

Draft SHLAA Sites – UNDEVELOPABLE: As At June 28th 2011

Site ID: Site 854 **Site Name:** Railway sidings west of Rustat Road **Map ID:** 854

Ward: Coleridge & Romsey

Site Area in Hectares: 2.02

Number of units (unconstrained using density multiplier): 108

Owner: Unconfirmed

Availability

Site Assessment Criteria	Score (green,amber, red)
Site in use: Unused railway sidings.	a
Buildings In Use: Railway tracks	a
Any Legal Issues: Unknown	

Suitability

Level 1 Strategic Considerations

Site Assessment Criteria	Score
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the Site Warrant further assessment?

Level 2: Significant Local Considerations

Site Assessment Criteria	Score
Site designated Protected OS or criteria: No	g
Local Nature Conservation importance No - However, there is the possibility of interesting plant and invertebrate communities. Opportunities for habitat enhancements. Buglife may be interested in surveying the site as part of a Cambridge Brownfield project.	a
Is site Protected Industrial Land Policy P7/3 or in B1c B2 B8 Use: Network Rails study has ruled out this site, (See old assessment) - the site is effectively industrial land given its use as freight sidings on operational railway land. The Employment Land Review indicates that the site is a 'Nominated Sites with Potential for Sustainable Employment Development'. Given its protected employment land status, the site is considered to be unsuitable for residential development.	a
Protected Trees on site: No - operational railway land.	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site shouldn't have a negative impact on any of the Level 2 considerations, although early consideration would need to be given to trees adjacent to	

the site	
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Does the Site Warrant further assessment?

Level 3: Other Considerations

Site Assessment Criteria	Score
Environmental Considerations	
Is there potential contamination on site? Yes - (potential contamination from deposits on railway tracks - coal, ash, oil, diesel, spillages etc).	a
Any potential noise problems ? Site is located adjacent to the Cambridge - London Railway Line - Noise Assessment required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA. This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.	a
Access & Transport Considerations Issues with car parking in local area Site is located adjacent to Cambridge Railway Station - parking is an issue in this particular location - site adjacent to CPZ to north-west around the Station area.	a
Access meets highway standards No known issues. (Although there is no formal access to the public highway).	g
Does site provide access to other properties/highway No	g
Within 400m of high quality public transport route: Yes - the C1, C2, C3 & C7 Services	g
Design & Impact Considerations Nearby buildings overlook site No	g
Site part of larger site or prejudice strategic site development Site is part of the Cambridge Station Area Strategic Site	a
Development would impact on setting of Listed Building No	g
Site in or adjacent to Conservation Area No	g
Development affect any Locally Listed Buildings No	g

Development affects archaeological remains 30 CHER finds within 500m of the site. The implications of this for the development of this site need to be interpreted by county archaeology staff	a
Site shape impacts on developability No	g
Sites integration with existing communities No	g
Access to Services & Facilities	a
Site within 400m of City Centre: No	
Site within 400m of Local Centre: No	a
Site within 400m of Doctors/School/POS:	Yes
Site within 400m of Nursery School	No
Site within 400m of Primary School	No
Site within 400m of Secondary School	No
Site within 400m of Public Open Space	Yes
Use of site associated with a community facility: No	g
Planning Policy Considerations	g
What is site allocated for in Local Plan: No	
Is site allocated in Waste & Minerals Local Plan: Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change: Yes - within the Railway Station Area of Major Change.	a
Will development be on previously developed land: Yes	g
Is site identified in the Council's Employment Land Review: The recent Employment Land Review (ELR) identified this site as one to be protected for employment uses.	r
Other Considerations	g
Any other constraints on site: No	
Level 3 Conclusion: The site scores a RED score at Level 2 regarding the protection of its existing employment uses. It is one of the 'Nominated Sites with Potential for Sustainable Employment Development', in the Employment Land Review. It also scores 8 amber scores at Level 3. Given its protected employment land status, the site is considered to be unsuitable for residential development.	

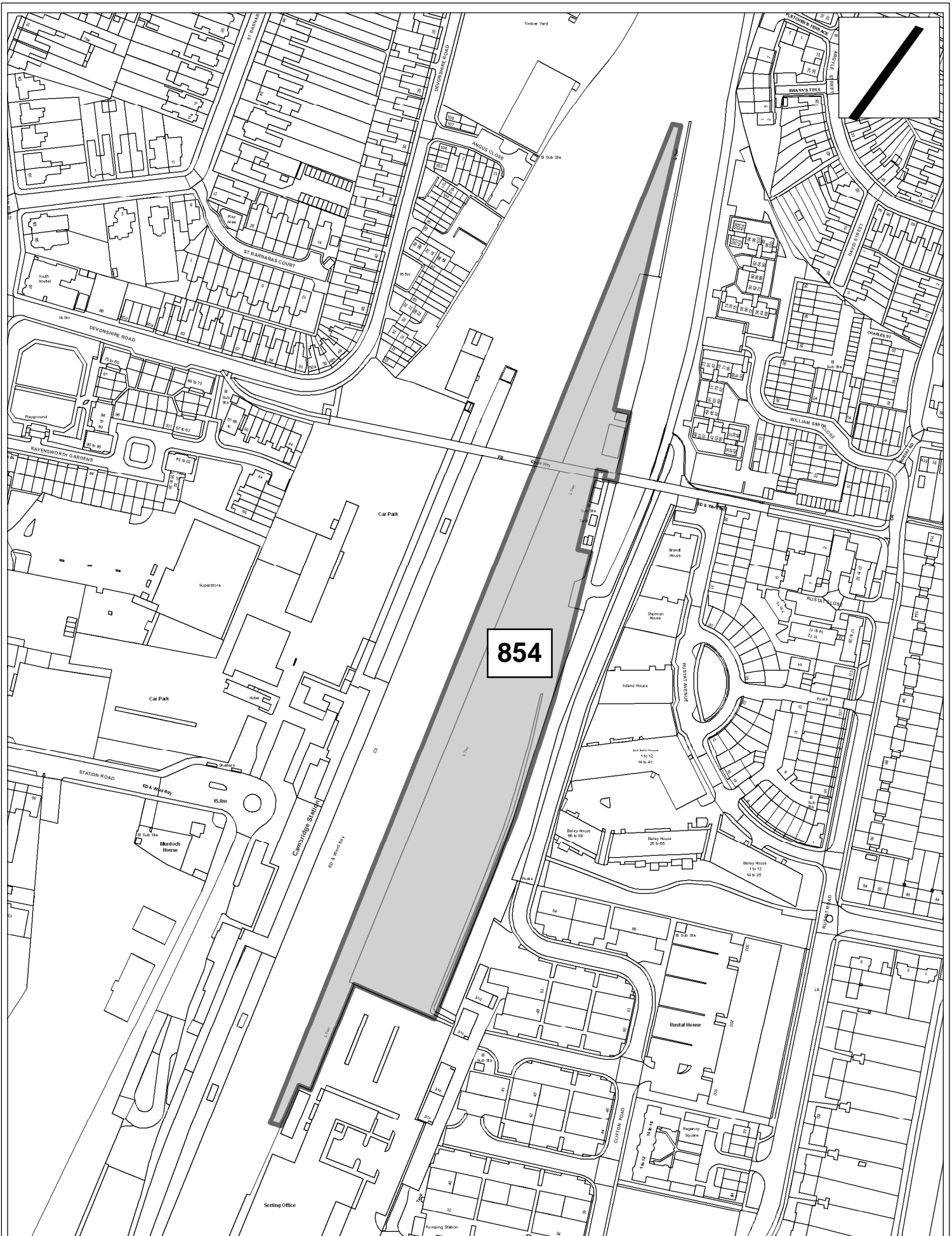
Desktop Suitability Assessment Conclusion:

Network Rail study has ruled out this site, (See old assessment) - the site is effectively industrial land given its use as freight sidings on operational railway land. The Employment Land Review indicates that the site is a 'Nominated Sites with Potential for Sustainable

Employment Development'. Given its protected employment land status, the site is considered to be unsuitable for residential development.

Overall Suitability Assessment Conclusion (Planning Policy)

Network Rail study has ruled out this site, (See old assessment) - the site is effectively industrial land given its use as freight sidings on operational railway land. The Employment Land Review indicates that the site is a 'Nominated Sites with Potential for Sustainable Employment Development'. Given its protected employment land status, the site is considered to be unsuitable for residential development.



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