>Is there market interest in the site?</b>	The site has not been marketed.
<b>When would the site be available for development?</b>	<ul style="list-style-type: none"> <li>• The promoter indicates that the site is not available immediately.</li> <li>• The promoter indicates the need to relocate existing uses from site</li> </ul>

<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	Not known
<b>Are there any market factors that would significantly affect deliverability?</b>	None known
<b>Are there any cost factors that would significantly affect deliverability?</b>	None known
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	<p>Viability Category 2 Viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority have few concerns that that the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this scheme is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward</p>

	within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).
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<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework; Part in Green Belt.

**South Cambridgeshire Local Development Framework  
Strategic Housing Land Availability Assessment (SHLAA)  
Site Assessment Proforma**

<b>Proforma Created</b>	July 2012
<b>Proforma Last Updated</b>	July 2012
<b>Location</b>	Whittlesford Bridge
<b>Site name / address</b>	Land adjacent to 83 Moorfield Road
<b>Category of site:</b>	A village extension i.e. a development adjoining the existing village development framework boundary
<b>Description of promoter's proposal</b>	15 dwellings
<b>Site area (hectares)</b>	0.64 ha.
<b>Site Number</b>	285
<b>Site description &amp; context</b>	<p>The site is south of Whittlesford Bridge to the south of Royston Road. The site is open to the west to open countryside and to the south beyond the A505 is also farmland. To the north is residential with further residential to the east beyond Moorfield Road.</p> <p>The site consists of a rectangular grassed area surrounded by conifer trees on three sides and the fourth site, facing onto Moorfield Road, is fenced with conifers along side.</p>
<b>Current or last use of the site</b>	Open field
<b>Is the site Previously Developed Land?</b>	No
<b>Allocated for a non-residential use in the current development plan?</b>	No
<b>Planning history</b>	LDF Objection site 139 (2006) – SSP Hearing.
<b>Source of site</b>	Site suggested through call for sites.

<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	The site is not within the Green Belt.
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	No
<b>Tier 1 conclusion:</b>	<p>The site is south of Whittlesford Bridge. The site is open to the west to open countryside and to the south beyond the A505 is also farmland. To the north is residential with further residential to the east beyond Moorfield Road.</p> <p>The site consists of a rectangular grassed area surrounded by conifer trees on three sides and the fourth site, facing onto Moorfield Road, is fenced.</p>
<b>Does the site warrant further assessment?</b>	Yes

### **Tier 2: Significant Local Considerations**

<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>Non-statutory archaeological site - Archaeological investigations to the south have revealed evidence for a Roman settlement and field systems. Archaeological works could be secured by condition of planning permission.</li> </ul>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>Biodiversity features – Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus's looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</li> <li>Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.</li> </ul>

<p><b>Physical considerations?</b></p>	<ul style="list-style-type: none"> <li>• Ground Water Source Protection Zone 3.</li> <li>• Noise issues - The south of the site bounds the busy A505 and the M11 lies to the west. There are high levels of ambient / diffuse traffic noise in the area. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. The site is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance with PPG 24: Planning and Noise and associated noise guidance for any new housing. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.</li> </ul>
<p><b>Townscape and landscape impact?</b></p>	<p>Whittlesford is listed amongst the chalkland villages in the South Cambridgeshire Village Capacity Study (SCVCS) 1998. It is a linear village, which broadens out in parts to form a more complex street pattern. The village has well defined boundaries.</p> <p>The site is south of Royston Road, which is a linear residential road in Whittlesford Bridge. The houses have long gardens backing onto the site with trees providing a screen to views into the site and the A505 beyond. The land to the rear of 25 Royston Road extends to the road and has many trees within it. This is to the western edge of the site providing a wooded area with open countryside beyond. This wooded area screens views of the site from the west along the A505.</p> <p>To the south of the site is the A505 and beyond is open countryside. This boundary with the A505 is marked by a row of conifers which screen all views into and out from the site.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Whittlesford Bridge. Development of this backland site would not relate well to the linear character of this part of the village. This is a very exposed site with long views, particularly over the A505 to the south.</p>
<p><b>Can any issues be mitigated?</b></p>	<p>No. Significant townscape and landscape impacts of a very exposed site, which it would not be possible to mitigate. Further investigation and possible mitigation will be required to address the physical considerations, including potential for noise which is likely to require high levels of mitigation.</p>

<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in Duxford / Fowlmere / Sawston / Thriplow / Whittlesford / Whittlesford Bridge area (estimates capacity 5,739 dwellings on 33 sites) the Highway Agency comments that the majority of sites in this group are extensions to small settlements. In practice this section of the M11 is under less pressure than sections both to the north and south. While the group will add traffic flow to the M11 it is likely that any impacts could be mitigable (subject to assessment).</p> <p>The Highway Authority would resist any access onto the A505 at this location.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - No significant network impact.</li> <li>• Mains water – The site falls within the CWC Heydon Reservoir distribution zone, within which there is a minimum spare capacity of 5,450 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Heydon Reservoir distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</li> <li>• Gas - Whittlesford has a mains gas supply.</li> <li>• Mains sewerage - There is sufficient capacity at the Sawston treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary the developer will fund this.</li> </ul>
<b>Drainage measures?</b>	No FRA provided
<b>School capacity?</b>	<p>Whittlesford has one primary school with a PAN of 28 and school capacity of 196, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were 10 surplus primary places in Whittlesford taking account of planned development in Whittlesford, and a deficit of 25 secondary places taking account of planned development across the village college catchment area.</p> <p>The development of this site for 15 dwellings could generate a small need for early years places and a maximum of 5 primary school places and 4 secondary places.</p> <p>After allowing for surplus school places, development of this site</p>

	would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
<b>Health facilities capacity?</b>	Sawston medical practice (0.72 miles ) –Lots of capacity. New premises in 2006. Shelford Medical practice (2.71 miles) – limited capacity. Extra space to be funded by Hauxton section 106.
<b>Any other issues?</b>	<p>The promoter has provided the following additional information:</p> <p>A range of 2-3 bed roomed open market and affordable houses meeting the needs of Whittlesford and Duxford.</p> <p>A similar site to the East of this site on the same side of the A505 was included in the previous development plan and housing has now been delivered.</p> <p>The proposed site is effectively a dead space, as it cannot be used for rural activities as it is bounded by roads to the South and East and houses to the North and West. Inclusion of this site into the development framework makes best use of the land available whilst minimising the further loss of greenbelt and serviceable rural land.</p>
<b>Can issues be mitigated?</b>	<p>No. It is not possible to provide safe highway access to the site.</p> <p>Upgrades required to local infrastructure, including utilities (mains water and sewerage), school capacity and health.</p>
<b>Does the site warrant further assessment?</b>	No

**Tier 3: Site Specific Factors**

<b>Capacity</b>	
<b>Developable area</b>	None (0.43 ha. if unconstrained).
<b>Site capacity</b>	13 dwellings
<b>Density</b>	30 dph

<b>Potential Suitability</b>	
<b>Conclusion</b>	The site is not potentially capable of providing residential development taking account of site factors and constraints.

<b>Availability</b>	
<b>Is the land in single ownership?</b>	Yes

<b>Site ownership status?</b>	Individual landowner
<b>Legal constraints?</b>	No
<b>Is there market interest in the site?</b>	The site has not been marketed.
<b>When would the site be available for development?</b>	The promoter indicates that the site is available immediately.

<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	The promoter indicates that the first dwellings could be completed on site 2011-16
<b>Are there any market factors that would significantly affect deliverability?</b>	None foreseen
<b>Are there any cost factors that would significantly affect deliverability?</b>	None foreseen
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	<p>Viability Category 1 Most viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority do not have any major concerns as to why the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this site is not considered to have any barriers, in terms</p>

	of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).
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<b>Site Assessment Conclusion</b>
Site with no development potential.

<b>Status of Site in Proposed Submission Local Plan 2013</b>
Not allocated for development; outside Development Framework.