

Appendix 5: Assessment of Employment Sites

South Cambridgeshire Local Development Framework

Employment and Retail Sites

Site Assessment Proforma

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| Location | Milton |
| Site name / address | Land between the A14 and Milton |
| Category of site: | A village extension i.e. a development adjoining the existing village development framework boundary |
| Description of promoter's proposal | Employment development |
| Site area (hectares) | 1.79 ha |
| Site Number | EM1 |
| Site description & context | Area of open land between the A14 and Milton Village. Largely scrubland, but bordered by mature trees and shrubs, particularly on the western side. To the north lies Cambridge Road, a large supermarket and an area of sports pitches. To the east, the Jane Coston Cycle Bridge, and light industrial development. Cambridge road rises towards the A14 junction. |
| Current or last use of the site | Open grass and scrubs. |
| Is the site Previously Developed Land? | No. |
| Allocated in the current development plan? | No. |
| Planning history | <p>Planning application refused (S/1792/08/F) January 2009 for Erection of 120 Bed Hotel and Restaurant together with Associated Parking and Infrastructure. Reasons for refusal were inappropriate development in the Green Belt, loss of greenfield land marking entrance to Milton Village, insufficient transport information, inadequate noise assessment, material planning considerations do not amount to special circumstances to outweigh harm to the Green Belt.</p> <p>The application was considered at appeal, and dismissed. The inspector noted: 'I have found that there would also be very significant harm to the openness of the Green Belt and considerable harm to its purpose of checking the unrestricted sprawl of large built-up areas.' 'In my view significant weight should be attached to the need for hotel</p> |

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| | <p>accommodation. The lack of allocated sites for budget hotels and the sustainability and suitability of the appeal site should attract considerable weight in favour of the development. However, I have found nothing else to add material weight in favour of the development and despite the weight I have attached to these other considerations, it is my view that they would not clearly outweigh the totality of the harm.'</p> <p>The site has been used for storage and facilities in relation to A14 improvements (S/1097/05/LDC). The granting of permission for this temporary use does not imply that such permission would be allowed for permanent usage of the site. The Certificate of Lawful Existing Use specifically indicated the need to return the land to its original use and clear of structures, materials and plant as soon as practical after the works are completed.</p> <p>The inspector at the inquiry into the 2004 Local Plan considered this site. He stated in his 2002 report that "although the site is only a narrow corridor of undeveloped land I consider that it performs a Green Belt function by creating at least some separation between the urban area of Cambridge to the south of the A14 and the large village of Milton north of Cambridge Road. The present situation is no different from that which existed when the Green Belt was first defined and in my view there are no exceptional circumstance that justify a change to the boundary." (Paragraph 72.4).</p> <p>The site was also proposed by a representor for employment uses to the Site Specific Policies DPD. The Inspectors Report notes, 'The site between the A14 and Milton is an example where there is no justification for taking the land out of the Green Belt and including it in the Development Framework and allocating it for employment.' (paragraph 15.5)</p> |
| Source of site | Issues and Options 2012 Representation: 47072 |

| Tier 1: Strategic Considerations | |
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| Green Belt | <p>The site is within the Green Belt.</p> <p>Green Belt Purpose:</p> <ul style="list-style-type: none"> • Prevents coalescence between settlements and with Cambridge. <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> • The distribution, physical separation, setting, scale and character of Green Belt villages; and • A landscape which retains a strong rural character. <p>The site is contributing to the separation of the village of Milton from</p> |

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| | <p>the City of Cambridge. Although the A14 provides a physical separation the presence of the objector's site as a green space emphasises the visual separation of the settlements. This is noted in the Cambridge Green Belt Study 2002 figure 1641LP/09 as a special quality to be safeguarded.</p> <p>The site has a distinctive green character having mature trees along all of its boundaries and forms a vital function. It is considered crucial to preventing the coalescence of these two settlements and therefore the site is fulfilling this purpose</p> |
| Is the site subject to any other considerations that have the potential to make the site unsuitable for development? | <p>No.</p> <p>Waste Consultation Area, and Waste Water Treatment Works Consultation Area in Minerals and Waste LDF, but capable of appropriate mitigation.</p> |
| Tier 1 conclusion: | Development would have a significant negative impact on the Green Belt. |

Tier 2: Significant Local Considerations

| Designations and Constraints | |
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| Heritage considerations? | <p>No heritage designations in vicinity of site.</p> <p>County Council Historic Environment team indicate previous land use is likely to have compromised the survival of archaeological remains.</p> |
| Environmental and wildlife designations and considerations? | <p>No designations.</p> |
| Physical considerations? | <p>Airport Safety Zone – Buildings over 15m in height.</p> <p>Noise and air quality issues associated with the A14.</p> |
| Townscape and landscape impact? | <p>The site has been identified as important in maintaining a green wedge between Cambridge and Milton. The site has a distinctive green character having mature trees along all of its boundaries and forms a vital function.</p> |
| Can any issues be mitigated? | <p>It would not be possible to mitigate the significant impacts on landscape and townscape.</p> <p>Noise issues likely to be capable of appropriate mitigation for employment development.</p> |

| Infrastructure | |
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| Highways access? | Should this site come forward a full Transport Assessment (TA) and Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures. It is noted, however, that the site is adjacent to the A14/A10 interchange which is already heavily congested in peak hours and particular consideration will need to be given to this. |
| Utility services? | <ul style="list-style-type: none"> • Electricity – development of this site will have no significant impact on existing network. • Mains Water – the site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge Distribution Zone to supply the 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 new storage reservoir, tower or booster plus associated mains. • Gas – Milton has a mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. • Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate this development. 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 this will be funded by the developer. |
| Drainage measures? | No FRA provided. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

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| Tier 2 Conclusion: | Significant impacts on landscape and townscape incapable of appropriate mitigation. |
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| Tier 3: Site Specific Factors |
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| Capacity | |
| Developable | |

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| area | |
| Site capacity (floorspace) | No specific capacity provided. Using assumptions utilised in the ELR, (3282 sq m per hectare B1a/B1b), site could accommodate..... |

| Potential Suitability | |
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| Conclusion | The site is not potentially capable of providing employment development taking account of site factors and constraints including landscape and townscape impact. |

| Availability | |
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| Is the land in single ownership? | Yes |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Unknown. |
| When would the site be available for development? | The site appears to be available immediately. |

| Achievability | |
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| Phasing and delivery of the development | Development could be completed on site 2011-16. |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be | None known. |

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| overcome? | |
| Economic viability? | None known. |

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| Site Assessment Conclusion |
| Due to impact on the Green Belt, and landscape and townscape, the site is not considered to have development potential. |

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

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| Location | Milton |
| Site name / address | Land south of park and ride west of A10 |
| Category of site: | In the countryside |
| Description of promoter's proposal | Employment development |
| Site area (hectares) | 9.5 ha |
| Site Number | EM2 |
| Site description & context | <p>Located north of the A14. To the north of the site lies the Milton Park and Ride. To the south and west existing and former land fill sites. The A10 lies to the east, between the site and the village of Milton.</p> <p>The land comprises an open, relatively level field. There is a significant tree belt to the west. The land of the landfill site rises to the south.</p> |
| Current or last use of the site | Agricultural land. |
| Is the site Previously Developed Land? | No. |
| Allocated in the current development plan? | No. |
| Planning history | <p>The Site was proposed in representations to the South Cambridgeshire Site Specific Policies DPD for a sports village, but not supported by the Council. The issue was considered by the Inspector at the Examination, who concluded, 'A sport village and community stadium, near Milton, would be inappropriate because the site is a substantial open area outside any settlement and is located in the Green Belt. The need for, and benefits of, development do not amount to the exceptional circumstances necessary to justify the removal of the land from the Green Belt. An allocation within the Green Belt would lead to development of a scale inappropriate in the Green Belt.'</p> <p>The site was also examined as a potential site option in the Cambridgeshire Horizons Community Stadium Feasibility Study.</p> <p>S/1251/76 & S/1252/76 (petrol filling station, showroom and</p> |

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| | workshop) – planning permission was refused in November 1976 on the grounds that the development would create further visual intrusion into the countryside and Green Belt, that is already being affected by the northern and Milton by-pass. |
| Source of site | Issues and Options 2012 Representation: 44017 |

| Tier 1: Strategic Considerations | |
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| Green Belt | <p>The site is within the Green Belt.</p> <p>Green Belt Purposes:</p> <ul style="list-style-type: none"> • Maintains and enhances the quality of Cambridge’s setting; and • Prevents coalescence between settlements and with Cambridge. <p>Function with regard to the special character of Cambridge and it’s setting:</p> <ul style="list-style-type: none"> • The distribution, physical separation, setting, scale and character of Green Belt villages; and • A landscape which retains a strong rural character. <p>The Landscape Design Associates Green Belt Study (2002) describes the outer rural areas of the Green Belt as areas of landscape from which distinct views of the city are scarce or absent and outlines that the function of this landscape is providing a backdrop to views of the city, and providing a setting for approaches to connective, supportive and distinctive areas of townscape and landscape (page 62). It also concludes that the outer rural areas play a lesser role in contributing to the distinctiveness of Cambridge and its setting and therefore they may also have the potential to accommodate change and development that does not adversely affect the setting and special character of Cambridge (page 66). The study describes land north of Milton as being within the western Fen Edge landscape character area, where views to Cambridge are restricted by the low lying topography and the A14. Therefore the only key views to Cambridge are from the A14 (page 46).</p> <p>The site falls within an area where development would have a significant adverse impact on the Green Belt purposes and functions. The site is within the open countryside that separates Milton from Histon & Impington. Development in this location would result in considerable encroachment of built development into the open countryside to the west of the village and would result in built development in an area characterised by agricultural buildings and individual dwellings.</p> |
| Is the site subject to any other | Minerals and Waste LDF designations – the site is adjacent to Milton Landfill and is within its Waste Consultation Area. Development within this consultation area must not prejudice existing waste management |

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| considerations that have the potential to make the site unsuitable for development? | operations. |
| Tier 1 conclusion: | The site would have a significant negative impact on the Green Belt. |

Tier 2: Significant Local Considerations

| Designations and Constraints | |
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| Heritage considerations? | <p>Non-statutory archaeological site – Cropmarks in the area indicate the location of an enclosure of probable prehistoric or Roman date. There is extensive evidence for prehistoric and Roman settlement and agriculture in the vicinity, identified by fieldwork undertaken in advance of the park and ride construction and landfill operations. County Council Historic Environment Team would recommend evaluation prior to the determination of any planning application.</p> |
| Environmental and wildlife designations and considerations? | <p>Protected Village Amenity Area – the western edge of Milton adjacent to the A10 is protected by a PVAA.</p> <p>Biodiversity features (fenlands) – these landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</p> <p>Agricultural land of high grade – the majority of the site is grade 2 agricultural land.</p> |
| Physical considerations? | <p>The site is located close to the Councils' Air Quality Management Area and the proposed development is of a significant size to have an impact on air quality. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.</p> <p>Land contamination – the site is adjacent to a known landfill site, therefore investigation will be required in advance of a planning</p> |

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| | <p>application.</p> <p>Other environmental conditions (odour) – odour from the adjacent landfill site and Household Waste Recycling Centre would have a significant negative impact in terms of health and well being and a poor quality living environment and possible nuisance. It is unlikely that this can be mitigated to provide an acceptable environment. It is recommended that an odour assessment in accordance with PPG 24 is undertaken.</p> <p>Potential significant adverse impact from operational noise from the adjacent operational landfill / waste disposal / recycling site. Also traffic noise from A14 and A10. The site is to the east of the A14 and prevailing winds are from the south west, therefore traffic noise will need assessment in accordance with PPG 24 and associated guidance and the impact of existing diffuse traffic 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.</p> <p>With the exception of a small part of the eastern corner, this site falls within the Waste Consultation Area for Milton Landfill, Milton (including the Household Recycling Centre). This Consultation Area covers the landfill site and extends for a further 250 metres. Development within this Consultation Area must not prejudice existing waste management operations.</p> |
| <p>Townscape and landscape impact?</p> | <p>The South Cambridgeshire Village Capacity Study (1998) describes Milton as a Fen Edge village centred on a triangular green, parish church and Milton Hall with parkland designed by Repton. The Study describes Milton as being strongly contained to the west by the A10 and road corridor, beyond which open fen farmland dominates the landscape setting. This land is very flat with large open arable fields, long extensive views and very limited tree cover. Drainage ditches and distant views of poplar trees around settlements or farm buildings are particular distinctive features. The immediate landscape setting of the village when approached from the north is dominated by an enclosed area of paddocks and allotments. To the east, Milton Hall and the remnant parkland surrounding it, form a dense wooded local landscape for the village.</p> <p>Development of this site would have a significant adverse impact on the landscape and townscape of this area, as it would result in considerable encroachment of built development into the open farmland to the west of the village and would result in built development in an area characterised by agricultural buildings and individual dwellings.</p> |
| <p>Can any issues be mitigated?</p> | <p>No - it is not possible to mitigate the impacts on the landscape and townscape. It has not been demonstrated odour issues can be addressed.</p> |

| Infrastructure | |
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| Highways access? | <p>Potentially suitable access and highway capacity but mitigation required.</p> <p>Should this site come forward a full Transport Assessment (TA) and Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures. It is noted, however, that the site is close to the A14/A10 interchange which is already heavily congested in peak hours and particular consideration will need to be given to this. The Highways Agency will also need to be consulted given potential implications for the Trunk Road.</p> |
| Utility services? | <ul style="list-style-type: none"> • Electricity – development of this site will have no significant impact on existing network. • Mains Water – the site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge Distribution Zone to supply the 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 new storage reservoir, tower or booster plus associated mains. • Gas – Milton has a mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. • Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate this development. 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 this will be funded by the developer. |
| Drainage measures? | No FRA submitted. 13th Public Drain runs to south of site. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

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| Tier 2 Conclusion: | Development of this site would have a significant adverse impact on the landscape and townscape of this area. There is no evidence that odor issues can be appropriately mitigated. |
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Tier 3: Site Specific Factors

Capacity

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| Developable area | |
| Site capacity (floorspace) | No specific capacity provided. |

Potential Suitability

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| Conclusion | The site is not potentially capable of providing employment development taking account of site factors and constraints. |
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Availability

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| Is the land in single ownership? | Yes |
| Site ownership status? | The site is owned by the Ely Diocesan Board of Finance. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Option to Churchmanor. |
| When would the site be available for development? | The site is available immediately. |

Achievability

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| Phasing and delivery of the development | Promoter indicates 2011-16. |
| Are there any market factors that would significantly affect deliverability? | The promoter has indicated that there are no market factors that could affect the delivery of the site. |
| Are there any cost factors that would significantly affect deliverability? | The promoter has indicated that there are no cost factors that could affect the delivery of the site. |

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| Could issues identified be overcome? | None known. |
| Economic viability? | |

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| Site Assessment Conclusion |
| Site with no development potential. |

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

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|---|---|
| Location | Bourn |
| Site name / address | TKA Tallent Site, Bourn Airfield |
| Category of site: | In the countryside, adjoins proposal for new village, subject to consultation in Local Plan Issues and Options 2012 |
| Description of promoter's proposal | Employment Development |
| Site area (hectares) | 9.4 ha |
| Site Number | EM3 |
| Site description & context | <p>The site lies to the west of Highfields Caldecote, immediately south of the A428, to the north of Bourn. Site comprises a number of large industrial buildings, with areas of open storage and car parking. There are a number of trees on site, particularly to the north. To the east the village is separated from Highfields Caldecote from a significant tree belt.</p> <p>The representor indicates their longer-term aspirations are to maximise the commercial potential of the whole site, ideally by redeveloping it to provide a range of employment uses that would include industrial, warehousing and distribution and light industrial uses.</p> <p>The representor proposes that the site provides an opportunity to retain improve and expand employment development. It could also provide the employment element for the Bourn Airfield new village option, identified in the Issues and Options Report 2012.</p> |
| Current or last use of the site | General industry. |
| Is the site Previously Developed Land? | Yes. |
| Allocated in the current development plan? | No. |
| Planning history | Bourn Airfield was constructed for Bomber Command in 1940 as a satellite airfield for nearby Oakington. The airfield remained in RAF hands until being passed on to Maintenance Command in 1947. By 1948 the station was closed. The last sections were sold off for agricultural use in 1961. |

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| | <p>2004, Local Plan – not included as a potential housing site.</p> <p>2007, Local Development Framework – not included as a potential housing site.</p> <p>Planning applications There have been a number of planning applications for creating a new settlement on this site. The last one was refused in 1994 (S/0144/94/O) which was for 3,000 dwellings. In 1992 a new settlement comprising 3,000 dwellings, industrial development, shopping and leisure facilities, education, social and recreation facilities was proposed (S/1635/92/O and S/1636/92/O). In 1989 a new settlement comprising of 3,000 dwellings was refused to include 50 acre business park, district shopping centre with superstore, community facilities, leisure facilities (including swimming pool and golf course), landscaping, public open space, community nature reserve drain (S/1109/89/O).</p> <p>Specifically to this site various planning permissions for use of buildings for industry, storage, and other office development.</p> |
| Source of site | Issues and Options 2012 Representation: 42509 |

| Tier 1: Strategic Considerations | |
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| Green Belt | No. |
| Is the site subject to any other considerations that have the potential to make the site unsuitable for development? | No. |
| Tier 1 conclusion: | The site lies to the west of the settlements of Highfields and Caldecote, immediately south of the A428 to the north of the small settlement of Bourn, and to the east of the new settlement of Cambourne. It comprises existing industrial development. It adjoins a site identified as an option for a new village, and would provide an opportunity to provide employment opportunities to a new settlement. |
| Does the site warrant further assessment? | Yes. |

Tier 2: Significant Local Considerations

| Designations and Constraints | |
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| Heritage considerations? | <p>Two Listed Buildings on the Broadway, but over 1.5km from the site.</p> <p>Non-statutory archaeological site – Excavations to the north and west have identified extensive evidence of late prehistoric and Roman settlement. There is also evidence for Roman burials within the airfield. Further information would be necessary in advance of any planning application for this site.</p> |
| Environmental and wildlife designations and considerations? | <p>Tree Preservation Orders covering areas of trees to east and west of site.</p> <p>Site largely previously developed land.</p> |
| Physical considerations? | <p>Land contamination – this site is previously military land/airfield and industrial development. This can be dealt with by condition.</p> <p>Impact on air quality would depend on scale and nature of development. As existing site, additional impacts not likely to be significant. Could also contribute to local employment opportunities as wider airfield site was developed as a new village.</p> <p>Noise issues – Existing industrial units on the site have in the past led to enforcement action due to statutory noise and odour nuisances caused to existing residential premises. The appraisal of the Bourn Airfield new settlement proposal identified that it would bring sensitive premises closer to these industrial units if they remained. Development of the site could therefore provide an opportunity to deliver more compatible employment uses if the site is taken forward.</p> <p>Noise issues from A428 capable of appropriate mitigation.</p> |
| Townscape and landscape impact? | <p>As the site comprises existing large industrial buildings, development could provide opportunities to improve landscape impact of the site. Existing site views of the site from the west are partly screened by trees and hedges, although the large hangar style buildings can be seen above the tree line. The buildings can be seen from the A428 to the north. The site could be subject to a landscaping scheme which could lessen wider impacts. Wider impacts of the site itself would also be lessened if it formed part of a wider development of the Bourn Airfield site.</p> |
| Can any issues be mitigated? | <p>Yes.</p> |

Infrastructure

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| Highways access? | <p>Potentially suitable access and highway capacity but mitigation required.</p> |
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| | Should this site come forward a full Transport Assessment (TA) and Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures. The Highways Agency will also need to be consulted given potential implications for the A428. |
| Utility services? | <p>The assessment of the Bourn Airfield option identified the need for upgraded utilities to accommodate development. This site alone would be a much less significant scale, and incorporates existing development.</p> <ul style="list-style-type: none"> • Electricity – development of this site will have no significant impact on the existing electricity network. • Mains water – the site falls within the Cambourne Booster distribution zone, within which there is no spare capacity based on the peak day for the distribution zone less any commitments already made to developers. Development requiring an increase in the capacity of the Cambourne Booster distribution zone will require an upgrade to existing boosters and / or a new storage reservoir, tower or booster plus associated mains. • Gas – National Grid do not provide a gas supply for Caldecote. • Mains sewerage – the waste water treatment works is operating at capacity and will require new consent limits and major capital expenditure to accommodate development of this site. The sewerage network is at capacity and a developer impact assessment will be required to ascertain the required upgrades necessary. The assessment and any mitigation required will be funded by the developer. |
| Drainage measures? | No FRA submitted. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

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| Tier 2 Conclusion: | Subject to appropriate mitigation the site is developable. |
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Tier 3: Site Specific Factors

| Capacity | |
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| Developable area | |
| Site capacity (floorspace) | No specific capacity provided. |

| Potential Suitability | |
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| Conclusion | The site is potentially capable of providing employment development taking account of site factors and constraints. |

| Availability | |
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| Is the land in single ownership? | Yes |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Unknown |
| When would the site be available for development? | 2011/16 |

| Achievability | |
|---|----------------------------|
| Phasing and delivery of the development | Promoter indicates 2011/16 |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be overcome? | None known. |
| Economic viability? | Not known. |

Site Assessment Conclusion

Existing employment site, capable of redevelopment for employment uses, subject to appropriate design and mitigation. Could complement Bourn Airfield new village option, which was subject to consultation in issues and options 2012, which would increase accessibility by sustainable modes of travel.

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

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| Location | Sawston |
| Site name / address | Land adjoining Sawston Bypass |
| Category of site: | Land in the Countryside (adjoining an established employment area) |
| Description of promoter's proposal | Employment development. B1/B2 Use Class, to support expansion of adjoining employment site. |
| Site area (hectares) | 37.8 ha |
| Site Number | EM4 |
| Site description & context | Site lies between the A1301 Sawston Bypass, and the London/Cambridge Railway Line. The northern and southern sections of the site comprise agricultural land. The central section comprises woodland. It is mainly surrounded by agricultural land, although the Spicers site adjoins the southern part of the site to the west, separated by the railway line. A farm adjoins the northern part of the site. |
| Current or last use of the site | Agricultural land, woodland. |
| Is the site Previously Developed Land? | No. |
| Allocated in the current development plan? | No. |
| Planning history | None. |
| Source of site | Issues and Options 2012 Representation: 39564 |

| Tier 1: Strategic Considerations | |
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| Green Belt | <p>The site is within the Green Belt</p> <p>The land contributes to a number of Green Belt purposes and functions.</p> <p>Green Belt Purpose:</p> <ul style="list-style-type: none"> Prevents coalescence between settlements and with Cambridge. |

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| | <p>Function with regard to the special character of Cambridge and it's setting:</p> <ul style="list-style-type: none"> • The distribution, physical separation, setting, scale and character of Green Belt villages; and • A landscape which retains a strong rural character. <p>It would merge the Spicers development with the edge of Sawston, impacting on settlement form and having a substantial negative impact on rural character.</p> |
| <p>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</p> | <p>Yes.</p> <p>Approximately one third of the site comprises Dernford Fen SSSI. The vegetation ranges from dry grassland and scrub to relic fen. Areas of open pools within the site together with ditches and the chalk stream along the boundary further enhance the diversity of this site. The variety of vegetation types and open water within the site provides valuable habitat for fauna, in particular for amphibians and reptiles. The area is also noted for its breeding warblers.</p> <p>The SSSI is a wetland site as such any adjacent development would have to demonstrate beyond doubt that it would not have any damaging effect upon the special interest of the site. In particular further investigation would be required on the impact to the water supply to the SSSI. The adjacent grassland may be acting as a source of water to the SSSI through the process of catchment, filtration and movement beneath the soil surface. High water quality would also have to be maintained.</p> <p>Adjacent to the SSSI is the Dernford Farm Grassland County Wildlife Site. When considered in combination with the SSSI these two sites present a relatively large ecological unit that is sensitive to hydrological changes in quantity and quality.</p> <p>The importance for birdlife means impact of employment development adjoining the site, in terms of light or other forms of pollution would need to be thoroughly assessed.</p> <p>The NPPF states that proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted.</p> <p>There is insufficient evidence that the site could be developed without harm to the site. It should therefore not be taken forward.</p> |
| <p>Tier 1 conclusion:</p> | <p>Development would have a significant negative impact on the Green Belt, particularly impacting on rural character, by merging the village of Sawston with the existing Spicers Site.</p> |

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| Part of the site is a SSSI, providing a wetland environment supporting birdlife. There is no evidence that the site could be developed without causing harm to this site. |
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| Tier 2: Significant Local Considerations |
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| Designations and Constraints | |
|--|--|
| Heritage considerations? | The site is located to the north of the nationally important Iron Age hill fort Borough Hill (Scheduled Monument Number 1009396). There is evidence for a Saxon cemetery to the east. Excavations to the north have identified evidence for Iron Age, Roman and Saxon settlement. County Council Historic Environment Team would recommend evaluation prior to the determination of any planning application. |
| Environmental and wildlife designations and considerations? | Dernford Farm County Wildlife Site lies adjacent to the SSSI. |
| Physical considerations? | <p>Public Right of way crosses northern part of site.</p> <p>Minerals and Waste LDF designations – Part of the site is subject to sand and gravel safeguarding. Safeguarding is intended to ensure that mineral resources are adequately taken into account in land use planning decisions. It does not automatically preclude other forms of development taking place, but flags up the presence of economic mineral so that it is considered, and not unknowingly or needlessly sterilised.</p> <p>Noise issues from Railway line – likely to be capable of appropriate mitigation.</p> <p>Small part within zone 2 and 3 Groundwater Protection Zone.</p> |
| Townscape and landscape impact? | <p>Much of the site is flat open agricultural land. Site is visible from higher land of Cambridge Road to the east. The southern part has the backdrop of the existing spices site.</p> <p>It would create a substantial area of built development on the western side of Sawston, resulting in a significant impact on townscape. .</p> |
| Can any issues be mitigated? | <p>No. Landscape and townscape impact cannot be successfully mitigated.</p> <p>Biodiversity issues are addressed above.</p> |

| Infrastructure | |
|-------------------------|---|
| Highways access? | Potentially suitable access and highway capacity but mitigation required. |

| | |
|---------------------------------|---|
| | Should this site come forward a full Transport Assessment (TA) and Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures. |
| Utility services? | <ul style="list-style-type: none"> Electricity – development of this site is not supportable from existing network. Significant reinforcement and new network will be required. Mains water – the site falls within the CWC Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge 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. Gas – Sawston has a gas supply. Mains sewerage – there is capacity at the WWTW to accommodate some development in Sawston. The sewerage network is approaching capacity and a developer impact assessment will be required to ascertain the required upgrades, if any. This assessment and any mitigation required will be funded by the developer. |
| Drainage measures? | No FRA provided. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

| | |
|---------------------------|--|
| Tier 2 Conclusion: | Significant impact on landscape and townscape. |
|---------------------------|--|

Tier 3: Site Specific Factors

| Capacity | |
|-----------------------------------|---|
| Developable area | |
| Site capacity (floorspace) | No specific capacity provided. Were the entire site to be developed, using assumptions utilised in |

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| | the ELR, (3282 sq m per hectare B1a/B1b), site could accommodate 121,000 sq m of floorspace. |
|--|--|

| Potential Suitability | |
|------------------------------|---|
| Conclusion | The site is not potentially capable of providing employment development taking account of site factors and constraints including landscape and townscape impact, impact on Green Belt, and impact on the Dernford Fen SSSI. |

| Availability | |
|--|---|
| Is the land in single ownership? | Yes. |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | No. But there is interest from a developer. |
| When would the site be available for development? | The site appears to be available immediately. Land owner has an expressed intention to develop. |

| Achievability | |
|---|---|
| Phasing and delivery of the development | Development could be completed on site 2011-16. |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be overcome? | None known. |
| Economic viability? | None known. |

Site Assessment Conclusion

Due to impact on the Green Belt and the SSSI, the site is not considered to have development potential.

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

| | |
|---|---|
| Location | Melbourn / Shepreth |
| Site name / address | Land north of Melbourn, south of the A10 (CEMEX site) |
| Category of site: | A development in the countryside, not adjacent to the existing development framework. |
| Description of promoter's proposal | Employment Development (site has also been proposed for residential development) |
| Site area (hectares) | 33.5 ha |
| Site Number | EM5 |
| Site description & context | <p>Arable fields in open area, largely surrounded by other arable fields.</p> <p>Northern parcel is sandwiched between two garden centres. There is a patchy hedge along Cambridge Road boundary. Southern boundary is tall hedge alongside Phillimore garden centre. Northern boundary with Royston Garden Centre is medium hedge.</p> <p>The southern parcel has a mid height hedge along Cambridge Roads boundary to east of site with odd tree. To the SW is Cherry Park Farm with house /garden/ allotment forming boundary. There is no definable edge for defining rest of site.</p> |
| Current or last use of the site | Agricultural land. |
| Is the site Previously Developed Land? | No. |
| Allocated in the current development plan? | No. |
| Planning history | Proposed by representor for residential development, as part of larger site, through Site Specific Policies DPD. Was not allocated. Not specifically referenced in Inspectors Report. |
| Source of site | Issues and Options 2012 Representation: 46419 |

| Tier 1: Strategic Considerations | |
|---|---|
| Green Belt | No. |
| Is the site subject to any other | Small part of site within flood zone 3. |

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|--|---|
| considerations that have the potential to make the site unsuitable for development? | |
| Tier 1 conclusion: | Only a small area is within the floodplain, site is therefore not subject to strategic constraints. |
| Does the site warrant further assessment? | Yes. |

Tier 2: Significant Local Considerations

| Designations and Constraints | |
|--|--|
| Heritage considerations? | A Roman cemetery is recorded to the south, possibly associated with an enclosure. Further evidence of probable Roman activity is known to the east and there is also evidence for Bronze Age barrows in the vicinity. County Council Archaeology Team would recommend evaluation prior to the determination of any planning application. |
| Environmental and wildlife designations and considerations? | <p>No designated sites.</p> <p>Presence of protected species – Site is within the Chalklands area. These 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.</p> <p>Site is Grade 2 agricultural land.</p> |
| Physical considerations? | Potential noise issues from the A10 would require mitigation. |
| Townscape and landscape impact? | The South Cambridgeshire Village Capacity Study (1998) refers to Melbourn as set on land gently sloping down from the chalk hills of Royston northwards to the valley of the River cam or Rhee. The River Mel runs north-west of the village, separating it from Meldreth. The wider setting is one of large arable fields with few hedgerows especially to the south and east, with enclosed riverside pasture to the north and parkland to the immediate west. Melbourn provides a |

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| | <p>well-wooded enclosed edge to all of the separate approaches even from the south where some views are expansive from elevated viewpoints from the ridgelines.</p> <p>Any development of this site would greatly alter the character of this open countryside area and would create an isolated development remote from any facilities in neighbouring settlements. Impact on the landscape and townscape would be significant, visible from a wide area, and would be incapable of appropriate mitigation.</p> |
| Can any issues be mitigated? | No. |

| Infrastructure | |
|---------------------------------|---|
| Highways access? | <p>Potentially suitable access and highway capacity but mitigation required.</p> <p>Should this site come forward a full Transport Assessment (TA) and Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures.</p> |
| Utility services? | <ul style="list-style-type: none"> • Electricity – no significant impact on existing network. • 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. • Gas – Melbourn has a gas supply. • Mains sewerage – there is sufficient capacity at the WWTW 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 this will be funded by the developer. |
| Drainage measures? | No FRA submitted. |
| Any other issues? | None. |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

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| Tier 2 Conclusion: | No. Significant Adverse impacts incapable of mitigation |
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Tier 3: Site Specific Factors

| Capacity | |
|-----------------------------------|--|
| Developable area | Would depend if development was part of wider residential development, but capable of significant scale of employment development. |
| Site capacity (floorspace) | No specific capacity provided. |

| Potential Suitability | |
|------------------------------|---|
| Conclusion | The site is not potentially capable of providing residential development taking account of site factors and constraints including landscape and townscape impact. |

| Availability | |
|--|-----------------------|
| Is the land in single ownership? | Yes. |
| Site ownership status? | Landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Unknown. |
| When would the site be available for development? | Unknown. |

| Achievability | |
|---|---|
| Phasing and delivery of the development | Development could be completed on site 2011-16. |
| Are there any market factors that would significantly affect deliverability? | None known. |

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|---|-------------|
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be overcome? | None known. |
| Economic viability? | None known. |

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| Site Assessment Conclusion |
| Site with no development potential. |

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

| | |
|---|---|
| Location | Pampisford |
| Site name / address | Land off London Road |
| Category of site: | Within village framework. |
| Description of promoter's proposal | Employment development (support for maintaining employment allocation of the site) |
| Site area (hectares) | 2.5 ha |
| Site Number | EM6 |
| Site description & context | Comprises disused former petrol filling station, hard standing used for vehicle parking, and areas of unkempt land to the rear of existing industrial and employment development. Sawston bypass lies to the south. |
| Current or last use of the site | Employment land. |
| Is the site Previously Developed Land? | Most of land on London road frontage is previously developed. There is some greenfield land to the rear of the site. |
| Allocated in the current development plan? | Yes. The land to the rear of the site is identified as an employment allocation (commitment). |
| Planning history | <p>Land west of Eastern Counties Leather Pampisford was allocated for employment development in the 1993 Local Plan.</p> <p>To the south of the site is Pampisford Park (Iconix) 'Phase One', which comprises two existing 1960s brick buildings providing accommodation for locally based bio-tech companies; and a larger Class B1 building of 1,710.4 sq m in 'place' of the smaller building of 1,432.7 sq m, and constructed under planning application S/1377/05/F. This is known as Unit 1, which has been developed, and is designed for general office use.</p> <p>a) Full application for the Erection of two B1 business units (Class B1), together with new access, reconfigured car park to the south and ancillary infrastructure - Phase 2 (planning reference S/1362/10)</p> <p>b) Outline application for Class B1 business development - Phase 3. (planning reference S/1363/10)</p> <p>Phase 2 comprises two units with an identical floor area of 1,872 sqm</p> |

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|-----------------------|--|
| | (combined 3,744sqm). Phase 3 (the outline application) proposes an upper limit of 3,465 sqm. |
| Source of site | Issues and Options 2012 Representations: 46981 & 46984 |

| Tier 1: Strategic Considerations | |
|---|---|
| Green Belt | No. |
| Is the site subject to any other considerations that have the potential to make the site unsuitable for development? | Flood zone 2 (medium risk). |
| Tier 1 conclusion: | It has been demonstrated that appropriate mitigation can be achieved, the site is largely previously developed, general industry is in the 'less vulnerable' category of development and appropriate in zone 2. Despite not being in zone 1 it is considered suitable for further assessment. |

| Tier 2: Significant Local Considerations |
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| Designations and Constraints | |
|--|---|
| Heritage considerations? | No. County Council Historic Environment Team indicate that it is unlikely that significant archaeological remains will survive in the area. |
| Environmental and wildlife designations and considerations? | No designations. Recent planning applications included ecological appraisal, which identified no habitats of ecological value, although features on site offered local opportunities for wildlife. Appropriate mitigation and enhancement measures can be applied. |
| Physical considerations? | Contamination issues capable of being addressed by planning condition. Noise issues need to be appropriately addressed, to protect the amenity of nearby residential properties. |
| Townscape and landscape impact? | Development will be seen from London Road and the A1301, but in the context of existing commercial buildings on the site. With appropriate design it will be possible to develop the site without significant impact on landscape or townscape with an appropriate mitigation strategy. |

| | |
|-------------------------------------|------|
| Can any issues be mitigated? | Yes. |
|-------------------------------------|------|

| Infrastructure | |
|---------------------------------|--|
| Highways access? | Through the recent planning permissions, it was demonstrated that access could be achieved, with appropriate mitigation measures. |
| Utility services? | <ul style="list-style-type: none"> • Electricity – no significant impact on existing network. • Mains water – the site falls within the CWC Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge 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. • Gas – Sawston has a gas supply. • Mains sewerage – there is capacity at the Sawston WWTW to accommodate some development. The sewerage network is approaching capacity and a developer impact assessment will be required to ascertain the required upgrades, if any. This assessment and any mitigation required will be funded by the developer. |
| Drainage measures? | Recent planning applications included an FRA that was acceptable to the Environment Agency. |
| Any other issues? | |
| Can issues be mitigated? | It would be possible to achieve highways access with appropriate mitigation. |

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| Tier 2 Conclusion: | Recent planning permissions indicate the site is capable of being developed for employment uses. |
|---------------------------|--|

Tier 3: Site Specific Factors

| Capacity | |
|-----------------------------------|---|
| Developable area | |
| Site capacity (floorspace) | Existing planning permission - Phase 2 comprises two units with an identical floor area of 1,872 sqm (combined 3,744sqm). Phase 3 (the outline application) proposes an upper limit of 3,465 sqm. |

| Potential Suitability | |
|------------------------------|--|
| Conclusion | Recent planning permissions indicate the site is capable of being developed for employment uses. |

| Availability | |
|--|--|
| Is the land in single ownership? | Yes. |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | The site has planning permission for employment development. |
| When would the site be available for development? | The site has planning permission for employment development. |

| Achievability | |
|---|---|
| Phasing and delivery of the development | Development could be completed on site 2011-16. |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be overcome? | None known. |
| Economic viability? | None known. |

| Site Assessment Conclusion |
|--|
| Following allocation in the existing development plan, the site has gained planning permission. It remains a suitable option for employment development. |

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

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|---|---|
| Location | Pampisford |
| Site name / address | Land off London Road |
| Category of site: | Within Development Framework of Infill Village |
| Description of promoter's proposal | Convenience goods retail. |
| Site area (hectares) | 2.5 ha |
| Site Number | RE1 |
| Site description & context | Comprises disused former petrol filling station, hard standing used for vehicle parking, and areas of unkempt land to the rear of existing industrial and employment development. Sawston bypass lies to the south. |
| Current or last use of the site | Employment land. |
| Is the site Previously Developed Land? | Most of land on London road frontage is previously developed. There is some greenfield land to the rear of the site. |
| Allocated in the current development plan? | Yes. The land to the rear of the site is identified as an employment allocation (commitment). |
| Planning history | <p>Land west of Eastern Counties Leather Pampisford was allocated for employment development in the 1993 Local Plan.</p> <p>To the south of the site is Pampisford Park (Iconix) 'Phase One', which comprises two existing 1960s brick buildings providing accommodation for locally based bio-tech companies; and a larger Class B1 building of 1,710.4 sq m in 'place' of the smaller building of 1,432.7 sq m, and constructed under planning application S/1377/05/F. This is known as Unit 1, which has been developed, and is designed for general office use.</p> <p>a) Full application for the Erection of two B1 business units (Class B1), together with new access, reconfigured car park to the south and ancillary infrastructure - Phase 2 (planning reference S/1362/10)</p> <p>b) Outline application for Class B1 business development - Phase 3. (planning reference S/1363/10)</p> <p>Phase 2 comprises two units with an identical floor area of 1,872 sqm</p> |

| | |
|-----------------------|--|
| | (combined 3,744sqm). Phase 3 (the outline application) proposes an upper limit of 3,465 sqm. |
| Source of site | Issues and Options 2012 Representation: 46973 |

| Tier 1: Strategic Considerations | |
|---|---|
| Green Belt | No. |
| Is the site subject to any other considerations that have the potential to make the site unsuitable for development? | Flood zone 2 (medium risk). |
| Tier 1 conclusion: | It has been demonstrated that appropriate mitigation can be achieved, the site is largely previously developed, retail is in the 'less vulnerable' category of development and appropriate in zone 2. Despite not being in zone 1 it is considered suitable for further assessment. |

| Tier 2: Significant Local Considerations |
|---|
|---|

| Designations and Constraints | |
|--|--|
| Heritage considerations? | County Council Historic Environment Team indicate that it is unlikely that significant archaeological remains will survive in the area. |
| Environmental and wildlife designations and considerations? | No designations. Recent planning applications included ecological appraisal, which identified no habitats of ecological value, although features on site offered local opportunities for wildlife. Appropriate mitigation and enhancement measures can be applied. |
| Physical considerations? | Contamination issues capable of being addressed by planning condition. Noise issues, including from delivery vehicles, would need to be appropriately addressed, to protect the amenity of nearby residential properties. Evidence has not been submitted to demonstrate this could be appropriately addressed. |
| Townscape and landscape impact? | Development will be seen from London Road and the A1301, but in the context of existing commercial buildings on the site. With appropriate design it will be possible to develop the site without significant impact on landscape or townscape with an appropriate |

| | |
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| | mitigation strategy. There is significant planting along the Sawston Bypass screening the site from the west. If this frontage were opened up it would have a more significant landscape impact. |
| Can any issues be mitigated? | Issues are likely to be capable of mitigation, but could impact on the nature of facilities that could be accommodated. |

| Infrastructure | |
|---------------------------------|--|
| Highways access? | <p>Through the recent planning permissions, it was demonstrated that access could be achieved for employment development, with appropriate mitigation measures. The impacts of retail would need to be considered.</p> <p>Should this site come forward a full Transport Assessment (TA) and Staff Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures.</p> |
| Utility services? | <ul style="list-style-type: none"> • Electricity – no significant impact on existing network. • Mains water – the site falls within the CWC Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge 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. • Gas – Sawston has a gas supply. • Mains sewerage – there is capacity at the Sawston WWTW to accommodate some development. The sewerage network is approaching capacity and a developer impact assessment will be required to ascertain the required upgrades, if any. This assessment and any mitigation required will be funded by the developer. |
| Drainage measures? | Recent planning applications included an FRA that was acceptable to the Environment Agency. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

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|---------------------------|--|
| Tier 2 Conclusion: | Subject to appropriate mitigation the site is developable. |
|---------------------------|--|

Tier 3: Site Specific Factors

Capacity

| | |
|-----------------------------------|---|
| Developable area | |
| Site capacity (floorspace) | Unknown (Capable of accommodating a large supermarket , site similar scale of site to Trumpington Waitrose) |

Potential Suitability

| | |
|-------------------|--|
| Conclusion | <p>This site is currently an employment site in active use. Its development for retail would reduce the employment land available in Sawston.</p> <p>The site is located in Pampisford, over 1.5 kilometres from the centre of Sawston, in currently in the village framework of Pampisford. The NPPF requires a sequential approach to be applied to retail. There is no evidence to demonstrate a sequential approach has been applied, and that there is not capacity for additional village shops within the centre of Sawston. Delivery of a significant area of convenience retail outside the village centre would have negative impacts on the vitality and viability of the village centre.</p> <p>The Cambridge Sub Region Retail Needs Assessment 2008 did indicate an increasing capacity for convenience floor space in the sub region, in the context of significant population growth, but that this would largely be met with retail provision being planned for new growth locations e.g. Northstowe, North West Cambridge, Southern Fringe. It identified capacity for 1,272 sq m net across the whole sub-region. (Sawston Budgens is 690m2 net). If new major growth areas are identified in the local plan, this could also include new retail provision.</p> <p>In this context, it indicated, ‘In the existing district, local and rural centres in the Cambridge sub region, we consider that where opportunities arise there will be scope for more small scale convenience goods provision to supplement their existing role and function.’</p> <p>Allocating a significant area (1.6 hectares) to the south of the village for retail, which could accommodate a large scale supermarket. would not be consistent with this evidence. Developing a small supermarket or convenience retail units in an industrial area to the south Sawston, so far from the village centre, is not considered a reasonable option.</p> |
|-------------------|--|

Availability

| | |
|--|--|
| Is the land in single ownership? | Yes. |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Unknown for retail. |
| When would the site be available for development? | Promoted by representations to the Local Plan. |

| Achievability | |
|---|-------------|
| Phasing and delivery of the development | Unknown. |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors that would significantly affect deliverability? | None known. |
| Could issues identified be overcome? | None known. |
| Economic viability? | None known. |

| Site Assessment Conclusion |
|---|
| Whilst the site is developable land, it is not suitable for allocation for retail purposes. |

South Cambridgeshire Local Development Framework
Employment and Retail Sites
Site Assessment Proforma

| | |
|---|---|
| Location | Pampisford |
| Site name / address | Sawston Park |
| Category of site: | Within Development Framework of Infill Village |
| Description of promoter's proposal | Convenience goods retail. |
| Site area (hectares) | 1.46 ha |
| Site Number | RE2 |
| Site description & context | Comprises a range of large employment buildings, with areas of car parking particularly on the London Road frontage. To the north and south there is other employment development. Sawston Bypass lies to the west, there is agricultural land to the east. |
| Current or last use of the site | Employment land. |
| Is the site Previously Developed Land? | Yes. |
| Allocated in the current development plan? | No. |
| Planning history | Primarily industrial and warehouse buildings, and some ancillary retail uses e.g. pet food supplies. |
| Source of site | Issues and Options 2012 Representation: 50379 |

| Tier 1: Strategic Considerations | |
|---|---|
| Green Belt | No. |
| Is the site subject to any other considerations that have the potential to make the site unsuitable for development? | Mainly Flood zone 2 (medium risk). |
| Tier 1 conclusion: | The site is largely previously developed, retail is in the 'less vulnerable' category of development and appropriate in zone 2. |

| | |
|--|---|
| | Despite not being in zone 1 it is considered suitable for further assessment. |
|--|---|

Tier 2: Significant Local Considerations

| Designations and Constraints | |
|--|--|
| Heritage considerations? | No. County Council Historic Environment Team indicate it is unlikely that significant archaeological remains will survive in the area. |
| Environmental and wildlife designations and considerations? | No designations. |
| Physical considerations? | Contamination issues capable of being addressed by planning condition. Noise issues, including from delivery vehicles, would need to be appropriately addressed, to protect the amenity of nearby residential properties. Evidence has not been submitted to demonstrate this could be appropriately addressed. |
| Townscape and landscape impact? | Existing developed site incorporating a range of industrial style buildings. Would be capable of development without additional improvements, or potential improvement. |
| Can any issues be mitigated? | Issues are likely to be capable of mitigation, but could impact on the nature of facilities that could be accommodated. |

| Infrastructure | |
|--------------------------|--|
| Highways access? | Potentially suitable access and highway capacity but mitigation required. Although an existing developed site, the impacts of retail would need to be reconsidered. Should this site come forward a full Transport Assessment (TA) and Staff Travel Plan will be required. The TA will need to review available capacity on the transport networks and identify appropriate mitigation measures. |
| Utility services? | <ul style="list-style-type: none"> • Electricity – no significant impact on existing network. • Mains water – the site falls within the CWC Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge 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 |

| | |
|---------------------------------|---|
| | <p>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.</p> <ul style="list-style-type: none"> • Gas – Sawston has a gas supply. • Mains sewerage – there is capacity at the Sawston WWTW to accommodate some development. The sewerage network is approaching capacity and a developer impact assessment will be required to ascertain the required upgrades, if any. This assessment and any mitigation required will be funded by the developer. |
| Drainage measures? | Recent planning applications on an adjoining site included an FRA that was acceptable to the Environment Agency. |
| Any other issues? | |
| Can issues be mitigated? | It is likely that issues would be capable of mitigation, although further evidence would be required. |

| | |
|---------------------------|--|
| Tier 2 Conclusion: | Subject to appropriate mitigation the site is developable. |
|---------------------------|--|

Tier 3: Site Specific Factors

| Capacity | |
|-----------------------------------|---|
| Developable area | |
| Site capacity (floorspace) | Unknown (Scale of site could accommodate a large supermarket) |

| Potential Suitability | |
|------------------------------|---|
| Conclusion | <p>This site is currently an employment site in active use. Its development for retail would reduce the employment land available in Sawston.</p> <p>The site is located in Pampisford, around 1.5 kilometres from the centre of Sawston, currently in the village framework of Pampisford. The NPPF requires a sequential approach to be applied to retail. There is no evidence to demonstrate a sequential approach has been applied, and that there is not capacity for additional village shops within the centre of Sawston. Delivery of a significant area of convenience retail outside the village centre would have negative impacts on the vitality and viability of the village centre.</p> <p>The Cambridge SubRegion Retail Needs Assessment 2008 did indicate an increasing capacity for convenience floor space in the sub region, in the context of significant population growth, but that this</p> |

| | |
|--|---|
| | <p>would largely be met with retail provision being planned for new growth locations e.g. Northstowe, North West Cambridge, Southern Fringe. It identified capacity for 1,272 sq m net across the whole sub-region. (Sawston Budgens is 690m2 net). If new major growth areas are identified in the local plan, this could also include new retail provision.</p> <p>In this context, it indicated, 'In the existing district, local and rural centres in the Cambridge sub region, we consider that where opportunities arise there will be scope for more small scale convenience goods provision to supplement their existing role and function.'</p> <p>Allocating a significant area (1.6 hectares) to the south of the village for retail, which could accommodate a large scale supermarket. would not be consistent with this evidence. Developing a small supermarket or convenience retail units in an industrial area to the south Sawston, so far from the village centre, is not considered a reasonable option.</p> |
|--|---|

| Availability | |
|--|--|
| Is the land in single ownership? | Yes. |
| Site ownership status? | Site promoted by a single landowner. |
| Legal constraints? | No known constraints. |
| Is there market interest in the site? | Unknown for retail. |
| When would the site be available for development? | Promoted by representations to the Local Plan. |

| Achievability | |
|---|-------------|
| Phasing and delivery of the development | Unknown. |
| Are there any market factors that would significantly affect deliverability? | None known. |
| Are there any cost factors | None known. |

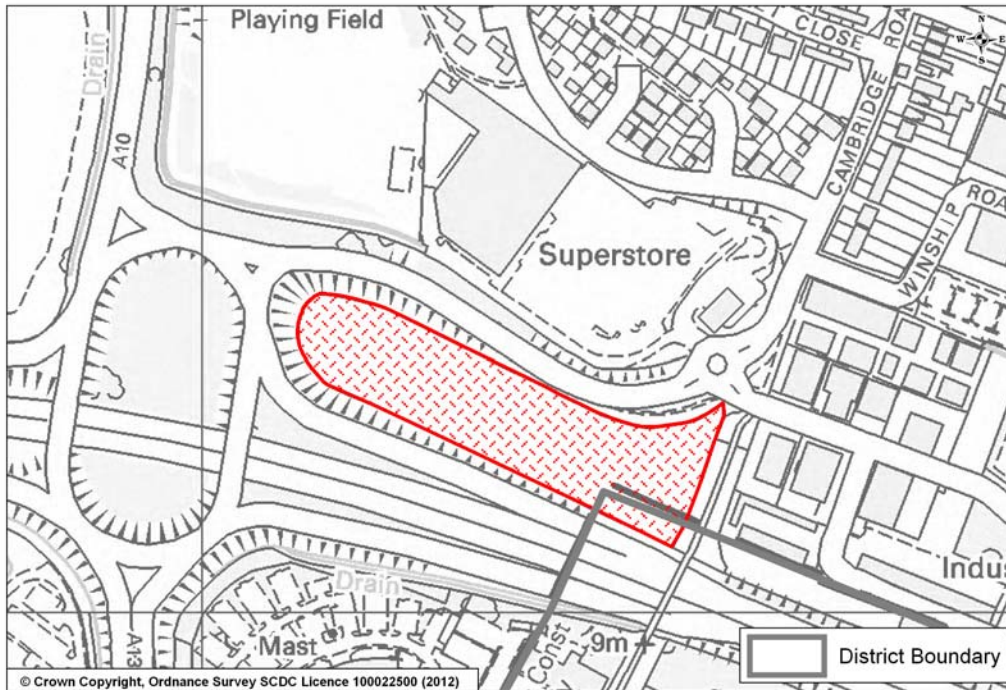
| | |
|--|-------------|
| that would significantly affect deliverability? | |
| Could issues identified be overcome? | None known. |
| Economic viability? | None known. |

Site Assessment Conclusion

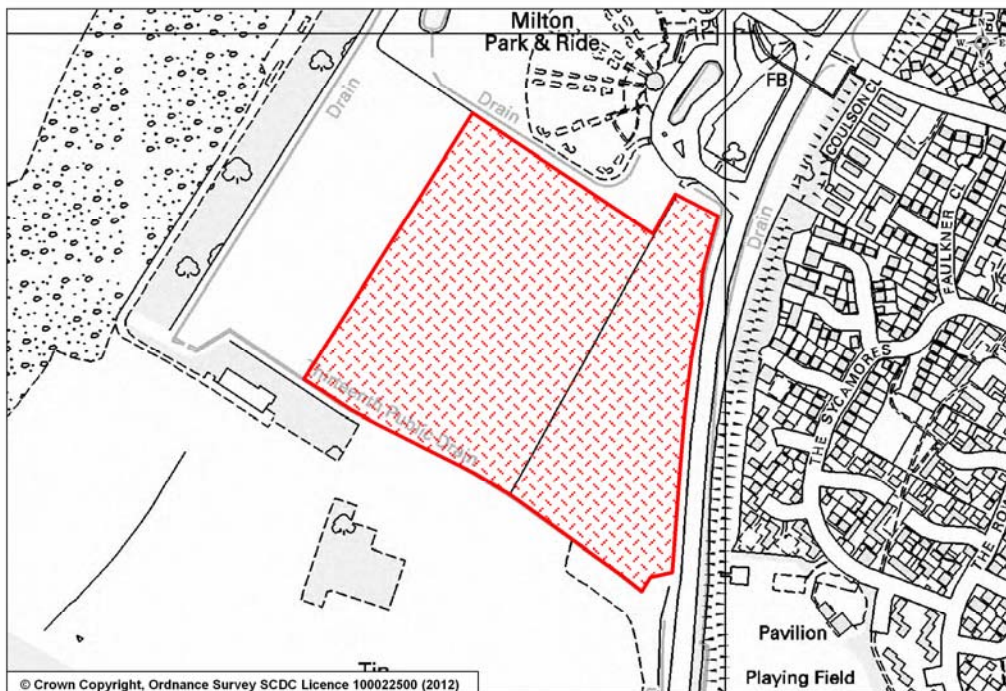
Whilst the site is developable land, it is not suitable for allocation for retail purposes.

Maps of Rejected Employment and Retail Sites

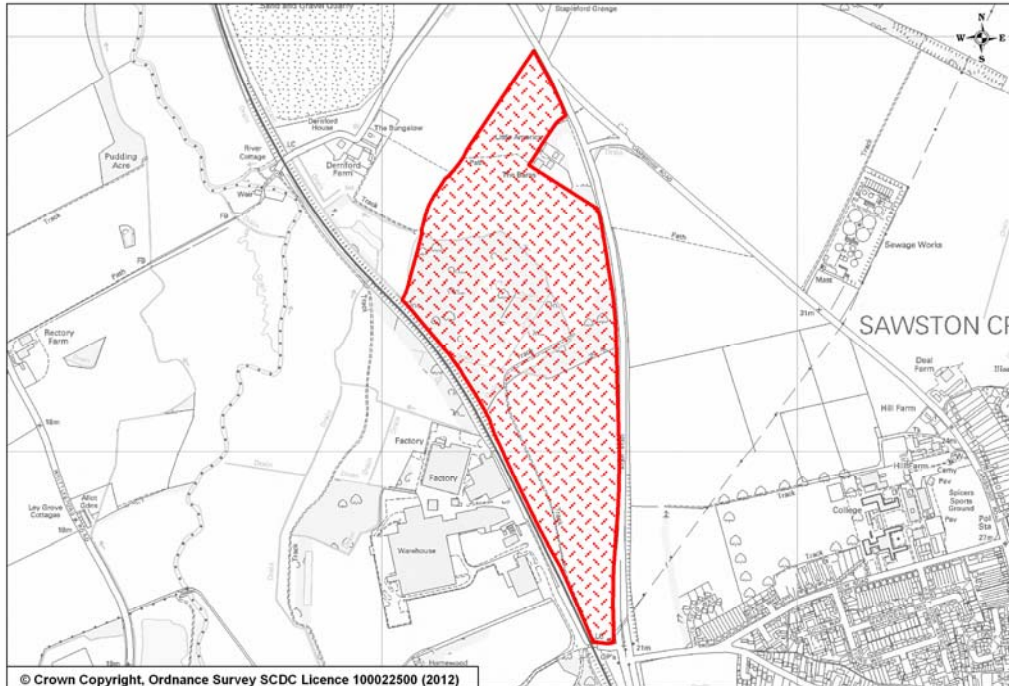
EM1: Land between the A14 and Milton



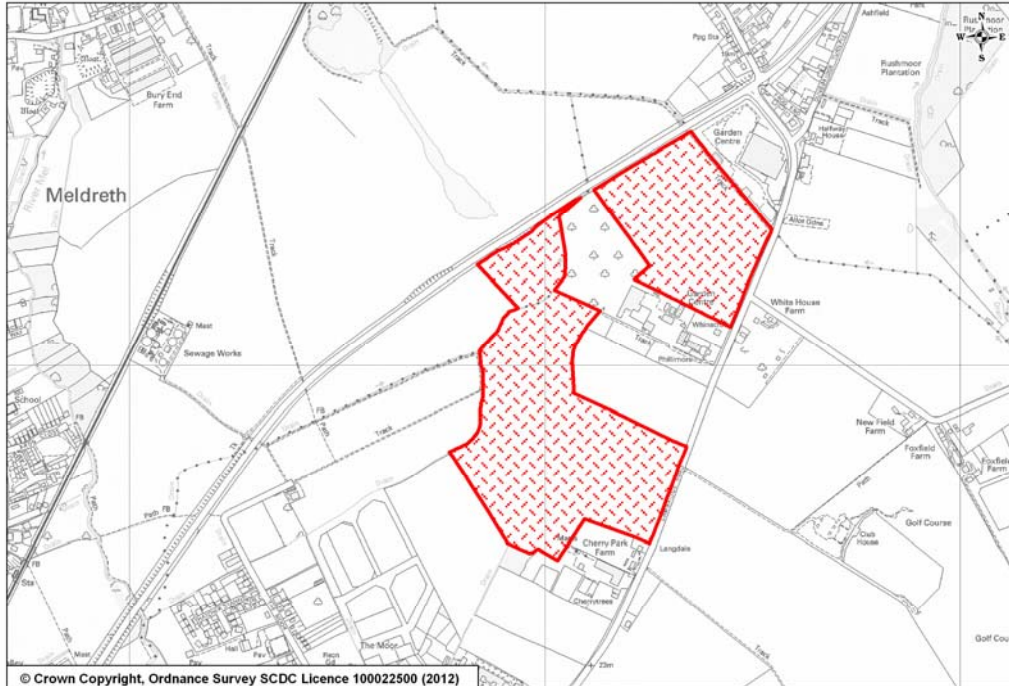
EM2: Land south of park and ride west of A10, Milton



EM4: Land adjoining Sawston Bypass, Sawston



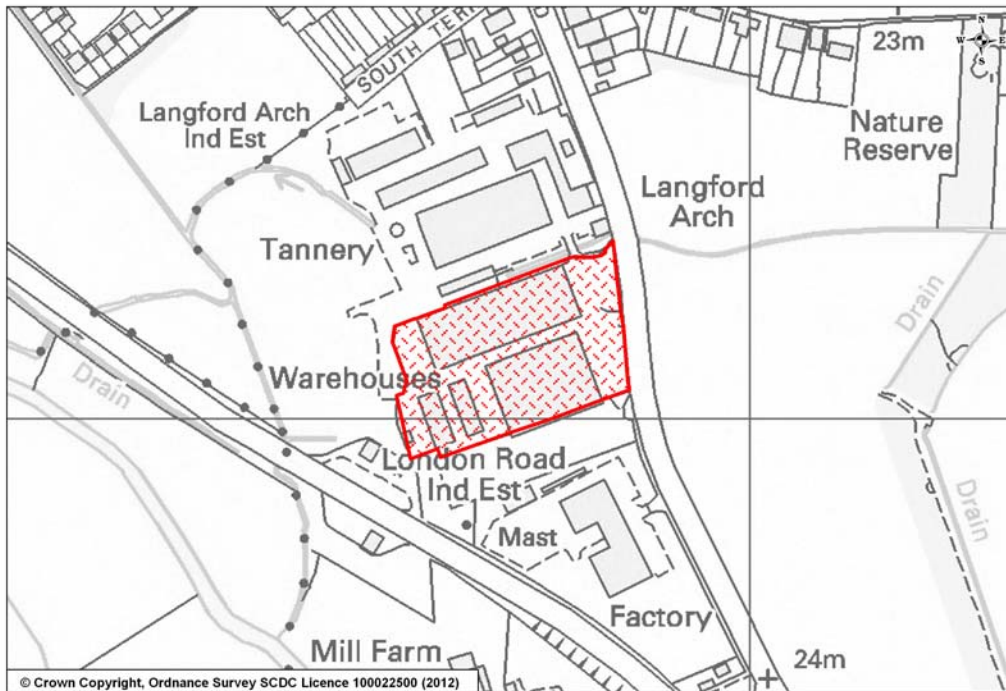
EM5: Land north of Melbourn, south of the A10 (CEMEX site)



RE1: Land off London Road, Pampisford



RE2: Sawston Park, Pampisford



Appendix 6: Detailed Sustainability Appraisal of Employment Sites

Site No: EM1

Address: Land between the A14 and Milton

Location: Milton

Category of site: Employment Site

Site area: 1.8 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|--|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | 0 | 100% greenfield site. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | 0 | Grade 3 agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | Waste Consultation Area, and Waste Water Treatment Works Consultation Area in Minerals and Waste LDF, but capable of appropriate mitigation. |
| Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Site Adjoins A14, but not in AQMA. Impacts on employment development likely to be capable of appropriate mitigation. Minor negative impact on air quality due to traffic generated on A14. |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | 0 | Development compatible with neighbouring uses. Some potential for traffic noise from A14, but should be possible to mitigate. |
| | | Will it minimise, and where possible address, land contamination? | + | Potential form former uses, but capable of appropriate mitigation. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | 0 | |

| | | | | |
|--|---|---|--|--|
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | + | Existing site largely laid to grass with some trees and hedges. Potential for enhancement. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity of landscape character? | --- | Significant impact on the landscape, and on Green Belt purposes. The site has been identified as important in maintaining a green wedge between Cambridge and Milton. The site has a distinctive green character having mature trees along all of its boundaries and forms a vital function. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | --- | Impact of merging village with Cambridge. This is noted in the Cambridge Green Belt Study 2002 figure 1641LP/09 as a special quality to be safeguarded. |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| | Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 |
| Will it promote energy efficiency? | | | N/A | |
| Will it minimise contributions to climate change through sustainable construction practices? | | | N/A | |
| Reduce vulnerability to future climate change effects | | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | 0 | Site within zone 1 (low risk). |

| | | | | |
|---|--|---|-----|--|
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and inviolating the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | + | Site lies between Cambridge (+++) and Milton (0/+) |
| | | Sub-Indicator: Distance to centre | +++ | Milton village 400m , Chesterton 2000m |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. |

| | | | | |
|--|--|---|--|---|
| | Will improve relations between people from different backgrounds or social groups? | N/A | | |
| Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? | N/A | | |
| | Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | | |
| Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. | |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | + | Could deliver 1.7 hectares of employment land on the edge of Cambridge. |
| | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | + | Site is located near to the Cambridge Science Park on the edge of Cambridge, but limited scale would mean impact is not significant. | |
| | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | | |
| Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? | 0 | | |
| | Will it contribute to providing a range of employment opportunities, in accessible locations? | +++ | | |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | +++ | Near to Cambridge STW. | |

| | | | | |
|--|--|---|-----|--|
| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | +++ | |
| | | Sub-indicator: Distance to bus stop / rail station | +++ | Around 200 metres from bus stop near Winship Road. |
| | | Sub-indicator: Frequency of Public Transport | 0 | Bus no. 9 provides an approximately 30 minute frequency service during the day, whether less frequency at some times. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | +++ | Timetabled 15mins to Cambridge. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | +++ | 4 km as the crow flies to Cambridge. |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Site No: EM2

Address: Land south of park and ride west of A10

Location: Milton

Category of site: Employment Site

Site area: 9.5 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|--|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | 0 | 100% greenfield site. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | - | Mainly Grade 2 agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | With the exception of a small part of the eastern corner, this site falls within the Waste Consultation Area for Milton Landfill, Milton (including the Household Recycling Centre). This Consultation Area covers the landfill site and extends for a further 250 metres. Development within this Consultation Area must not prejudice existing waste management operations. Assumed capable of mitigation. |
| Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Within 500m of Milton A14 junction, but not in AQMA. Impacts on employment development likely to be capable of appropriate mitigation. Minor negative impact on air quality due to traffic generated on A14. |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | --- | Some potential for traffic noise from A14, and odour issues from nearby waste uses. |
| | | Will it minimise, and where possible address, land contamination? | 0 / + | Due to nearby landfill, contamination will require investigation. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | 0 | No designated sites in the vicinity. |

| | | | | |
|--|---|---|--|--|
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | + | Site currently open fields. Potential for enhancement, such as increased tree planting and areas to promote biodiversity. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity and distinctiveness of landscape character? | --- | Significant impact on the landscape, and on Green Belt purposes. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | --- | Impact on character and scale of village. |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. Archaeological remains would require investigation and evaluation prior to determining any planning application on the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| | Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 |
| Will it promote energy efficiency? | | | N/A | |
| Will it minimise contributions to climate change through sustainable construction practices? | | | N/A | |
| Reduce vulnerability to future climate change effects | | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | 0 | Site within zone 1 (low risk). |

| | | | | |
|---|--|---|------|---|
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and involving the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | -/ 0 | Site adjoins Milton, currently a Group Village (subject to consultation as to whether it should be a higher category of better served group / Minor Rural Centre) |
| | | Sub-Indicator: Distance to centre | - | 850m to centre of Milton |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. |

| | | | | |
|---|--|--|---|---|
| | | Will improve relations between people from different backgrounds or social groups? | N/A | |
| | Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| | Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | + / ? | Could deliver 9.5 hectares of employment land. Separated from Cambridge reducing walking and cycling access, but accessible to park and ride. |
| | | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | + | Separated from Cambridge, but of a significant scale. |
| | | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | |
| | Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? Will it contribute to providing a range of employment opportunities, in accessible locations? | 0 + / ? | Could deliver 9.5 hectares of employment land. Separated from Cambridge reducing walking and cycling access, but accessible to park and ride. |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | + | Minor Utilities Infrastructure improvements required, but constraints can be addressed. | |

| | | | | |
|--|--|---|-----|--|
| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | +++ | Based on Park and Ride Service |
| | | Sub-indicator: Distance to bus stop / rail station | +++ | Around 200 metres from park & ride |
| | | Sub-indicator: Frequency of Public Transport | +++ | Park and Ride has 10 min frequency during the day. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | + | Timetabled 20 mins to Cambridge. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | +++ | 4.5 km as the crow flies to Cambridge. Note due to A10 A14, some routes may be circuitous. |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Site No: EM3

Address: TKA Tallent Site, Bourn Airfield

Location: Bourn

Category of site: Employment Site

Site area: 9.4 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|---|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | +++ | Site is largely previously developed. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | 0 | Not agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | |
| Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | 0 | |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | +++ | Existing industrial units on the site have in the past led to enforcement action due to statutory noise and odour nuisances caused to existing residential premises. The appraisal of the Bourn Airfield new settlement proposal identified that it would bring sensitive premises closer to these industrial units if they remained. Development of the site could therefore provide an opportunity to deliver more compatible employment uses if the site is taken forward, and development was appropriately designed and implemented. |
| | | Will it minimise, and where possible address, land contamination? | + | Contamination issues capable of being addressed by planning condition. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiversity? | 0 | |

| | | | | |
|--|---|---|--|--|
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | 0 | Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity of landscape character? | 0 / + | As the site comprises existing large industrial buildings, development could provide opportunities to improve landscape impact of the site. Existing site views of the site from the west are partly screened by trees and hedges, although the large hangar style buildings can be seen above the tree line. The buildings can be seen from the A428 to the north. The site could be subject to a landscaping scheme which could lessen wider impacts. Wider impacts of the site itself would also be lessened if it formed part of a wider development of the bourn airfield site. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | 0 / + | As above. |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| | Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 |
| Will it promote energy efficiency? | | | N/A | |
| Will it minimise contributions to climate change through sustainable construction practices? | | | N/A | |
| Reduce vulnerability to future climate change effects | | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | 0 | Site is located in Flood Zone 1. |

| | | | | |
|---|--|---|-----|--|
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and involving the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | - | Nearest village is Highfields Caldecote , a Group Village. (If part of a Bourn Airfield new village option, could score higher). |
| | | Sub-Indicator: Distance to centre | - | Around 800m ACF to Highfileds Caldecote Primary School |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. |

| | | | | |
|---|--|--|--|--|
| | | Will improve relations between people from different backgrounds or social groups? | N/A | |
| | Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| | Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | + | Could deliver / retain 9.4 hectares of employment land. Would be very accessible to new village option, less so if a standalone development. |
| | | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | + / ? | A development of this scale could support development of clusters, although evidence base suggested need for land was more limited, and primary need was related to Cambridge. |
| | | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | |
| | Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? Will it contribute to providing a range of employment opportunities, in accessible locations? | 0 + | Could deliver / retain 9.4 hectares of employment land. Would be very accessible to new village option, less so if a standalone development. |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | - | The assessment of the Bourn Airfield option identified the need for uprated utilities to accommodate development. This site alone would be a much less significant scale, and incorporates existing development. | |

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| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | + | Total score of 15 from criteria below. |
| | | Sub-indicator: Distance to bus stop / rail station | + | Around 500 metres from bus stop (St.Neots Road) (4) |
| | | Sub-indicator: Frequency of Public Transport | + | Citi for provides a 20 minute frequency during the day. (4) |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | + | Timetabled 20mins to Cambridge during the day, 40 mins during morning peak.(4) |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | 0 | 10.1 km as the crow flies to Cambridge. (3) |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Site No: EM4

Address: Land adjoining Sawston Bypass

Location: Sawston

Category of site: Employment Site

Site area: 3.7 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|--|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | 0 | 100% greenfield site. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | - | A significant part of the site is grade 2 agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | - | A small part of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact. |
| Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Minor negative impact on air quality due to scale of development generating local traffic movements. |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | 0 | Noise issues form railway capable of appropriate mitigation. |
| | | Will it minimise, and where possible address, land contamination? | 0 | |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Small part within zone 2 and zone 3 Groundwater Source Protection Zone The site within Groundwater Source Protection Zone 2 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater. |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | --- | Part of the site is a SSSI, providing a wetland environment supporting birdlife. There is no evidence that the site could be developed without causing harm to this site. |

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| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | --- | Potential harm to biodiversity as a result of impact on designated sites. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity of landscape character? | --- | Much of the site is flat open agricultural land. Site is visible from higher land of Cambridge Road to the east. As a result development would have a much greater impact than the existing Spicer's site, It would not be capable of appropriate mitigation. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | --- | It would create a substantial area of built development on the western side of Sawston, resulting in a significant impact on townscape. . |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | The site is located to the north of the nationally important Iron Age hillfort Borough Hill (Scheduled Monument Number 1009396). There is evidence for a Saxon cemetery to the east. Excavations to the north have identified evidence for Iron Age, Roman and Saxon settlement. County Council Historic Environment Team would recommend evaluation prior to the determination of any planning application. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 | |
| | | Will it promote energy efficiency? | N/A | |
| | | Will it minimise contributions to climate change through sustainable construction practices? | N/A | |
| | Reduce vulnerability to future climate change effects | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | 0 | Site within zone 1 (low risk). |

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| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and involving the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | + | The nearest village is Sawston, a Rural Centre. |
| | | Sub-Indicator: Distance to centre | --- | The centre of Sawston is 1400m form the centre of the site. |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. |

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| | Will improve relations between people from different backgrounds or social groups? | N/A | |
| Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? | N/A | |
| | Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | ? | Could deliver 3.7 hectares of employment land, but relatively isolated location, with limited public transport, walking and cycling access. Evidence also suggests primary employment land need is related to Cambridge. |
| | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | + / ? | A development of this scale could support development of clusters, although evidence base suggested need for land was more limited, and primary need was related to Cambridge. |
| | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | |
| Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? | 0 | |
| | Will it contribute to providing a range of employment opportunities, in accessible locations? | ? | Could deliver 3.7 hectares of employment land, but relatively isolated location, with limited public transport, walking and cycling access. Evidence also suggests primary employment land need is related to Cambridge. |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | +++ | Capacity in existing STW to accommodate development |

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| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | 0 | Total score of 11. |
| | | Sub-indicator: Distance to bus stop / rail station | --- | Around 850 metres from bus stop on New Road, but no timetabled service. High Street Sawston 1250m (0) |
| | | Sub-indicator: Frequency of Public Transport | + | Citi 7 service provides 20 minute frequency service from Sawston High Street. (4) |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | 0 | Timetabled 37/39 mins to Cambridge. (3) |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | + | 8.5 km as the crow flies to Cambridge. (4) |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Site No: EM5

Address: Land north of Melbourn, south of the A10

Location: Melbourn

Category of site: Employment Site

Site area: 33.5 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|---|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | 0 | 100% greenfield site. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | - | Grade 2 agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | Site not within a designated area identified in the Minerals and Waste LDF. |
| | Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Scale of development in the countryside could have minor negative impacts on air quality. |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | - | Possible adverse noise impact due to operational noise such as fixed plant, deliveries and collections and off site noise on local roads. Noise assessment required. However adequate mitigation possible but may be restrictive. |
| | | Will it minimise, and where possible address, land contamination? | 0 / + | Previous uses would require investigation prior to determining a planning application. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | 0 | |

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| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | 0 | Presence of protected species – Site is within the Chalklands area. These 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. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity and distinctiveness of landscape character? | --- | Any development of this site would greatly alter the character of this open countryside area and would create an isolated development remote from any facilities in neighbouring settlements. Impact on the landscape and townscape would be significant, visible from a wide area, and would be incapable of appropriate mitigation. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | --- | Development would significantly close the gap between Melbourn and Shepreth, resulting in a significant negative impact on townscape, incapable of appropriate mitigation. |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. Evidence of archaeology nearby, would require investigation. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 | |
| | | Will it promote energy efficiency? | N/A | |
| | | Will it minimise contributions to climate change through sustainable construction practices? | N/A | |

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| | Reduce vulnerability to future climate change effects | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | 0 | Significant majority of site within zone 1 (low risk). |
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| Inequalities and | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| | | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | 0 | Nearest settlement if Melbourn (Minor Rural Centre) |
| | | Sub-Indicator: Distance to centre | --- | 1690 metres |

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| | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. |
| | Will improve relations between people from different backgrounds or social groups? | N/A | |
| Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? | N/A | |
| | Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | +/? | Given the scale of site it could provide a significant scale of employment development. However, isolated location, with limited public transport, walking and cycling access. Evidence also suggests primary employment land need is related to Cambridge. If combined with a residential site would improve accessibility to a residential community. |
| | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | + / ? | A development of this scale could support development of clusters, although evidence base suggested need for land was more limited, and primary need was related to Cambridge. |
| | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | |
| Help people gain access to satisfying work appropriate to their skills, | Will it encourage the rural economy and diversification, and support sustainable tourism? | 0 | |

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| | potential and place of residence | Will it contribute to providing a range of employment opportunities, in accessible locations? | +/? | Given the scale of site it could provide a significant scale of employment development. However, isolated location, with limited public transport, walking and cycling access. Evidence also suggests primary employment land need is related to Cambridge. If combined with a residential site would improve accessibility to a residential community. |
| | Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | + | Infrastructure improvements would be required. |
| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | + | |
| | | Sub-indicator: Distance to bus stop / rail station | + | Around 500 metres from middle of the site to bus stop on Shepreth Road. |
| | | Sub-indicator: Frequency of Public Transport | - | Bus no. 26 provides an approximately hourly service during the day. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | +++ | 28 mins to Cambridge, 13 mins to Royston. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | 0 | 13km as the crow flies to Cambridge. |
| | | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 |
| | Will it make the transport network safer for and promote use of non-motorised modes? | 0 | | |

Site No: EM6

Address: Land off London Road

Location: Pampisford

Category of site: Employment Site

Site area: 1.6 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|---|-------|---|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | +++ | Site is largely previously developed. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | 0 | Not agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | |
| | Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | 0 | Site not near major road or AQMA |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | 0 | Noise issues need to be appropriately addressed, to protect the amenity of nearby residential properties. |
| | | Will it minimise, and where possible address, land contamination? | + | Contamination issues capable of being addressed by planning condition. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiversity? | 0 | |
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | + | Recent planning applications included ecological appraisal, which identified no habitats of ecological value, although features on site offered local opportunities for wildlife. Appropriate mitigation and enhancement measures can be applied. |

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| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity and distinctiveness of landscape character? | 0 | Development will be seen from London Road and the A1301, but in the context of existing commercial buildings on the site. With appropriate design it will be possible to develop the site without significant impact on landscape or townscape with an appropriate mitigation strategy. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | 0 | |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 | |
| | | Will it promote energy efficiency? | N/A | |
| | | Will it minimise contributions to climate change through sustainable construction practices? | N/A | |
| | Reduce vulnerability to future climate change effects | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | - | Site within zone 2 (medium risk). An FRA has demonstrated issues can be appropriately addressed. |
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | | |

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| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and involving the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | +++ | Lies within Pampisford, an infill village which would score ---, but adjoins southern edge of Sawston. |
| | | Sub-Indicator: Distance to centre | --- | Sawston 1300m (measured to Sawston, infill village of Pampisford does not have a village centre) |
| | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | 0 | Proposed for employment development. | |
| | Will improve relations between people from different backgrounds or social groups? | N/A | | |
| | Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? | N/A | |
| Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | | N/A | | |

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| | Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for employment development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | + | Would result in completion of this partially developed employment site, 1.6 hectares of employment land, on the edge of Sawston. |
| | | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | N/A | |
| | | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | 0 | |
| | | | | |
| Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? | N/A | | |
| | Will it contribute to providing a range of employment opportunities, in accessible locations? | + | Would result in completion of this partially developed employment site, 1.6 hectares of employment land, on the edge of Sawston. | |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | - | Minor Utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is approaching capacity and will require investigation and possibly mitigation. | |
| | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | | |

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| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | 0 | |
| | | Sub-indicator: Distance to bus stop / rail station | +++ | Around 200 metres from bus stop. |
| | | Sub-indicator: Frequency of Public Transport | - | Citi7 provides an approximately hourly frequency service during the day. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | 0 | Timetabled 41mins to Cambridge, 25 mins to Saffron Walden. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | 0 | 11 km as the crow flies to Cambridge. |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | Through the recent planning permissions, it was demonstrated that access could be achieved, with appropriate mitigation measures. |
| | | Will it make the transport network safer for and promote use of non-motorised modes? | 0 | |

Site No: RE1

Address: Land off London Road

Location: Pampisford

Category of site: Retail

Site area: 2.5 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|--|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | +++ | Site is largely previously developed. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | 0 | Not agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | |
| | Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Although this site is not located in an area of poor air quality, there is a potential for an increase in traffic and static emissions that could affect local air quality |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | - | Noise issues need to be appropriately addressed, to protect the amenity of nearby residential properties. |
| | | Will it minimise, and where possible address, land contamination? | + | Contamination issues capable of being addressed by planning condition. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | 0 | |

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|--|---|---|--|---|
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | + | Recent planning applications included ecological appraisal, which identified no habitats of ecological value, although features on site offered local opportunities for wildlife. Appropriate mitigation and enhancement measures can be applied. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity and distinctiveness of landscape character? | 0 / - | Development will be seen from London Road and the A1301, but in the context of existing commercial buildings on the site. With appropriate design it will be possible to develop the site without significant impact on landscape or townscape with an appropriate mitigation strategy. There is significant planting along the Sawston Bypass screening the site from the west. If this frontage were opened up it would have a more significant landscape impact. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | 0 / - | As above. |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| | Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 |
| Will it promote energy efficiency? | | | N/A | |
| Will it minimise contributions to climate change through sustainable construction practices? | | | N/A | |
| Reduce vulnerability to future climate change effects | | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | - | Site within zone 2 (medium risk). An FRA has demonstrated issues can be appropriately addressed. |

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|---|--|---|---------|--|
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and involving the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | +++ | Lies within Pampisford, an infill village which would score ---, but adjoins southern edge of Sawston. |
| | | Sub-Indicator: Distance to centre | --- | Sawston 1300m (measured to Sawston, infill village of Pampisford does not have a village centre) |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | + / +++ | Proposed for retail development. |

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|--|--|---------|---|
| | Will improve relations between people from different backgrounds or social groups? | N/A | |
| Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? | N/A | |
| | Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for retail development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | --- | Would result in loss of 1.6 hectares of employment land on the Iconix site, reducing the employment land available in Sawston. |
| | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | N/A | |
| | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | N/A | |
| | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | - / --- | Potential impact on Sawston village centre through delivery of out of centre convenience retail. |
| Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? | N/A | |
| | Will it contribute to providing a range of employment opportunities, in accessible locations? | --- | Would result in loss of 1.6 hectares of employment land on the Iconix site, reducing the employment land available in Sawston. |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | - | Minor Utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is approaching capacity and will require investigation and possibly mitigation. |

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| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | 0 | |
| | | Sub-indicator: Distance to bus stop / rail station | +++ | Around 200 metres from bus stop. |
| | | Sub-indicator: Frequency of Public Transport | - | Citi7 provides an approximately hourly frequency service during the day. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | 0 | Timetabled 41mins to Cambridge, 25 mins to Saffron Walden. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | 0 | 11 km as the crow flies to Cambridge. |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Site No: RE2

Address: Sawston Park, London Road

Location: Pampisford

Category of site: Retail

Site area: 1.46 ha

| THEME | Sustainability Objective | Decision Making Criteria | Score | Notes |
|---|---|--|-------|--|
| Land & Soil Resources | Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils | Will it use land that has been previously developed? | +++ | Site is largely previously developed. |
| | | Will it use land efficiently? | N/A | |
| | | Will it protect and enhance the best and most versatile agricultural land? | 0 | Not agricultural land. |
| | | Will it avoid the sterilisation of economic mineral reserves? | | |
| | | Will it minimise the degradation/loss of soils due to new development'? | 0 | |
| | Minimise waste production and support the reuse and recycling of waste products | Will it encourage reduction in household waste, and increase waste recovery and recycling? | N/A | |
| Air Quality and Environmental Pollution | Improve air quality and minimise or mitigate against sources of environmental pollution | Will it maintain or improve air quality? | - | Although this site is not located in an area of poor air quality, there is a potential for an increase in traffic and static emissions that could affect local air quality |
| | | Minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration? | - | Noise issues need to be appropriately addressed, to protect the amenity of nearby residential properties. |
| | | Will it minimise, and where possible address, land contamination? | + | Contamination issues capable of being addressed by planning condition. |
| | | Will it protect and where possible enhance the quality of the water environment? | 0 | Outside Groundwater Source Protection Zone |
| Biodiversity | Avoid damage to designated sites and protected species | Will it conserve protected species and protect sites designated for nature conservation interest and geodiveristy? | 0 | |

| | | | | |
|--|---|---|--|---|
| | Maintain and enhance the range and viability of characteristic habitats and species | Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)? | + | Brownfield site, may be some potential for enhancement if the site were redeveloped. |
| | Improve opportunities for people to access and appreciate wildlife and green spaces | Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure? | 0 | No specific measures proposed. |
| Landscape, Townscape and Cultural Heritage | Maintain and enhance the diversity and distinctiveness of landscape and townscape character | Will it maintain and enhance the diversity of landscape character? | 0 | Existing developed site incorporating a range of industrial style buildings. Would be capable of development without additional improvements, or potential improvement. |
| | | Will it maintain and enhance the diversity and distinctiveness of townscape character? | 0 | |
| | Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | No heritage designations near to the site. |
| | Create places, spaces and buildings that work well, wear well and look good | Will it lead to developments built to a high standard of design and good place making that reflects local character? | N/A | |
| | Climate Change | Minimise impacts on climate change (including greenhouse gas emissions) | Will it support the use of renewable energy resources? | 0 |
| Will it promote energy efficiency? | | | N/A | |
| Will it minimise contributions to climate change through sustainable construction practices? | | | N/A | |
| Reduce vulnerability to future climate change effects | | Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures? | - | Site within zone 2 (medium risk). |

| | | | | |
|---|--|---|---------|--|
| | | Will it minimise the likely impacts of climate change on the development through appropriate design? | N/A | |
| | | Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency? | N/A | |
| Health | Maintain and enhance human health | Will it promote good health, encourage healthy lifestyles, and reduce health inequalities? | N/A | |
| | Reduce and prevent crime and reduce fear of crime | Will it reduce actual levels of crime, and will it reduce fear of crime? | N/A | |
| Inclusive Communities - Housing | Improve the quantity and quality of publically accessible open space. | Will it increase the quantity and quality of publically accessible open space? | 0 | No additional open space proposed. |
| | Ensure all groups have access to decent, appropriate and affordable housing | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | N/A | |
| | | Will it provide for housing for the ageing population? | N/A | |
| | | Will it provide for the housing accommodation needs of Gypsies and Travellers and Travelling Showpeople? | 0 | |
| Inclusive Communities - Redressing inequalities and inviolating the community | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs, sports facilities etc?) | +++ | Lies within Pampisford, an infill village which would score ---, but adjoins southern edge of Sawston. |
| | | Sub-Indicator: Distance to centre | --- | Sawston 1300m (measured to Sawston, infill village of Pampisford does not have a village centre) |
| | | Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) | + / +++ | Proposed for convenience retail development. |

| | | | | |
|---|--|--|---|--|
| | | Will improve relations between people from different backgrounds or social groups? | N/A | |
| | Redress inequalities related to age, disability, gender assignment race, faith, location and income | Will it redress inequalities? Will it increase the ability of people to influence decisions, including 'hard to reach' groups? | N/A | |
| | Encourage and enable the active involvement of local people in community activities | Will it encourage engagement with community activities? | 0 | Proposed for retail development. |
| Economic Activity | Improve the efficiency, competitiveness, vitality and adaptability of the local economy. | Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce? | - / --- | Would result in loss of employment land on the site, an existing industrial estate providing employment in a Rural Centre. |
| | | Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge university related particularly through the development and expansion of clusters? | N/A | |
| | | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | - / --- | Potential impact on Sawston village centre through delivery of out of centre convenience retail. |
| | Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage the rural economy and diversification, and support sustainable tourism? Will it contribute to providing a range of employment opportunities, in accessible locations? | N/A | |
| Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure, including broadband? | - | Minor Utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is approaching capacity and will require investigation and possibly mitigation. | |

| | | | | |
|--|--|---|-----|--|
| | | Will it improve access to education and training, and support provision of skilled employees to the economy? | N/A | |
| Transport | Reduce the need to travel and promote more sustainable transport choices. | Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport? | 0 | |
| | | Sub-indicator: Distance to bus stop / rail station | +++ | Around 200 metres from bus stop. |
| | | Sub-indicator: Frequency of Public Transport | - | Citi7 provides an approximately hourly frequency service during the day. |
| | | Sub-indicator: Typical Public Transport Journey Time to Cambridge City Centre or Market Town | 0 | Timetabled 41mins to Cambridge, 25 mins to Saffron Walden. |
| | | Sub-indicator: Distance for cycling to City Centre or Market Town | 0 | 11 km as the crow flies to Cambridge. |
| | Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network. | Will it provide safe access to the highway network, where there is available capacity? | 0 | It is likely that access and capacity could be achieved but mitigation measures would be required. Further evidence would be required in the form of a Transport assessment and Travel Plan. |
| Will it make the transport network safer for and promote use of non-motorised modes? | | 0 | | |

Appendix 7: Summary Assessment Table of Employment Sites

EMPLOYMENT / RETAIL SITE PROPOSALS
Summary of Assessment and Sustainability Appraisal

| Site Reference | EM1 | EM2 | EM3 | EM4 | EM5 | EM6 | RE1 | RE2 |
|---|--------------------------------------|--|---|---|---|---|--------------------------|---------------------------|
| Address (summary) | Milton - Land between A14 and Milton | Milton - West of the A10, south of the Park & Ride | Bourn - TKA Tallent site, Bourn Airfield. | Sawston - Land to west of Sawston Bypass. | Melbourn - Land north of Melbourn, south of the A10 | Pampisford - London Road | Pampisford - London Road | Pampisford - Sawston Park |
| Representation Number | 47072 | 44017 | 42509 | 39564 | 46419 | 46984, 46981 | 46973 | 50379 |
| Proposed Use | Employment | Employment | Employment | Employment | Employment | Employment (Existing Allocation, subject to consultation Issues and Options 2012) | Retail (Convenience) | Retail (Convenience) |
| Site Size (gross ha) | 1.8 ha. | 9.5 ha. | 9.4 ha. | 37.8 ha. | 33.5 ha. | 2.5 ha. | 2.5 ha. | 1.5 ha. |
| Strategic considerations | 0 | 0 | 0 | --- | 0 | - | - | - |
| Green belt | --- | --- | 0 | --- | 0 | 0 | 0 | 0 |
| Significant local considerations | - | - | - | --- | - | 0 | - | - |
| Landscape and Townscape impact | --- | --- | 0 | --- | --- | 0 | 0 / - | 0 |
| Site specific factors | --- | --- | + | --- | --- | 0 | --- | --- |
| Accessibility to key local services and facilities (SA criteria 37) | + | + | - | + | 0 | +++ | +++ | +++ |
| Distance to key local services and facilities (SA criteria 38) | +++ | - | - | --- | --- | --- | --- | --- |
| Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51) | +++ | +++ | + | 0 | + | 0 | 0 | 0 |
| Sustainable Development Potential | | | | | | | | |

Site Comments:

| | |
|-----|--|
| EM1 | Development would have significant impact on the purposes of the Green Belt. The site emphasises the visual separation of settlements, crucial to prevention of coalescence. |
| EM2 | Although located near a park and ride, it is a countryside location, separated from Milton by the A10, and 500m from the edge of Cambridge. Development would have a significant negative impact on the purposes of the Green Belt. |
| EM3 | Existing employment site, capable of redevelopment for employment uses, subject to appropriate design and mitigation. Could complement Bourn Airfield new village option, which was subject to consultation in issues and options 2012, which would increase accessibility by sustainable modes of travel. |
| EM4 | Large part of site SSSI and County Wildlife Site. No evidence that the site could be developed without causing harm to this site. Significant negative Green Belt impact. |
| EM5 | Isolated area of countryside between Melbourn and Shepreth. Development would have significant negative impact on landscape and townscape. |
| EM6 | Following allocation in the existing development plan, the site has gained planning permission. It remains a suitable option for employment development. NOTE: The proposal to carry forward has already been subject to consultation in the Issues and Options Report 2012. |
| RE1 | Allocating a significant area to the south of the village for retail, which could accommodate a large scale supermarket, would not be consistent with the retail needs evidence. Whilst the site is developable land, it is not suitable for allocation for retail purposes. |
| RE2 | Allocating a significant area to the south of the village for retail, which could accommodate a large scale supermarket, would not be consistent with the retail needs evidence. Whilst the site is developable land, it is not suitable for allocation for retail purposes. |