

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

**Appendix 7iv: Assessment of sites arising from the Issues &  
Options 2 Consultation**

**Index of Milton (Edge of Cambridge) Site Assessment  
Proforma**

<b>Site Number</b>	<b>Site Address</b>	<b>Site Capacity</b>	<b>Page</b>
Site 334	Fen Road, Cambridge	63 dwellings	2686

**South Cambridgeshire Local Plan Review**  
**Site Assessment Proforma**

<b>Proforma Created</b>	July 2013
<b>Proforma Last Updated</b>	July 2013
<b>Location</b>	Milton (Edge of Cambridge)
<b>Site name / address</b>	Cambridge, Fen Road
<b>Category of site:</b>	An urban extension to Cambridge (Cambridge focus)
<b>Description of promoter's proposal</b>	Residential
<b>Site area (hectares)</b>	1.74 ha.
<b>Site Number</b>	334
<b>Site description &amp; context</b>	The site lies to the west of Chesterton Fen Road, at the southern end, on the north-eastern outskirts of Cambridge. The site adjoins a light industrial estate to the north, the London to Kings Lynn railway line lies to the west, and a residential caravan park to the south. To the east lies remote residential properties in extensive grounds and meadows, leading down to the River Cam. The site currently largely in open storage use.
<b>Current or last use of the site</b>	Open storage
<b>Is the site Previously Developed Land?</b>	Yes
<b>Allocated for a non-residential use in the current development plan?</b>	The site is part of a much larger area identified in 'saved' Local Plan 2004 Policy CNF/6 for the development of Gypsy and Traveller pitches.
<b>Planning history</b>	LDF Objection Site (2006) – Site 89 (part)
<b>Source of site</b>	Issues and Options Consultation 2013

<b>Tier 1: Strategic Considerations</b>	
<b>Green Belt</b>	The site is not within the Green Belt.
<b>Is the site subject to any other considerations that have the potential to make the site unsuitable for development?</b>	<ul style="list-style-type: none"> <li>Flood Zone – Approximately half of the site is in Flood Zone 2.</li> </ul>
<b>Tier 1 conclusion:</b>	- Adverse impacts capable of partial mitigation

<b>Tier 2: Significant Local Considerations</b>
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<b>Designations and Constraints</b>	
<b>Heritage considerations?</b>	<ul style="list-style-type: none"> <li>Conservation Area – the Fen Ditton Conservation Area lies approximately 205m to the east.</li> <li>Listed Buildings – a cluster of Grade II* Listed buildings within the Fen Ditton Conservation Area, including Ditton Hall and barn and Church of St Mary Virgin, lie approximately 485m to the east.</li> <li>Non-statutory archaeological site - There is some evidence for Iron Age, Roman and Saxon activity to the north. Archaeological works could be secured by condition of planning permission.</li> </ul> <p>With careful design and it may be possible to mitigate the impacts on the historic environment.</p>
<b>Environmental and wildlife designations and considerations?</b>	<ul style="list-style-type: none"> <li>County Wildlife Site - The River Cam, approximately 205m to the east, is a County Wildlife Site.</li> </ul> <p>With careful design and it may be possible to mitigate the impacts on the natural environment.</p>
<b>Physical considerations?</b>	<ul style="list-style-type: none"> <li>Land contamination - Current industrial/commercial use, whole site noted as previously filled with unknown material. A Contaminated Land Assessment will be required in advance of any planning application.</li> <li>Noise issues - New Chesterton Railway Station / Railway Noise &amp; the Cottage and Cave Industrial Estates Noise. Proposals by the County Council for a new railway station (Science Park Railway Station) and CGB interchange at Chesterton Sidings have recently been approved to the west of the site approx 40 to 50 metres away, with the possible intensification in use of existing railway land for the stabling of trains. Noise and vibration from any future station, CGB interchange, sidings and</li> </ul>

	<p>any new track alignments are fundamental constraints. It is understood that an Env Statement to include a noise &amp; vibration impact assessment of the station operations / proposals is pending with the submission of a full planning application Summer 2013. In addition noise associated with any industrial buildings / use nearby that are to remain operational will require consideration e.g. The Cottage and Cave Industrial Estates immediately adjacent to the North and North West &amp; Chesterton Auto Repairs and a scrap yard - are also potential noise sources that require assessment as may result in a statutory noise nuisance, and not straightforward to mitigate with any certainty.</p> <p>It would be prudent to consider noise mitigation such as noise barriers that are likely to be required to protect current and any future residential in this area. Until a noise / vibration impact assessment of the new Science Park Railway Station and industrial units at the Cottage and Cave Industrial Estates is completed it is not possible to say with any certainty that the site is suitable for residential. There is also the question about the financing of any mitigation measures and whether the owners / applicant should be responsible for providing a noise barrier.</p> <p>Env Health object to this site. Before any consideration is given to allocating the site for residential development, it is recommended that these noise threats / constraints are thoroughly investigated and assessed having regard to PPG 24: Planning and Noise and associated current noise guidance, to assess suitability of the site for residential use. This site requires a full noise impact risk assessment including consideration of financial viability / feasibility.</p> <ul style="list-style-type: none"> <li>• Malodour - Milton STW is nearby. The site is probably located further than the 400m safeguarding zone that may exist in the Mineral &amp; Waste Plan. The prevailing wind direction is towards the village of Milton and odour is not envisaged as an issue. However Anglian Water or the County may require an odour impact assessment. However there may also be odour issues associated with the Cottage and Cave Industrial Estates which should be considered prior to allocation.</li> <li>• Utility services (e.g. pylons) – telecom lines run along the Chesterton Fen Road frontage and across the site.</li> </ul>
<p><b>Townscape and landscape impact?</b></p>	<p>The southern part of Chesterton Fen Road on the western side is mostly built up with industrial and commercial development. On the eastern side it is quite rural in character with enclosed meadows leading down to the river. The River Cam and its meadows are an important and sensitive location.</p> <p>The site is sandwiched between residential caravans to the south and industrial buildings to the north along the Chesterton Fen Road frontage. As such residential development would be out of character</p>

	with the street scene on either side. However the caravan site has been allocated for development in the Cambridge Local Plan.
<b>Can any issues be mitigated?</b>	No. It is unlikely that noise and vibration from the adjoining railway and industrial uses, and potential odour from the industrial uses can be satisfactorily mitigated.

<b>Infrastructure</b>	
<b>Highways access?</b>	<p>Regarding sites in the Milton / Waterbeach area (estimated capacity of 13,602 dwellings on 14 sites) the Highways Agency comment that the vast majority of this grouping consists of the barracks site as a new settlement with the remainder essentially in-fill sites. On the whole, the in-fill sites are less likely to present an unacceptable pressure on the A14 given the majority of travel demand will be focused on Cambridge and credible alternatives to car travel could be available.</p> <p>The Highway Authority believes that this is an existing access which would be acceptable in principle. The proposed site is acceptable in principle subject to detailed design.</p>
<b>Utility services?</b>	<ul style="list-style-type: none"> <li>• Electricity - Likely to trigger local 11,000-Volt reinforcement.</li> <li>• 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 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.</li> <li>• Gas - This site is un-gassed, and is surrounded by railway lines or rivers, so a complex connection and pipe lay would be required.</li> <li>• Mains sewerage - There is sufficient capacity at the WWTW 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.</li> </ul>
<b>Drainage measures?</b>	No FRA provided.
<b>School capacity?</b>	Milton has one Primary School with a PAN of 60 and school capacity of 420 and lies within the catchment of Impington Village College with a PAN of 210 and school capacity of 1,050. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a deficit of 5 primary places in Milton

	<p>taking account of planned development in Milton, and a deficit of 13 secondary places at Impington VC taking account of planned development across the village college catchment area</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p>
<b>Health facilities capacity?</b>	There are three doctors surgeries in Chesterton, Cambridge, one with no capacity and two with limited capacity for growth.
<b>Any other issues?</b>	
<b>Can issues be mitigated?</b>	Yes, with upgrades to local infrastructure, including utilities (electricity, mains water, gas and sewerage), school capacity and health.

<b>Tier 2 Conclusion:</b>	--- Significant adverse impacts which cannot be effectively mitigated
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### Tier 3: Site Specific Factors

<b>Capacity</b>	
<b>Developable area</b>	1.57 ha.
<b>Site capacity</b>	63 dwellings
<b>Density</b>	40 dph

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

<b>Availability</b>	
<b>Is the land in single ownership?</b>	Yes
<b>Site ownership status?</b>	The site is promoted by a single landowner.
<b>Legal constraints?</b>	None known.
<b>Is there market interest in the site?</b>	Unknown

<b>When would the site be available for development?</b>	Unknown
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<b>Achievability</b>	
<b>Phasing and delivery of the development</b>	Unknown
<b>Are there any market factors that would significantly affect deliverability?</b>	None known.
<b>Are there any cost factors that would significantly affect deliverability?</b>	None known.
<b>Could issues identified be overcome?</b>	
<b>Economic viability?</b>	Unknown

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

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