



Draft Final Sustainability Appraisal Annex A

Appendix 7: Site Assessments of Employment and Retail Sites.

Appendix 7: Assessment of Employment Sites

South Cambridgeshire Local Development Framework

Employment and Retail Sites

Site Assessment Proforma

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</p>

	<p>purpose of checking the unrestricted sprawl of large built-up areas.’ ‘In my view significant weight should be attached to the need for hotel 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	
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 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	
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?	No designations.
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?	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.
Can any issues be mitigated?	It would not be possible to mitigate the significant impacts on landscape and townscape.

	Noise issues likely to be capable of appropriate mitigation for employment development.
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Infrastructure	
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.

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

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

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.
When would the site be available for development?	The site appears to be available immediately.

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	None known.

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

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

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>

	S/1251/76 & S/1252/76 (petrol filling station, showroom and 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	
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	Minerals and Waste LDF designations – the site is adjacent to Milton

subject to any other considerations that have the potential to make the site unsuitable for development?	Landfill and is within its Waste Consultation Area. Development within this consultation area must not prejudice existing waste management operations.
Tier 1 conclusion:	The site would have a significant negative impact on the Green Belt.

Tier 2: Significant Local Considerations

Designations and Constraints	
Heritage considerations?	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.
Environmental and wildlife designations and considerations?	Protected Village Amenity Area – the western edge of Milton adjacent to the A10 is protected by a PVAA. 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. Agricultural land of high grade – the majority of the site is grade 2 agricultural land.
Physical considerations?	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>Land contamination – the site is adjacent to a known landfill site, therefore investigation will be required in advance of a planning 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</p>

	addressed.
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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. 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.

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

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

Availability	
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	
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	The promoter has indicated that there are no cost factors that could affect the delivery of the site.

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

Site Assessment Conclusion
Site with no development potential.

South Cambridgeshire Local Development Framework

Employment and Retail Sites

Site Assessment Proforma

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

	<p>agricultural use in 1961.</p> <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	
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	
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

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.

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

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

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

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
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

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	
Green Belt	The site is within the Green Belt The land contributes to a number of Green Belt purposes and functions. Green Belt Purpose:

	<ul style="list-style-type: none"> Prevents coalescence between settlements and with Cambridge. <p>Function with regard to the special character of Cambridge and its 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</p>

	<p>of Sawston with the existing Spicers Site.</p> <p>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.</p>
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Tier 2: Significant Local Considerations

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?	<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 – 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.
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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 the ELR, (3282 sq m per hectare B1a/B1b), site could accommodate 121,000 sq m of floorspace.
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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.
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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	Small part of site within flood zone 3.

subject to any other 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 linnets, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</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

	<p>especially to the south and east, with enclosed riverside pasture to the north and parkland to the immediate west. Melbourn provides a 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.

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	None known.

affect deliverability?	
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
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>

	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.
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

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.

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

Location	Swavesey
Site name / address	Land adjoining Buckinghamway Business Park
Category of site:	Adjoining existing established employment area in the Countryside.
Description of promoter's proposal	Extension to Buckinghamway Business Park.
Site area (hectares)	2.1 ha.
Site Number	EM7
Site description & context	Buckinghamway Business Park is a large employment site, located in the countryside south of Swavesey. It adjoins the A14 on its southern boundary. The proposed site adjoins the eastern boundary, as the end of the business park access road. A number of existing buildings site between the site and the A14. To the north the landscape is primarily open agricultural fields. There is a sewage treatment works to the west.
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	<i>Inspectors Report 2002 – Land at Buckinghamway Industrial Estate Paragraph 88.29 – Greenfield site in rural location and there is not a need for additional allocations so inspector rejected site.</i> <i>Also submitted in representations to Site Specific Policies DPD, but was not allocated.</i>
Source of site	Issues and Options 2013 Representation: 51941

Tier 1: Strategic Considerations	
Green Belt	No.
Is the site subject to any	No.

other considerations that have the potential to make the site unsuitable for development?	
Tier 1 conclusion:	The site is not subject to strategic level constraints.

Tier 2: Significant Local Considerations

Designations and Constraints	
Heritage considerations?	No.
Environmental and wildlife designations and considerations?	Currently open agricultural land. Appropriate mitigation could be achieved.
Physical considerations?	In the safeguarding area for sewage treatment works. Odour assessment may be required.
Townscape and landscape impact?	Adjoined by existing development on two sides, could incorporate additional landscaping to address wider impacts.
Can any issues be mitigated?	Through appropriate site design and landscaping appropriate mitigation could be achieved. An odour assessment may be required.

Infrastructure	
Highways access?	Capacity would need to be demonstrated, but given existing access likely to be possible.
Utility services?	
Drainage measures?	No FRA provided.
Any other issues?	
Can issues be mitigated?	It is likely that issues can be mitigated appropriately.

Tier 2 Conclusion:	It is likely that issues can be mitigated appropriately. An odour assessment may be required.
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Tier 3: Site Specific Factors

Capacity

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

Potential Suitability

Conclusion	
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Availability

Is the land in single ownership?	Unknown
Site ownership status?	Unknown
Legal constraints?	Unknown
Is there market interest in the site?	Unknown
When would the site be available for development?	Unknown

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	None known.

overcome?	
Economic viability?	None known.

Site Assessment Conclusion
Site with limited development potential.

South Cambridgeshire Local Development Framework

Employment and Retail Sites

Site Assessment Proforma

Location	Orwell
Site name / address	Land at Cambridge Road
Category of site:	Adjoining development framework of Group Village
Description of promoter's proposal	An extension to the existing employment use on site with associated amendments to the development framework boundary, at Volac International
Site area (hectares)	1.3 ha.
Site Number	EM8
Site description & context	Volac International lies on the junction of Cambridge Road and Fisher's Lane Orwell. The existing buildings form the end or a linear development extending away from the village centre, and are included in the development framework. Land to the rear is rural in character, with scattered trees, relatively open to Cambridge Road.
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	None.
Source of site	Issues and Options 2013 Representation: 51941

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	Lies opposite Wimpole Hall Historic Park and Garden. Development would impact on character and setting of the site.

development?	
Tier 1 conclusion:	The site is not subject to strategic level constraints.

Tier 2: Significant Local Considerations

Designations and Constraints	
Heritage considerations?	Lies opposite Wimpole Hall Historic Park and Garden. Development would impact on character and setting of the site.
Environmental and wildlife designations and considerations?	Concerns about development along flight path of Barbestelle Bats, a protected species associated with Eversden and Wimpole Woods SAC. The site itself also has biodiversity value
Physical considerations?	Adjoins residential area.
Townscape and landscape impact?	Would impact on the townscape character of Orwell, moving away from a linear built form. Landscape impact on rural character of the area.
Can any issues be mitigated?	It would not be possible to appropriately mitigate the landscape and townscape, biodiversity or historic impact of further development in this area.

Infrastructure	
Highways access?	Unclear whether access would remain from Fishers Lane. Development would add to traffic on an entrance close to the A603 junction. Unclear if this could be adequately addressed.
Utility services?	
Drainage measures?	No FRA provided.
Any other issues?	
Can issues be mitigated?	It could be difficult to achieve appropriate road access in this location.

Tier 2 Conclusion:	It would not be possible to adequately mitigate the landscape and townscape, biodiversity and historic environment impact of development. It could also be difficult to achieve safe highway access.
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Tier 3: Site Specific Factors

Capacity

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

Potential Suitability

Conclusion	It would not be possible to adequately mitigate the landscape and townscape, biodiversity and historic environment impact of development. It is not suitable for allocation.
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Availability

Is the land in single ownership?	Unknown
Site ownership status?	The representation states that the representor does not own the land.
Legal constraints?	Unknown
Is there market interest in the site?	Unknown
When would the site be available for development?	Unknown

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
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 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>

	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.
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	Development will be seen from London Road and the A1301, but in the context of existing commercial buildings on the site. With

impact?	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.
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.

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

	<p>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.</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.
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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</p>

	<p>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>
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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.