

# Huntingdonshire Employment Land Study

## Appendices



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Job No 60272853

Reference Huntingdonshire ELS

Date Created: December December 2013

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## Appendices

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## **Appendix 1: List of Consultees**

<b>Consultee</b>	<b>Location of Findings</b>
Barford and Co.	Chapter 4
Barker Storey Matthews	Chapter 4
Huntingdonshire Manufacturing Association	Chapter 5
Le Mark Group	Chapter 5
Sealed Air	Chapter 5
St Neots Town Centre Initiative	Chapter 5
St Neots Town Council	Chapter 5
Cambridge County Council	Chapter 9

NB. In addition telephone surveys were completed with 100 office, industrial and warehousing companies from across Huntingdonshire and the findings are incorporated into Chapter 5.

## Appendix 2: Potential allocations and strategic expansion locations – survey findings

### Introduction

This appendix sets out the findings of the site surveys on undeveloped land that were identified as potential allocations for future employment land (or mixed-use). The findings include scores and conclusions for each site.

The conclusions are set out into three categories, highlighting the likelihood of each site meeting employment needs within the Local Plan period. This is based on the findings set out in the main report, in addition to the individual site surveys. Therefore a broader commentary is set out in Chapter 9 that explains the key underlying rationale to the conclusions and shows how they relate to the report findings.

There is therefore no direct correlation between the site scores and the conclusions. This is because each site is unique and the site characteristics do not affect its likelihood of meeting need equally. For example, whilst there is a universal score for proximity to strategic roads, this will be more or less important dependent on whether or not the site is serving a strategic or a local market.

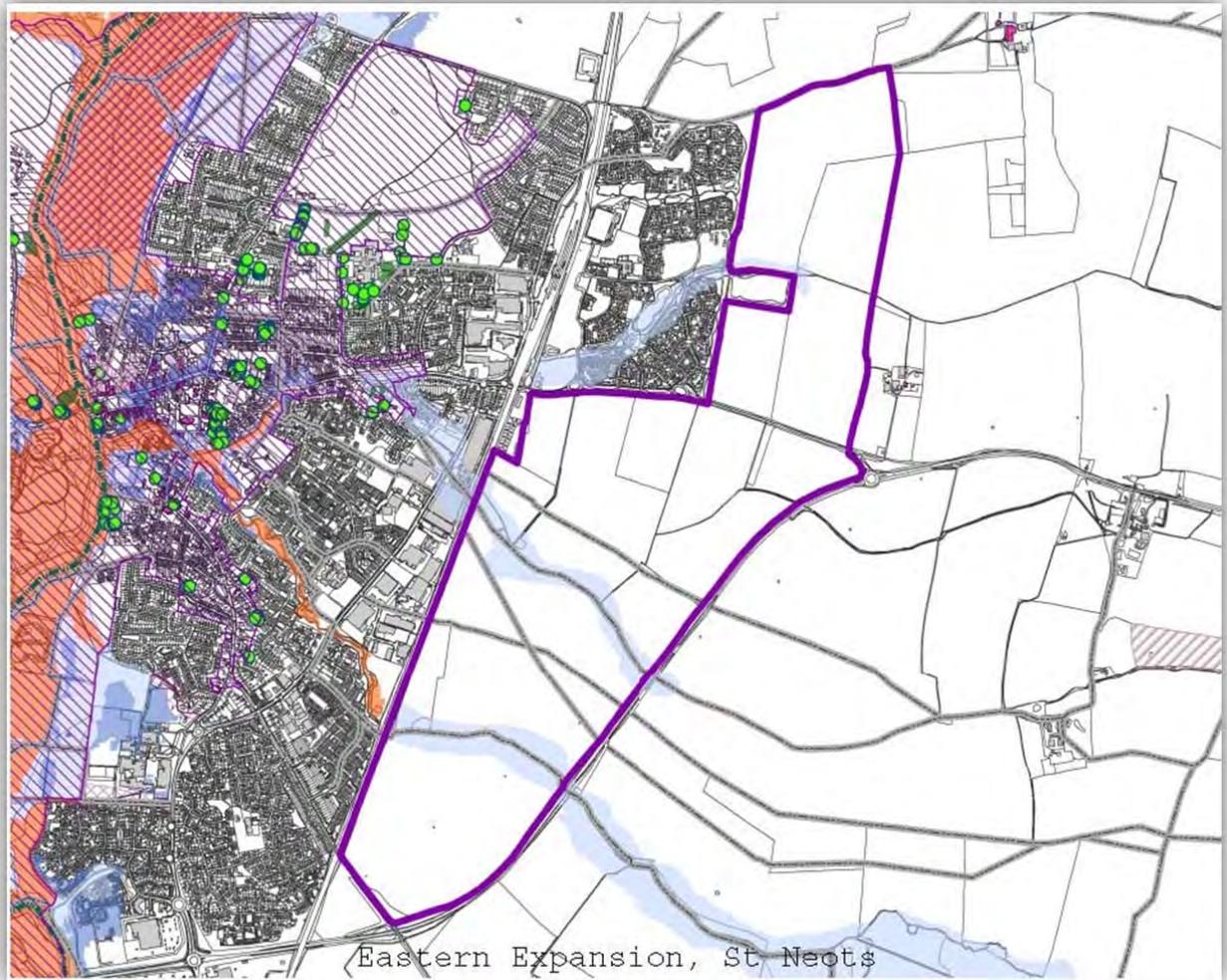
The criteria for the site scoring are set out below:

Categories		Scoring criteria
Site location and access	Location – distance to strategic road network	Proximity to strategic highway network: <ul style="list-style-type: none"> <li>• Site 0 miles from a strategic road – score 10</li> <li>• Site 0.5 miles from a strategic road – score 9</li> <li>• Site 1.0 miles from a strategic road – score 8</li> <li>• For each further half miles distance from a strategic road, reduce score by one point, i.e. any site 5.0 miles or further from a strategic road scores zero.</li> </ul>
	Prominence	<ul style="list-style-type: none"> <li>• Site adjacent to, and visible from motorway – score 10</li> <li>• Site adjacent to, and visible from A road – score 8</li> <li>• Site adjacent to, and visible from B road – score 6</li> <li>• Site has local prominence, e.g. within its industrial location – score 4</li> <li>• Site located in 'backlands' – score 2</li> </ul>
	Public transport	<ul style="list-style-type: none"> <li>• Site close to bus route (within 500 metres) and near to rail station (within 2 miles) – score 10</li> <li>• Site within 500 metres of a bus route – score 5</li> <li>• Limited public transport – score 0</li> </ul>
	Sequential test	<ul style="list-style-type: none"> <li>• Within urban area – score 10</li> <li>• Urban fringe (close to major urban settlement) – score 7</li> <li>• Rural location (away from major urban settlement) – score 3</li> </ul>
Planning status		<ul style="list-style-type: none"> <li>• If site has detailed/full planning status – score 10</li> <li>• If site has outline planning status – score 5</li> <li>• If not – score 0</li> </ul>
Site constraints		<ul style="list-style-type: none"> <li>• May be physical (including access), planning or legal</li> <li>• Reduce score by 1 for each constraint</li> <li>• If there are none – score 10</li> </ul>
Site availability (estimated)		<ul style="list-style-type: none"> <li>• Site available to begin development within 0-3 years – score 10</li> <li>• Site available to begin development within 3-5 years – score 6</li> <li>• Site available to begin development within 5+ years – score 2</li> </ul>

**St Neots**  
Eastern Expansion



Site photo



For map legend, see back page of Appendix

<b>Eastern Expansion, St Neots</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	Large Greenfield site located to the east of St Neots.
<b>Size</b>	224ha
<b>Current use</b>	Grade 2 agricultural land.
<b>Location type</b>	St Neots Spatial Planning Area. Urban edge (St Neots)
<b>Accessibility</b>	A428 runs along the south and eastern edge of the site – with a roundabout junction with Cambridge road which runs through the site.
<b>Distance to A1/A1(M)</b>	4 miles
<b>Distance to A14</b>	8.4 miles
<b>Distance to Rail Station</b>	0.4 miles (St Neots)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	St Neots neighbours the site and will have service provision for existing populations. Roundhouse Primary's catchment area covers part of the site. Much of the site is within 2km of employment.
<b>Adjacent land uses</b>	Residential – including gypsy and traveller sites, industrial, East Coast Mainline Railway and agriculture.
<b>Planning status</b>	Proposed mixed use allocation (Stage 3 Local Plan) Core Strategy (Policy CS 2, Strategic Housing Development)
<b>Site constraints</b>	Capacity issues on roads surrounding the site as well as main routes through the area. Prominent rural site – impact on landscape and rural character of the area. Electricity transmission line crosses the site – would remain over ground lines. Bounded by East Coast Mainline Railway along the western boundary. Potential for protected species to be found on the site. 3 streams run through the site, resulting in surrounding areas having 1 in 100 year flood risk categorisations.
<b>Identified employment potential</b>	25ha, as part of a mixed use development.
<b>Likely availability</b>	Delivered between 2016 and 2036.

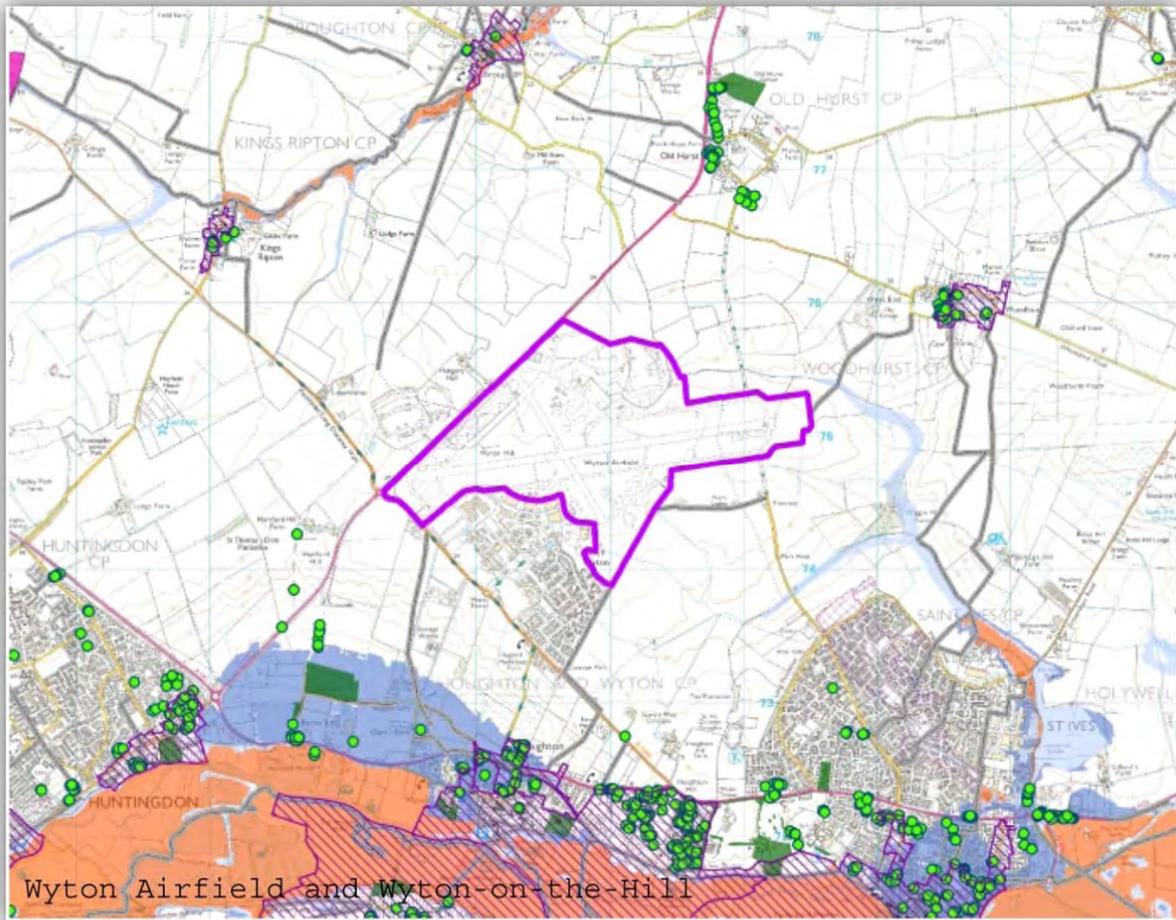
<b>Site Scores</b>	
Location – distance to strategic road network	2
Prominence	6
Public transport	10
Sequential test	7
Planning status	0
Site constraints	4
Availability	8
<b>TOTAL</b>	<b>37</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Good access to A14, A428, railway station, bus stops and St Neots town centre</li><li>- Part of a mixed-use development (including approximately 3,700 homes in the Plan period)</li><li>- A critical mass of population and local skills base.</li></ul>

**Wyton Airfield and Wyton-10on-the-Hill**



Site photo



Wyton Airfield and Wyton-on-the-Hill

For map legend, see back page of Appendix

<b>Wyton Airfield and Wyton-on-the-Hill</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	The RAF Wyton site is an area of flat land north of the Ouse valley. The land falls steeply away to the southwest – the site is 20m higher than villages of Houghton and Wyton to the South.
<b>Size</b>	285ha
<b>Current use</b>	RAF base (airside decommissioned).
<b>Location type</b>	Semi-rural
<b>Accessibility</b>	The site is bounded by the B1090 and the A141, with the main entrance comprising of a roundabout on the B1090.
<b>Distance to A1/A1(M)</b>	8.2 miles
<b>Distance to A14</b>	5.4 miles
<b>Distance to rail station</b>	3.7 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Considered to be limited in its current state, but Wyton-on-the-hill has a range of services and facilities.
<b>Adjacent land uses</b>	Existing housing land is situated to the south of the site. Most of the surrounding areas are classified as Grade 2 agricultural land with some Grade 3 to the East and further South as well as some Grade 1 agricultural land to the east.
<b>Planning status</b>	Proposed mixed-use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Infrastructure provision will be a constraint – highways in particular. Potential for protected species to be present on site due to close proximity of County Wildlife Site. Site is likely to contain heritage assets.
<b>Identified employment potential</b>	10ha employment land, as part of a mixed use development.
<b>Likely availability</b>	Awaiting release by Defence Infrastructure Organisation and transfer to HCA. Exact timeframe and plot will be confirmed.

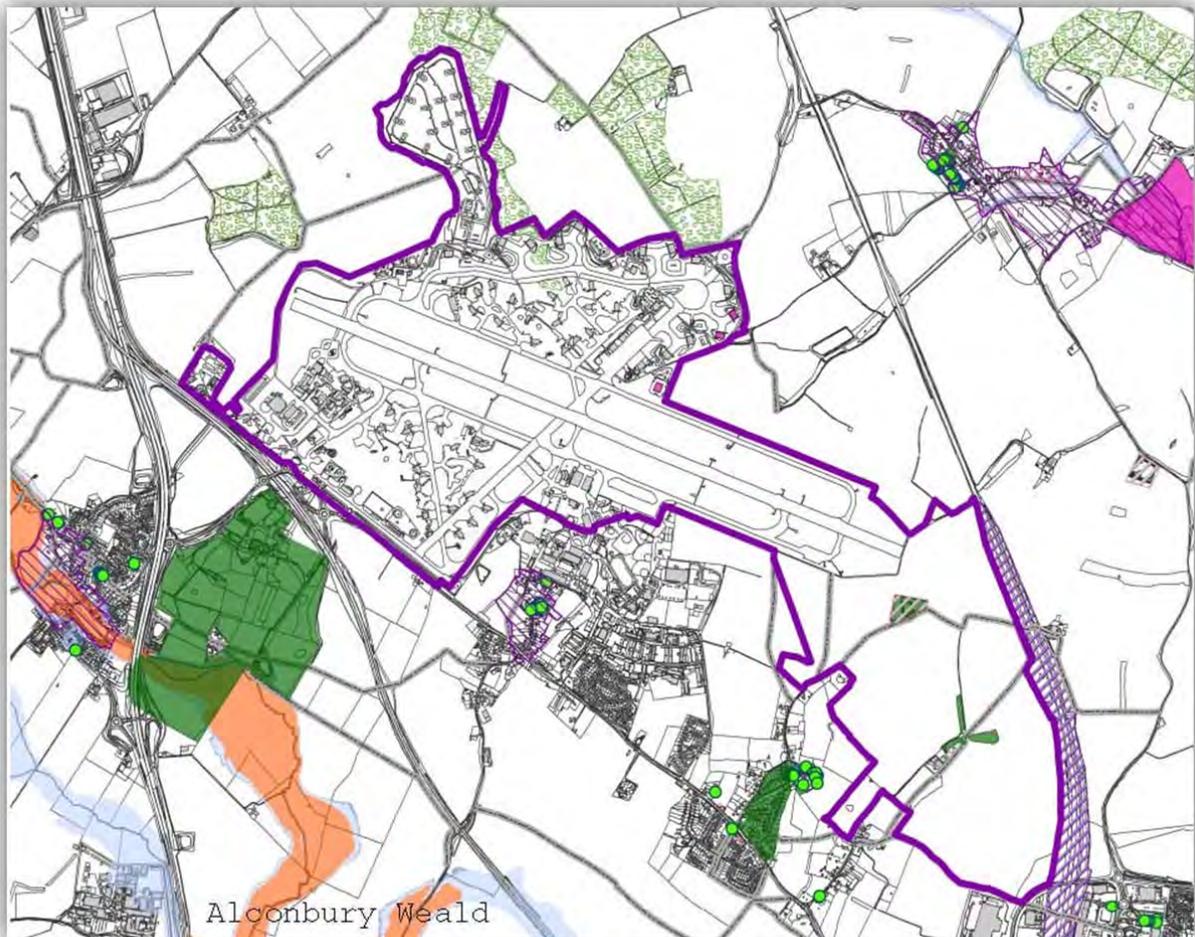
<b>Site Scores</b>	
Location – distance to strategic road network	0
Site prominence	6
Public transport	5
Sequential test	3
Planning status	0
Site constraints	7
Availability	6
<b>TOTAL</b>	<b>27</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Medium</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Good access to A141, but poor access to A1, A14, railway station and major urban centres.</li><li>- Close proximity to Cambridge Guided Busway.</li><li>- Part of a mixed-use development (including approximately 3,750 homes in the Plan period)</li><li>- Alconbury Employment Zone considered to have some adverse impact on likelihood of development within the Plan period. This is primarily due to the similarity of the offer and lack of critical mass in the area currently. A smaller amount of development may be more suitable within the Local Plan period to ensure a reasonable prospect of the site being used for the allocated purpose.</li></ul>

**Alconbury Weald**



Site photo



For map legend, see back page of Appendix

<b>Alconbury Weald</b>	
<b>Brownfield/ Greenfield</b>	Largely Brownfield, some areas of Greenfield
<b>Description</b>	<p>The site consists of a former airfield and agricultural land to the south east of the airfield.</p> <p>The airfield contains a mixture of former aviation buildings and the main runway. There are also large areas of open grassland and other areas of trees and planting. The airfield is currently surrounding by a securely fenced perimeter.</p> <p>Grange farm is characterised by an open field pattern with some interspersed wooded areas and hedgerows. There are a number of rights of way that pass across part of Grange Farm.</p> <p>An enterprise zone was designated at Alconbury Airfield in August 2011. Alconbury Enterprise Zone covers 150 hectares of land and will provide significant opportunities for new investment in the economy. It is envisaged that the Alconbury Enterprise Zone will lead to the creation of 8,000 jobs over 25 years to 2036.</p>
<b>Size</b>	575ha
<b>Current use</b>	Former Alconbury airfield and Grange Farm
<b>Location type</b>	Located away from an urban settlement
<b>Accessibility</b>	<p>The site is in close proximity to major transport infrastructure. To the eastern boundary runs the East Coast Main Line railway line. To the south is the A141 which forms the northern edge to the urban area of Huntingdon. To the south-west the main site access is taken to Ermine Street (the B1043) which provides direct links onto the A14 and the A1(M) which pass close to the site.</p>
<b>Distance to A1/A1(M)</b>	Approximately 1 mile
<b>Distance to A14</b>	Approximately 1 mile
<b>Distance to Rail Station</b>	Approximately 5 miles from Huntingdon station, although the potential for the creation of an additional railway station in connection with the development is being explored.
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	The site is not currently near services, but they will form part of the development.
<b>Adjacent land uses</b>	The site is bounded by the urban edge of Huntingdon, B1043, A1(M), RAF Alconbury, East Coast mainline and open countryside. It is near to the Stukeleys, but not directly bounded by them.
<b>Planning status</b>	<p>150ha of land designated as an Enterprise Zone.</p> <p>The Council has resolved to grant outline planning permission (1201158OUT) for up to 290,000sqm of employment floor space, subject to S106.</p>

<b>Site constraints</b>	<p>Given the scale of the proposed development area at Alconbury Weald, it is not considered appropriate to list all site constraints, however some of the key constraints are listed below:</p> <ul style="list-style-type: none"> <li>- Four listed buildings on site</li> <li>- Scheduled Ancient Monument on-site (Priestley Wood)</li> <li>- Close proximity to Great Stukeley Railway Cutting (SSSI), Monks Wood (SSSI), and the Old Quarter (NNR)</li> <li>- Little Stukeley Conservation Area lies to the south of the site.</li> </ul>
<b>Identified employment potential</b>	Up to 290,000sqm of employment floorspace (up to 150ha employment land available), as part of a mixed use development.
<b>Likely availability</b>	Development begun.

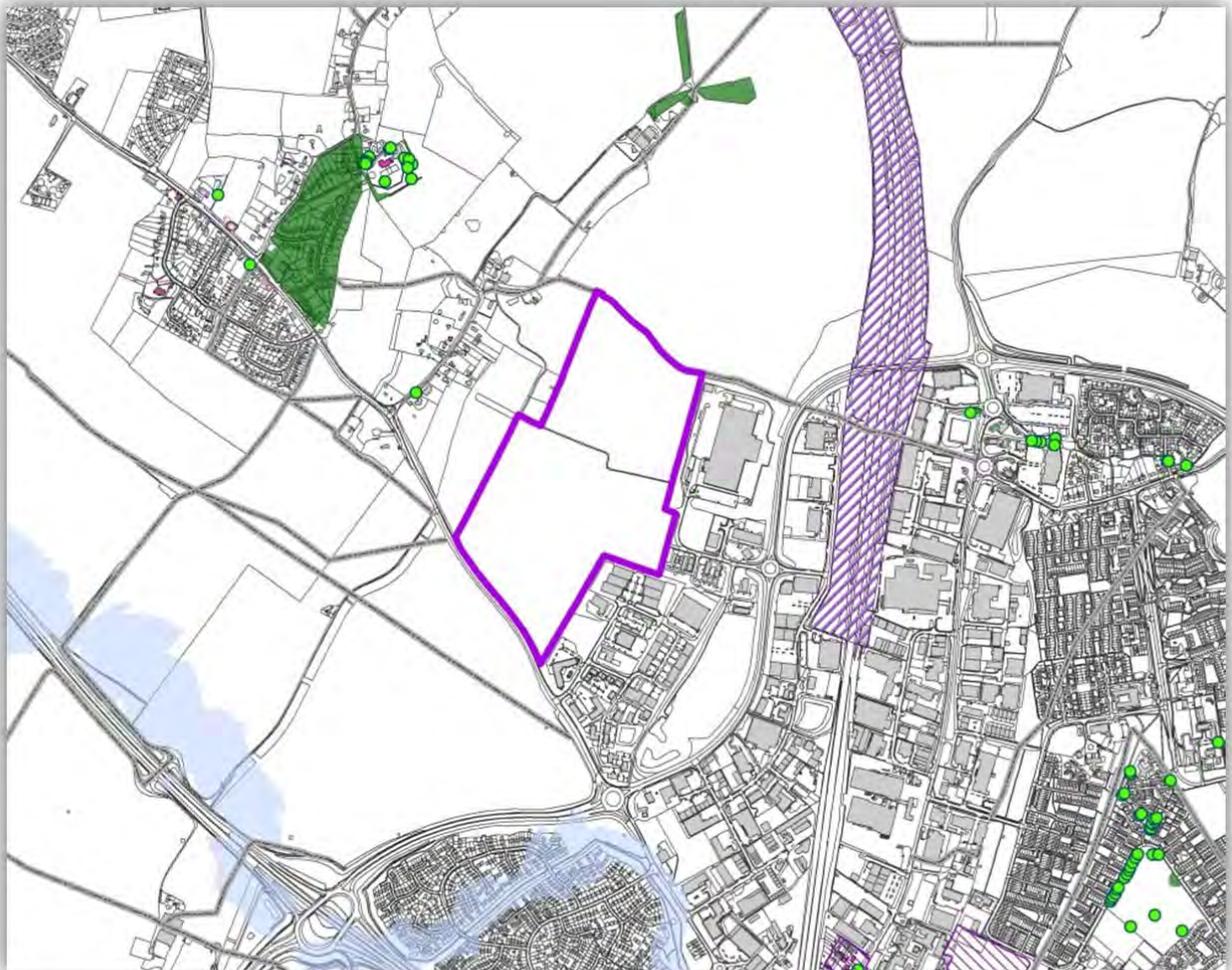
<b>Site Scores</b>	
Location – distance to strategic road network	10
Site prominence	6
Public transport	5
Sequential test	3
Planning status	5
Site constraints	4
Availability	10
<b>TOTAL</b>	<b>43</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"> <li>- Close proximity to A1 and A14</li> <li>- Part of a mixed-use development (including 5,000 homes in the Plan period)</li> <li>- Allocated as an Enterprise Zone, providing strong financial incentives to attract investment</li> <li>- Ability to provide full range of B-class employment uses and sizes</li> </ul>

**Huntingdon**  
North of Ermine Street



Site photo



For map legend, see back page of Appendix

<b>North of Ermine Street, Huntingdon</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	This is an unused Greenfield site to the northwest of the existing Ermine Business Park.
<b>Size</b>	33 ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Huntingdon Spatial Planning Area Urban fringe (Huntingdon)
<b>Accessibility</b>	Access to the site for employment use can be delivered from Washingley Road although pedestrian links are poor.
<b>Distance to A1/A1(M)</b>	3.5 miles
<b>Distance to A14</b>	Less than 1 mile
<b>Distance to rail station</b>	3 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services are more than 400m away.
<b>Adjacent land uses</b>	Agriculture to the north and west (Green End village 250 metres west). B1043 and Ermine Business Park to the south and east.
<b>Planning status</b>	Proposed mixed-use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Traffic noise and capacity along the B1043 Prominent site due to landscape form and change in level – development may adversely affect surrounding countryside. Potential for protected species to be present due to SSSI 600m east of the site. Grade 2 agricultural land. .
<b>Identified employment potential</b>	2 ha, B1/B2
<b>Likely availability</b>	2013-26

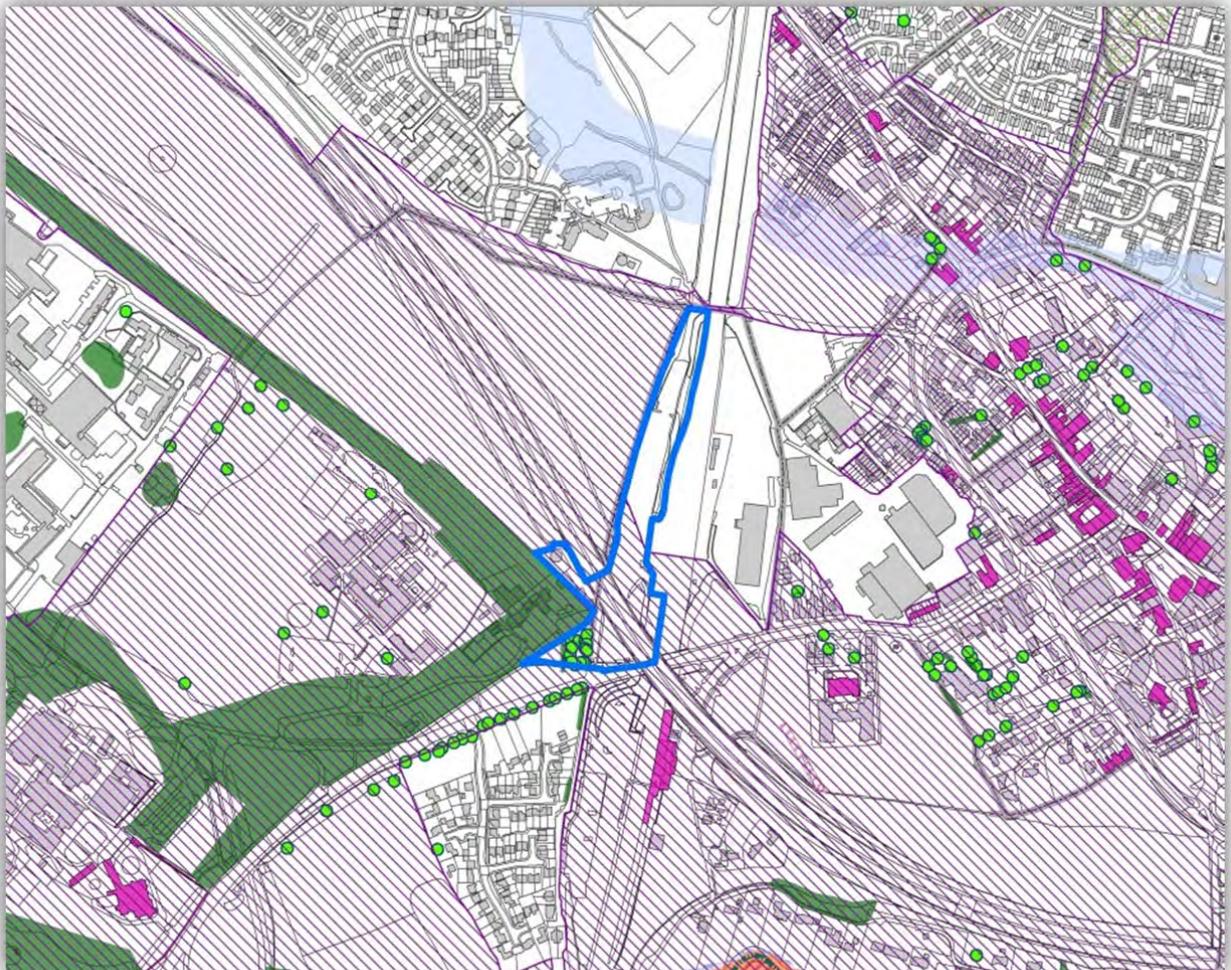
<b>Site Scores</b>	
Location – distance to strategic road network	9
Site prominence	6
Public transport	5
Sequential test	7
Planning status	0
Site constraints	6
Availability	10
<b>TOTAL</b>	<b>43</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Low</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Despite the site's strategic location close to existing employment areas and major roads, it is considered that Alconbury Employment Zone will have a significant adverse impact on likelihood of development within the Plan period.</li></ul>

**Huntingdon**  
**West of Railway, Brampton Road**



Site photo



For map legend, see back page of Appendix

<b>West of Railway, Brampton Road</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	This site is currently partly vacant and partly a temporary car park. The approach from Brampton Road is dominated by the A14 viaduct and scope for redevelopment is highly constrained until this is removed.
<b>Size</b>	2ha
<b>Use - current</b>	Part vacant, part temporary car park
<b>Use – previous (if known)</b>	Water tower, reservoir and railway sidings.
<b>Location type</b>	Huntington Spatial Planning Area Urban area (Huntingdon)
<b>Accessibility</b>	Access to the site can only be delivered from Brampton Road in the south (B1514).
<b>Distance to A1/A1(M)</b>	4.5 miles
<b>Distance to A14</b>	3 miles
<b>Distance to rail station</b>	0.2 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services are just over 400m away towards Huntingdon Town Centre in the east.
<b>Adjacent land uses</b>	Views Common (open space) to the west Railway bordering the eastern boundary. B1514 and car parks to the south.
<b>Planning status</b>	The area was allocated in the Huntingdon West Area Action Plan 2011. Proposed employment allocation (Stage 3 Local Plan) A disused water tower and reservoir are on the site and planning permission has been granted for the conversion and extension of the water tower to an office building.
<b>Site constraints</b>	Significant noise impacts from the railway. Strong relationship with the open environment of Views Common adjoining the site. Office capacity of the site relies on the decision to remove the viaduct carrying the A14. Disused water tower and reservoir. There are no listed buildings present, although water tower forms important heritage asset. Constrained access opportunities – site access from south only

<b>Identified employment potential</b>	2 ha, B1
<b>Likely availability</b>	10 years

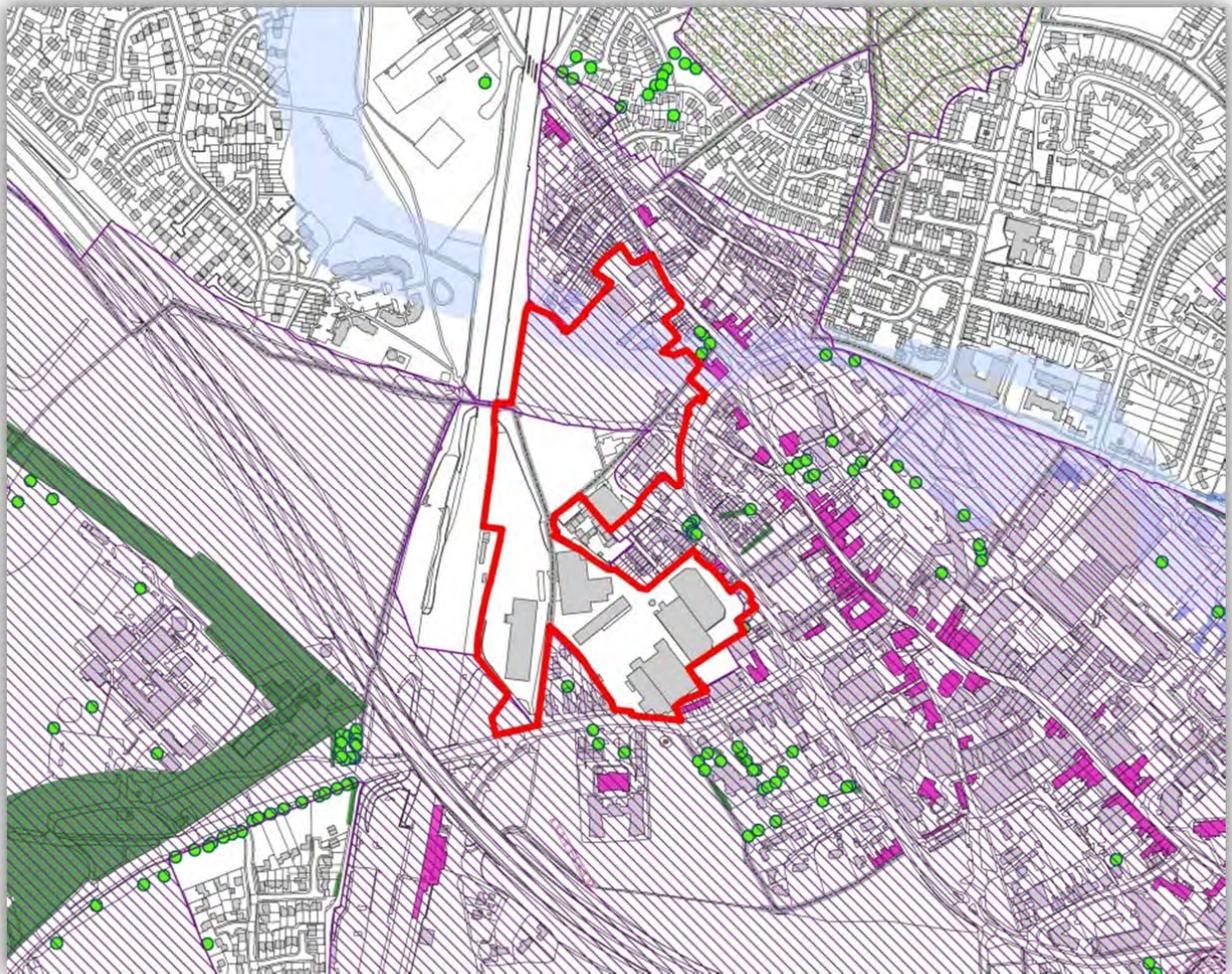
<b>Site Scores</b>	
Location – distance to strategic road network	7
Site prominence	6
Public transport	10
Sequential test	10
Planning status	10
Site constraints	5
Availability	2
<b>TOTAL</b>	<b>40</b>

<b>Conclusion</b>
Likelihood of site meeting employment needs: <b>High</b> Key reasons: <ul style="list-style-type: none"><li>- Good access to A1, A14, railway station, bus stops and town centre</li><li>- Considered complementary to growth at Alconbury Employment Zone</li><li>- Protects heritage asset</li></ul>

**Huntingdon**  
**George Street/ Ermine Street**



Site photo



For map legend, see back page of Appendix

<b>George Street/ Ermine Street, Huntingdon</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	<p>This area was allocated in the Huntingdon West Area Action Plan 2011. Development of this area should help to revitalise Huntingdon town centre.</p> <p>A new link road between George Street and Ermine Street is being constructed, opening up the area for development and improving movement about the town centre.</p>
<b>Size</b>	6 ha
<b>Current use</b>	The site was most recently used for industrial purposes, although there are a small number of houses, offices and a police station also present.
<b>Location type</b>	<p>Huntingdon Spatial Planning Area</p> <p>Urban centre location (Huntingdon)</p>
<b>Accessibility</b>	Good access opportunities (site is bounded by the B1514 to the south and the B1044 to the west and north).
<b>Distance to A1/A1(M)</b>	3.7 miles
<b>Distance to A14</b>	1.5 miles
<b>Distance to rail station</b>	0.1 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	High Street shops and facilities are located 200m metres to the east.
<b>Adjacent land uses</b>	<p>Railway and Views Common to the west</p> <p>Residential homes to the north</p> <p>To the south lies the B1514, some parkland and some housing</p> <p>To the east lies the edge of Huntingdon town centre. The Stage 3 Local Plan proposes to extend the town centre into the site.</p>
<b>Planning status</b>	<p>The area was allocated in the Huntingdon West Area Action Plan 2011</p> <p>Proposed mixed use allocation (Stage 3 Local Plan)</p> <p>A planning application has been approved at George Street/ Ermine Street (Huntingdon) for 372sqm (0.6ha) of B1a office space (1001750FUL) as part of a mixed use development including a new supermarket.</p>
<b>Site constraints</b>	<p>Part of the site is within the Huntingdon Conservation Area.</p> <p>There are listed buildings adjacent to the site. Development must not adversely impact heritage assets.</p> <p>Part of the site is within the Huntingdon air quality management</p>

	<p>area.</p> <p>A small part of the site around Barracks Brook is in Flood Zone 2.</p> <p>The site is within the threshold for an SSSI. Potential for protected species in the area.</p>
<b>Identified employment potential</b>	0.6 ha, B1a, as part of a mixed use development.
<b>Likely availability</b>	Site delivered during the first five years of the Local Plan.

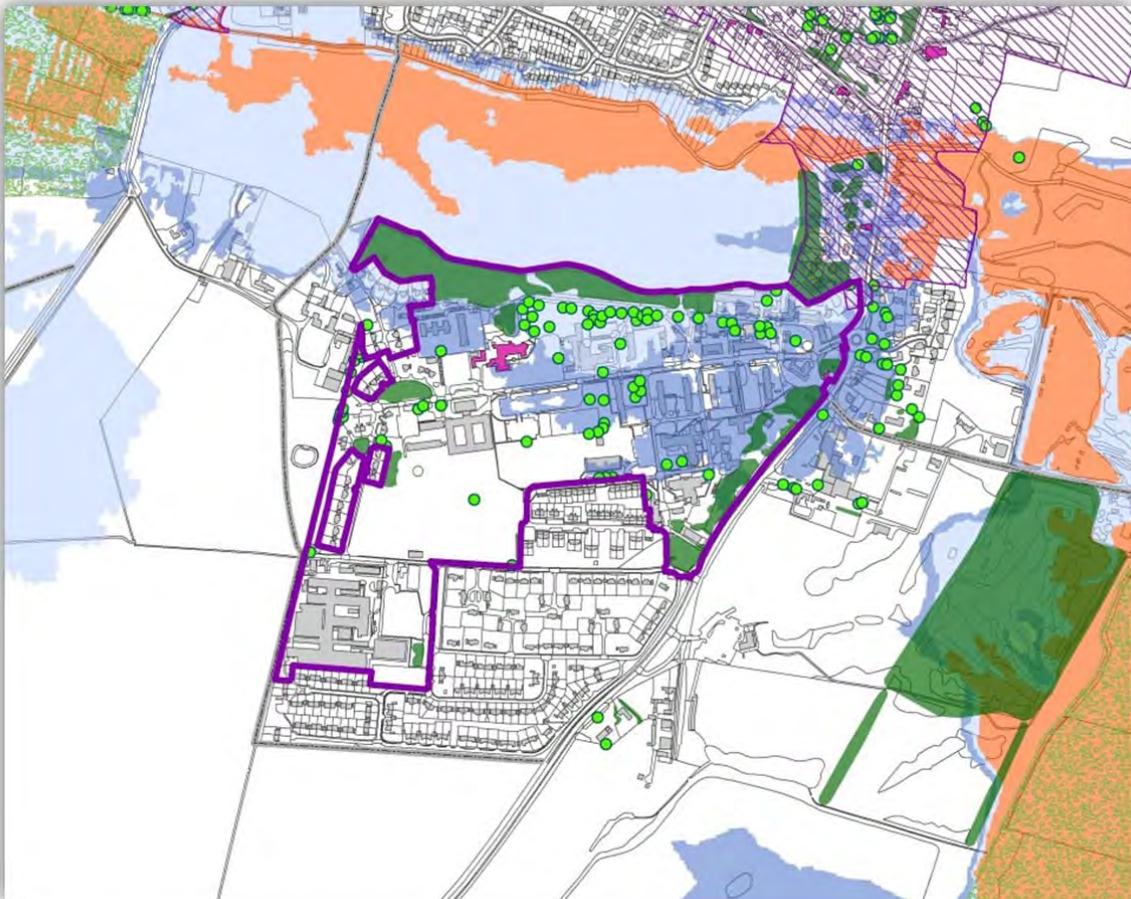
<b>Site Scores</b>	
Location – distance to strategic road network	7
Site prominence	6
Public transport	10
Sequential test	10
Planning status	10
Site constraints	5
Availability	10
<b>TOTAL</b>	<b>58</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"> <li>- Good access to A1, A14, railway station, bus stops and town centre</li> <li>- Considered complementary to growth at Alconbury Employment Zone</li> <li>- Compliant with Huntingdon West Area Action Plan</li> </ul>

**Brampton**  
**RAF Brampton**



Site photo



For map legend, see back page of Appendix

<b>RAF Brampton</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	The site comprises a former RAF base. Secure RAF housing is located south of the site boundary. There is currently no public accessibility into the site.
<b>Size</b>	29 ha
<b>Current use</b>	None. Former RAF base
<b>Location type</b>	Huntington Spatial Planning Area Urban Edge (Brampton)
<b>Accessibility</b>	Primary access will be from the B1514 along the eastern edge of the site. This road forms an important link between Brampton and the A1.
<b>Distance to A1/A1(M)</b>	1.3 miles
<b>Distance to A14</b>	1.3 miles
<b>Distance to rail station</b>	2 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services, excluding those on-site, are more than 400m away.
<b>Adjacent land uses</b>	Housing to the south Open countryside and agriculture to the west Agriculture north Golf course to the east
<b>Planning status</b>	RAF Brampton Urban Design Framework Proposed mixed use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	The site contains significant heritage assets such as Brampton Park (listed building) and historic parkland. Large tree belts with some TPOs. Potential for protected species due to significant number of trees, rough grassland, hedgerows and buildings on site.
<b>Other information</b>	Discussions ongoing with Defence Infrastructure Organisation. Outline planning application submitted for mixed use development, including 7,125sqm employment floorspace (B1) (1301178OUT).
<b>Identified employment potential</b>	3.2 ha, B1, as part of a mixed use development.
<b>Likely availability</b>	The site could be delivered during 2015-2021.

<b>Site Scores</b>	
Location – distance to strategic road network	7
Site prominence	6
Public transport	5
Sequential test	7
Planning status	0
Site constraints	3
Availability	10
<b>TOTAL</b>	<b>38</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Medium</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Good access to A1, A14 and village of Brampton</li><li>- Wider development comprises a sustainable, mixed-use development</li><li>- Alconbury Employment Zone considered to have some adverse impact on likelihood of development within the Plan period, due to location near A1 and lack of existing critical mass for office development.</li></ul>

**Brampton  
Park View Garage**



Site photo



For map legend, see back page of Appendix

<b>Park View Garage, Brampton</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	<p>The small site is on the edge of the built-up area of Brampton, but has been in commercial use for many years. It is in a prominent location at the gateway to Brampton on the main road from the south,</p> <p>The site is currently occupied by a car garage and vacant showroom.</p>
<b>Size</b>	0.4 ha
<b>Current use</b>	Car maintenance garages.
<b>Location type</b>	Huntington Spatial Planning Area Urban Edge (Brampton)
<b>Accessibility</b>	Access from the B1514 along the western edge of the site. This road forms an important link between Brampton and the A1.
<b>Distance to A1/A1(M)</b>	1 mile
<b>Distance to A14</b>	1.5 miles
<b>Distance to rail station</b>	2 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Poor accessibility to services although additional services may be included in the redevelopment of RAF Brampton (opposite site).
<b>Adjacent land uses</b>	<p>The B1514 and housing to the west.</p> <p>Golf course and Buckden landfill to the east.</p> <p>Agriculture to the south.</p>
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	<p>Situated within the Waste Consultation Area for Station Farm, Buckden - Landfill site and subject to odours.</p> <p>Several protected trees (TPO) within the site.</p> <p>Potential for protected species due to mature trees and hedgerows.</p>
<b>Identified employment potential</b>	0.4 ha, B1c
<b>Likely availability, years</b>	The site is known to be available for development and could be delivered during the first five years of the Local Plan.

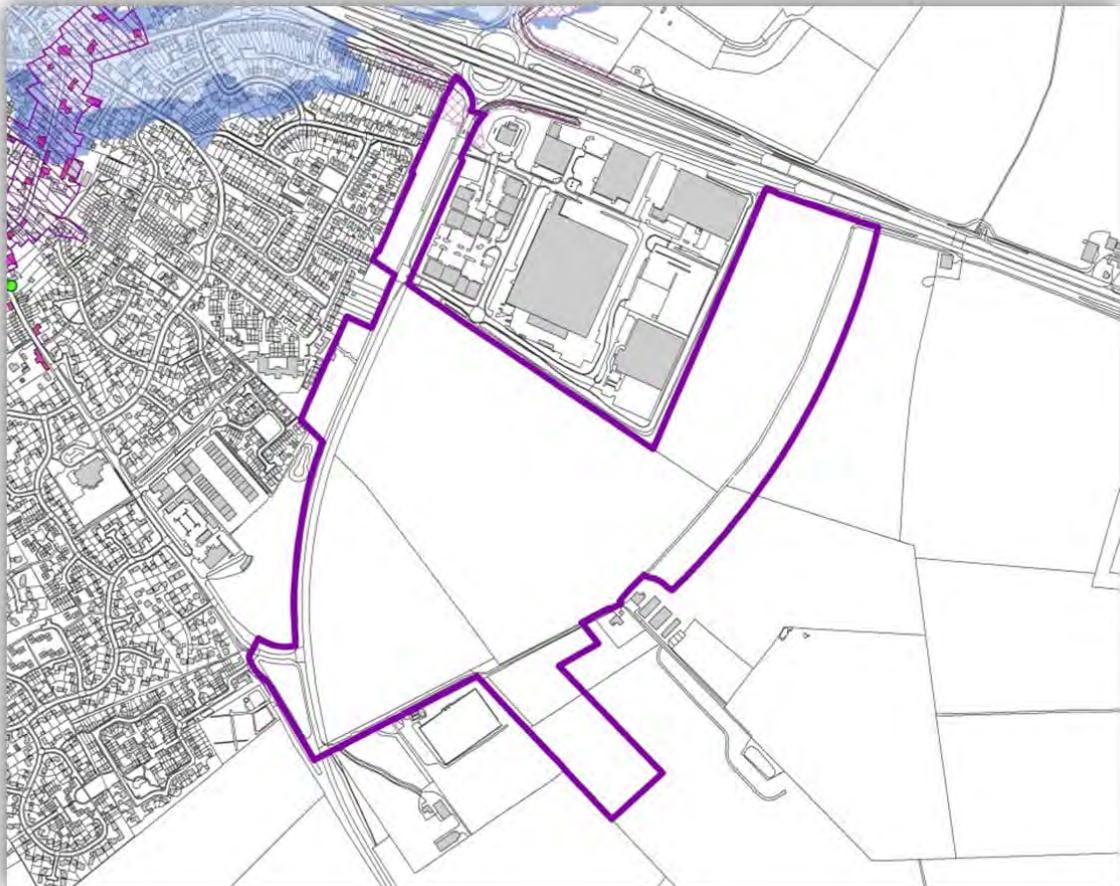
<b>Site Scores</b>	
Location – distance to strategic road network	8
Site prominence	6
Public transport	5
Sequential test	7
Planning status	0
Site constraints	7
Availability	10
<b>TOTAL</b>	<b>43</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Good access to A1, A14 and village of Brampton</li><li>- Prominent site due to location on key access route to Brampton</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market</li></ul>

**Godmanchester  
Bearscroft Farm**



Site photo



For map legend, see back page of Appendix

<b>Bearscroft Farm, Godmanchester</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	The site is open farmland located to the east of Godmanchester.
<b>Size</b>	42 ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Huntington Spatial Planning Area Urban Edge (Godmanchester)
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	8.5 miles
<b>Distance to A14</b>	750 metres
<b>Distance to rail station</b>	4.2 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Current services are more than 400m away, although they are expected as part of the new development.
<b>Adjacent land uses</b>	The A14 and employment land (Cardinal Park) to the north. Agricultural land to the south and west. Residential homes to the east.
<b>Planning status</b>	Proposed mixed use allocation (Stage 3 Local Plan) Core Strategy (Policy CS 7, Employment Land) Outline Planning Permission has been granted, subject to Section 106 (1200685OUT)
<b>Site constraints</b>	Majority of the site is classified as grade 2 agricultural land, with the section adjacent to Cardinal Park as grade 3.  Potential visual impact upon the countryside (east and south east) due to location and complex change in levels.  Known archaeological assets in the vicinity of this site.  Constrained by main roads such as A14 and A1198 to the north and west respectively.  Site falls within 2km of SSSI and SAC and several CWS. Potential for protected species on site due to field margins and boundaries  The Detailed WCS has identified that foul sewerage network capacity is needed.
<b>Identified employment potential</b>	5 ha, B1/B2, as part of a mixed use development.
<b>Likely availability</b>	The site is known to be available for development and could be delivered during the first five years of the Local Plan.

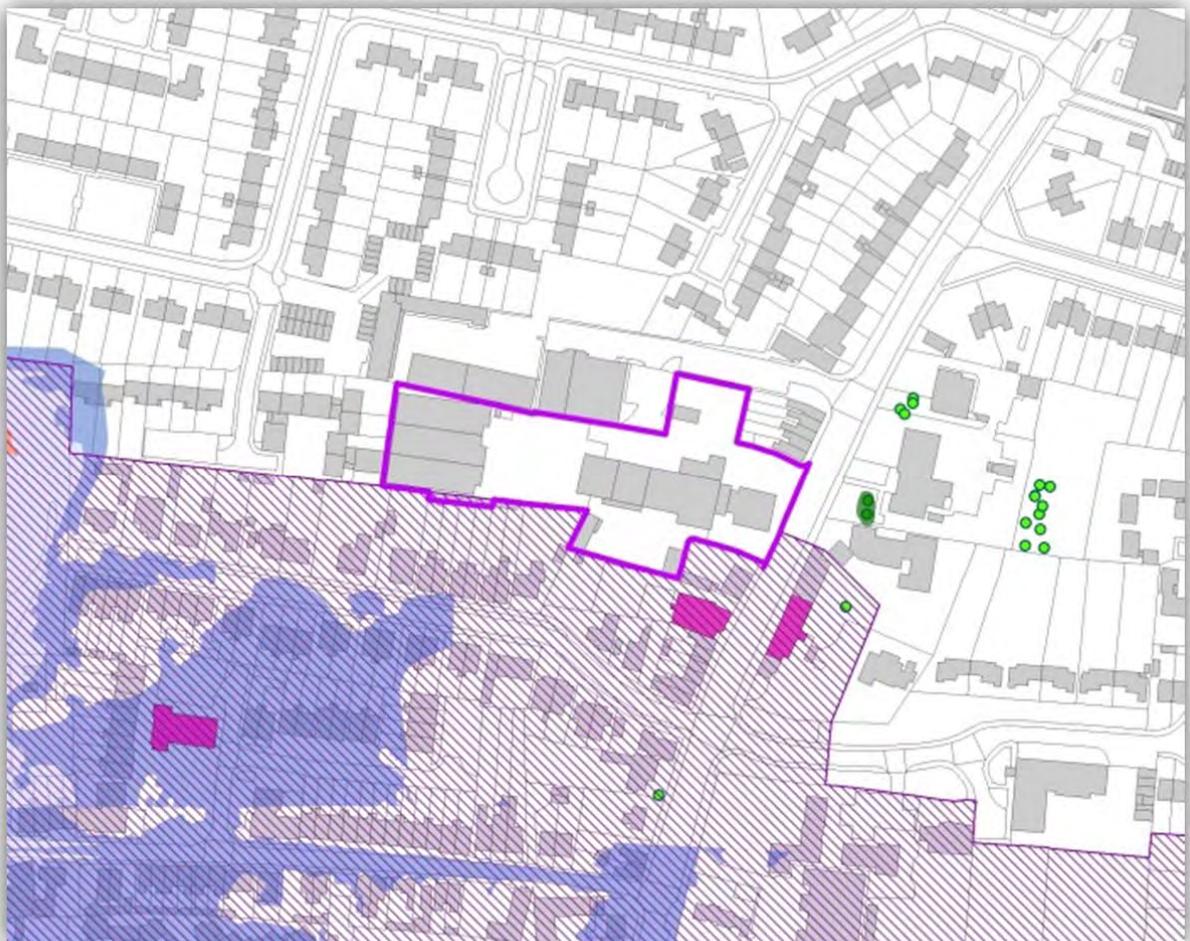
<b>Site Scores</b>	
Location – distance to strategic road network	9
Site prominence	8
Public transport	5
Sequential test	7
Planning status	5
Site constraints	4
Availability	10
<b>TOTAL</b>	<b>48</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Medium</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Good access to A14 and village of Godmanchester</li><li>- Part of a mixed-use development</li><li>- Alconbury Employment Zone considered to have some adverse impact on likelihood of development within the Plan period, due to proximity to A14 and similar offer, despite critical mass of adjacent employment area (Cardinal Park).</li></ul>

**St Neots  
Huntingdon Street**



Site photo



For map legend, see back page of Appendix

<b>Huntingdon Street, St Neots</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	The land is currently a neglected brownfield site in central St Neots. Existing occupants include Trenton Box co, Associated Surveying Consultants, Coolwater Hand Car Wash, Damage Doctor building maintenance.
<b>Size</b>	0.6 ha
<b>Current use</b>	Employment uses
<b>Location type</b>	St Neots Spatial Planning Area Urban Centre (St Neots)
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	5 miles
<b>Distance to A14</b>	9 miles
<b>Distance to rail station</b>	1.3 miles (St Neots)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Limited services are approximately 300 metres away from the site along Huntingdon Road to the east.
<b>Adjacent land uses</b>	The site is surrounded by residential uses north, south and west. To the east lies the B1043 and various services such as a fire station and food vendor.
<b>Planning status</b>	Proposed mixed use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	A conservation area abuts the site to the south and there are listed buildings in the vicinity. Likely impacts from light, noise and overlooking.
<b>Identified employment potential</b>	0.25 ha, B1
<b>Likely availability</b>	The site was put forward by an agent on behalf of a landowner who indicated that it could be delivered during 2015-2021.

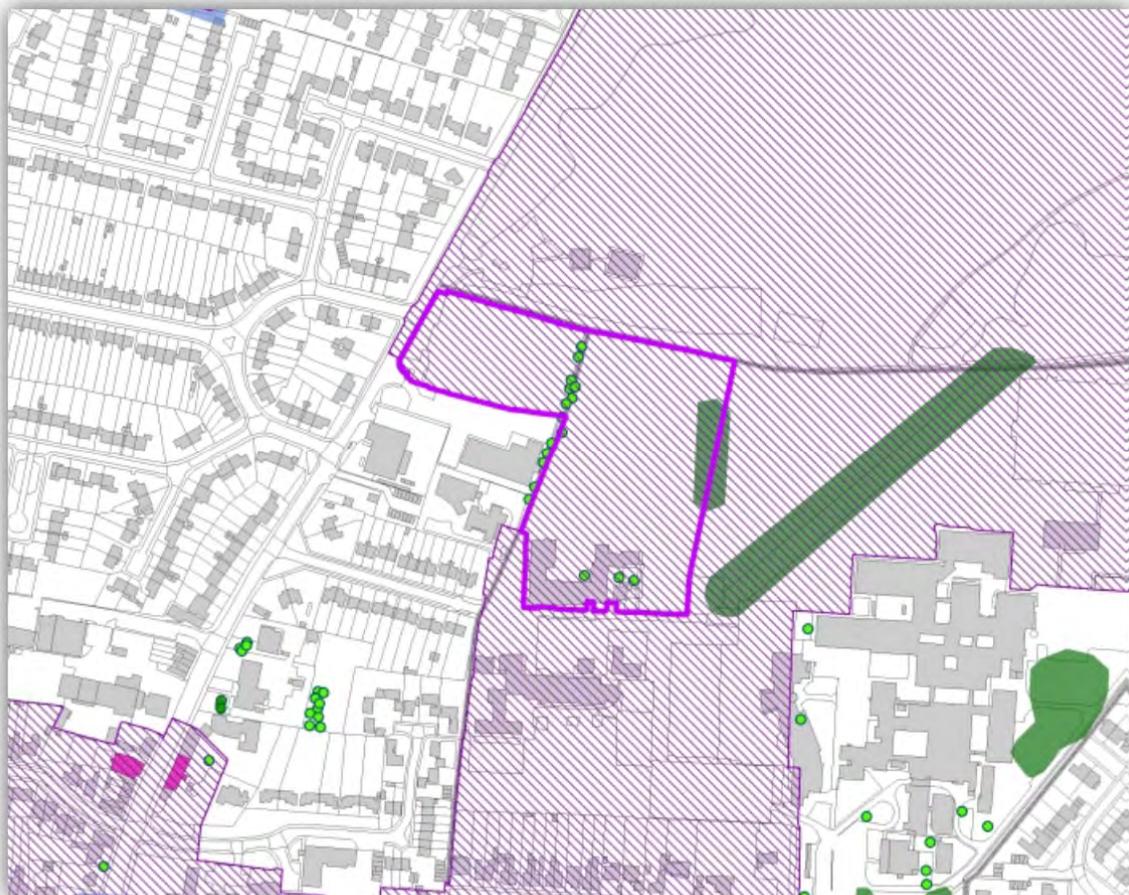
<b>Site Scores</b>	
Location – distance to strategic road network	0
Site prominence	6
Public transport	10
Sequential test	10
Planning status	0
Site constraints	8
Availability	6
<b>TOTAL</b>	<b>40</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Accessible by public transport and close to St Neots town centre</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market</li><li>- Appropriate re-use of brownfield site</li></ul>

**St Neots  
Former Regional College and Adjoining Land**



Site photo



For map legend, see back page of Appendix

<b>Former Regional College and Adjoining Land, St Neots</b>	
<b>Brownfield/ Greenfield</b>	Part Greenfield, part Brownfield
<b>Description</b>	The land currently comprises a derelict school and green space, located in close proximity to the fire station, doctors surgery, post office, schools and the Huntingdon Street site.
<b>Size</b>	2.2 ha
<b>Current use</b>	Informal open space Former Huntingdon Regional college
<b>Location type</b>	St Neots Spatial Planning Area Urban Edge (St Neots)
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	2.2 miles
<b>Distance to A14</b>	7.5 miles
<b>Distance to Rail Station</b>	1.5 miles (St Neots)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Limited services (such as fast food vendor) located within 400 metres of the site. St Neots town centre located approximately 650m south.
<b>Adjacent land uses</b>	Priory Park to the north Residential homes, Bowling Alley, Royal Mail Sorting Office, doctors surgery to the west. Primary School to the south. Agriculture to the east
<b>Planning status</b>	Proposed mixed use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Site ownership is split into three (public sector owners). Protected species may be present on-site. Protected trees (TPO) Approximately 500m from the edge of the common land adjoining the River Great Ouse (an SSSI). Protected species may be present. The site is within a conservation area. Archaeological remains may be present.
<b>Identified employment potential</b>	0.5ha, B1, as part of a mixed use development.
<b>Likely availability</b>	Most of the site is known to be available for development and could be delivered during 2016-21.

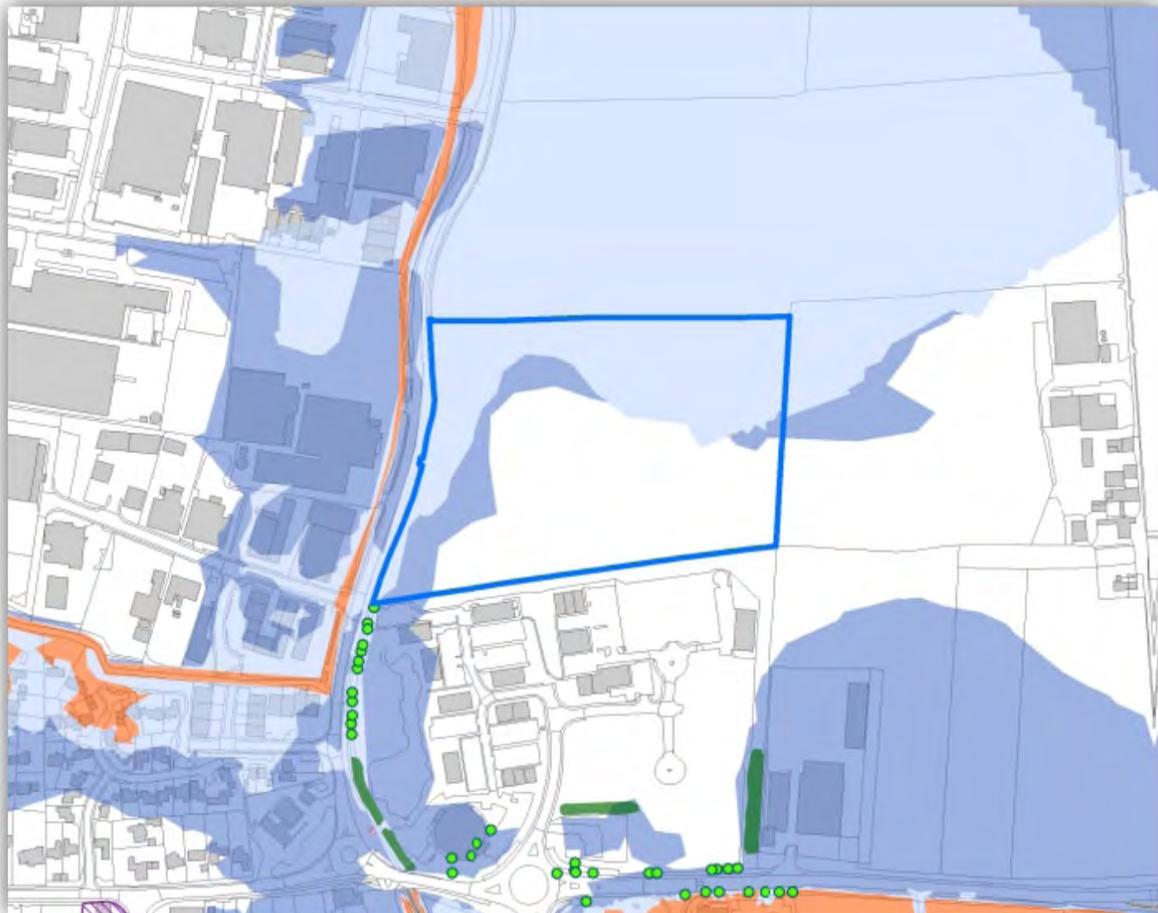
<b>Site Scores</b>	
Location – distance to strategic road network	6
Site prominence	6
Public transport	10
Sequential test	10
Planning status	0
Site constraints	4
Availability	6
<b>TOTAL</b>	<b>42</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Accessible by public transport and close to St Neots town centre</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market</li><li>- Part of a sustainable mixed-use development</li></ul>

**St Ives**  
Giffords Farm



Site photo



For map legend, see back page of Appendix

<b>Giffords Farm, St Ives</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	This site is currently farmland located to the north of Compass Point Business Park.
<b>Size</b>	5.57ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Urban fringe
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	10 miles
<b>Distance to A14</b>	3 miles
<b>Distance to rail station</b>	8 miles (Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services are more than 400m away.
<b>Adjacent land uses</b>	Agriculture to the north and east B1040 and Caxton Road Industrial Estate to the west Compass Point to the south
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	<p>Approximately half of this site is considered to be at risk of flooding, being within either flood zone 3a (with climate change) or flood zone 3a.</p> <p>There is potential for protected species to be present as there are trees and hedgerows on the land.</p> <p>Utilities – St Ives WWTW currently has no headroom#</p> <p>The land is prominent along the roads into St Ives from the east and north and along Somersham Road that forms the eastern edge of St Ives.</p> <p>The land is mostly classified as Grade 3 agricultural land but there is about a third classed as Grade 2.</p>
<b>Identified employment potential</b>	5ha, B1/B2
<b>Likely availability</b>	5 – 10 years

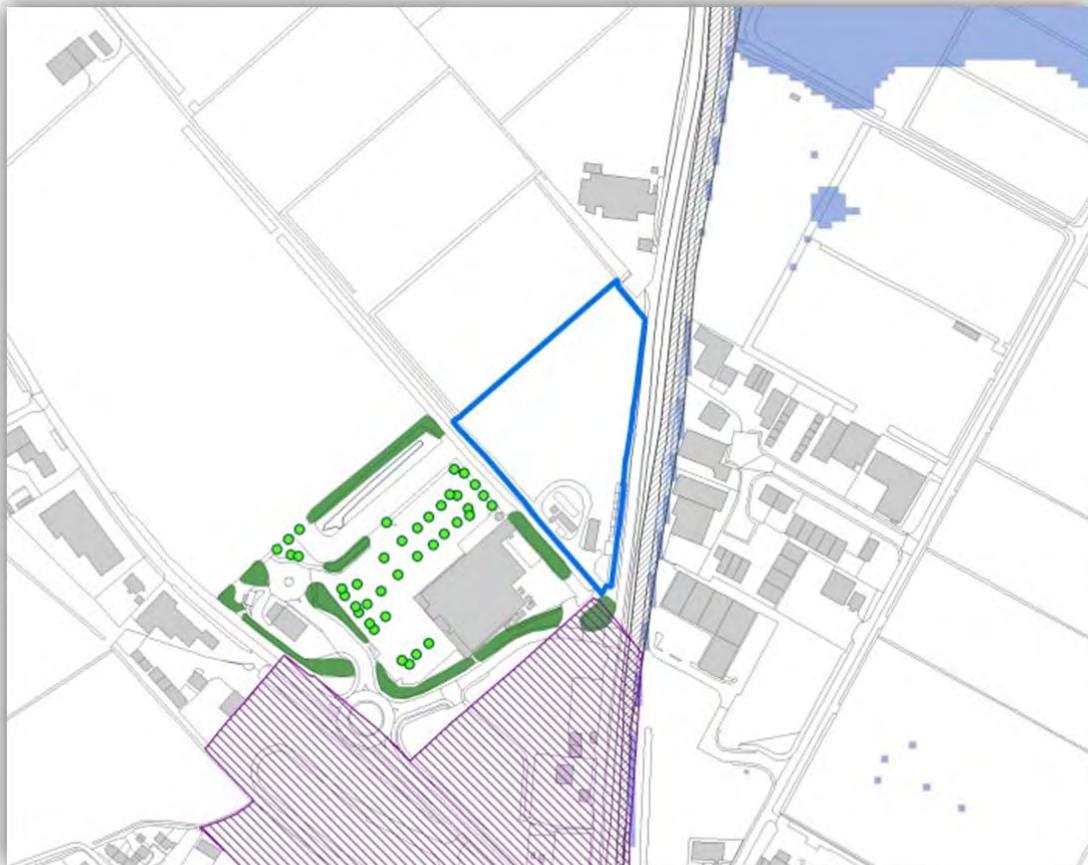
<b>Site Scores</b>	
Location – distance to strategic road network	4
Site prominence	6
Public transport	5
Sequential test	7
Planning status	0
Site constraints	5
Availability	2
<b>TOTAL</b>	<b>29</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Fairly poor accessibility to the strategic road network</li><li>- Adjacent to reasonably successful, established employment area (Somersham Road Industrial Estate)</li><li>- Significant undersupply of industrial floorspace across the District</li><li>- Considered complementary to growth at Alconbury Employment Zone, because the site would help to provide additional growth for local markets to the east of the District.</li></ul>

**Ramsey**  
South of the Foundry, Factory Bank



Site photo



For map legend, see back page of Appendix

<b>South of the Foundry, Factory Bank, Ramsey</b>	
<b>Brownfield/ Greenfield</b>	Mostly Greenfield, part Brownfield
<b>Description</b>	The site's previous buildings have been demolished and only hard standing remains. The location is behind a recently completed Tesco store and part of a wider industrial area.  The access road is unmade.
<b>Size</b>	1.5 ha
<b>Current use</b>	Not in use.
<b>Location type</b>	Ramsey Spatial Planning Area The site is located on the urban edge of Ramsey
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	11 miles
<b>Distance to A14</b>	13.3 miles
<b>Distance to Rail Station</b>	12.3 miles (Huntington)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to Services</b>	Services are more than 400m away.
<b>Adjacent Land Uses</b>	Metal recycling plant to the north Agriculture and open countryside to the west. Superstore to the south High Lode Industrial Estate to the east.
<b>Planning Policy Status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Planning Issues</b>	Grade 1 Agricultural Land.  The flat and open fenland landscape means that visibility of the site is an issue.  The majority of the site falls within the Ramsey Waste Water Treatment Work Safeguarding Area (WWTWSA).  The northern tip of the site falls within a Waste Consultation Area.  The eastern boundary runs along the bank of the High Lode drainage channel which is part of the Middle Level Commissioners (MLC) systems. A 20 metre wide access strip is required for maintenance purposes by the MLC.  Protected species may be present on site due to proximity of watercourse and the number of derelict buildings on-site.
<b>Identified employment potential</b>	1.5 ha, B1c/B2
<b>Likely availability</b>	The site could be delivered in the first five years of the Local Plan.

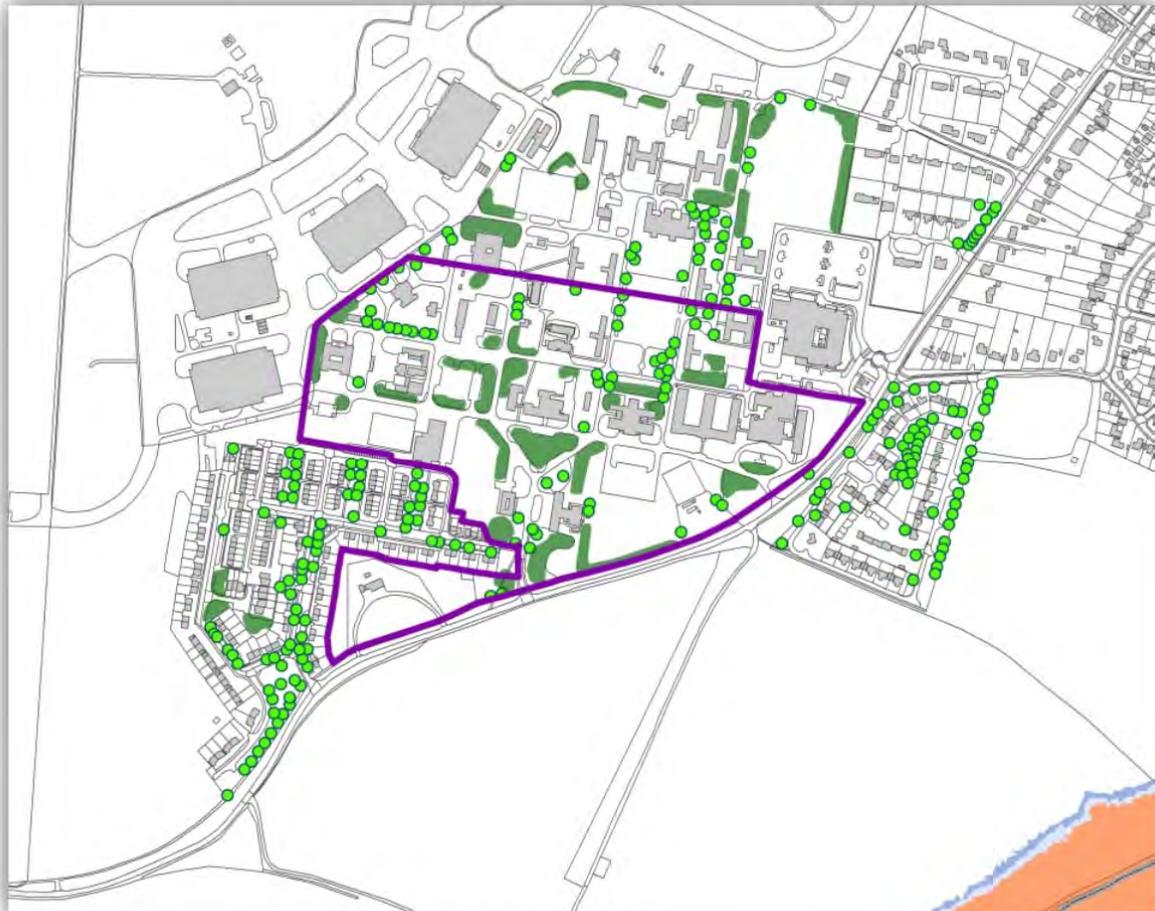
<b>Site Scores</b>	
Location – distance to strategic road network	0
Site prominence	4
Public transport	5
Sequential test	7
Planning status	0
Site constraints	6
Availability	10
<b>TOTAL</b>	<b>32</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Low</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Poor accessibility to the strategic road network</li><li>- Major environmental constraints, including Grade 1 Agricultural Land</li></ul>

**Ramsey**  
RAF Upwood and Upwood Hill House



Site photo



For map legend, see back page of Appendix

<b>RAF Upwood and Upwood Hill House, Ramsey</b>	
<b>Brownfield/ Greenfield</b>	Brownfield (although there are extensive areas of grass and trees)
<b>Description</b>	The site is extensive, derelict and in a poor state of repair. Building shells are all that remain.
<b>Size</b>	15.3 ha
<b>Current use</b>	Former RAF base
<b>Location type</b>	Ramsey Spatial Planning Area Urban Edge (Ramsey)
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	9 miles
<b>Distance to A14</b>	9.5 miles
<b>Distance to rail station</b>	10 miles (Huntington)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services are more than 400m away.
<b>Adjacent land uses</b>	Residential uses to the east Former airfield to the west Agriculture to the south
<b>Planning status</b>	Proposed mixed-use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	The site includes a significant number of trees. Potential for heritage assets. The water level / flood risk management system is sensitive to increased surface water/ treated effluent discharges - the Middle Level Commissioners (MLC) will not accept additional water to enter their managed system including the High Lode. Potential for protected species due to age and dilapidated nature of buildings as well as hedgerows, trees and large open areas.
<b>Identified employment potential</b>	2 ha, B1, as part of a mixed use development.
<b>Likely availability</b>	The site is known to be available for development and could be delivered during the first five years of the Local Plan.

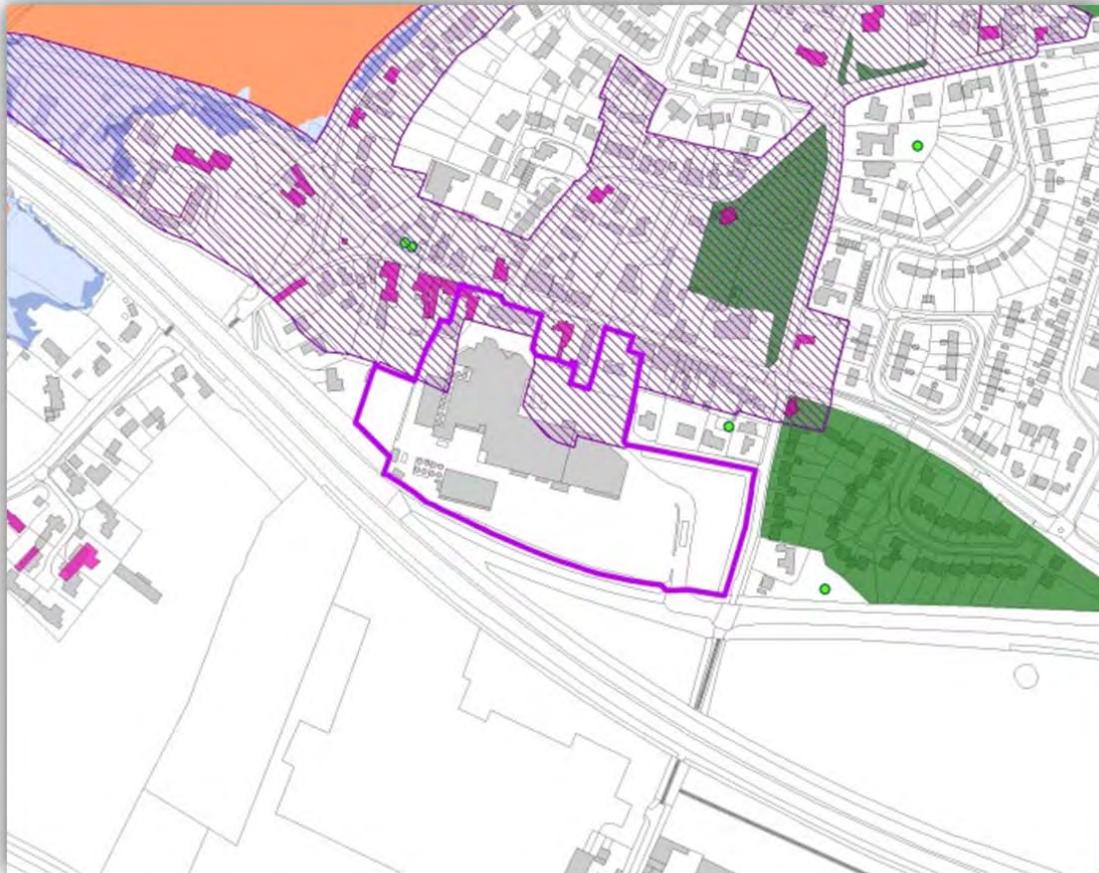
<b>Site Scores</b>	
Location – distance to strategic road network	0
Site prominence	4
Public transport	5
Sequential test	7
Planning status	0
Site constraints	6
Availability	6
<b>TOTAL</b>	<b>28</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Part of a mixed use development on the edge of the urban area</li><li>- Adjacent to a reasonably successful employment area (Upwood Air Park)</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve local markets in the centre of the district.</li><li>- Poor accessibility to the strategic road network, although this is not considered to be a major issue to the local catchment.</li></ul>

**Fenstanton**  
Former Dairy Crest Factory



Site photo



For map legend, see back page of Appendix

<b>Former Dairy Crest Factory, Fenstanton</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	<p>The Dairy Crest factory closed in early 2013. The site is a large, derelict and attractive to developers, given its location on the edge of a village. There is some High street access, although Conington Road in the east does not connect the site to the High Street at present.</p> <p>There is an attractive entrance from the High Street in the north.</p>
<b>Size</b>	3.2 ha
<b>Current use</b>	Vacant
<b>Location type</b>	<p>Key Service Centre</p> <p>Urban Edge (Fenstanton Service Centre)</p>
<b>Accessibility</b>	The factory had its main access from the slip road from the A14. New development is expected to gain access from the High Street and Conington Road as well as the existing access on the slip road.
<b>Distance to A1/A1(M)</b>	9.8 miles
<b>Distance to A14</b>	0.1 miles
<b>Distance to rail station</b>	10 miles (Huntington)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Services are located on the high street directly north of the site.
<b>Adjacent land uses</b>	<p>Homes and some small local businesses to the north and west (along the High Street).</p> <p>Homes to the east</p> <p>The A14 and agriculture to the south.</p>
<b>Planning status</b>	Proposed mixed use allocation (Stage 3 Local Plan)
<b>Site constraints</b>	<p>Noise in relation to the adjoining A14.</p> <p>Conservation Area designation over part of the site and adjoining land.</p> <p>Partly within the conservation area and a listed building present on-site, as well as other listed buildings nearby.</p> <p>The site lies within a Total Catchment (Zone 3) Source Protection Zone which may affect the use of SuDS.</p>
<b>Identified employment potential</b>	Approximately 0.5ha (Class B1), as part of a mixed use development.
<b>Likely availability</b>	The site is known to be available for development and could be delivered between 2013 and 2021.

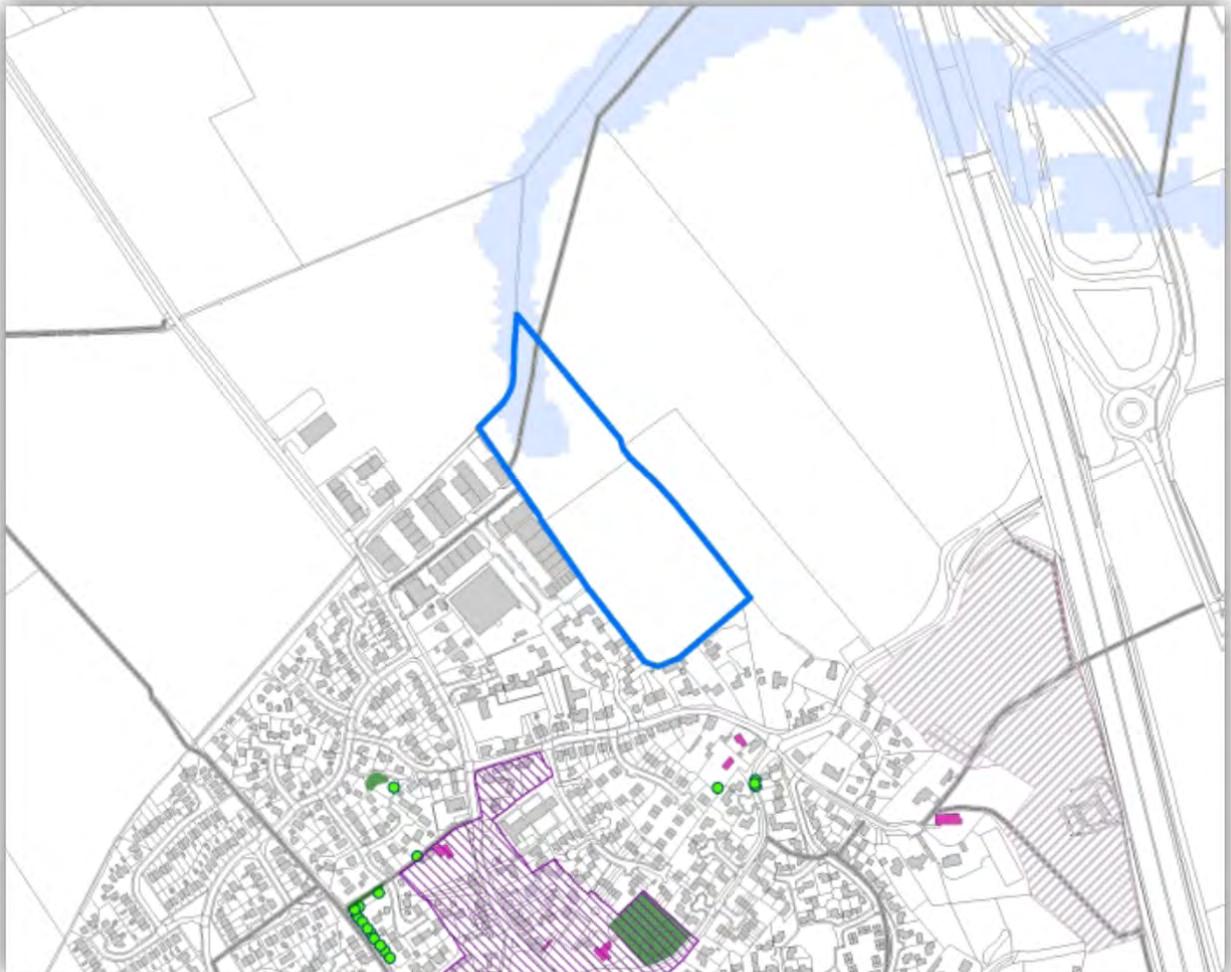
<b>Site Scores</b>	
Location – distance to strategic road network	5
Site prominence	8
Public transport	5
Sequential test	10
Planning status	0
Site constraints	7
Availability	6
<b>TOTAL</b>	<b>41</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Accessible to A14, public transport and Fenstanton village centre</li><li>- Part of a mixed use development</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market.</li><li>- Suitable land use on the village high street</li></ul>

**Sawtry**  
East of Brookside



Site photo



For map legend, see back page of Appendix

<b>East of Brookside, Sawtry</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	The site comprises 4.0 ha of open and flat agricultural land outside the village of Sawtry. There is flood risk to the north and potential access from Brookside through the existing industrial estate.
<b>Size</b>	4.0 ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Key service centre (Sawtry) Urban fringe
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	1.5 miles
<b>Distance to A14</b>	6 miles
<b>Distance to rail station</b>	10.5 miles (At Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	Reasonable proximity to village services.
<b>Adjacent land uses</b>	The site is bounded to the north and north-west by agricultural land uses. To the direct west of the site lies an industrial estate. Residential properties neighbours the site to the south.
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	9 metre wide maintenance access strip for the open watercourse that borders the site. Site falls within the Cambridgeshire and Peterborough Brickclay Mineral Safeguarding Area. The northern part of the site sits within flood zone 2. Located adjacent to an ancient monument of national importance. Likely impacts from light, noise and overlooking due to visual prominence of site.
<b>Identified employment potential</b>	4.0 ha, B1/B2
<b>Likely availability, years</b>	The site is known to be available and could be developed in the first five years of the Local Plan.

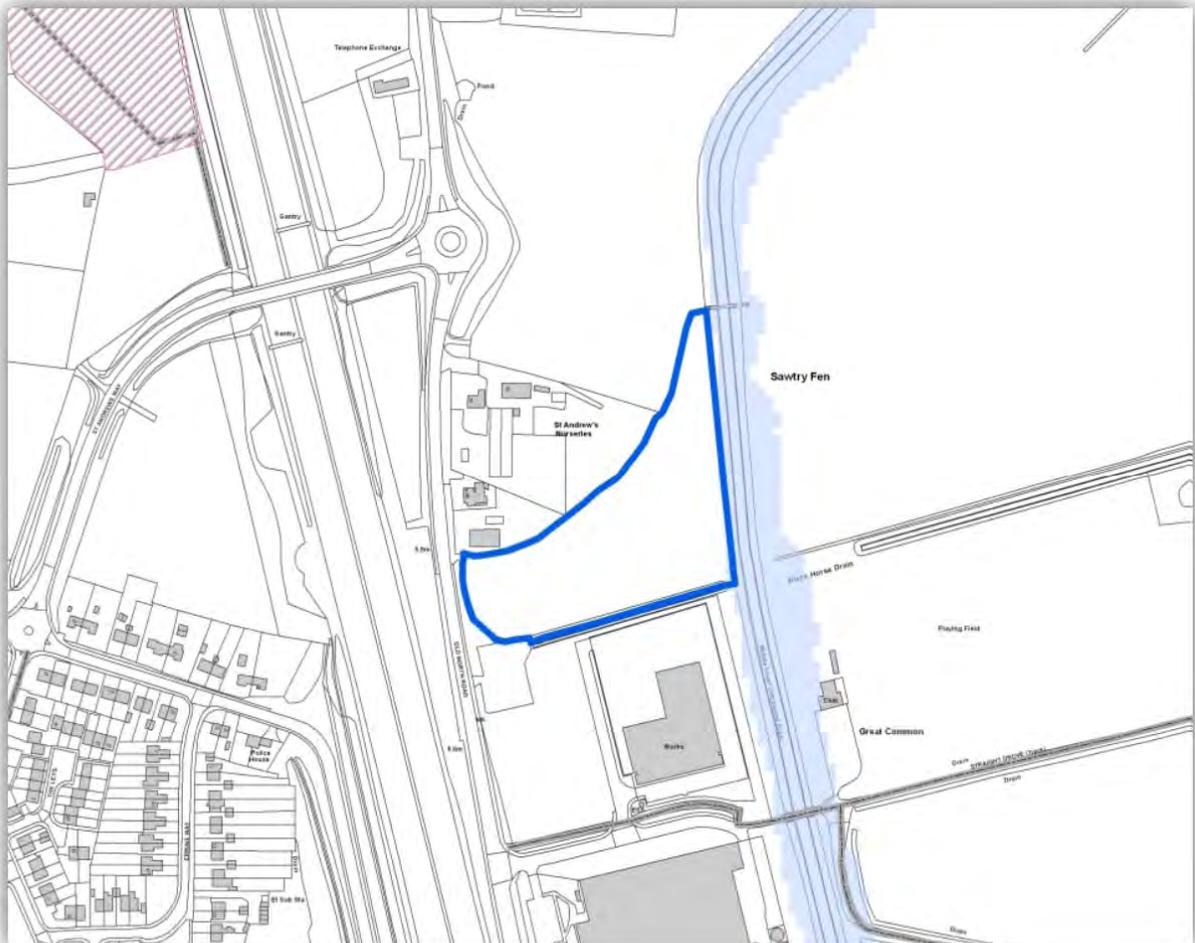
<b>Site Scores</b>	
Location – distance to strategic road network	7
Site prominence	4
Public transport	5
Sequential test	7
Planning status	0
Site constraints	5
Availability	10
<b>TOTAL</b>	<b>38</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Low</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Accessible to A1</li><li>- Part of a mixed use development</li><li>- Alconbury Employment Zone considered to have a significant adverse impact on likelihood of development within the Plan period, due to proximity and accessibility onto the A1.</li></ul>

**Sawtry**  
North of Black Horse Industrial Estate



Site photo



For map legend, see back page of Appendix

<b>North of Black Horse Industrial Estate, Sawtry</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	The site comprises 1.6 ha of land is dominated by the A1(M) which lies almost immediately adjacent to the west, with the Old Great North Road lying between the two. The land is detached from the village and so is remote from services.
<b>Size</b>	1.6 ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Key service centre (Sawtry). Outside of urban area
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	0.1 miles
<b>Distance to A14</b>	5.5 miles
<b>Distance to rail station</b>	10 miles (At Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	The land is remote from services.
<b>Adjacent land uses</b>	The A1(M) is located to the west. The land is north of Blackhorse Industrial Estate. Agricultural land bounds the north and east of the site.
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Potential noise and air quality issues. Site falls within the Cambridgeshire and Peterborough Brickclay Mineral Safeguarding Area. Majority of site lies within flood zone 1, although far eastern boundary within zones 2/3a.
<b>Identified employment potential</b>	1.6 ha, B8
<b>Likely availability</b>	The land was put forward in response to the Local Plan Stage 2 consultation from August to November 2012, so is known to be available within the Plan period.

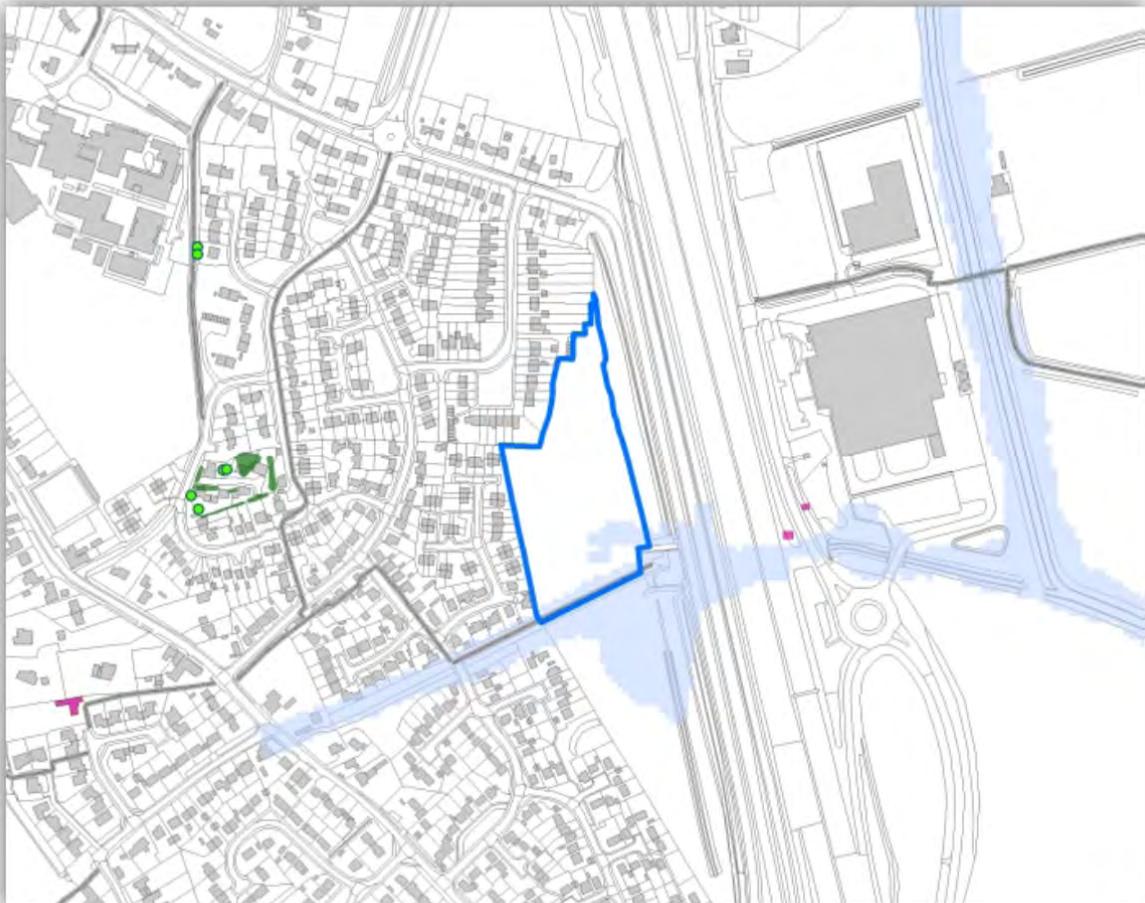
<b>Site Scores</b>	
Location – distance to strategic road network	10
Site prominence	8
Public transport	5
Sequential test	3
Planning status	0
Site constraints	3
Availability	10
<b>TOTAL</b>	<b>39</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Low</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Adjacent to employment area with large amount of vacant floorspace (11,239sqm)</li><li>- Poor accessibility to local services and facilities</li><li>- Alconbury Employment Zone considered to have a significant adverse impact on likelihood of development within the Plan period, due to proximity and accessibility onto the A1.</li></ul>

**Sawtry**  
Bill Hall Way



Site photo



For map legend, see back page of Appendix

<b>Bill Hall Way, Sawtry</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	The site comprises 1.7 ha of land outside Sawtry but is adjacent to the urban edge on the east of the village. It is distant from the services and facilities of Sawtry and has been deemed potentially suitable for small-scale employment development due to its close proximity to the A1.
<b>Size</b>	1.7 ha
<b>Current use</b>	Agriculture
<b>Location type</b>	Key service centre (Sawtry). Urban fringe
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	Adjacent
<b>Distance to A14</b>	5.5 miles
<b>Distance to rail station</b>	10 miles (At Huntingdon)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	The land is reasonably connected to village shops and services but just over 1km from the nearest GP.
<b>Adjacent Land Uses</b>	The A1(M) dominates the site to the east. The rest of the sites boundaries are adjacent to Sawtry's residential properties.
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Noise and Air Quality. Majority of site lies within flood zone 1, southern boundary is within zones 2/3a
<b>Identified employment potential</b>	1.7 ha, B1, as part of a mixed use development.
<b>Likely availability</b>	The site is known to be available and could be delivered during 2013-2026.

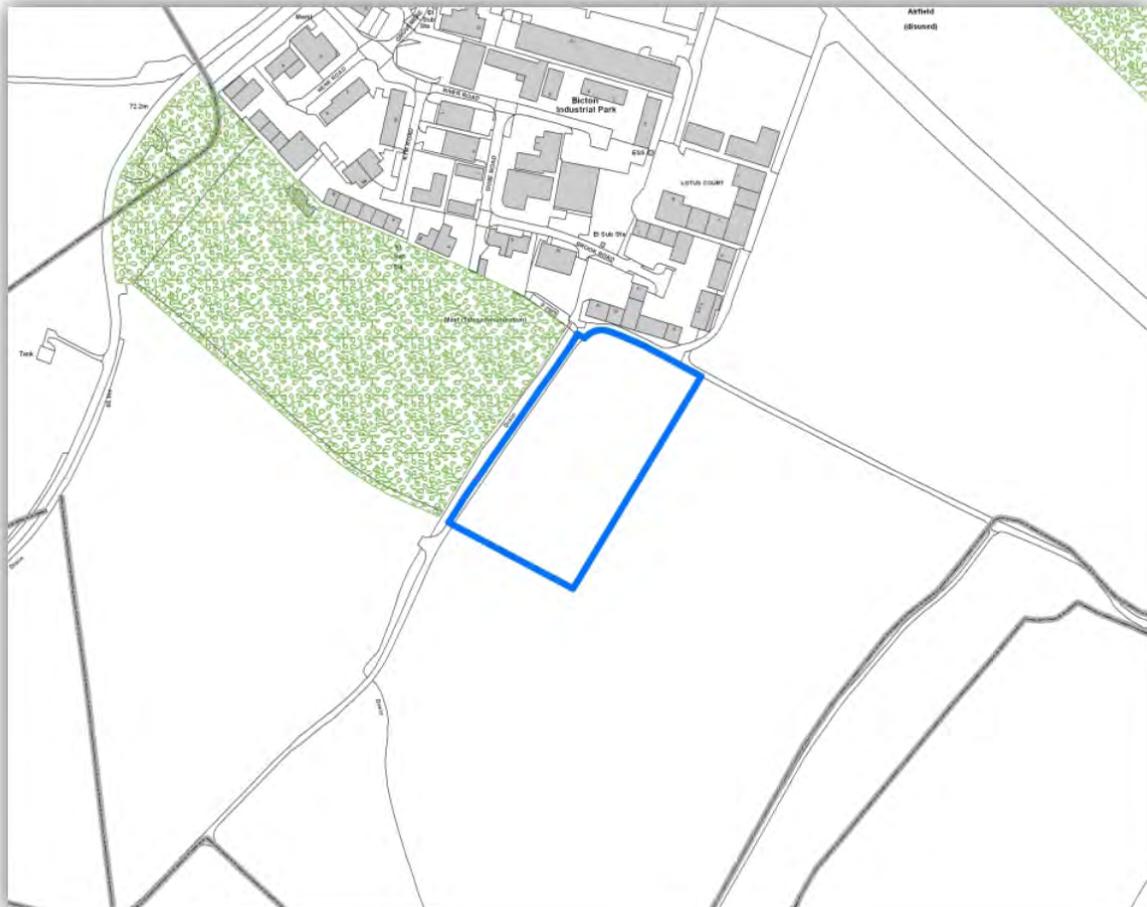
<b>Site Scores</b>	
Location – distance to strategic road network	10
Site prominence	8
Public transport	5
Sequential test	7
Planning status	0
Site constraints	7
Availability	10
<b>TOTAL</b>	<b>47</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>Low</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Despite being a sustainable location for employment development on a site with relatively few constraints and good availability, it is considered that Alconbury Employment Zone will have a significant adverse impact on likelihood of development within the Plan period, due to proximity and accessibility onto the A1.</li></ul>

**Kimbolton**  
Land adjacent Bicton Industrial Estate



Site photo



For map legend, see back page of Appendix

<b>Land adjacent Bicton Industrial Estate</b>	
<b>Brownfield/ Greenfield</b>	Greenfield
<b>Description</b>	The site comprises 1.3ha of land and is situated adjacent to an established area of employment uses, but is bounded to the south and west by open countryside.
<b>Size</b>	1.3 ha
<b>Current use</b>	Agricultural
<b>Location type</b>	Key Service Centre (Kimbolton). Rural
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	7.7 miles
<b>Distance to A14</b>	3.3 miles
<b>Distance to rail station</b>	10.3 miles (St Neots)
<b>Within 500 metres of a bus stop?</b>	No
<b>Distance to services</b>	The site is disconnected from any nearby services or facilities.
<b>Adjacent land uses</b>	The existing Bicton Industrial Estate borders to the north of the site. Agricultural land surrounds the rest of the site.
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	Adjacent to a County Wildlife Site The whole site is grade 2 agricultural land.
<b>Identified employment potential</b>	1.3ha, B1 / B2
<b>Likely availability</b>	The site is known to be available for development but no indication has been given of the preferred timescale.

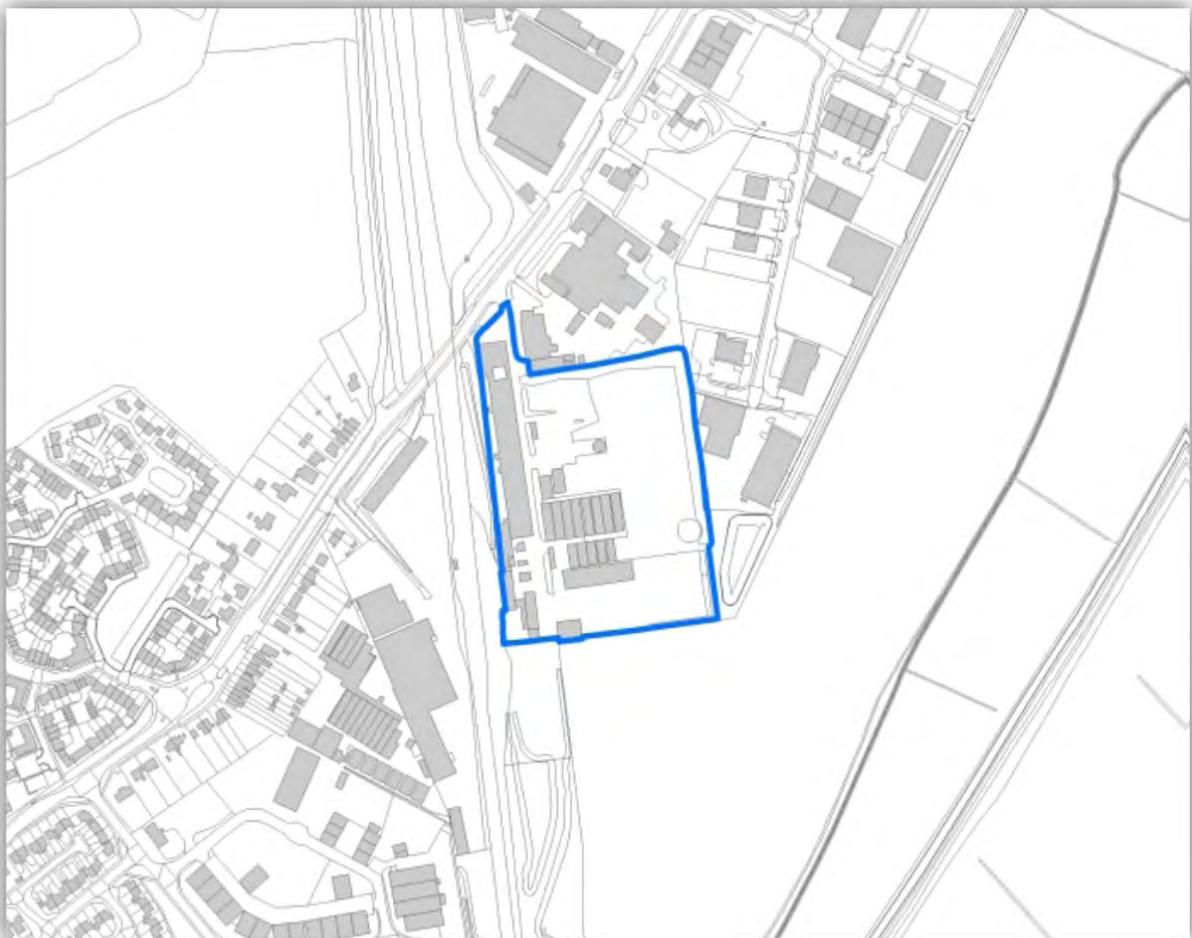
<b>Site Scores</b>	
Location – distance to strategic road network	3
Site prominence	2
Public transport	0
Sequential test	3
Planning status	0
Site constraints	8
Availability	10
<b>TOTAL</b>	<b>26</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Poor access to strategic road network, public transport and services, but adjacent to a well occupied site that is adequately serving the local market</li><li>- Adjacent to successful employment area (Bicton Industrial Estate)</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market.</li></ul>

**Yaxley**  
Yax Pax



Site photo



For map legend, see back page of Appendix

<b>Yax Pax, Yaxley</b>	
<b>Brownfield/ Greenfield</b>	Brownfield
<b>Description</b>	<p>The site comprises 3.2ha of land and lies within the Great Fen Landscape and Visual Setting Area.</p> <p>Used for growing and processing mushrooms, much of the site is built on so is considered to be previously developed. The site also contains a number of Nissen Huts dating back to the wartime period. Accessibility is currently poor and the land is largely hidden from view. However the site is adjacent to the new and successful Eagle Business Park and well-located on the opposite side of the railway line to residential uses.</p>
<b>Size</b>	3.2 ha
<b>Current use</b>	Mushroom growing and packaging
<b>Location type</b>	<p>Key service centre (Yaxley).</p> <p>Urban fringe</p>
<b>Accessibility</b>	How the site will be safely accessed will need to be resolved.
<b>Distance to A1/A1(M)</b>	3 miles
<b>Distance to A14</b>	12.5 miles
<b>Distance to rail station</b>	5.8 miles (Peterborough)
<b>Within 500 metres of a bus stop?</b>	Yes
<b>Distance to services</b>	The site is disconnected from any nearby services or facilities.
<b>Adjacent land uses</b>	<p>The East Coast mainline dominates the western boundary.</p> <p>Agriculture and views across Long Fen to the south.</p> <p>Business park to the east.</p> <p>Industrial business uses to the north.</p>
<b>Planning status</b>	Proposed employment allocation (Stage 3 Local Plan)
<b>Site constraints</b>	The land lies in flood zone 1, the lowest flood risk, however the water management system downstream is sensitive to increased surface water/treated effluent discharges and overloaded during high rainfall events and this has previously led to flooding in the area.
<b>Identified employment potential</b>	3.2 ha, B1c / B2
<b>Likely availability</b>	The site is known to be available for development and could be delivered during 2013-26.

<b>Site Scores</b>	
Location – distance to strategic road network	4
Site prominence	6
Public transport	5
Sequential test	7
Planning status	0
Site constraints	9
Availability	10
<b>TOTAL</b>	<b>41</b>

<b>Conclusion</b>
<p>Likelihood of site meeting employment needs: <b>High</b></p> <p>Key reasons:</p> <ul style="list-style-type: none"><li>- Accessible to Yaxley village centre</li><li>- Close proximity to successful development at Eagle Business Park and Broadway Business Park</li><li>- Appropriate re-use of brownfield site</li><li>- Considered complementary to growth at Alconbury Employment Zone, as the development is likely to serve a local market that is more closely aligned with Peterborough.</li><li>- A significant employment allocation in Peterborough may compete with this site (Great Haddon, see chapter 5 for more details).</li></ul>

## Map Legend

-  Conservation Area
-  Listed Buildings
-  Sites of Ancient Monuments
-  Tree Preservation Order Areas
-  Tree Preservation Order Point
-  Right of Way
-  Site of Special Scientific Interest
-  Cambs Wildlife Sites Areas
-  Ramsar
-  SPA
-  SAC
-  SFRA - Rapid Inundation Zone
-  1 in 20 Yr Flood Extent (Functional Floodplain)
-  1 in 100 Yr Flood Extent
-  1 in 100 Yr Flood Extent (with climate change allowance)
-  1 in 100 Yr Extent (derived from eng. judgement)
-  Other Forms Of Flooding
-  SFRA - Flooding Extents (1000 Year)