

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

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

Index of Fulbourn Site Assessment Proforma

Site Number	Site Address	Site Capacity	Page
Site 037	Land at Fulbourn Old Drift (south of Cambridge Road and north of Shelford Road), Fulbourn	921 dwellings	766
Site 038	Land north of Cambridge Road, Fulbourn	166 dwellings	775
Site 074	Land off Station Road, Fulbourn	186 dwellings	783
Site 108	Land south of Hinton Road, Fulbourn	52 dwellings	794
Site 109	Land to the South of Fulbourn Old Drift & Hinton Road, Fulbourn	78 dwellings	802
Site 136	Land at Balsham Road, Fulbourn	62 dwellings	810
Site 162	Land between Teversham Road and Cow Lane, Fulbourn	92 dwellings	818
Site 213	Land at east of Court Meadows House, Balsham Road, Fulbourn	166 dwellings	829
Site 214	Land off Home End, Fulbourn	14 dwellings	837
Site 245	Bird Farm Field, Cambridge Road, Fulbourn	85 dwellings	845

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

Proforma Created	July 2012
Proforma Last Updated	August 2013
Location	Fulbourn
Site name / address	Land between Teversham Road and Cow Lane, Fulbourn.
Category of site:	A village extension i.e. a development adjoining the existing village development framework boundary
Description of promoter's proposal	180-240 dwellings with public open space
Site area (hectares)	6.14ha
Site Number	162
Site description & context	The site is located on the northern edge of Fulbourn south of the railway line from Cambridge to Ipswich. Beyond the railway line is open countryside. To the west are commercial uses and to the south and east residential. The site comprises of two enclosed fields.
Current or last use of the site	Grazing.
Is the site Previously Developed Land?	No
Allocated for a non-residential use in the current development plan?	No
Planning history	LDF 2008 Housing Shortfall Site 12 – Detailed assessment carried out on this site. Not proposed for housing. LDF 2006 Objection Site 35 Local Plan 2004, Inspector's Report (2002) – The Inspector concluded: 'I saw that it would be possible to develop this large site with only limited local visual impact, subject to careful design at the boundaries with the Conservation Area. In addition, I note that the

SHLAA (August 2013) Appendix 7i – Assessment of 2011 'Call for Sites' SHLAA sites
Minor Rural Centre

	<p>land has been actively considered as a candidate for development at a number of stages in the past including at the last Local Plan Inquiry' (paragraph 31.20).</p> <p>Local Plan 1993, Inspector's Report (1992) - The western part of the current site was proposed for development in the Council's draft Local Plan, but this was replaced by an alternative allocation by the Inspector (a site of former nurseries between Cambridge Road and Shelford Road that has subsequently been built). The report states: 'Both sites can be readily seen, but I consider that local topography, and especially the way in which the former nurseries lies below rising ground, would significantly reduce any prominence of buildings on that site. Considerations about distances from the village centre, additional traffic generation and suitability of roads to cater for it are, in my judgement, finely balanced, but I agree with the Parish Council and the local residents that development at Fulbourn 1 would have a substantially greater adverse effect upon the rural character of the site and its surroundings... The land to the east of Fulbourn 1 is open and has some affinity with the broad sweep of the countryside to the north and also with the land subject to the present policy Fulbourn 1. There would be a good case for including it in a larger combined allocation were I not to be recommending the substitution of an alternative site.'</p>
Source of site	<ul style="list-style-type: none"> • Site suggested through call for sites

Tier 1: Strategic Considerations	
Green Belt	The site is not in the Green Belt – it is white land. It is adjacent to Green Belt.
Is the site subject to any other considerations that have the potential to make the site unsuitable for development?	No
Tier 1 conclusion:	<p>The site is located on the northern edge of Fulbourn south of the railway line from Cambridge to Ipswich. Beyond the railway line is open countryside. To the south and west are a mix of commercial uses and residential.</p> <p>The site comprises of two enclosed fields and is adjacent to Green Belt land.</p>

Does the site warrant further assessment?	Yes
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Tier 2: Significant Local Considerations

Designations and Constraints <i>(ie. include potential to mitigate)</i>	
Heritage considerations?	<ul style="list-style-type: none"> • Conservation Area – The Conservation Area adjoins the southern boundary of the site. This part of the Conservation Area is focused on the pumping station and associated ponds and cart wash along the northern side of Cow Lane that were built from 1885 (opened in 1891) to supplement Cambridge City’s water supply. Adverse effect on setting of Conservation Area as loss of significant green space as backdrop and approach to Conservation Area. • Non-statutory archaeological site - The site is located on the north side of the historic village core. Evidence for Iron Age settlement is known to the west and for Roman settlement to the east. Further information would be necessary in advance of any planning application for this site.
Environmental and wildlife designations and considerations?	<ul style="list-style-type: none"> • Tree Preservation Orders - Area Tree Protection Order north of Poorwell Water covers the south east section of the site. Area TPO in the grounds of the pumping station adjoins to the south west. • Protected Village Amenity Area – two protected areas adjoin the southern boundary of the site • Presence of protected species - Greatest impact likely to arise through a combination of habitat loss, change and disturbance. This site has range of habitats currently associated with it and development would need to be carefully laid out to protect and enhance. • Agricultural land of high grade – Grade 2 for northern third of site, remainder is urban.
Physical considerations?	<ul style="list-style-type: none"> • Ground Water Source Protection Zone 1 • Land contamination - Site is adjacent to current industrial/commercial use and railway line and may need investigation. This can be dealt with by condition. • Noise issues: - Industrial and Railway Transport & Industrial Noise & Odour The North-West of the site is bounded by medium sized industrial type units at Breckenwood Road of Teversham Road. Gatewood Joinery is an Architectural Joiner Manufacturer engaged in the manufacture and installation of bespoke joinery. P&R Coachworks undertake vehicle bodywork and repair. Both of these businesses have the potential to generate solvent

	<p>type smells / odours associated with aerosol paint spraying or similar and associated industrial type noise has the potential to cause noise nuisance. P & R Coachworks have a spray booth with ventilation stacks that discharge to the rear, adjacent to this site. Due the level of operation neither of these businesses requires permitting under and Pollution Prevention Control Regulation.</p> <p>A Cass Allen PPG 24 Noise Survey & Assessment has been submitted as additional Information. The report correctly identifies that plant and activities associated with Gatewood Joinery and P&R Coachworks generate high noise levels at the NW edge of the site. However we disagree with the noise impact assessment used to determine the suitability of the site as residential. We do not agree with the conclusions and that a noise insulation condition on its own can provide an adequate level of protection to residential against noise. Officers have witnessed noise (including specific tonal noise elements / frequencies across the site from the industrial noise) and odour levels that are likely to be considered statutory nuisances to at least half or more of the proposed site. Noise and odour are obvious material considerations in terms of health and well-being and providing a high quality living environment. An odour impact assessment may be required.</p> <p>It is unlikely that mitigation measures on the proposed development site alone can provide an acceptable ambient noise environment and it is very difficult to abate off site odour sources effectively. Noise insulation / mitigation and odour abatement measures are likely to be required off-site at the industrial units (noise attenuation to plant and upgrade in noise insulation of buildings) to make the western half of the site suitable for residential use. It is also uncertain if these would be effective and such mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required, but there are no guarantees that mitigation can be secured / provided. Without mitigation any detrimental economic impact on existing businesses should also be considered prior to allocation.</p> <p>Environmental Health currently object to this site and before any consideration is given to allocating this site for residential development it is recommended that these noise and odour constraints are thoroughly investigated and duly considered / addressed by undertaking odour and noise impact / risk assessments and consideration is given to possible on site and the technical feasibility of off site mitigation in accordance with PPG 24 Planning and Noise and associated guidance.</p> <p>There are also industrial / commercial type units to east of the site at Cox's Drove that may need to be checked in terms of their</p>
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	<p>planning uses etc but these are a low to medium risk in terms of adverse noise impact.</p> <ul style="list-style-type: none"> • Railway Noise and Vibration to North The North of the site is also bounded by an operational railway line. However it is likely that such a railway noise and vibration transport source can be abated to an acceptable level with careful building orientation / positioning / design, internal habitable room layout, noise mitigation /attenuation and building noise insulation measures. Possible noise barrier / earth berm and special foundation design may be required. May have impact on proposed density. • Drainage issues - There is a high water table in the general area. There have been serious flooding incidents in Thomas Road to the west. A pumped land drainage system was recently installed to prevent flooding of the area from a combination of high groundwater and heavy periods of rainfall. Environmental Health advised that it was not possible to conclude that viable flood mitigation / attenuation measures such as pumped drainage or attenuation ponds can be provided and the site may even have to be elevated to deal with flooding. Information was provided when the site was considered in 2008 as a potential site in the Housing Shortfall assessments. The representor submitted further evidence on the drainage issue which has been resubmitted with the Call for Sites questionnaire. It states that there is a risk of groundwater levels at the site reaching, or being close to, the existing ground level. Such a situation would have an effect on the construction methods and could potentially affect the built development if mitigation measures were not included in the development proposals. It considers that the impact of any surface expression of groundwater can be mitigated through raising finished floor levels and setting access thresholds above the existing ground level. However, a high groundwater level can also affect surface water drainage systems and hence the design of such systems will need to reflect this. The representors concluded that the risk from groundwater flooding alone would not prevent residential development in this location, albeit that the mitigation measures and space required for the surface water drainage components would influence the master plan. The additional evidence has been reviewed by the Environment Agency. They advise that it relies on historic information provided by the Agency, which identifies a high water table at the proposed location, and there is a high probability of periodic groundwater flooding occurring at the site. The Environment Agency recommends that the site not be allocated unless it can be demonstrated that this risk can be mitigated to their satisfaction. This would require site specific investigations to be undertaken in order to establish the actual hydrogeological
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	<p>conditions that are on site. Further groundwater level monitoring would be required, as the existing 40-year-old record, spanning a year, cannot be considered to represent the potential range. This monitoring would need to address seasonal and inter-annual fluctuation of the water table. With the presence of groundwater flood risk it is not sufficient to simply accept the inclusion of higher floor levels for new development. The impact on third parties off site must also be considered.</p>
<p>Townscape and landscape impact?</p>	<p>Fulbourn is located in the chalklands just to the south of the Fens. It is one of the inner necklace villages around Cambridge City. The South Cambridgeshire Village Capacity Study (SCVCS) 1998 describes the landscape setting of the village as one of contrasts. To the north the land falls gradually from the village towards the Fen Edge leading to Fulbourn. To the south and west of the village the land rises to Lime Pit Hill which forms part of the Gog Magog hill group. To the east the land is more enclosed with substantial woodland and enclosed fields.</p> <p>Much of the landscape comprises large arable fields with few hedgerows. There are therefore long views both from the village itself and from the approaches across the surrounding countryside.</p> <p>The site is bounded by the railway line to the north – the presence of this northern boundary to the village is identified as a key attribute in the SCVCS. Views of the open countryside beyond the railway north from the site are restricted by this barrier.</p> <p>The edge of the village to the south of the site is soft and well defined according to the SCVCS with mature woodland and low density development adjoining the open fields that form the site.</p> <p>There are limited opportunities to view the site from the surrounding area since there is a mix of development of houses and commercial buildings along with well-established trees with hedgerows screening the fields. From Coxs Drove on the eastern edge of the site the commercial units on this road look directly over the site and offer an open view of the eastern flat field which forms part of the site. A dense treed hedgerow divides the site. From Teversham Road in the west where the site adjoins this road there is limited views across the western part of the site which is a flat enclosed field that is well screened.</p> <p>The southern boundary of the site adjoins the historic area of Fulbourn which is within the Conservation Area. There are groups of mature trees along Cow Lane which are protected and contribute to the street scene by creating a green character to the area. The SCVCS includes such trees within its list of key attributes for Fulbourn. Development of the site would impact of the setting of this area.</p>

	Development of this site would have a neutral effect on the landscape setting of Fulbourn because the site is so well screened from the residential and commercial buildings that surround it on three sides with the railway forming a barrier to the north.
Can any issues be mitigated?	Would need for further assessments of impact of noise from adjoining users. Environment Agency has indicated that any measures to mitigate the high water table would need their approval.

Infrastructure	
Highways access?	<p>Regarding sites in Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity 10,922 dwellings on 25 sites) the Highway Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.</p> <p>A junction located on to Teversham Road but not on to Coxs Drove would be acceptable to the Highway Authority.</p> <p>The proposed site is acceptable in principle subject to detailed design.</p>
Utility services?	<ul style="list-style-type: none"> • Electricity - Likely to trigger local 11,000-Volt reinforcement • Mains water - The site falls within the CWC Cambridge distribution zone, within which there is a minimum spare capacity of 3000 properties based on the peak day for the distribution zone less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties. Spare capacity will be allocated by CWC 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 – Fulbourn has a gas supply and since this is site greater than 150 dwellings it is likely to need large system reinforcement. • Mains sewerage - The Teversham waste water treatment works is operating at capacity and will require new consent limits and major capital expenditure to accommodate the proposed development site. The sewerage network is operating at capacity and will require a developer impact assessment to ascertain the required upgrades. This assessment and any mitigation required will be funded by the developer.
Drainage measures?	The promoter has submitted a detailed report about groundwater.

<p>School capacity?</p>	<p>Fulbourn has one primary school with a PAN of 60 and school capacity of 420, and lies within the catchment of Bottisham Village College with a PAN of 210 and school capacity of 1,050 children. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there were a deficit of 140 primary places in Fulbourn taking account of planned development in Fulbourn, and a deficit of 107 secondary places taking account of planned development across the village college catchment area.</p> <p>The development of this site for 240 dwellings could generate a need for early years places and a maximum of 84 primary school places and 60 secondary places.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or the provision of new schools.</p>
<p>Health facilities capacity?</p>	<p>Fulbourn Health Centre – Haggis Gap (0.36miles) – Limited capacity. Needs replacing.</p> <p>Cherry Hinton Medical Centre Fisher’s Lane (2.05miles) – Limited – would need extending or replacing if large growth</p> <p>Cherry Hinton Surgery High Street (2.13miles) – Limited – Could join with Fishers Lane</p> <p>Cornford House Surgery Cherry Hinton Rd (2.92miles) - Limited – Extension to be funded by Bell School s106 agreement.</p>
<p>Any other issues?</p>	<p>The promoter has provided the following additional information</p> <p>The issues which face development of the site are no different from any other site and are considered conventional and do not represent constraints which would be a fundamental bar to development. The site presents an ideal opportunity to deliver additional housing within Fulbourn, integrating that housing with the existing form of the village and in addition delivering affordable housing and recreational opportunities. Matters regarding landscape, visual impact, relationship with Fulbourn, drainage and transportation are assessed in detail in the reports which accompany the Call for Sites Questionnaire. Whilst the accompanying reports are dated 2007, they deal with factual matters which remain unchanged at this time. Commentary within the reports in relation to Planning Policy matters is clearly not a matter for consideration through the Call for Sites process.</p> <p>The Call for Sites Questionnaire is, therefore, accompanied by the following documents:</p> <ul style="list-style-type: none"> • Site Location Plan • Letter of Agreement • Planning and Landscape Report • Transportation and Drainage Report • Noise Report

	<ul style="list-style-type: none"> Ecology Assessment
Can issues be mitigated?	In part - Would need reinforcement of utility services serving the village. The sewage network is operating at capacity. Additional school places would be needed and health care facilities.
Does the site warrant further assessment? (Update August 2013)	No. (for consistency with Sustainability Appraisal Summary of SHLAA and SA Summary Tables June 2012 & July 2013)

Tier 3: Site Specific Factors

Capacity	
Developable area	None. (3.07ha Reduced area to mitigate noise and flooding problems relating to site.)
Site capacity (updated July 2013)	92 dwellings
Density (updated July 2013)	30 dph

Potential Suitability	
Conclusion (Update August 2013)	The site is not potentially capable of providing residential development taking account of site factors and constraints.

Availability	
Is the land in single ownership?	Yes
Site ownership status?	Castlefield International Ltd in the care of Hutchison Whampoa Properties (Europe) Ltd
Legal constraints?	No
Is there market interest in the site?	The site has not been marketed.
When would the site be available for development?	The promoter indicates that the site is available immediately.

Achievability	
Phasing and delivery of the development	The promoter indicates that the first dwellings could be completed on site 2011-16
Are there any market factors that would significantly affect deliverability?	Not known at this time
Are there any cost factors that would significantly affect deliverability?	Not known at this time.
Could issues identified be overcome?	
Economic viability?	<p>Viability Category 1 Most viable sites</p> <p>This viability assessment is provided independent of any policy or other assessment as to whether the site should be allocated for development. The references to planning policy only relate to those existing policies governing how a site would be developed, not whether it should be allocated in the new Local Plan.</p> <p>Having undertaken an assessment of this site the local planning authority do not have any major concerns as to why the landowner would be unable to deliver a development that complies with current planning policy in respect of density, mix and the provision of onsite facilities whilst still delivering the necessary level of affordable housing, planning obligations and potential community infrastructure levy payments.</p> <p>In summary this site is not considered to have any barriers, in terms of development viability alone, to restrict it coming forward within the next 5 years (new settlements and other very large developments may take longer than 5 years to come forward).</p>

Site Assessment Conclusion
Update August 2013 - Site with no development potential. (for consistency with Sustainability Appraisal Summary of SHLAA and SA Summary Tables June 2012 & July 2013)

Status of Site in Proposed Submission Local Plan 2013
Local Green Space; Not allocated for development; outside Development Framework.