Agenda Item 5d

Greater Cambridge Local Plan

First Proposals

Topic Paper 1: Strategy

Greater Cambridge Planning Service

September 2021

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1. Introduction and Purpose

This is one of eight topic papers produced to inform the consultation on the Greater Cambridge Local Plan: First Proposals. The topic papers are:

- Strategy
- Climate Change
- Green Infrastructure
- Wellbeing and Social
- Great Places
- Jobs
- Homes
- Infrastructure

All of the papers can be found on the Greater Cambridge Shared Planning website.

The topic papers set out how the preferred option for each policy under the relevant Local Plan 'Theme' has been developed. As such, the topic papers support and complement the First Proposals consultation document as they provide a detailed explanation of the basis for each preferred policy approach.

The Strategy topic paper is relevant to all of the Local Plan Local Plan 'Themes'. It addresses the following topics:

Part 1A: Overarching development strategy

- Overarching policy context
- Emerging aims for the Local Plan
- Development levels
- Spatial strategy

Part 1B: Additional development strategy policies

Part 2: Approach to site allocations supporting the preferred spatial strategy

The policies are presented in a consistent format in each topic paper with sufficient information to provide a comprehensive appreciation of the background to and development of the preferred option. Parts 1B and 2 of this Strategy Topic Paper follow this consistent structuring for each policy option as follows:

- the issue the plan is seeking to respond to;
- the national, regional and local policy context that informs how the plan should address the issue;
- how consultation and engagement have informed the policy's development;
- the evidence that has informed the preferred policy option;

- the proposed policy approach and reasons why this is preferred, including alternative options considered; and
- further work and next steps.

A Local Plan must be informed by consultation and engagement as well as statutory processes, such as Sustainability Appraisal and Habitats Regulations Assessment, and the requirements of national planning policy. These important elements of plan-making have, therefore, informed development of the First Proposals for the Local Plan and are the subject of separate reports, and are also available on the Greater Cambridge Shared Planning website. These form part of the overall consultation and are summarised below.

Greater Cambridge Local Plan Statement of Consultation

The Statement of Consultation sets out how the Councils have undertaken consultation, and propose to undertake consultation, in preparing the Greater Cambridge Local Plan.

The Statement will be updated at each stage of the plan making process; the current version supports the First Proposals stage.

The approach to Local Plan consultation is founded on the Councils' Statement of Community Involvement. This sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance for future development. It also explains how we will involve the community in planning applications.

The current version of the Statement of Consultation provides details of the consultation and engagement we have undertaken to date. This includes events before and after the first formal consultation on the plan, as well as details of the formal consultation itself, known as The First Conversation. The Statement summarises what have you told us so far and how we have taken this into account in developing the Local Plan.

Greater Cambridge Local Plan Sustainability Appraisal

A sustainability appraisal is a systematic process required by law that must be carried out during the preparation of a local plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. Sustainability appraisal should be applied as an ongoing process informing the development of the plan throughout its preparation.

Reasonable alternatives are the different realistic options considered in developing the policies in the plan. They need to be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The sustainability appraisal should only focus on what is needed to assess the likely significant effects of the plan.

A Sustainability Appraisal Scoping Report was subject to consultation alongside the First Consultation in January 2020. A sustainability appraisal was also completed on the First Conversation. In November 2020 an appraisal was carried out to inform the testing of development strategy options. These reports can be found on the Greater Cambridge Shared Planning website in the document library section.

The Greater Cambridge Local Plan First Proposals Sustainability Appraisal report has now been published, which considers the proposals and option identified in the First Proposals report. It includes a non-technical summary of the information, providing a clear and accessible overview of the process and findings.

The sustainability appraisal report sets out the reasonable alternatives considered as the plan has evolved, including the preferred approach in each case, and assesses these against the baseline environmental, economic and social characteristics of the area.

Greater Cambridge Local Plan Habitats Regulations Assessment

A Habitats Regulations Assessment (HRA) refers to a process which must be undertaken by law to determine if a plan or project may affect the protected features of a habitats site. European Sites and European Offshore Marine Sites are referred to as ‘habitats sites’ in national planning policy.

All plans which are not directly connected with the conservation management of a habitat site require consideration of whether the plan or project is likely to have significant effects on that site. This consideration should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.

If a proposed plan or project is considered likely to have a significant effect on a protected habitats site then an appropriate assessment of the implications for the site, in view of the site’s conservation objectives, must be undertaken. An appropriate assessment for a local plan should consider the impacts on sites and confirm the suitability or likely success of mitigation measures.

The HRA process began in 2020 with the publication of the HRA Scoping Report alongside the First Conversation in January 2020, which identified European sites with potential to be affected by the Local Plan. In November 2020 an assessment of

the strategic spatial options was published. These reports can be found on the Greater Cambridge Shared Planning website in the document library section.

An HRA has now been carried out of the proposals in the First Proposals Report and published to accompany the consultation.

Greater Cambridge Local Plan Duty to Cooperate: Statement of Common Ground

The purpose of the Greater Cambridge Local Plan Duty to Cooperate Statement of Common Ground is to set out the main areas of common and uncommon ground with relevant partners on strategic cross-boundary matters. It also forms part of the evidence required to demonstrate that the Councils have complied with the duty to cooperate in preparing the local plan.

The Statement of Common Ground responds to the requirement in national planning policy and guidance that strategic policy-making authorities are expected to document the activities undertaken when in the process of addressing strategic cross-boundary matters whilst cooperating. These will include the following matters that should be tailored to address local circumstances:

- working together at the outset of plan-making to identify cross-boundary matters which will need addressing;
- producing or commissioning joint research and evidence to address cross-boundary matters;
- assessing impacts of emerging policies; and
- preparing joint, or agreeing, strategic policies affecting more than one authority area to ensure development is coordinated.

The Statement of Common Ground is intended to provide the outcome at a point in time of the ongoing cooperation with relevant bodies regarding strategic cross-boundary matters. It is intended to be a concise sign-posting document. It is closely related to the First Proposals Duty to Cooperate Statement of Compliance and to the First Proposals Statement of Consultation.

Greater Cambridge Local Plan Equalities Impact Assessment (EQIA)

The Public Sector Equality Duty, introduced under the Equality Act 2010, requires all public bodies, including Councils, to have due regard to the need to eliminate unlawful discrimination, harassment, and victimisation; advance equality of opportunity between those who share a protected characteristic and those who do not; and foster good relations between those who share a relevant protected characteristic and those who do not.

An EQIA provides a methodical approach to the assessment of impacts across the protected characteristics set out in legislation. An assessment should be completed during the development and review of all Council policies, strategies, procedures, projects or functions.

EQIA was carried out at the First Conversation stage at January 2020, and in relation to the testing of strategic options in November 2020. These reports can be found on the Greater Cambridge Shared Planning website in the document library section.

The Greater Cambridge Local Plan First Proposals Report Equalities Impact Assessment has now been proposed to provide an assessment of the policies and proposals in the consultation.

Part 1A: Overarching development strategy

1. Issue the Plan is seeking to respond to

Part 1 explains how the overarching development strategy - including the scale and distribution of jobs and homes being planned for - has been determined.

It includes seven sections:

- Issue the Plan is seeking to address
- Overarching policy context
- Emerging vision and aims for the Local Plan
- New jobs and homes
- Employment provision
- Housing provision
- Development strategy.

2. Overarching Policy Context

2.1 National Context

The overarching requirement for Local Plan strategies is set out in the National Planning Policy Framework, informed by legislation[1], which states, in respect of the way the strategy is prepared, that plans are sound if they are "Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs". A further test requires plans to be "Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence". The other two tests require plans to be effective and consistent with national policy. The discussion below sets out how the area's objectively assessed needs have been derived and the approach to meeting them, including consideration of reasonable alternatives, to arrive at "an appropriate strategy".

Furthermore specific national planning policy requirements have informed consideration of individual elements of the development strategy. These are referred to, where relevant, within the sections below.

In addition to national planning policy, the following enacted and emerging statutory requirements are also particularly relevant to producing a Local Plan:

- The Climate Act 2008 as amended in 2019 includes a target of net zero carbon Green House Gas emissions by 2050. The implications of the Act are that in preparing the Local Plan the Councils must consider its impact on carbon emissions and climate change, and understand its role in responding to the journey towards zero carbon by 2050.
- The emerging Environment Bill, which draws upon the 25 Year Environment Plan, includes a mandatory requirement for Biodiversity Net Gain and a requirement to produce Nature Recovery Strategies. Consideration of an emerging Nature Recovery Network is relevant to the determination of a preferred development strategy.

2.2 Regional / Local Context

The regional and local context relevant to determining a new development strategy for the Greater Cambridge Local Plan includes the following issues. Where relevant

[1] The Planning and Compulsory Purchase Act 2004 sets out a requirement to carry out an appraisal of the sustainability of the proposals in each development plan document – a Sustainability Appraisal. Sustainability Appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004.

these are picked up in more detail in the later sections of Development Levels and Spatial Strategy.

Regional

In 2017 the National Infrastructure Commission identified the Cambridge-Milton Keynes-Oxford arc (OxCam Arc) as a national economic priority, highlighting the need for transport infrastructure and a long term vision, as well as providing local areas with the tools to tackle the barriers to growth. Responding to this, government has progressed a number of projects to support this challenge, including the following relevant to Greater Cambridge Local Plan:

- Infrastructure: Bringing forward a new East West Rail Bedford to Cambridge rail line, including a proposed station at Cambourne and rail line linking to the planned new Cambridge South station, with the line due to open around 2030. The location of stations and delivery timings of this project will have particular impact on the Greater Cambridge Local Plan.
- Long term vision: An Arc-wide spatial framework is being developed to set national planning policy and national transport policy, and is due to conclude by the end of 2022. A 12 week consultation started in August 2021 to help create a vision for the Arc. The emerging spatial framework and emerging Greater Cambridge Local Plan are likely to inform each other as each progresses.
- Together with partner local authorities in the OxCam Arc, Cambridge City Council and South Cambridgeshire District Council have agreed a set of Arc Environmental Principles addressing climate change and natural environment priorities. These principles have informed the policy approaches across the Themes of the First Proposals Plan.

In addition to OxCam Arc programmes, at an Eastern region geography, Water Resources East has been set up to tackle the water challenges faced by the region. This is a critical area of work affecting Greater Cambridge and the deliverability of the local plan, as the area faces significant challenges to deliver future employment and the housing needed to support it. Until more is known about the proposals for water supply that will be contained in the new regional Water Management Plan, there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period.

Sub-regional

At a Cambridgeshire and Peterborough level, Cambridgeshire and Peterborough Combined Authority (CPCA) was created through the Cambridgeshire and Peterborough Devolution deal, which itself set out an ambition for the area to double GVA over 25 years.

The Combined Authority commissioned the Cambridgeshire and Peterborough Independent Economic Review (CPIER) which reported in 2018, identifying Greater Cambridge (but also including parts of East Cambridgeshire and Huntingdonshire) as effectively forming its own economic sub-region), referring to new evidence highlighting the continuing strength of the Greater Cambridge economy and its key sectors, and identifying the need for further housing to keep pace with jobs growth. Further to publication of the CPIER the Combined Authority adopted its Local Industrial Strategy identifying broad sector strategies for its area.

As Local Transport Authority the Combined Authority has adopted the Cambridgeshire and Peterborough Local Transport Plan (LTP), and is progressing a number of transport projects. We are currently working with the Combined Authority on a refresh of the LTP to ensure that the Local Plan and LTP work together. At a Greater Cambridge level, Greater Cambridge Partnership is delivering a number of public transport schemes to support the adopted plans.

Separate from the Combined Authority, the Cambridgeshire and Peterborough Local Nature Partnership has set out a Doubling Nature ambition, supported by the Councils, and has also identified six priority landscape areas, including two relevant to Greater Cambridge, to support this ambition and to form part of an emerging Nature Recovery Network.

Adopted Local Plans 2018

The adopted Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018 include a shared commitment to an early review of the Local Plans, set out in Policy 9: Review of the Local Plan and Policy S/13: Review of the Local Plan respectively. These consistent policies identify specific matters to be addressed by the review, including the following:

a. An updated assessment of housing needs.
b. The progress being made towards implementation of the spatial strategy for Greater Cambridge, in particular the new settlements at Waterbeach and Bourn Airfield.
c. work with the local housing authorities to consider the implications of an assessment, required by housing legislation (in the Housing Act 1985, as amended by the Housing and Planning Act 2016), of the needs of people

residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed.

In relation to these specific matters, a. and b. are addressed below within this Topic Paper. In relation to c. a joint Gypsy and Traveller Accommodation Needs Assessment has been commissioned but has been severely impeded by COVID-19. As such, at the time of writing findings are still awaited. Its findings will inform the draft plan stage.

2.3 Greater Cambridge Local Plan Process to Date

Formal work on the Greater Cambridge Local Plan began in 2019. Key stages to date have included:

2019: Call for Sites and initial workshops

In early 2019 we invited submissions of sites for proposed development.

In summer 2019 we held initial workshops with a wide range of groups including residents' associations, Parish Councils, landowners and agents, statutory consultees and others, to understand what they felt the key issues for the Plan might be. This informed preparation of the First Conversation consultation.

January-February 2020: First Conversation (Issues and Options) consultation

In relation to development strategy, the First Conversation consultation sought views on:

- Issues under seven Big Themes: Climate Change, Green Spaces and Biodiversity, Wellbeing and Social Inclusion, Great Places, Jobs, Homes and Infrastructure
- Rough possible homes and jobs growth levels drawing on government's Standard Method minimum local housing need, and a rough maximum drawing on the CPIER jobs and homes evidence
- Six broad spatial choices, and the pros and cons of each.

November 2020: Strategic spatial options

Drawing on detailed employment and housing evidence, as well as consultation responses to 'The First Conversation', alongside a review of a wide range of other evidence sources, three growth level options and eight strategic (non-site specific) spatial options were tested across a range of interim evidence studies relating to the Big Themes.

Workshops were held with a wide range of stakeholders to discuss the findings of the evidence studies in relation to the growth level options and strategic spatial options

Further detail including the outcomes of these stages relating to specific topics is set out at relevant sections below.

2.4 Context Summary

To summarise the above context, consideration of a preferred development strategy for Greater Cambridge needs to respond to national, regional and local context as follows:

National context

- demonstrate that it is “appropriate…taking into account the reasonable alternatives”, to address NPPF and statutory requirements
- support the transition to net zero carbon and support an emerging Nature Recovery network, responding to the Climate Act and emerging Environment Bill.

Regional context

- Influence and draw on regional workstreams including the emerging OxCam Arc spatial framework and the Water Resources Management Plan being prepared by Water Resources East.
- Consider the set of Environmental principles agreed by the OxCam Arc.
- Consider how to respond to the Cambridgeshire and Peterborough Combined Authority’s ambition to double nature.
- Make connections as relevant with sub-regional climate priorities identified by the Cambridgeshire and Peterborough Climate Commission. These aims are fully supported by the Councils as shown by their climate emergency declarations.
- Take opportunities generated by emerging transport infrastructure schemes, including in particular East West Rail and the Greater Cambridge Partnership’s schemes, whilst accounting for certainty and delivery of timing of these.
- Directly address recent economic evidence and strategy, including evidence of recent fast employment growth.

Local context

- Respond to the councils' declarations of climate and biodiversity emergencies respectively
- Address the specific matters raised by the Review of the Local Plan policies contained within the adopted plans, comprising a new assessment of housing need, a review of the implementation of the current strategy, and assessing the accommodation needs of caravan dwellers.

3. Emerging Vision and Aims for the Local Plan

A vision and set of emerging aims have been identified for the plan which inform decisions regarding the spatial strategy, alongside Sustainability Appraisal. The aims have been drawn from the Greater Cambridge Local Plan seven Themes, and have been cross-checked against NPPF principles and Greater Cambridge Local Plan Sustainability Appraisal objectives to ensure coverage of all relevant topics.

Our vision

We want Greater Cambridge to be a place where a big decrease in our climate impacts comes with a big increase in the quality of everyday life for all our communities. New development must reduce carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.

Our Plan takes inspiration from what is unique about our area, and embraces the bold new approaches that will help us achieve this vision.

Our aims

Our aims for this plan are:

- **Climate change**: Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that limit carbon emissions, is designed to the highest achievable standards for energy and water use, and is resilient to current and future climate risks.
- **Biodiversity and green spaces**: Increase and improve our network of habitats for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.
- **Wellbeing and social inclusion**: Help people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.
- **Great places**: Sustain the unique character of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.
- **Jobs**: Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for innovation.

- **Homes**: Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to buy and rent, and different kinds of homes to suit our diverse communities.
- **Infrastructure**: Plan for transport, water, energy and digital networks; and health, education and cultural facilities; in the right places and built at the right times to serve our growing communities.

The above vision and aims have informed our consideration of the preferred strategy.

4. New jobs and homes

4.1 Introduction

This section explains the approach taken to confirming objectively assessed needs set out in S/JH New jobs and homes (building on the explanation provided within the Greater Cambridge Local Plan: Strategic Spatial Options for Testing – Methodology, November 2020,1.3, starting at p11).

4.2. Policy Context

National context

Relevant to identifying growth levels, the National Planning Policy Framework and associated Planning Practice Guidance includes the following key points:

- evidence on growth levels should identify objectively assessed needs for housing and other uses. As such, consideration of what are the area's 'needs' is a first step, which is undertaken in this section and is separate from considering the environmental consequences of providing for those needs and the resulting housing target that the councils should plan for, which is addressed in section 6
- Plans should provide, as a minimum, the number of homes informed by a local housing need assessment, conducted using the standard method in planning guidance, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole
- There will also be circumstances where it is appropriate to consider whether actual housing need is higher than that derived from the standard method
- Plans should also provide for any needs that cannot be met in neighbouring areas, as established through statements of common ground
- Plans should support economic growth and productivity, considering the role of key sectors and clusters.

Full national policy context for considering growth levels is set out in the Strategic Spatial Options for Testing – Methodology (November 2020).

Regional/local context

Devolution Deal and Cambridgeshire and Peterborough Independent Economic Review

In the context of national policy requiring support for economic growth, the Cambridgeshire and Peterborough Devolution Deal 2017 includes the aim that economic output will double over the next 25 years, with an uplift in GVA from £22bn to over £40bn. Further to this, the Cambridgeshire and Peterborough Independent Economic Review identified the continuing strength of the Greater Cambridge economy, which supports the argument for exploring the relationship between economic growth, future employment and the number of new homes to plan for.

Adopted Local Plans

As noted in the context section above, the adopted plans include specific policies explicitly requiring the new plan to consider growth levels, and the accommodation needs of those residing in caravans.

4.3. Consultation and engagement

Consultation and engagement is not relevant to considering objectively assessed needs for housing and other uses. Consultation and engagement findings regarding confirming growth levels to be planned for are considered in the next section.

Duty to Cooperate

Duty to Cooperate matters relevant to growth levels is explored in the next section regarding confirming the housing requirement.

4.4. Evidence Base

Given the national and local policy context set out above, the councils sought to provide a consistent understanding of the minimum housing need using the Standard method and the jobs that the minimum would support, and also potential future jobs and the homes that might be required to support this. To achieve this consistent understanding, the Greater Cambridge Employment Land Review and Economic Evidence Base Study and the Greater Cambridge Housing and Employment Relationships Report were completed in parallel, with each informing the other.

Employment Land Review

The Employment Land Review considered a range of approaches to identifying employment futures for Greater Cambridge, drawing on the available historic

employment data. It found that since 2011 the Greater Cambridge economy has grown faster than any time in the last three decades.

The Review used recent and longer-term historic growth rates to forecast the future performance of the Greater Cambridge economy and key sectors within it. These key sectors were identified through an examination of which parts of the economy have driven growth in the recent past.

The work concluded that the Greater Cambridge economy is dynamic and does not readily align with national or regional forecasts for jobs growth. In particular, it has a world--renowned life sciences cluster which has the potential to drive growth beyond typical regional or national rates. The performance of this and its other high growth sectors will have the greatest effect on the overall employment outcomes to 2041.

The findings of this work set out a range of employment forecasts, with the upper level – 'higher' - outcome placing greater weight on fast growth in the recent past, particularly in key sectors, and the lower level – 'central' – outcome considered the most likely, taking into account long term patterns of employment. The 'central' outcome is equivalent to the medium growth option referred to elsewhere in this topic paper.

In addition, the Employment Land Review identified the number of jobs supported by the standard method minimum local housing need, as identified in the Housing and Employment Relationships Report.

Housing and Employment Relationships Report

In turn, the Housing and Employment Relationships Report identified the number of homes supported by the higher and central jobs outcomes, using a consistent method as was used to derive the jobs from the standard method minimum homes.

To translate jobs growth to housing growth it is necessary to apply a number of assumptions, in particular commuting assumptions. The Housing and Employment Relationships Report tested two possible commuting assumptions:

- First scenario – continues the assumption that additional jobs would result in population aligned with existing patterns: Census 2011 commuting patterns, noting that the Census remains the most up to date comprehensive source of commuting data until publication of Census 2021 data
- Second scenario - applies a sensitivity test – "consume own smoke", in which there is a 1:1 commuting ratio for housing growth generated by additional jobs above those supported by the Standard Method, assuming that the total additional housing growth generated by additional jobs above those supported by the Standard Method would be delivered in full within the Greater Cambridge area

The full range of previously identified growth level options for homes, alongside the associated possible jobs outcomes applying each scenario to each growth level option, is set out below:

Growth scenario 2020-41	Employment (jobs) Total	Employment (jobs) per year	Housing (dwellings) Total	Housing (dwellings) per year
Local Plans 2018 (2011 to 2031)	44,100	2,205	33,500	1,675
Minimum	45,800	2,181	36,700	1,743
Medium Continue existing patterns	58,500	2,786	41,900	1,996
Medium "Consume own smoke"	58,500	2,786	44,400	2,111
Maximum Continue existing patterns	78,700	3,748	53,500	2,549
Maximum "Consume own smoke"	78,700	3,748	56,500	2,690

To enable the Local Plan theme evidence base consultants to test a practical number of strategic growth and spatial options in November 2020, different commuting scenarios were applied to different growth level options: the minimum and medium growth option used the first scenario with the continuation of 2011 Census commuting patterns, such that the number of homes identified would see a similar commuting patterns continuing; the maximum growth level option used the second scenario with a 1:1 commuting assumption, in order to test a maximum housing growth level for Greater Cambridge to go with the maximum jobs forecast.

Notwithstanding these selections to limit the number of growth options tested, in principle each commuting scenario could apply to each growth level, as shown in the table above. The way these commuting scenarios were applied for testing has not influenced the selection of the preferred approach.

COVID-19

The Employment Land Review and Housing and Employment Relationships Report housing and jobs evidence were based upon pre-COVID-19 data. We know that COVID-19 is continuing to have a very significant impact on many aspects of our lives, including on where and how we live and work, and that this is likely to have

implications for long term planning. However, at this time it is very difficult to estimate the long-term effects. We have completed a high-level review summarising the available information on the economic impacts of COVID-19 on the economy of Greater Cambridge, to inform the First Proposals consultation (see Appendix 1A: COVID-19 Review).

In summary its findings are that:

- Two years of lost growth are predicted nationally with the economy returning to pre-pandemic levels sometime in 2022.
- Certain sectors of the Greater Cambridge economy have been significantly impacted by the COVID-19 pandemic whilst others have been less affected.
- Greater Cambridge is in a strong position for the future given its sectoral mix.
- It remains unclear how ways of working changes will impact on floorspace requirements (employment and housing) at this point.

We will complete detailed quantitative evidence considering the potential longer-term impacts of COVID-19 prior to the draft plan stage to ensure that we understand any implications for the objectively assessed need for jobs and homes for the plan.

4.5. Analysis

Drawing on the above sections, the potential options for what might constitute objectively assessed needs for homes include the following, which are explored in turn:

- Standard Method minimum homes and related jobs
- Medium level of homes, associated with central employment scenario
- Maximum level of homes, associated with higher employment scenario

Standard Method minimum homes and related jobs

In relation to the Standard Method homes, the Employment Land and Economic Development Evidence Study noted (at paragraph 5.18) that “given that the government sets its standard methodology as a minimum housing requirement to plan for, the employment outcomes for this reflect a minimum position. However, the population outcomes would not support the preferred forecast employment levels” – including that considered the most likely (see below). In parallel with the Employment Land and Economic Development Evidence Study we commissioned the Greater Cambridge Housing and Employment Relationships Report to understand the relationship between future jobs and housing growth. These studies found that planning for the standard method housing figure set by government would not support the number of jobs expected to arise between 2020 and 2041. It would also be a substantially lower annual level of jobs provision that has been created over

recent years. Planning for this housing figure would risk increasing the amount of longer distance commuting into Greater Cambridge, with the resulting impacts on climate change and congestion.

As such, Standard Method local housing need and the related number of jobs that that would support, are not considered to represent the objectively assessed need for homes and jobs in Greater Cambridge.

Medium level of homes, associated with central employment scenario

As noted above, the Employment Land Review considered the central employment scenario, equivalent to the Councils' medium level of jobs, to be the most likely outcome taking into account long term historic patterns of employment including the fast growth of key sectors for the Greater Cambridge economy in the recent past.

The 'standard method' does not attempt to predict changing economic circumstances or other factors, and national policy says that there will be circumstances where it is appropriate to consider making provision for more homes than the standard method minimum. None of the examples provided in national planning guidance are directly applicable to circumstances in Greater Cambridge. However, in the context of national planning policy requiring local plans to support economic growth and productivity, and with the continuing strength of the Greater Cambridge economy as evidenced by the Employment Land Review, the medium level of jobs is considered to represent the objectively assessed need for jobs in Great Cambridge for the plan period to 2041.

The Greater Cambridge Housing and Employment Relationships Report identified that the medium level jobs would generate a need for 44,400 homes (reflecting an annual objectively assessed need of 2,111 homes per year, which is rounded for the plan period), assuming all the additional homes to support the additional jobs (being those above the jobs supported by the standard method homes) are located in Greater Cambridge. This would have the effect of providing opportunities for workers in those additional jobs to live close to where they work. The total homes associated with the medium jobs are considered to represent the objectively assessed need for homes in Greater Cambridge.

The Report also demonstrated that if existing commuting patterns were carried forward, the homes that would be provided in Greater Cambridge would be 41,900. However, this approach is not consistent with the local plan theme of net zero carbon and there is no certainty that neighbouring authorities would plan for the additional homes in their local plans in order to support the economy in Greater Cambridge. The approach to housing provision in order to meet the objectively assessed need for housing is considered in section 6.

Maximum level of homes, associated with higher employment scenario

As noted above, the Employment Land Review stated that the higher employment scenario places greater weight on fast jobs growth seen in the recent past, particularly in key sectors. By implication from the wording included in the Employment Land Review regarding the central scenario, this outcome is considered possible but not the most likely.

As such, the maximum level of homes, associated with the higher employment scenario, is not considered to represent the objectively assessed need for homes in Greater Cambridge.

The Employment Land Review makes recommendations to provide for more than the medium (they describe as 'central') level of jobs to provide flexibility. The issue of the appropriate level of employment provision for the local plan is a separate matter considered in section 6.

4.6. Sustainability Appraisal

Sustainability Appraisal is not relevant to considering objectively assessed needs for housing and other uses. The sustainability impacts of selecting a preferred housing requirement are considered in the section 6.

4.7. Conclusion

The total medium level of homes associated with the central employment scenario, is considered to represent the objectively assessed need for homes in Greater Cambridge. During the preparation of the preferred options this level of development was described as medium+ to reflect that it is the number of homes related to the medium growth level option for jobs, but to distinguish it from the medium growth level option considered in the options evidence published in November 2020, which for testing purposes assumed continued commuting patterns, which has now been rejected.

The First Proposals Plan therefore identifies the following objectively assessed needs for development in the period 2020-2041:

- 58,500 jobs
- 44,400 homes, reflecting an annual objectively assessed need of 2,111 homes per year, which is rounded for the plan.

4.8. Further work and next steps

To inform confirmed or revised development needs for the draft plan stage we will consider representations submitted during the First Proposals consultation, and in particular draw on updated evidence and information, including in particular regarding the impacts of COVID-19.

5. Employment provision

5.1 Introduction

Having regard to the objectively assessed needs for homes and jobs identified in section 4, this section explains the approach taken to providing for employment needs to ensure the right type of sites are available in the right locations to provide a flexible supply of land over the plan period and beyond.

5.2 Policy Context

National Planning Policy Framework paragraphs 81 and 82 state that significant weight should be placed on the need to support economic growth and productivity, and that planning policies should 'be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances'.

5.3 Evidence base

Greater Cambridge is a centre of excellence and a world leading economy of international importance. It has fostered a dynamic and successful knowledge-based economy which has grown as a centre for high technology employment since the 1970s. Success has come from home-grown high growth businesses that have spun out from the University of Cambridge and from companies from outside the area that have been attracted by Greater Cambridge's reputation for innovation and its skilled labour force.

The Employment Land Review identifies Greater Cambridge's most significant economic clusters:

- Life Sciences (including healthcare, biotechnology and biomedical activities). Greater Cambridge has a world-renowned life sciences cluster with the potential to drive growth beyond typical regional or national rates.
- Information Technology and Communications (ICT). The ICT sector in Greater Cambridge has seen positive employment growth in recent years through the rise of Artificial Intelligence, big data and other e-services.
- Professional services and knowledge intensive services (including traditional business services and knowledge activities related to research and development not captured otherwise) Like the ICT sector, this sector is identified as having strong growth prospects.
- High Tech / Advanced Manufacturing (the making of physical products, often a critical feeder service to other sectors). Locally, this sector has stayed

competitive due to connections with research and knowledge intensive sectors.

However, it should be borne in mind that the Greater Cambridge economy is not just about technology. Other types of industry and agriculture also play an important role and ensure a variety of jobs and services for local people. Greater Cambridge is also a thriving education, retail, leisure and tourist destination, which all provide jobs locally.

As noted above, the Greater Cambridge Employment Land Review and Economic Evidence Base Study (ELR) identifies that employment growth in Greater Cambridge over the period 2020 to 2041 is mostly likely to follow the central (or medium) scenario, and it is important to ensure that there is a sufficient supply of floorspace of the right type in the right places to meet this need.

As a result of their wider research, the consultants also identify an opportunity to plan positively for growth, recommending planning for the floorspace figure resulting from their 'higher' growth scenario particularly in relation to B1a/b (E(g)(i) and (ii)) floorspace, without prejudice to employment outcomes. This, they state, will help ensure a flexible floorspace supply, encourage business growth and inward investment, and aligns with market feedback and past completion trends.

In their report, the ELR consultants compare forecast growth in the higher growth scenario with estimated employment land supply in 2018/19 to provide a forecast floorspace balance by Use Class. They include a 7.5% vacancy margin, which helps to enable churn and choice for businesses.

The analysis looks at the B1 use class as one category (which incorporates B1(a), B1(b) and B1(c)) because a number of current outline permissions and allocations just specify B1 uses and do not break this down into sub-uses. The main components of this B1 supply include: Wellcome Genome Campus; Northstowe; Cambourne West; Land at Station Road (Cambridge Station); Peterhouse Technology park expansion; and permissions at Cambridge Science Park. They identified the employment use classes in which there is a forecast undersupply during the plan period, notwithstanding the overall oversupply of employment land.

Due to the nature of the sectors in Greater Cambridge, the ELR identifies a more blended market demand between research and development and office floorspace. This reflects the 'blurring' of what is described as 'dry lab' R&D space and office space, the former focused on computer development or mathematical analysis rather than traditional office functions.

The report also identifies that 'Wet lab' research capacity and capabilities are one of Greater Cambridge's most renowned assets with demand remaining reportedly high with fast take up the norm and availability very low. If higher growth is achieved, the current pipeline of supply of these lower density research labs is likely to be

insufficient across Cambridge as a whole, subject to the mix of B1 floorspace coming forward at North East Cambridge.

Reflecting the blurring of R&D and office space, combining B1a/b (E(g)(i) and (ii)) requirements identifies a significant shortfall in B1 floorspace. Taking into account provision at Wellcome Genome Campus (classified in the table as B1 (E(g)(i))), the consultants expect there to be a shortfall in B1a/b (E(g)(i) and (ii) provision under the higher scenario in the region of 50,000 to 100,000 m2.

With respect to warehouse and distribution space, the Employment Land Review reports an under supply of around 20,000 m2 and suggests suitable locations should be identified for small and mid-sized light industrial and distribution units.

The analysis also identified an undersupply in industrial floorspace requirements, and the consultants suggest that some provision should be made for allocations that support this use class, both in order to facilitate traditional industries as well as supporting advanced industries that require operational activities not suited to residential areas. It states that future re-provision should be of at least 25,000 m2, however, planning for a greater recommended rate of up to 50,000 m2 would align with the recent completions trends and better offset losses in both the Cambridge and South Cambridgeshire.

Taking these considerations into account, the Greater Cambridge Employment Land Review and Economic Evidence Base, November 2020 makes the following qualitative employment land provision recommendations for the Local Plan:

Offices and R&D - B1a/b (now Class E(g)(i) and E(g) (ii))

- Although the evidence does not show a significant shortage of B1a office space, given the commonalities between B1a and B1b higher density dry lab space, the market feedback suggests a shortage of this accommodation in Cambridge.
- 'Wet lab' research capacity and capabilities are one of Greater Cambridge's most renowned assets and demand remains reportedly high with fast take up the norm and availability very low.
- If higher growth is achieved, the current pipeline of supply of lower density research labs is likely to be insufficient across Cambridge as a whole, subject to the mix of B1 floorspace coming forward at North East Cambridge.
- The pipeline of laboratory space should be monitored through the Plan period
- The planning authority should continue to respond positively to laboratory floorspace proposals that can be considered on their merits.
- Further allocations should be made to accommodate both office and wet/dry lab needs in Greater Cambridge.

Industrial (B2) and Warehousing and distribution (B8)

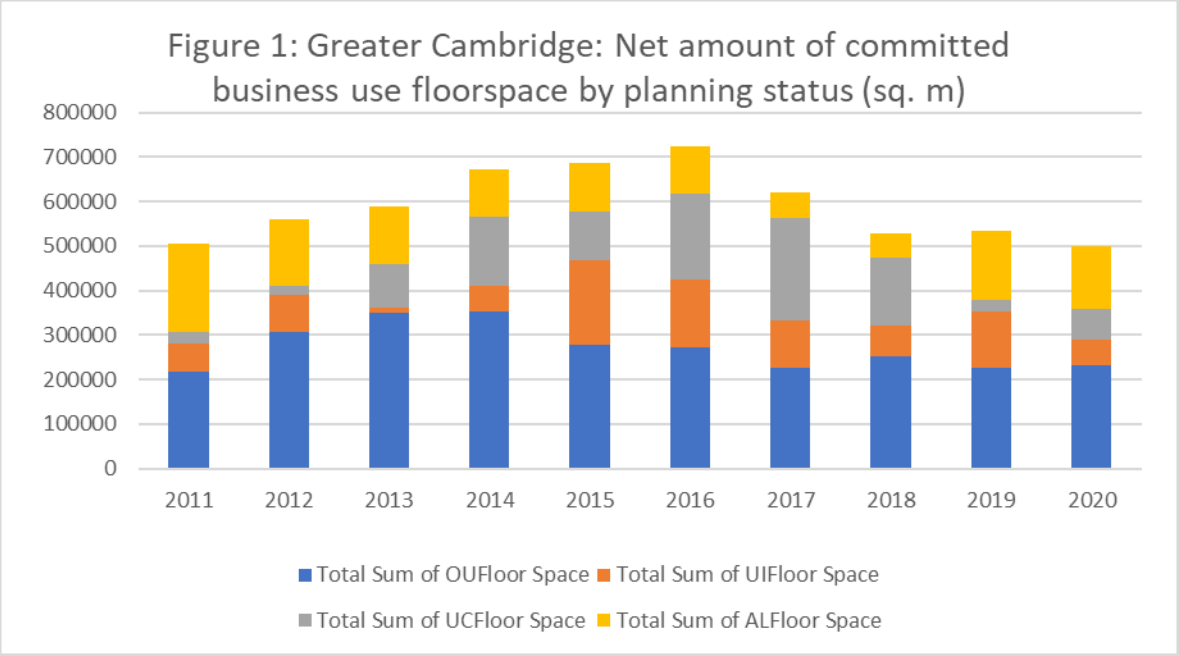
- Suitable locations should be identified for small and mid-sized light industrial, general industrial and distribution units. Light industrial premises are required with anticipated losses in the city requiring re-provision in South Cambridgeshire.
- Some provision should be made for allocations that support general industrial floorspace in order to facilitate traditional industries as well as supporting advanced industries that require operational activities not suited to residential areas.

5.4 Analysis

Type of employment floorspace demand

Carrying a high level of employment land availability, as recommended in the Employment Land Review, is a recognisable scenario for Greater Cambridge. The area has historically carried an oversupply of employment land, that is allocated or with planning permission, when compared to the amount of floorspace completed on an annual basis, however strong the economy has been. This helps to provide flexibility to enable the economy to respond positively. Figure 1 shows the net amount of committed business floorspace in Greater Cambridge between 2011 and 2020 at the end of each monitoring year (31 March). Supply at 31 March 2020 was the lowest level of supply in almost 10 years. However, during this whole period, including in 2020, supply did not fall below 500,000 m2.

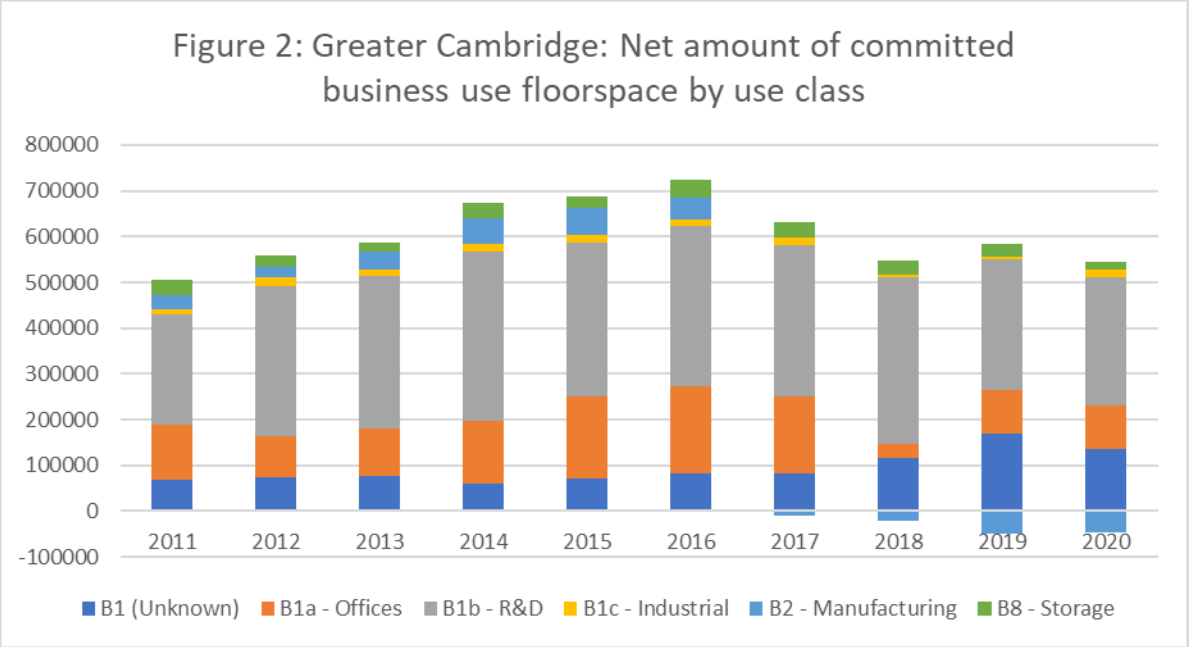
By comparison, as reported in the Greater Cambridge Authority Monitoring Report 2019-2020, 2017-2018 saw the highest level of gross employment floorspace completions in Greater Cambridge between 2011 and 2020 at just over 168,246m2. The lowest was in 2013-14 at 26,517m2. Therefore, actual delivery even in the strongest years still left a high level of supply not having been taken up.



Notes:

a. AL floorspace (yellow) is floorspace allocated in the Cambridge or South Cambridgeshire 2018 Local Plans.
b. UC Floorspace (grey) is floorspace with detailed planning permission and under construction
c. UI Floorspace (orange) is floorspace with detailed planning permission not yet started
d. OU Floorspace (blue) is floorspace with outline planning permission
e. These figures do not include the outline planning permission for Wellcome Genome Campus as they are a snapshot taken at 31 March each year and the formal decision notice for this outline planning permission was issued in December 2020.

The committed floorspace figures for 2011 - 2020 can also be analysed by Use Class. Figure 2 shows an extremely strong committed supply of B1(b) research and development floorspace followed by B1(a) offices and B1 general. The chart also highlights the lack of committed supply of industrial space over recent years.



A significant reason for this oversupply of committed floorspace is that there have been several very large employment sites permitted that are building out over many years and over several plan periods. This is similar to our housing trajectory where our very large developments will only build out in part in the plan period and provide significant supply beyond the plan period. It is not realistic to prepare a similar employment trajectory with any confidence for employment floorspace, however, the graphs demonstrate that significant supply is not a reflection of demand in the plan period.

In planning positively for growth, the plan can continue to reflect the previous trends that have underpinned the successful expansion of the Greater Cambridge economy by providing an ongoing flexible supply of employment land. The Employment Land Review recommended that the local plan provide more land than required for the number of jobs it forecasts as the most likely to be delivered. There is already a significant oversupply of all employment land and continuing to provide that supply will help provide flexibility for the economy as it has in the past. Notwithstanding, our evidence identifies three specific types of employment land where there is an undersupply that the plan should specifically address. By providing a strong supply of floorspace that caters for different types of demand and can flex with national and local economic trends the plan can continue to support the strong local economy.

5.5 Conclusion

In planning positively for growth, and notwithstanding the substantial overall oversupply in employment land, it is appropriate that the new plan provides new land for the identified undersupply in particular types of employment.

This is particularly the case for B1 needs where there is a more blended market demand between B1b (R&D) and offices. If higher growth is achieved over the next two decades, then the current pipeline of supply is likely to be insufficient without further supply being made in the new plan.

There is a likely undersupply in light industrial premises (B2). Light industrial premises are required and any losses, particularly in the city, would require re-provision that would need to be either on alternative sites within Cambridge or potentially in South Cambridgeshire. Further provision should be made in the new plan to address this anticipated undersupply.

There is also an anticipated undersupply in warehousing and distribution (B8) space and suitable locations should be identified for small and mid-sized light industrial and distribution units with the drive in e-commerce further increasing the need for smaller scale warehousing opportunities (final mile centres).

This positive approach will ensure a flexible supply, supporting a healthy local economy over the plan period and beyond.

6. Housing provision

6.1 Introduction

Having regard to the objectively assessed needs for homes and jobs identified in section 4, this section explains the approach taken to confirm the housing requirement for Greater Cambridge. This includes looking at the environmental, social and economic impacts of meeting the identified objectively assessed need for housing and whether that has implications for the amount of housing that should be planned for. Any issues arising from the Duty to Cooperate were also taken into account.

Consideration is then given to the existing supply of housing and how this relates to the housing requirement, in order to identify the balance of housing to find in the new plan.

6.2 Policy Context

National Planning Policy Framework paragraph 66 states that Local Planning Authorities "should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period".

Paragraph 69 of the Framework sets out that local planning authorities should identify land to accommodate at least 10% of the housing requirement on sites no larger than one hectare, unless it can be shown through the preparation of relevant plan policies that there are strong reasons why this target cannot be achieved.

6.3 Evidence base

Interim evidence base

In autumn 2020, interim evidence relating to the local plan Themes was published. This tested the three growth options, noting that the minimum and medium options assumed the continuation of 2011 Census commuting patterns, whilst the maximum growth level option assumed the 1:1 commuting assumption. It was recognised that either commuting assumption could be applied to any of the three growth options. The most significant findings from this interim evidence are below:

- Most of the evidence studies find that the minimum growth level option for most spatial options will have more limited challenges than the medium and higher growth level options.

- The minimum level of housing growth required under the government's standard method will not support the growth in jobs in the area that our economic evidence forecasts, which reflects the particular strengths of the Greater Cambridge economy.
- There are likely to be significant constraints with regard to water supply and housing delivery at the maximum level of growth option.

First Proposals evidence base

The objectively assessed need for housing (described as medium+) was not tested at the strategic spatial options stage in November 2020. To inform the First Proposals Plan, all the evidence base consultants considered whether undertaking an assessment of the medium+ growth option would have materially affected their conclusions from November 2020 (see Appendix 1B). For many evidence bases our consultants concluded that it would not have made a material difference. Where the assessment of growth options was in quantitative terms our evidence base consultants have tested the impacts of the medium+ growth level as follows:

Net zero

Our consultants note that planning for the medium+ housing growth level would result in a quantifiable increase in total carbon emissions within Greater Cambridge over the plan period in comparison with the previously tested medium growth level, but that suppressing growth in Greater Cambridge (for the sake of suppressing the modelled carbon) could have the unwanted side effect of an overall higher amount of carbon being emitted from those people's homes elsewhere, and transport into Greater Cambridge to work.

Water

Our interim evidence in November 2020 had indicated that there may be potential for interim measures to support the medium growth level and potentially more, but that the maximum growth level was not possible. However, following further investigation, at this stage there remains some uncertainty whether these can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period.

Housing Delivery

The commentary on the growth level options in autumn 2020 in relation to housing delivery concluded that the medium growth level option was deliverable, but that the maximum growth level option was highly likely to be undeliverable. However, the commentary set out that an annual housing requirement that is higher than the medium option may be achievable, but at that stage the consultants were unable to

advise on what level of growth may be deliverable ahead of them undertaking more detailed testing and engagement with the development industry.

The final Housing Delivery Study (AECOM, 2021) has confirmed that the medium+ growth level option is deliverable in relation to housing delivery. The Study concludes that the medium+ growth level option performs similarly to the previously assessed 'medium' requirement but slightly better in that it better-matches housing supply against jobs. The Study notes that to ensure the Councils are able to demonstrate a five year supply from plan adoption and pass the Housing Delivery Test, new allocations would need to provide supply in the mid-latter part of the plan period, as the beginning of the plan period is largely met by existing commitments. The Study highlights that through the engagement with the development industry carried out as part of undertaking the study, no concerns were raised about the ability to deliver against this requirement.

Infrastructure

The Strategic Spatial Options Assessment Infrastructure Delivery Plan – Supplement (Stantec, August 2021) confirmed that rerunning the evidence testing of the strategic spatial options against a new medium+ housing figure would not result in materially different outcomes to the November 2020 Infrastructure Delivery Plan conclusions. In relation to growth levels, the Supplement highlights the water supply challenge noted above, and in addition that the proposed growth level will lead to considerable additional demand for electricity given existing constraints, albeit infrastructure reinforcements are planned to deliver existing committed growth. The Supplement notes that, as with water, there are technical solutions, with the risks around timing and financing of solutions rather than power supply acting as an absolute constraint.

Transport

Transport evidence has confirmed that in transport terms, the scale of difference between medium and medium+ growth levels would not make a significant material difference to the conclusions drawn from the testing of strategic spatial options in November 2020, noting that the maximum growth level had been found to be in principle achievable in transport terms, and that relative performance of the options related principally to the distribution of development (addressed in a later section of this topic paper).

Additionally, for the strategic spatial options, the transport evidence completed a sensitivity test of the impact of the consume own smoke commuting scenario, whereby homes are provided to support jobs that are additional to those supported by the standard method minimum homes. While the transport model is not able to fully model the impacts of this approach, its outputs suggest that the approach of providing more homes could help reduce longer distance commuting, which could help limit carbon emissions, and explicitly highlight that if the number of jobs in an

area increases faster than the development of homes for the population to service those jobs, then travel distances to access those jobs will increase, and the longer trips that this entails will most often be undertaken by car, leading to large increases in travel distance by car compared to more balanced strategies.

Consultation and engagement

In relation to growth levels, First Conversation Question 32 asked 'Do you think we should plan for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?'. Responses included:

- 49% stated somewhat or strongly agree
- 16% said somewhat or strongly disagree
- 35% said neither disagree or agree, or gave no answer

Autumn 2020 workshops discussing the strategic spatial options evidence identified the following points:

- It was generally agreed across all stakeholder groups that there is a relationship between housing growth and jobs growth, and out of the minimum, medium and maximum growth forecasts, the medium growth forecast was considered the optimum growth level.
- While there were some voices calling for no further growth, there was overwhelming agreement across all stakeholder groups that the minimum growth level would not provide the level of housing needed in Greater Cambridge, including the affordable housing required by local workers.
- Based on Cambridge's strong life sciences sector and the potential for stronger economic growth, as cited in the Cambridge and Peterborough Independent Economic Review (CPIER) with the commitment to double Gross Value Added (GVA) across the Cambridge and Peterborough Combined Authority area, Developers and Agents voiced support for testing higher growth levels than the maximum forecast, even if considered undeliverable, to see what the constraints might be, as these untested growth levels may be contested at Public Examination.
- A range of stakeholders suggested that the maximum growth levels forecast appeared undeliverable due to the issues with water supply across Greater Cambridge. It was acknowledged that delivery of the water infrastructure required to prevent further deterioration of local chalk aquifers was potentially a 'deal-breaker' within the timescales of the Local Plan.
- Common themes pertinent to growth running through discussions in all stakeholder groups included the negative impact that increased housing and infrastructure development, travel and commuting journeys would have on net zero carbon targets, biodiversity, environment, and climate change. It was

recognised that a balance would need to be found and that innovative solutions would need to be implemented in a timely way to offset otherwise negative consequences of growth.

Sustainability Appraisal

Paragraph 4.4 of the Greater Cambridge Local Plan strategic spatial options assessment Sustainability Appraisal (November 2020) states the following in relation to the identified growth levels:

- The minimum growth scenario tends to have fewer negative effects, as a lower level of growth is likely to put less pressure on local services and environmental resources.
- The maximum growth scenario tends to have more significant positive effects, particularly within the plan period, as larger individual developments are likely to be built within the plan period under this option. These have greater scope for providing new services and facilities and being designed in a way that encourages healthy lifestyles. In addition, a higher level of development may be able to provide the critical mass for provision of substantial new infrastructure and environmental enhancements, such as new green infrastructure and provide a greater diversity of homes and jobs.
- The medium growth scenario lies between these two. In general it will not provide the same opportunities for new infrastructure within the plan period as the maximum growth option, but is expected to do so in the longer term.
- The Sustainability Appraisal supporting the First Proposals Plan, which draws on the individual evidence bases referred to above, finds that in overall terms the difference between the medium and medium+ growth option is considered to be negligible, such that planning for the medium+ growth level instead of the medium growth level would not make a significant material difference to the Sustainability Appraisal of the spatial options

Duty to Cooperate

The following points are relevant to growth level considerations in relation to the Duty to Cooperate:

- At this point in the plan-making process no neighbouring authorities have asked Greater Cambridge to take any unmet needs on their behalf.
- Planning for the objectively assessed need (medium+), that incorporates a 1:1 commuting assumption for all jobs above those supported by standard method housing, would not result in Duty to Cooperate impacts outside of Greater Cambridge, assuming this figure can be met within Greater Cambridge and that neighbouring districts plan for and are able to meet their Standard Method Local Housing Need.

- In relation to water availability, under circumstances where it would not be possible to demonstrate that there is a reasonable prospect that the full needs can be delivered by 2041 in a sustainable way, the Councils would have to discuss with neighbours the potential for them to meet that element of needs under the duty to cooperate, recognising that they may experience the same regional water issues.

6.4 Proposed Policy Direction and Reasons

Meeting objectively assessed needs

Having identified the objectively assessed need for housing to support the medium level jobs, the next consideration is whether it is appropriate and possible to meet those needs in full within the plan area. The total homes arising from the forecast jobs is identified in section 4 as our objectively assessed need. In translating jobs to homes, this is represented by the scenario whereby the additional homes above the standard method are calculated with a 1:1 commuting ratio ('consume our own smoke'). Our evidence also considered the implications of following existing commuting patterns which would have the effect of some of the additional homes having to be provided outside of Greater Cambridge.

Given the councils' aims of limiting global carbon emissions, and the key role our evidence says that the location of development plays in carbon emissions, the principle of limiting longer distance commuting is particularly important. In this context, as a matter of principle, the councils' intention is to meet the objectively assessed needs identified within Greater Cambridge over the plan period, unless evidence identifies an insurmountable problem with achieving that in a sustainable way.

Ensuring a deliverable plan

Having confirmed our objectively assessed needs for housing and jobs and our proposed provision, we also have to ensure that the plan is deliverable and that any environmental impacts can be addressed appropriately.

A key issue identified in the Greater Cambridge Integrated Water Management Study is the need for new strategic water supply infrastructure to provide for longer term needs, and to protect the integrity of the chalk aquifer south of Cambridge. The current preferred growth trajectories put pressure on water resources in Greater Cambridge. Our draft Sustainability Appraisal also identifies significant environmental impacts if the issue is not resolved.

Water Resources East is currently preparing its Water Management Plan for the region to cover the period 2050, expected to be published for consultation in 2022. It

is understood that this will include planning for significant new infrastructure in the form of a new Fenland reservoir, alongside other measures, to provide water supply that is designed to address both environmental and growth needs. However, on current timelines this will only be available to supply water from the mid 2030's. Until such new strategic resources are delivered, there are short/medium term risks that ongoing growth will cause further deterioration to the chalk aquifer and habitats in the chalk streams which flow into Cambridge. The solutions could lie in measures such as sourcing more water from other locations that do not rely on the aquifer and seeking maximum efficiency in water use and further reducing wastage through leakage. This approach could have dual benefits in reducing pressures from existing development and meeting short/medium term risks until the mid-2030s.

Until more is known about the proposals for water supply that will be contained in the new regional Water Management Plan, there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period.

It is critical that the key strategic water infrastructure is delivered as soon as possible to support the government's economic ambitions. It is an issue for a much wider area than Greater Cambridge, but our plan is the first to confront the latest issues.

The Councils have been, and continue to, engage with the relevant bodies responsible for water supply planning, including Water Resources East, the Water Companies and the Environment Agency to ensure they understand the significance of the issue. We are taking every opportunity to raise this at the most senior level with all key parties, including government through its focus on the OxCam Spatial Framework, that will also have to address this issue.

If it is concluded that it is not possible to demonstrate an adequate supply of water without unacceptable environmental harm to support development ahead of strategic water infrastructure being in place, there may be a need for the plan to include policies to phase delivery of development. A 'stepped' housing requirement may need to be explored that would see development limited to levels that can be supported by a sustainable water supply until such time as the new strategic infrastructure is in place. Given the need to rely only on reasonable rates of delivery of homes and jobs, this could mean that it is not possible to demonstrate delivery of the full objectively assessed needs within the plan period.

As noted above, under circumstances where it would not be possible to demonstrate that there is a reasonable prospect that the full development needs can be delivered by 2041, the Councils would have to discuss with neighbours the potential for them to meet that element of needs under the duty to cooperate, recognising that they may experience the same regional water issues. It is possible, if this issue cannot be resolved, that ultimately the Councils may have to put forward a plan that does not

demonstrate that needs will be met and argue through the examination process that it can be found sound.

Clearly the hope is that the water industry, supported by government, will set out its intentions for positively addressing this key infrastructure issue at an early point in the ongoing plan making process that provide confidence that adequate water supply will be available to support delivery of the preferred options, before the next stage of a full draft Local Plan.

Preferred housing requirement

Drawing on the above factors, for the First Proposals Plan our preferred housing requirement is identified as being 44,400 homes (rounded) for the period 2020-2041, which is 2,111 homes per year, and reflects the full objectively assessed needs in section 4.

Notwithstanding, given the uncertainties at this stage, as set out in the sub-section above, that an adequate and sustainable water supply will be able to be secured, it must be emphasised that the preferred housing requirement is contingent upon the water supply issue being adequately resolved by government and the water industry in order for the local plan to progress and this issue will be kept under review as set out in the previous section.

Setting the housing requirement into context, there were 124,389 homes in Greater Cambridge as at March 2020. This is based on Table 100: number of dwellings by tenure and district in England published by the Ministry of Housing, Communities and Local Government, and the data starts with the number of homes in the Census 2011 and adds on actual net completions each year from our monitoring data returns to Government. As such, the housing requirement of 44,400 homes represents a 35.7% increase in homes over the plan period to 2041.

6.5 Analysis: Establishing the balance of homes to find

There is a considerable amount of housing already provided for through the adopted 2018 Local Plans. This includes several large sites, such as Northstowe and Waterbeach new towns, that will build out beyond the 2031 plan period in the adopted plans and, therefore, will help provide homes in the new plan period. Taking into account existing supply from a number of sources, the balance to find through new allocations to meet the preferred housing requirement is set out in the table below. Each stage in the calculation is then addressed in turn following the table.

A. Overview: New homes to plan for

Stage	Homes 2020-2041
A: Homes requirement	44,331 (rounded to 44,400)
B: Homes requirement + 10% flexibility buffer B = A x 1.1	48,840
C: Existing commitments (planning permissions and adopted allocations), excluding windfall allowance	31,265
D: Review of adopted allocations (change in capacity)	161
E: Windfall allowance	5,345
F: Dwelling equivalent from communal accommodation (use class C2) allocated or with planning permission	427
G: Balance to be made in new housing allocations G = B – (C+D+E+F)	11,642

B. Homes requirement + flexibility buffer

National planning policy requires us to ensure our plan is positively prepared and meets our identified housing needs, which includes meeting the government's Five Year Housing Land Supply requirement throughout the plan period and also the Housing Delivery Test, which in turn look ahead at ensuring adequate future supply and backwards at past delivery. If we fail either of those tests at any point in the future, the Councils would have less control over development that comes forward in planning applications that is not proposed in our plan. For homes, in order to give greater confidence in meeting our needs, we propose to plan for around 10% more homes than our objectively assessed needs to provide a flexibility buffer.

C. Existing commitments

The Councils have used the Greater Cambridge housing trajectory, as set out in the Greater Cambridge Housing Trajectory and Five Year Land Supply document (Cambridge City Council and South Cambridgeshire District Council, April 2021), as the starting point for calculating the existing commitments (permissions and adopted

allocations). This records that 31,265 dwellings are anticipated to be completed in 2020-2041 on existing adopted allocations and sites with planning permission. The published housing trajectory anticipates a further 4,220 dwellings will be completed in 2020-2041 from the windfall allowance. Together this gives an overall total anticipated in 2020-2041 of 35,485 dwellings as recorded in the published housing trajectory (April 2021). The windfall allowance has been reviewed as part of preparing the preferred options and therefore in the table above, windfalls are dealt with separately in row E and explained in para E below, and therefore the table includes a commitments figure of 31,265.

D. Review of adopted allocations

The Councils have also undertaken a review of all their adopted allocations, including seeking further information from the landowner / developer or agent where necessary, and as a result have amended the deliverability and / or developability assessment and / or the anticipated site capacity of some of these allocations. Further detailed information on this review of adopted allocations is set out in Appendix 2A. This results in 161 additional dwellings to those anticipated in the Greater Cambridge housing trajectory (April 2021), due to amendments to the following sites:

- Willowcroft, 137-143 Histon Road, Cambridge (Site R2) – updated information received that demonstrates deliverability and/or developability, and a reassessment of the site capacity, results in 131 additional dwellings anticipated in 2020-2041 [the housing trajectory (April 2021) does not anticipate any dwellings from this site in 2020-2041]
- Henry Giles House, 73-79 Chesterton Road, Cambridge (Site R4) – amended boundary to exclude Carlyle House and a reassessment of the site capacity, results in 8 less dwellings anticipated in 2020-2041 [the housing trajectory (April 2021) anticipates 48 dwellings from this site in 2020-2041]
- Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk (Site R5) – updated information received that demonstrates deliverability and/or developability, results in 21 additional dwellings anticipated in 2020-2041 [the housing trajectory (April 2021) already anticipates 14 dwellings from this site in 2020-2041]
- Travis Perkins, Devonshire Road, Cambridge (Site R9) – reassessment of the site capacity, results in 17 additional dwellings anticipated in 2020-2041 [the housing trajectory (April 2021) already anticipates 43 dwellings from this site in 2020-2041]

E. Windfall allowance

As set out in C above, the published Greater Cambridge housing trajectory (April 2021) also records anticipated completions from the windfall allowance, based on

the Councils' evidence to justify this prepared in 2019. The published trajectory records that 1,950 dwellings in Cambridge and 2,270 dwellings in South Cambridgeshire, are anticipated from the windfall allowance in 2020-2041, a total of 4,220 dwellings.

The Housing Delivery Study for Greater Cambridge (AECOM, 2021) has reconsidered the Councils' evidence of historic completions on windfall sites alongside changes in national planning policy, and has recommended that the Councils can increase their windfall allowance. The study sets out that the Councils current windfall allowance of 350 dwellings a year (that consists of 130 dwellings a year in Cambridge and 220 dwellings a year in South Cambridgeshire) is an under estimate, and instead recommends that 425-450 dwellings a year is an appropriate estimate (185-195 dwellings a year for Cambridge and 240-255 dwellings a year for South Cambridgeshire). Following the same principles as applied to the windfall allowance in the Greater Cambridge housing trajectory (April 2021), and using the lower estimate for each area, 5,345 dwellings are anticipated from the windfall allowance in 2020-2041 and are included in the table above. This is an additional 1,125 dwellings to the number that was anticipated in the Greater Cambridge housing trajectory (April 2021).

F. Dwelling equivalent from communal accommodation (use class C2) allocated or with planning permission

The Greater Cambridge housing trajectory (April 2021) does not include any anticipated completions in 2020-2041 from communal (use class C2) accommodation provided in the form of bedspaces – either for students or older people – due to that housing trajectory being used to demonstrate how the Councils can deliver their adopted housing requirements. The Councils' adopted housing requirements were calculated based on a methodology that considered communal accommodation separately, and therefore the Councils have not been counting dwelling equivalents of communal accommodation towards delivering their housing requirements. The Greater Cambridge housing trajectory (April 2021) does include any self-contained dwellings for students or older people.

However, as the Councils' preferred option housing requirement for the new Greater Cambridge Local Plan has been calculated using the government's standard methodology as a starting point and considering anticipated economic growth scenarios as a variation on that, it is now consistent with the methodology set out in national planning policy and guidance to include such accommodation.

National planning guidance also sets out that communal (use class C2) accommodation provided in the form of bedspaces can be counted towards delivering the housing requirement, by calculating its dwelling equivalent. The Housing Delivery Test rulebook sets out the ratios to be used to convert bedspaces to dwellings for both student accommodation and older peoples accommodation.

The Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021) has confirmed that the national ratios within the Housing Delivery Test rulebook are appropriate for Greater Cambridge.

For the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have therefore assessed the deliverability and / or developability of the communal (use class C2) accommodation anticipated on any extant planning permissions and allocations, using the same approach as for housing developments and as set out in the Greater Cambridge Housing Trajectory and Five Year Land Supply document (April 2021). As a result, the equivalent of 427 dwellings are anticipated in 2020-2041 from developments of communal accommodation that were not included in the 2021 trajectory and are therefore included in row F in the table above. Further detailed information on this assessment is set out in Appendix 2B.

6.6 Meeting the requirements of paragraph 69 of the NPPF 2021

Paragraph 69 of the National Planning Policy Framework (NPPF, July 2021) sets out that local planning authorities should identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare, unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved. Based on the preferred option housing requirement, if the Councils were to identify land to accommodate at least 10% of this requirement on sites no larger than one hectare, this would mean the Councils would need to identify land for at least 4,433 homes (or 4,440 homes when rounded).

The housing supply anticipated to deliver the preferred option housing requirement includes existing housing commitments (adopted allocations and sites with planning permission), existing commitments for communal accommodation for students and older people (adopted allocations and sites with planning permission, converted to dwelling equivalents as set out in Appendix 2B), proposed new allocations, and a windfall allowance. All of these elements of housing supply include sites no larger than one hectare.

Each of these sources of supply has therefore been considered to understand how many dwellings are anticipated on sites no larger than one hectare, and the results are set out in the table below. Further detail is provided in Appendix 1C.

Source of supply	Total dwellings anticipated 2020-2041	Dwellings anticipated on sites no larger than one hectare 2020-2041
Existing commitments (planning permissions and adopted allocations), excluding windfall allowance	31,265	2,064
Review of adopted allocations	161	13
Dwelling equivalent from communal accommodation (use class C2) allocated or with planning permission	427	342
New sites	11,596	12
Windfall allowance	5,345	3,085
Total	**48,794**	**5,516**

This shows that together the sites of no larger than one hectare within our existing commitments, proposed new sites, and windfall allowance are anticipated to deliver dwellings in excess of 10% of our housing requirement. Of these, 2,431 homes are on specific identified sites, comprising 54.8% of the 4,440 homes we are seeking to identify.

The windfall allowance refers to an anticipated level of housing delivery from sites that are not yet known about, but which we expect will continue to be delivered based on historical completions and our continuation of policies within the Local Plan for windfall sites within Cambridge and our towns and villages. The windfall allowance is expected from our evidence to deliver 5,345 homes, which will be on a mix of sizes of sites, but will typically include a significant element of small sites. As detailed in Appendix 1C, based on the proportion of the windfall allowance that has previously been delivered on small sites, we have estimated that 3,085 of the 5,345 homes from the windfall allowance will be on small sites. There is anticipated to be a good prospect that the 4,440 homes on small sites will be met in full when small sites within the windfall allowance are taken into account.

The aim of this aspect of national policy is understood to be to ensure that there will be a good mix in the size of sites coming forward in an area to help support housing delivery. In this context, even if the full 10% of the housing requirement was not provided on small sites, the alternative approach of allocating specific sites to demonstrate that we could meet this target in full on specific identified sites, would need us to identify large numbers of small sites in the rural area. This would compromise our development strategy, by directing a significant portion of growth to less sustainable locations, impacting on our response to the challenges of net zero carbon and Climate Act obligations. It would also likely result collectively in requiring large amounts of land to be released from the Green Belt as the majority of the larger and better served villages are located within the Green Belt. As such, it is considered that there is a good prospect of the objectives of this aspect of national policy being met and even if not, there is a strong case for not doing so in the context of Greater Cambridge.

6.7 Conclusion: Housing requirement and balance of homes to find

It is proposed that the preferred approach is that the objectively assessed need for housing of 44,400 homes (rounded) is also the housing requirement for the plan. In ensuring a flexible supply and give confidence that the requirement can be met, the plan will also provide for approximately a 10% buffer, giving a total to plan for of 48,840 homes. When current commitments and forecast windfalls are considered there is a current supply of 37,198 homes, leaving a balance of 11,642 additional homes to be identified through the new plan.

6.8 Further work and next steps

To inform confirmed or revised employment land and housing requirements for the draft plan stage we will consider representations submitted during the First Proposals consultation, and in particular draw on updated evidence and information, including in particular regarding the impacts of COVID-19 and water supply.

7. Development strategy

7.1 Introduction

This section sets out the approach taken to identifying the outline proposed preferred option S/DS: Development strategy, including establishing the principle of development in broad development locations.

7.2 Policy context

National context

As noted in the Overarching Policy Context, National Planning Policy Framework paragraph 35b states that plans are sound if they are "Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence". The discussion below includes consideration of reasonable alternatives and evidence findings that have informed the process followed to arrive at "an appropriate strategy".

Local context

Past and current development strategies

Impact of Cambridgeshire and Peterborough Structure Plan (2003)

Previous plans for the Cambridge area adopted a development sequence, which prioritised development firstly within Cambridge, then on the edge of Cambridge (subject to consideration of the Green Belt), a new settlement close to Cambridge, and then at market towns (outside Cambridge and South Cambridgeshire) and better served villages. The development sequence for the Cambridge sub region was established in Regional Planning Guidance (2000), and subsequently in the Cambridgeshire and Peterborough Structure Plan (2003). It was given effect in the two districts in the Cambridge Local Plan 2006 and the South Cambridgeshire Local Development Framework 2007-2010. It was always recognised that the strategy would take time to come forward, being a major shift away from a dispersed development strategy to one that focused development closer to Cambridge through a review of the Cambridge Green Belt (so far as compatible with its purposes and then through the new settlement stage in the sequence).

Adopted Local Plans 2018

The process of preparing the now adopted 2018 Cambridge and South Cambridgeshire Local Plans considered whether the development sequence set by the Structure Plan 2003 and implemented within the Cambridge Local Plan 2006 and the South Cambridgeshire Local Development Framework 2007-2010 remained valid. The conclusion to this work was that the sequence referred to above remained a robust starting point for considering the spatial strategy for the area. In making this conclusion, it acknowledged that any potential conflict with Green Belt purposes would be a key consideration in assessing the suitability of specific locations. Building on this conclusion, the joint strategy within the Cambridge and South Cambridgeshire Local Plans adopted in 2018 included:

- Development within Cambridge where there is capacity
- Additional development on the edge of Cambridge where this would not cause significant harm to Green Belt purposes at:
    - Worts' Causeway
    - Darwin Green (small additional area to existing site)
    - Fulbourn Road (employment allocations)
- New Settlements at North of Waterbeach and at Bourn Airfield, connected to Cambridge by high quality new public transport provision
- Extension of Cambourne at Cambourne West
- Limited Village allocations at Rural Centres and Minor Rural Centres

The Councils considered at the time that the above Strategy:

- maximised development within the urban area of Cambridge focusing on previously developed land
- included the existing major developments on the edge of Cambridge identified in the adopted plans through previous Green Belt releases
- released limited land for development on the edge of Cambridge weighing in each case the sustainability merits of such locations with the significance of harm to the purposes of the Cambridge Green Belt
- focused growth at new settlements on two key strategic growth corridors, supported by transport improvements to achieve sustainable high quality public transport and other infrastructure such as education, with potential to support longer term sustainable growth outside the Green Belt;
- continued to limit the amount of new development in villages whilst providing for new development focused at the more sustainable villages to provide some flexibility to meet local needs
- supported the recycling of land at villages and schemes to meet local needs, with the scale of schemes guided by the rural settlement hierarchy

As noted above at 2.2, the adopted plans include a shared commitment to an early review of the Local Plans, set out in Cambridge Local Plan Policy 9: Review of the Local Plan and South Cambridgeshire Local Plan Policy S/13: Review of the Local Plan respectively. These policies specifically identified the need to review the progress being made towards implementation of the spatial strategy for Greater Cambridge, in particular the new settlements at Waterbeach and Bourn Airfield.

The implications for numbers and proportions of growth are as follows, albeit in practice the adjudged absence of a five year housing land supply in South Cambridgeshire between 2014 and 2018 resulted in more than 4,000 homes being granted permission in the rural area above and beyond the figures set out here.

Area	Structure Plan 1999 to 2016	%	2018 Local Plans Strategy 2011 to 2031	%
Cambridge Urban Area	8,900	27	6,828	19
Cambridge Fringe Sites	8,000	25	12,670	35
New settlements	6,000	18	8,055	23
Villages	9,600	30	8,220	23
TOTAL	32,500	100	35,773	100

Source: Cambridge and South Cambridgeshire Local Plans 2018, with data based on Housing Trajectory November 2015

Progress on adopted development strategy

Responding to Policy 9 / Policy S/13: Review of the Local Plan referred to above, delivery of the adopted strategy is progressing well, with development underway or completed at all stages of the development strategy, including at the edge of Cambridge sites, at the new settlement sites of Northstowe and Waterbeach New Town, at Marleigh north of Cambridge Airport and at Cambourne West, and with outline permission granted for Bourn Airfield New Village and Land North of Cherry Hinton.

See Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018) for a detailed review of progress at each of the adopted allocations.

Greater Cambridge Partnership (GCP) is delivering a range of significant projects to support this committed growth, including transport schemes on radial routes. Of particular relevance to the adopted strategy:

- Cambourne to Cambridge Public Transport Scheme will support committed growth at Cambourne West and Bourn Airfield New Village. The project has progressed since 2018 through several stages of refining options. At the GCP Executive Board meeting on 1 July 2021 the Board approved the Outline Business Case and asked the project team to go ahead with the next stage of the application process: to undertake a full Environmental Impact Assessment.
- Waterbeach to Cambridge North Public Transport Scheme will support committed growth at Waterbeach New Town. The project has progressed since 2018 including identifying and consulting on a series of route options. At the GCP Executive Board meeting on 1 July 2021 the Board noted the Public Consultation Report and Strategic Outline Business Case, and approved two route options to be taken forward to the next stage of assessment and design, for further development, engagement and consultation.

Conclusion

Drawing on the above, the central question for the new development strategy is to consider whether the adopted joint development strategy is still relevant, including accounting for the continued progress being made on delivery of committed new settlements.

7.3 First Conversation and Strategic Spatial Options

Identifying reasonable spatial options

The First Conversation (Issues and Options) consultation held in January-February 2020 sought views on six broad spatial choices relating to the development strategy, whilst noting that the likely preferred strategy would be a mix:

1. **Focus on Densification of existing urban areas**
   This approach would focus new homes and jobs within Cambridge, because it is the main urban area and centre for services and facilities. The primary location for development within the urban area is at North East Cambridge – the last major brownfield site within Cambridge urban area which is being taken forward separately via an Area Action Plan. However the Local Plan process considers afresh the appropriate role of the site within the development strategy for the new plan.

2. **Focus on Edge of Cambridge - outside Green Belt**
   This approach would create new homes and jobs in extensions on the edge of Cambridge, using land not in the green belt. The only large site on the edge of Cambridge not in the Green Belt is Cambridge Airport.

3. **Focus on Edge of Cambridge - Green Belt**
   This approach would create new homes and jobs in extensions on the edge of Cambridge, involving release of land from the Green Belt.

4. **Focus on New Settlements**
   New settlements would establish a whole new town or village, providing homes, jobs and supporting infrastructure in a new location, and would need to be supported by strategic transport infrastructure connecting to Cambridge.

5. **Focus on Dispersal: Villages**
   This approach would spread new homes and jobs out to the villages.

6. **Focus on Public transport corridors**
   This approach would focus homes and jobs along key public transport corridors and around transport hubs, extending out from Cambridge. This could be by expanding or intensifying existing settlements, or with more new settlements.

A range of consultation responses were received at that time- see consultation section below for more detail.

Subsequent to the First Conversation, we completed a review of a wide range of options to ensure that we had considered all reasonable options. This resulted in the confirmation of options 1-6 above, and the addition of two further options set out below for testing at a strategic level on a comparable basis:

7. **Supporting a high-tech corridor by integrating homes and jobs (southern cluster)**
   This approach would focus new homes close to existing and committed jobs within the life sciences cluster area around the south of Cambridge, including homes at existing villages and at new settlements.

8. **Expanding a growth area around transport nodes**
   This approach would focus new homes at Cambourne and along the A428 public transport corridor, on the basis that Cambourne is due to be served by a new East West Rail station and that Cambourne and the villages along the corridor would be served by the Cambridgeshire Autonomous Metro (this option was identified and assessed at a time when the Combined Authority was actively developing plans for the CAM, responding to the current Local Transport Plan 2020 (LTP). As noted below, the LTP is due to be updated in late 2021/early 2022 by the Cambridgeshire and Peterborough Combined Authority and any changes to the LTP will be reviewed and reflected as necessary in the HELAA as well as the draft Local Plan).

In addition to the abovementioned options, ahead of confirming the working assumption Preferred Option development strategy set out at 7.5 below, we identified working assumptions for two further spatial options:

- SO9: Preferred Option growth level: preferred options spatial strategy
- SO10: Preferred Option growth level: Blended Strategy including Edge of Cambridge: Green Belt.

See below at 7.4 and Appendix 1G: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement for further explanation of how these further spatial options were tested in the same way as was completed as for the eight Strategic Spatial Options referred to above.

Strategic spatial options: interim evidence bases and sustainability appraisal

Evidence base testing of strategic spatial options

In November 2020, interim evidence bases being prepared to support the Local Plan assessed each of the strategic spatial options identified above for each of the growth levels referred to in the previous section, to understand its opportunities and challenges across the 'Themes' that we identified for the Plan. Full details of this are available in the Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020.

Setting aside findings relevant to the growth options, discussed in sections 5 and 6 above, key evidence findings relevant to the strategic spatial options included:

- The strategic spatial options assessment: Net Zero Carbon, November 2020 found that transport carbon is the greatest source of carbon and shows by far the most significant variation across the spatial options. The primary determinant of how each option compares in terms of its carbon emissions is the quality of access to public, active, and low carbon travel modes, and the degree of need to travel regularly.
- Drawing on the above finding about the primary role played by transport in determining carbon emissions, the strategic spatial options assessment: Transport Evidence Report, November 2020 found that the best performing options were Option 1 - Densification, which performed best consistently over all transport metrics, followed by Option 7 Integrating homes and jobs. In terms of non-car mode shares, Option 1 - Densification performed best with a non-car mode shared of 57.6%, followed by Option 2 - Edge non-Green Belt (50.0%), Option 3 - Edge Green Belt (49.5%), and Option 8 - Expanding a growth area around transport nodes (48.6%), which all performed very similarly by this metric. In relation to metrics measuring the impacts of car trips generated by development, Option 1 - Densification again performed best, followed by Option 7 - Integrating homes and jobs and Option 6 - Public Transport Corridors which performed similarly.

- The strategic spatial options assessment: Integrated Water Management Study, November 2020 found positive and negative impacts of the various options, identifying benefits for concentrating growth at large sites with good opportunities for blue-green infrastructure, flood risk reduction and high-quality resilient water recycling system
- The remaining spatial options assessments for the Local Plan themes - including for Green Infrastructure Opportunity Mapping, Habitat Regulations Assessment, Equalities Impact Assessment, Landscape and Townscape Character Assessment, Housing Delivery Study, Employment Land Review and Infrastructure Delivery Plan and Viability Study (all November 2020) - identified different implications, opportunities and risks for each of the spatial options, with no one option clearly performing better or worse than another.

Sustainability Appraisal of strategic spatial options

Drawing on the above-mentioned evidence study assessments of the strategic spatial options, the Local Plan Sustainability Appraisal identified sustainability benefits and opportunities, and challenges associated with each strategic spatial option. A very high level summary of headline points is as follows.

Densification of existing urban areas

Headline sustainability benefits noted include:

Relevant to North East Cambridge and smaller sites within Cambridge urban area:

- Very good access to services, facilities, public transport links, established employment hubs, and the main commercial and retail centres, resulting in positive effects for equalities, health, climate change mitigation, air quality, economy and employment.
- Concentration of development results in fewer environmental impacts on the wider Greater Cambridge area.

Headline sustainability challenges noted include:

Relevant to North East Cambridge and Cambridge urban area:

- Putting additional pressure on water supply and wastewater treatment, existing facilities and services, and local environment including public open space and biodiversity assets.
- Potential impact on historic townscape character.

Relevant only to smaller sites within Cambridge urban area:

- Unlikely to provide significant volumes of new homes.
- Smaller sites not providing opportunities for a wide range of housing types and larger scale employment opportunities.

Edge of Cambridge – non-Green Belt

Headline sustainability benefits noted include:

- Good access to existing services, facilities, employment hubs and public transport links. Provision of new services and facilities and public transport, resulting in positive effects for accessibility, equalities, health, climate change mitigation and air quality.
- Opportunity to deliver a scheme of new settlement scale, to form part of the Cambridge urban area, with all the jobs, shops, services and facilities expected of a development of that scale.

Headline sustainability challenges noted include:

- Will require the relocation of existing businesses, which could disrupt trade or affect viability.
- Limited investment in services, facilities, economy and employment in more rural areas.
- Cambridge City Airport services likely to be transferred elsewhere to other airports less well located to Cambridge, with resulting direct and indirect impacts on local jobs and support services.

Edge of Cambridge: Green Belt

Headline sustainability benefits noted include:

- Depending on location, potentially good access to established employment hubs, existing services, facilities and public transport links, and provision of new employment, services and facilities if developments are of sufficient scale, resulting in positive effects for the economy and employment, accessibility, equalities, health, climate change mitigation and air quality.
- Can be designed around walking and cycling.

Headline sustainability challenges noted include:

- Some Green Belt locations could be too distant from the city centre for ease of walking and cycling.
- Potential loss of views into and out of the historic core of Cambridge.

Dispersal: New Settlements

Headline sustainability benefits noted include:

- Can deliver large numbers of homes of a range of types and tenures, as well as a range of new services and facilities, resulting in positive effects for accessibility, equalities, health, climate change mitigation and air quality.
- New settlements on very good public transport corridors also likely to have good access to services, facilities, public transport and employment centres.
- Helps to protect the wider setting of Cambridge.

Headline sustainability challenges noted include:

- Unlikely to be within walking and cycling distance of Cambridge, which could encourage car use, especially if the new settlement is not on a very good public transport route.
- Major landscape change/urbanisation at the location of the development and likely loss of a large area of greenfield land.

Dispersal: Villages

Headline sustainability benefits noted include:

- Supports rural services and the vitality and viability of villages, and their shops and services.
- Provides for homes to be delivered to meet local village needs.

Headline sustainability challenges noted include:

- Less scope to deliver the volumes of homes required to meet needs through the Greater Cambridge area.
- Existing services and facilities may not have capacity to accommodate new development.
- Likely to result in significant car trips, both for commuting and to access services and facilities not available in villages.

Synthesis options

The below options are syntheses of the sources of supply considered above, in that they all comprise new settlements and villages. Sustainability Appraisal findings relevant to new settlements and villages also therefore apply to the below options. As such, only additional points are identified below.

Public transport corridors

No additional points beyond those relevant to new settlements and villages on very good public transport routes.

Integrating homes and jobs - Southern cluster

Headline sustainability benefits noted include:

- Potentially good access to existing services, facilities and public transport links, depending on exact location of development.
- Good access to established employment hub(s), including Cambridge Biomedical Campus, and possibly Granta Park, resulting in positive effects on economy and employment, as well as helping to minimise traffic and related emissions.

Headline sustainability challenges noted include:

- Potential for settlement coalescence, with consequential effects on settlement character and identity.
- Sensitive landscape characteristics (river valley and chalk hills).

Challenges noted for new settlements and villages are also relevant to this source of supply.

Growth around transport nodes: Western Cluster

Headline sustainability benefits noted include:

- Further develops and enhances a new settlement where the groundwork has already been laid, providing access to services and facilities within Cambourne and likely provision of new services and facilities, resulting in positive effects for accessibility, equalities, health, climate change mitigation and air quality.
- Good access to public transport and services, facilities and employment centres elsewhere, once strategic transport infrastructure is complete.

Headline sustainability challenges noted include:

- Access to jobs and services outside Cambourne are beyond reasonable walking and cycling distance, which could encourage car use, despite public transport provision and investment.
- Could result in damage to or degradation of biodiversity assets and green infrastructure.

Consultation and engagement: First Conversation and Strategic Spatial Options

To date we have completed consultation on the original six identified spatial choices via the First Conversation Issues and Options consultation in early 2020, and on the eight spatial choices via informal workshops relating to the Strategic Spatial options evidence base in autumn 2020. A summary of the feedback from these stages is set out below.

Initial responses to the First Conversation question that asked respondents to rank the six spatial choices identified in the consultation:

- Densification of existing urban areas was the most popular location for siting new development.
- Public Transport Corridors was the second most popular location
- Edge of Cambridge – Green Belt was the least popular location, but a majority responded positively to Question 39 which asked 'Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us reduce our climate impacts'
- Responses ranking the other spatial choices included Focus on Edge of Cambridge - outside Green Belt – 3rd, Focus on Dispersal: Villages – 4th, Focus on New Settlements – 5th.

Key points raised in relation to each option from feedback to the First Conversation, and where applicable from the workshops regarding the Strategic Spatial options, included:

Focus on Densification of existing urban areas

First Conversation responses included:

- Support for densification in appropriate locations, particularly close to public transport infrastructure, noting that it can help preserve green field land
- Concern that a densification strategy should not result in the loss of green spaces, adversely affect health and wellbeing, including impacting on overcrowding, or development of tall buildings in inappropriate locations.
- Observations that for densification critical issues include high quality design, ensuring that it does not have a detrimental impact on the character of the surrounding area, and adequate infrastructure provision.

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- benefits with a densification spatial option, particularly in relation to achieving high growth levels without using larger areas of land, noting that North East Cambridge is a good opportunity
- there may be a need for homes with greater working and outdoor space post-COVID-19 with more people working from home.
- concern around the possible negative impact of higher storey buildings on the historical character of Cambridge City and character and landscape of villages.

Focus on Edge of Cambridge - outside Green Belt

First Conversation responses included:

- Support for development at Cambridge airport
- Observations that development on the edge of Cambridge should be matched with adequate infrastructure and green spaces, and should not adversely impact on neighbouring communities or natural habitats

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- The edge of Cambridge as a good option, due to proximity to existing transport and wider infrastructure, as well as closeness of housing to jobs, thereby reducing carbon emissions.
- Concern that additional development on the edge of Cambridge may cause it to lose its compact city status.

Focus on Edge of Cambridge - Green Belt

First Conversation responses included:

- Various statements of support for development of Green Belt land at specific locations, related to specific development proposals, including on the edge of Cambridge and at villages.
- Concern that development on Green Belt land should only be considered when other alternatives have been exhausted.
- Observations that development on Green Belt land should not result in the coalescence of settlements.

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- This spatial option generated the most diverse range of opinions

- Views were also raised that much Green Belt land, while open green space, is predominantly used as agricultural land, and that development could open additional accessible green space to the public.
- Members considered the relationship between carbon and the Green Belt and whether the City should stay as a compact city or whether we should reconsider to meet our climate change targets.

Focus on New Settlements

First Conversation responses included:

- Support for a new settlements option with existing transport links, noting the benefits it can bring for low carbon lifestyles and delivery of significant infrastructure.
- Suggestion that a review of the outcome of the new settlements currently being built out should be completed before starting additional new settlements.

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- some support for new settlements, suggesting that we can build on previous experience of planning such developments,
- the importance of linking new settlements to public transport to minimise carbon emissions associated with travel
- The importance and challenge of locating employment with new housing at new settlements

Focus on Dispersal: Villages

First Conversation responses included:

- Support for specific development proposals in village locations
- Suggestions that there should not be village growth
- Observations that village development should be limited to sustainable villages with good access to services and facilities, and where infrastructure will support it.

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- the benefits of development for sustaining villages and schools and enhancing with amenities including shops, healthcare provision and community facilities.
- The need to provide affordable homes suitable for elderly and younger residents to continue living in villages
- concerns about the potential negative impact of development on the historic character of villages.

Focus on Public transport corridors

First Conversation responses included:

- Support for this option on the basis of matching homes and jobs with public transport and cycling infrastructure
- Concern that a public transport corridors focus might lead to ribbon development
- Observations about the need to maintain protection for Green Belt land if pursuing this option.

Autumn 2020 workshops discussing the strategic spatial options evidence identified:

- agreement that locating housing near public transport corridors would help reduce car usage and support net zero carbon targets.
- That it is important to bring housing to employment locations and not exclusively to transport corridors

Supporting a high-tech corridor by integrating homes and jobs (southern cluster)

This option was identified after the First Conversation consultation and as such the only feedback we have specific to this option is from the Autumn 2020 workshops discussing the strategic spatial options evidence. These workshops identified:

- Support for the idea of locating jobs and homes close to each other, noting the current disconnect between the major employment sites in south of the area and new settlements emerging in the north of the area.

Expanding a growth area around transport nodes

This option was identified after the First Conversation consultation and as such the only feedback we have specific to this option is from the Autumn 2020 workshops discussing the strategic spatial options evidence. These workshops identified:

- The benefits of matching jobs and homes with planned infrastructure around the East West Rail station and Greater Cambridge Partnership Cambourne to Cambridge Public Transport Project– this was considered the primary opportunity to explore in the Public Transport corridors option

7.4 Towards the First Proposals development strategy

Updated evidence

Interim evidence base and sustainability appraisal findings relating to the strategic spatial options from November 2020 informed consideration of the preferred spatial strategy and reasonable alternatives. Since November 2020 most evidence bases have been developed further. Beyond the assessments of the strategic spatial options, the following findings from our evidence bases have further informed the development of the First Proposals development strategy.

Climate change: water supply

As noted above at section 6 above, our updated Integrated Water Management Study, August 2021, states that there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period. This is clearly a fundamental issue to the plan, but we note that it relates primarily to the amount of development and not to its distribution (see Appendix 1B: Evidence bases assessments of the medium + growth level).

Biodiversity and green spaces

Green infrastructure opportunities

At the strategic spatial options stage it was noted that Greater Cambridge Local Plan Green Infrastructure Opportunity Mapping would in due course identify broad priority zones for green infrastructure.

The Green Infrastructure Opportunity Mapping Part 2 Recommendations Report identifies green infrastructure strategic initiative opportunities, including identifying the relationship with the proposed development strategy. See the Biodiversity and Green Spaces Topic Paper for more details.

Environmental constraints

At the strategic spatial options stage, mapped environmental constraints provided a rough visual guide to where would be appropriate or not to locate development at a strategic level.

To inform the First Proposals strategy, the Housing and Economic Land Availability Assessment assessed environmental constraints on a site-by-site basis.

Great Places

Strategic Heritage Impact Assessment

Strategic Heritage Impact Assessment (HIA) of the eight strategic spatial options was completed subsequent to the publication of the strategic spatial options evidence in November 2020. The key findings of the HIA in relation to the options was it is not possible to draw firm conclusions that differentiate substantively between the various spatial options, particularly as some topics rely on more site-specific information. However, the HIA did differentiate between the effects of growth levels, with minimum and medium likely to have manageable effects, while the effects of maximum growth could not easily be mitigated.

See Appendix 1G: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement for more details.

Green Belt

As noted in the Policy Context section, the adopted Local Plans released limited additional land for development on the edge of Cambridge beyond the releases that had been made by the previous round of plan making, weighing in each case the sustainability merits of such locations with the significance of harm to the purposes of the Cambridge Green Belt, compared with the alternatives.

The Cambridge Green Belt Study (August 2021) supporting this new plan assesses all Green Belt land within the Greater Cambridge area, including:

- identifying variations in openness and the extent to which land contributes to the purposes of the Green Belt; and
- using this to determine variations in the potential harm to those Green Belt purposes of releasing land within Greater Cambridge from the designation

The findings from the Study have informed consideration of sites for inclusion in First Proposals strategy set out at 7.6.

Jobs

Type and location of employment floorspace demand

In addition to the employment floorspace provision recommendations set out in Section 5 above, the Greater Cambridge Employment Land Review and Economic Evidence Base, November 2020 makes the following qualitative and locational employment land provision recommendations for the Local Plan:

Offices and R&D - B1a/b (now Class E(g)(i) and E(g) (ii))

- The role and mix of North East Cambridge Area Action Plan in providing a growth overspill function is essential in providing a mix of B1a/b albeit with a smaller wet lab proportion.
- The overall balance of need between these uses will be clearer when the type of provision at the Wellcome Genome Campus and other B1 mixed supply is determined.
- Where possible owners should avoid designating labs solely for either institutional research or open market commercial research labs to maximise flexibility.
- Further intervention is recommended to improve the flexible and managed workspace offer in Greater Cambridge.

Industrial (B2) and Warehousing and distribution (B8)

- Trade counters will prefer edge of city locations. In Cambridge, smaller and mid-sized B8 requirements will assist in fulfilling last mile delivery needs.
- Further out of Cambridge, more industrial units can sit alongside mid tech B1b as part of an integrated offer in an accessible location. These should be located in proximity to the strategic road network and also ideally on the fringe of urban areas serving customers and providing localised labour. The drive-in e-commerce will further increase the need for smaller scale warehousing opportunities (final mile centres).
- Preferred locations for industrial premises would be both in reasonable proximity to the city itself as well, enabling commuting and potential access to customers, as well as in the wider city hinterland, with good accessibility.

Existing employment and services

For the strategic spatial options, existing employment locations were mapped to support identification of development opportunities close to them. For services in rural areas, a proxy of village settlement hierarchy categories from the adopted South Cambridgeshire Local Plan 2018 was used.

To inform the First Proposals strategy a new Settlement Hierarchy Study (see Appendix 1H) has been completed providing an up-to-date consideration of village services, employment and access to active travel opportunities and public transport.

The conclusions of this work are set out within this document at Part 1B: Additional development strategy policies, and have selection of housing sites in the First Proposals development strategy at more sustainable villages in the rural area.

Homes

Housing Delivery rates

The Councils used their own assumptions for housing delivery rates for different types of development as set out in Appendix 6 of the Strategic Spatial Options for Testing – Methodology document (November 2020) to inform the assumptions for housing delivery included in the strategic options, and which formed a constraint on the level of growth that could be delivered within the plan period of 2020-2041.

To inform the First Proposals strategy the recommendations from the Housing Delivery Study (2021) have been used to inform the housing delivery assumptions incorporated within the draft housing trajectory that accompanies the preferred option and demonstrates delivery of the preferred option housing requirement. In particular, the study recommends:

- new settlements can deliver up to a peak of 300 dwellings a year, with a gradual build up at the start of developing the site and a gradual tailing off as the settlement is completed,
- sustainable urban extensions can deliver up to a peak of 350 dwellings a year, with a gradual build up at the start of developing the site and a gradual tailing off as the development is completed,
- assumptions for lead in times of strategic sites (over 200 dwellings) that can be considered alongside site specific information such as specific dates for infrastructure provision and relocation of existing uses, and
- typical assumptions for the lead-in times and build out rates of non-strategic sites based on their location, the size of site, and the type of homes being provided.

The Housing Delivery Study assumptions for lead-in times of strategic sites are that they take 8-9 years from being allocation to delivering first completions, on the basis that some form of supplementary guidance is required such as a masterplan, design guide/code, Area Action Plan or Supplementary Planning Document. The Study highlights that the lead-in time could be shortened by 2-3 years by including this guidance within the Local Plan.

The Councils have experience of delivering strategic sites and using a variety of approaches through which to provide the planning policy and guidance for the delivery of these sites. Area Action Plans were prepared for Northstowe, Cambridge East, Cambridge Southern Fringe, and North West Cambridge, with adoption following on after the adoption of the Core Strategy or Local Plan. Supplementary Planning Documents were prepared for Waterbeach New Town, Bourn Airfield New Village, and Cambridge East: North of Cherry Hinton and other local plan sites in Cambridge, with some following on after the adoption of the local plan, with others prepared alongside later stages of the Local Plan to be ready for adoption at a

similar time to the Local Plan. The Councils are exploring the options for the approach(es) that will be used to provide the necessary planning policy and guidance for new strategic sites and the aim will be for an approach that provides an appropriate policy framework for more complex sites whilst enabling sites to move to delivery early after the adoption of the Local Plan.

These recommendations have informed the anticipated delivery of new sites proposed for allocation to deliver our preferred development strategy that are included in our draft housing trajectory.

Infrastructure

Existing and planned transport infrastructure

To inform the compilation of the strategic spatial options, existing and future transport connections within Greater Cambridge were identified, supporting the NPPF principle of integrating development with transport infrastructure, and in particular responding to opportunities such as those arising from major improvements in infrastructure. In relation to proposed schemes, awareness of the level of certainty and potential timing of delivery of the schemes informed consideration of development opportunities, including informing transport modelling assumptions of schemes that should be included in the baseline and those that should at this stage be considered in sensitivity tests.

To inform consideration of the preferred development strategy, in discussion with partners including the Combined Authority and Cambridgeshire County Council we reviewed the list of transport schemes to inform an updated view on certainty and timing of delivery of relevant proposed transport infrastructure schemes. Following indications that the Combined Authority changed its position on the Cambridge Autonomous Metro in spring 2021, we have excluded CAM tunnels and regional routes from consideration for the First Proposals stage. We will review this assumption ahead of the draft plan consultation, by which time it is expected that the Combined Authority will have updated its Local Transport Plan.

Further to this, the Housing and Economic Land Availability Assessment has considered accessibility to employment, services and public transport connections when assessing potential sites.

Transport modelling additional analysis

At the strategic spatial options stage, transport modelling was undertaken to understand the transport impacts of the different options, which were reported at a Greater Cambridge-wide level. This was reported in the version of the Transport Evidence Report published in November 2020.

To inform the preferred development strategy, additional analysis of this transport modelling of options was completed to compare in more detail the transport impacts of development at the different locations considered within each strategic spatial option. This information was brought together with the core analysis and sensitivity tests completed in November 2020, to provide a comprehensive understanding of the strategic spatial options and the component locations within these, the evidence also considered the impacts of the working assumption First Proposals development strategy (as well as the additional Blended Strategy including Edge of Cambridge: Green Belt – see 7.5). This is reported in an updated version of the Transport Evidence Report: Preferred Options Update, August 2021.

Headline findings from this analysis include the following (noting that this incorporated no assumptions about transport infrastructure over and above that included in the baseline - for example East West Rail is not included):

- In terms of non-car mode shares and car trips per dwelling, development located within Cambridge urban area performs best including at North East Cambridge, with edge of Cambridge locations also performing particularly well. New settlements generate more car traffic, but perform better where they are on or close to a public transport corridor or those closer to existing urban settlements (such as Cambourne, Northstowe or close to Cambridge).
- In terms of total car trips generated by each strategic spatial option, Option 1: Densification performs best; Option 2: edge of Cambridge non-Green Belt, Option 3: edge of Cambridge Green Belt and Option 8: expanding a growth area around a transport node, all perform moderately well against this metric.
- Larger developments accommodating a wide mix of uses allow for more ‘internalisation’ of trips within the site. They are also generally easier to provide viable mitigation for, essentially because more people equals more demand. In terms of trip internalisation within a particular site, the largest freestanding new settlements perform best, with sites adjacent to Cambridge and in the villages not performing as well.
- Of the new settlement location options tested, the one in the Cambourne area performed best in terms of active mode share for trips generated and equal best for car trips per dwelling.

Testing of additional strategic spatial options

Identifying the need to consider additional spatial options

Drawing on the evidence referred to above, we moved towards a preferred strategy by identifying a high level preferred spatial option, which was a blended strategy including a number of broad supply locations. To ensure that we have tested the preferred option against reasonable alternatives, we have completed an assessment of the preferred option blended strategy, against:

- the strategic spatial options tested last year
- other reasonable alternative blended strategies

Some of the spatial options tested last year were blended strategies and others not. We therefore completed a review of the strategic spatial options tested in November 2020 to see whether these included a range of reasonable alternative blended strategies, noting that we don't need to test every possible reasonable alternative.

The conclusion to this review was that we consider that the only case for testing a further blended strategy alternative in a comparable way to the other strategic options would be a blended strategy including Edge of Cambridge: Green Belt locations.

See Appendix 1E: Review of Reasonable Blended Alternative Strategies for more details.

Identification of the additional strategic spatial options for testing

Drawing on the above, we identified two options for the Local Plan evidence base consultants to test in the same way as was completed for the other eight options:

- SO9: Preferred Option growth level: preferred option spatial strategy

- SO10: Preferred Option growth level: Blended Strategy including Edge of Cambridge: Green Belt – this is directly comparable to the Preferred Option and broadly comparable to the Strategic Spatial Options from November 2020.

Following the conclusion to section 6 above which confirmed the medium+ growth level as representing the objectively assessed need for homes, we tested the new spatial options based on the medium+ growth level, and did not assess the impacts of the previous alternative growth levels in relation to these new spatial options.

See Appendix 1F: Preferred Option Strategy and Blended Alternative Methodology Note for more details.

Summary of performance of additional spatial options in comparison to options identified previously

Following assessment of the additional options by the Local Plan evidence consultants, a Development Strategy Options – Summary Report Supplement, August 2021 was produced to summarise their findings in a way that is intended to be comparable to the summaries of the previously assessed options, and should be read alongside them. The Supplement should be read in conjunction with the original Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020.

The headline findings from this report include:

- The strategic spatial options assessment: Net Zero Carbon - Supplement, August 2021 found that for annual carbon emissions per home, Option 9 and 10 perform very similarly to each other, and similarly to the mid-range of options previously tested, reflecting the fact that they include a blend of sources of supply
- The Transport Evidence Report Draft Preferred Option Update, August 2021 found that both Option 9 and 10 would be likely to have a high level of active mode travel (walking and cycling) and low car mode share, with Option 9 likely to perform similarly to the previously assessed Option 2 (which was the second best of the previously tested options) and with Option 10 likely to perform between that Option 1 (the best performing option) and Option 2
- As with the previous assessments of the first eight options, the remaining spatial options assessments for the Local Plan themes - including for The remaining spatial options assessments for the Local Plan themes - including for Green Infrastructure Opportunity Mapping, Habitat Regulations Assessment, Equalities Impact Assessment, Landscape and Townscape Character Assessment, Housing Delivery Study, Employment Land Review and Infrastructure Delivery Plan and Viability Study (all August 2020) - identified different implications, opportunities and risks for each of the spatial options, with no one option clearly performing better or worse than another.

Sustainability Appraisal of additional strategic spatial options

Preferred option growth level: preferred option spatial strategy

Headline sustainability benefits noted include:

- Development at North East Cambridge and Cambridge East would result in development well located to access local services, facilities and jobs and would likely minimise the need to travel by car. These sites would also provide benefits as larger developments providing new services and facilities
- Development would be well-located for Cambourne's existing services and facilities whilst providing new and/or expanded facilities.

Headline sustainability challenges noted include:

- Growth around Cambourne is reliant upon delivery of a new East West Rail railway station and the Cambourne to Cambridge Public Transport Scheme, for which there is uncertainty about when they will be delivered.

Preferred option growth level: Blended Strategy including Edge of Cambridge: Green Belt

Headline sustainability benefits noted include:

- Development at North East Cambridge and Cambridge East would result in development well located to access local services, facilities and jobs and would likely minimise the need to travel by car. These sites would also provide benefits as larger developments providing new services and facilities
- Large urban extensions on the edge of Cambridge in the Green Belt are assumed to provide new services and facilities, as well as being well-located for services, facilities and jobs within Cambridge.

Headline sustainability challenges noted include:

- Risk that growth around the city could put pressure on amenities within the city, and has potential for adverse impacts on the landscape and historic environment.

See Appendix 1G: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement for more details.

7.5 Proposed Approach: First Proposals development strategy

Introduction

This section sets out the proposed preferred option development strategy. The strategy draws on:

- the draft vision and aims for the plan, set out in section 3 above.
- the overall level of development we are required to meet, set out in section 4 above;
- analysis of the evidence, sustainability and consultation feedback regarding the identified spatial options, set out in section 7.3-5 above;
- Detailed evidence of site-specific opportunities and constraints (including for example site capacity and estimates of delivery rates) set out in Part 2: Approach to site allocations supporting the preferred spatial strategy.

Overview

The primary implications of our emerging Local Plan aims identified in section 3 above for the preferred development strategy comprise:

- Reduce climate impacts through compact development located where active and sustainable travel can be maximised
- Make best use of suitable safeguarded and brownfield land
- Make best use of existing and committed key sustainable transport infrastructure
- Support rural communities to thrive and sustain services.

Critical evidence findings relevant to determining our development strategy are that Greater Cambridge Local Plan strategic spatial options assessment: Implications for carbon emissions (November 2020) demonstrates that location is the biggest factor in impacts on carbon emissions, but that our Housing and Economic Land Availability Assessment (August 2021) and Greater Cambridge Housing Delivery Study (August 2021) evidence show that it would not be deliverable to focus all development in any one broad location.

Drawing both on our aims and on our evidence bases, the proposed First Proposals development strategy is a blended strategy to meet a variety of needs. It focuses growth at a range of the best performing locations in terms of minimising trips by car as demonstrated by the Greater Cambridge Local Plan Transport Evidence Report Preferred Options Update (August 2021). The preferred strategy therefore has a particular focus on the Densification, Edge of Cambridge – Non Green Belt and Expanding a growth area around transport nodes (around Cambourne) strategic spatial options tested in November 2020.

Components of the preferred development strategy

The First Proposals preferred development strategy set out below includes development at each source of supply.

Where relevant, within each source of supply we have identified how that element responds to specific employment needs identified in the Greater Cambridge Employment Land Review and Economic Evidence Base (November 2020), and where there is opportunity for the development strategy to support specific strategic green infrastructure initiatives identified in the Greater Cambridge Local Plan Green Infrastructure Opportunity Mapping (August 2021), noting that these are opportunity areas for environmental enhancement, rather than areas within which to restrict development.

Densification of existing urban areas: Cambridge urban area

Our evidence and Sustainability Appraisal above identify that locating development within Cambridge urban area forms a highly sustainable development option, primarily relating to the accessibility of these locations to existing facilities and services, and was also supported in consultation responses. As such we consider

that this source of supply should be a focus for additional jobs and homes within the Greater Cambridge Local Plan, albeit limited suitable and available capacity at this broad location means that it will not be able to provide for all development needs.

Within the city of Cambridge our strategy proposes:

- North East Cambridge – a compact city district on brownfield land already identified for development, including a mix of jobs (helping to meet the identified need for offices and R&D employment floorspace) and homes to help minimise trips. This location is already allocated in the adopted plans but with no development included in our calculations of supply. With the proposed relocation of the Waste Water Treatment Works being taken forward by Anglian Water, there is now a good prospect that it will be available from the middle part of the plan period for a major regeneration including housing. It is being taken forward via an Area Action Plan but has been looked at afresh in identifying the Local Plan preferred strategy. North East Cambridge connects most strongly to the Green Infrastructure Strategic Initiative 2: River Cam Corridor, and Strategic Initiative 6: North Cambridge green space
- West Cambridge – supporting the continued development of this area (helping to meet the identified need for wet laboratory employment floorspace), including encouraging a mix of uses to create a vibrant campus – with the intention to consider looking at this area together with Eddington as a wider University Innovation District (see edge of Cambridge below)
- Smaller new sites for housing and employment making best use of brownfield land
- Continuing existing sites and areas of major change allocated in the previous plan that we still expect to be delivered
- Continuing existing opportunity areas and identifying new ones
- Windfall development – an allowance for homes coming forward for planning permission on unallocated land where it would be consistent with the other policy requirements in the Plan.

See Part 2: Site Allocations - The city of Cambridge for exploration of site-specific issues.

Edge of Cambridge – outside Green Belt

Our evidence and Sustainability Appraisal above show that the edge of Cambridge non-Green Belt is a sustainable location for homes and jobs, being accessible to existing jobs and services, particularly where development is planned at sufficient scale to support new infrastructure. This finding was also supported by consultation responses. As such we consider that this source of supply should be a focus for additional jobs and homes within the Greater Cambridge Local Plan.

On the edge of Cambridge outside of the Green Belt our strategy proposes:

- Eddington: The principle of making best use of existing allocations in meeting identified needs in the new Local Plan fits well with national policy. The indications from the University that they see potential for an additional number of homes within the existing site of Eddington
- land at Cambridge East has potential to be a major new eastern quarter for Cambridge, with a mix of homes and a range of jobs and services and supporting infrastructure, and will be well connected to the rest of the City with the provision of the Greater Cambridge Partnership Eastern Access scheme Phase B. This would make good use of safeguarded land in the 2018 Local Plans that is also a brownfield site and is a good fit with a climate focused strategy. Delivery would start post 2030 to follow relocation of Cambridge Airport airside uses. Development here would provide an additional impetus to provide additional wildlife habitat land surrounding the designated nature sites to the east of Cambridge, as part of Green Infrastructure Strategic Initiative 4: Enhancement of the eastern fens
- Continuing development at existing strategic sites allocated in previous plans, for example at Darwin Green.

See Part 2: Site Allocations - The Edge of Cambridge for exploration of site-specific issues.

Edge of Cambridge - Green Belt

Our evidence and Sustainability Appraisal above show that, as with Edge of Cambridge – non-Green Belt, sites in the Green Belt could provide a sustainable location for homes and jobs in terms of transport and carbon impacts particularly, being accessible to existing jobs and services, particularly where development is planned at sufficient scale to support new infrastructure. However, we do not consider that our housing needs alone provide the ‘exceptional circumstances’ required in national policy to justify removing land from the Green Belt on the edge of Cambridge in this Local Plan, having regard to the identification of a proposed emerging strategy that can meet needs in a sustainable way without the need for Green Belt release. This is having particular regard to:

- the scale of our housing and employment need in relation to existing supply
- the evidenced harm of releasing further land on the edge of Cambridge in the Green Belt as provided by the Cambridge Green Belt Study (August 2021), and
- the opportunities at other sustainable locations for development as set out in this outline preferred strategy, in particular at Cambourne, which responds to the opportunity to be provided by the proposed East West Rail station.

See Appendix 1D: Green Belt Exceptional Circumstances Review for more detail on this topic, which includes explanation of how we have followed National Planning Policy Framework paragraph 141 to ensure we meet duty to cooperate requirements.

Drawing on this conclusion, this source of supply is not a significant focus for additional jobs and homes within the Greater Cambridge Local Plan preferred development strategy, We have however, considered sites on the edge of Cambridge in the Green Belt on an individual basis to assess whether there could be any site specific exceptional circumstances that could justify release of land from the Green Belt. In all but one case we do not consider that such exceptional circumstances exist.

On the edge of Cambridge, on land currently within the Green Belt, our strategy proposes:

- a release of Green Belt at Cambridge Biomedical Campus - We think that there may be justification for exceptional circumstance for a limited release here to provide flexibility for this campus of international significance to continue to grow into the future, with potential to include an element of housing for its staff, whilst recognising the importance of the southern setting to Cambridge and the Gog Magog Hills. This location provides the opportunity to contribute to Green Infrastructure Strategic Initiative 3: Gog Magog Hills and chalkland fringe.

See Part 2: Site Allocations - The Edge of Cambridge for exploration of site-specific issues.

New settlements

Our evidence, Sustainability Appraisal and consultation responses above show that in principle, new settlements located on public transport corridors can be sustainable locations for development if they are well connected by public transport to larger settlements – particularly Cambridge, but that they are reliant on significant infrastructure investment, and as a result may take a significant time to start being developed. Drawing on this finding, our evidence shows that the most sustainable location for further new settlement scale development is through an expansion of Cambourne, which performed almost as well as the edge of Cambridge as a location to reduce use of the car. It is important to recognise that our evidence says that large scale development at Cambourne would have landscape impacts and that these would be hard to address. However, when considered in the context of the significant economic and carbon benefits of locating development at the proposed new rail station at Cambourne, it is considered that the benefits are likely to outweigh the level of landscape harm. Focusing further growth on this previously established new

settlement is substantively more sustainable than allocating a ‘new’ new settlement in a brand new location.

- For our new settlements, our strategy proposes: Expansion of Cambourne – as a broad location for future growth in the 2030’s to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne, as well as Greater Cambridge Partnership’s Cambourne to Cambridge scheme. It would also provide an opportunity to grow an existing town to become larger, enhancing the critical mass of population, employment and services. Also, adding development in the area of an existing town at Cambourne should speed up delivery of development in comparison with starting afresh in a new location with no existing infrastructure and services. Given the ongoing work to progress the East West Rail project, there remains uncertainty about the potential location of an East West Rail station, and therefore the location and scale of growth for an expanded Cambourne. Because of this uncertainty, for this consultation we have identified a broad location rather than a specific site. Development in the Cambourne area connects to the Green Infrastructure Strategic Initiative 8: Western gateway multifunctional GI corridors.

- Our existing new settlements at Northstowe, Waterbeach and Bourn Airfield will continue to be built out through the new plan period to 2041 and beyond, and form a significant part of our future supply of homes and jobs. Our Housing Delivery Evidence suggests that our assumptions on housing delivery at Northstowe and Waterbeach can be faster than we previously estimated, such that they could contribute additional homes towards our housing need to 2041. We are not proposing more homes overall in these locations, but the updated policies will provide positive opportunities for enhanced development densities around transport hubs, whilst taking account of other policies in the plan. This could result in additional development over and above that currently permitted but at this stage no further development is assumed in the housing supply from this potential additional source. Development at Northstowe and Waterbeach connects closely with Green Infrastructure Strategic Initiative 6: North Cambridge green space.

See Part 2: Site Allocations - New Settlements for exploration of site-specific issues.

Rural Southern Cluster

Our evidence, Sustainability Appraisal above show that the southern cluster could provide a sustainable location for development providing good access to employment and services, subject to site specific locations, but noting the sensitive landscape in this area and noting the risk of settlement coalescence. This finding was also supported by consultation responses. Evidence findings for new

settlements and villages are relevant to the evaluation of this option, and as a result we consider that this source of supply should be a focus for limited growth in the development strategy.

For the rural southern cluster we propose:

- Employment and tied housing at the Wellcome Genome Campus expansion – reflecting proposals which have planning permission
- Additional employment at Babraham Research Campus, through releasing the Campus and a modest area of additional land from the Green Belt to help address identified need for wet laboratory employment floorspace, together with retaining the area of The Close as key worker and affordable housing to support the needs of the Campus
- New smaller sites for housing in villages that have very good public transport access and are close to jobs, (one of which requires release of land from the Green Belt)
- A new smaller site for employment on an existing brownfield site, and
- Continuing allocations for existing sites allocated in previous plans.

Development within the southern cluster connects most closely with Green Infrastructure Strategic Initiative 3: Gog Magog Hills and chalkland fringe.

See Part 2: Site Allocations - The rural Southern Cluster for exploration of site-specific issues.

Rest of the rural area

Our evidence, Sustainability Appraisal and consultation responses above show that a strategy focused on village development would be unsustainable, in particular regarding transport and associated carbon emissions, but also for supporting delivery of required infrastructure. As such we consider that villages should not be a primary focus for growth within the development strategy.

However, for homes we think that our villages should play a limited role in meeting development needs to support a deliverable plan, including in the first five years, support provision of a proportion of small sites, support delivery of a range of types and sizes of housing across the Greater Cambridge area, support the social sustainability of villages and support community aspirations. We have therefore reviewed proposals for village growth at the most sustainable locations.

For jobs in the rest of the rest of the rural area, we have in particular explored suitable locations for meeting the identified need for industrial and warehousing employment floorspace, drawing on the findings of the Employment Land Review.

Drawing on the above, we propose:

- Small new sites for housing and employment at villages that have very good public transport access, to help our rural communities thrive (one of which requires release of land from the Green Belt)
- New employment sites in the countryside meeting specific business needs' and
- Windfall development - an allowance for homes on unallocated land, which would need to be consistent with policy requirements in the Plan, including Policy SS/SH: Settlement Hierarchy, which sets out scales of development in different categories of village (see Part 1B: Additional development strategy policies for more detail).

Development in the rest of the rural area connects with various Green Infrastructure Strategic Initiatives.

See Part 2: Site Allocations - Rest of the rural area for exploration of site-specific issues.

Preferred development strategy including levels of development

This section sets out the detailed preferred development strategy incorporating existing commitments, amendments and new locations and sites. Once the high level strategy had been identified, consideration was given of the site opportunities to fit with the emerging strategy as set out in Part 2: Approach to site allocations supporting the preferred spatial strategy. That process drew upon delivery assumptions relating to individual sites as set out in Part 2 to ensure the emerging preferred strategy was deliverable.

Homes

The following table sets out the preferred option housing requirement, the amount of homes in the current housing supply, the amount of additional homes that need to be identified, and the sources of supply to deliver these additional homes.

-	Homes 2020-2041	Homes Post 2041
Homes to provide for [see Development Levels – Confirming the housing requirement]:	-	-
Preferred Option requirement	44,331	N/A
Preferred Option requirement (rounded)	44,400	N/A
10% buffer for flexibility	4,440	N/A
Total to provide for	48,840	-
Current housing supply [see Development Levels – Establishing the balance of homes to find]:	-	-
Current supply is made up from: Greater Cambridge Housing Trajectory (April 2021), review of adopted allocations, revisions to windfall allowance, and dwelling equivalent from communal accommodation allocated or with planning permission	37,198	11,188 [reduces to 9,688 by inclusion of faster delivery rates below]
Total additional homes to be identified	**11,642**	-
Additional sources of supply:		
Increased delivery rates at existing major sites delivering beyond 2041:	-	-
Northstowe (faster delivery rates)	750	N/A
Waterbeach New Town (faster delivery rates)	750	N/A
Densification of Cambridge:	-	-

-	Homes 2020-2041	Homes Post 2041
North East Cambridge	3,900	4,450
North West Cambridge	1,000	-
Other smaller urban sites	12	-
Edge of Cambridge non-Green Belt:	-	-
Cambridge Airport (safeguarded land)	2,850	4,150
Western Cluster (focus on transport node):	-	-
Extension to Cambourne (East West Rail)	1,950	To be confirmed
Southern Cluster (integrating jobs and homes):	-	-
Other smaller village sites for supporting jobs cluster in the southern part of Greater Cambridge, net zero carbon, and rural communities	160	N/A
Dispersal to villages:	-	-
Other smaller village sites for supporting rural communities in the rest of the rural area	224	N/A
Total additional sources of supply	**11,596**	**8,600**
Total including current and additional sources of supply	**48,794**	**18,288**

The figures included in the table above for anticipated delivery within the plan period (2020-2041) and beyond (post 2041) are based on the draft housing trajectory for Greater Cambridge that demonstrates delivery of the preferred option housing requirement. Note that post 2041 figures do not include any numbers for the expansion of Cambourne and supply beyond 2041 will be identified once the overall size of the strategic expansion of Cambourne is identified.

This housing trajectory starts with the current supply as identified in the Greater Cambridge Housing Trajectory (April 2021), and updates it to include anticipated delivery from the existing adopted allocations as a result of a review of these sites,

an assessment of adopted allocations and extant planning permissions for communal accommodation, and a review of the windfall allowance (see Development Levels – Establishing the balance of homes to find section of this document, and Appendices 2A and 2B).

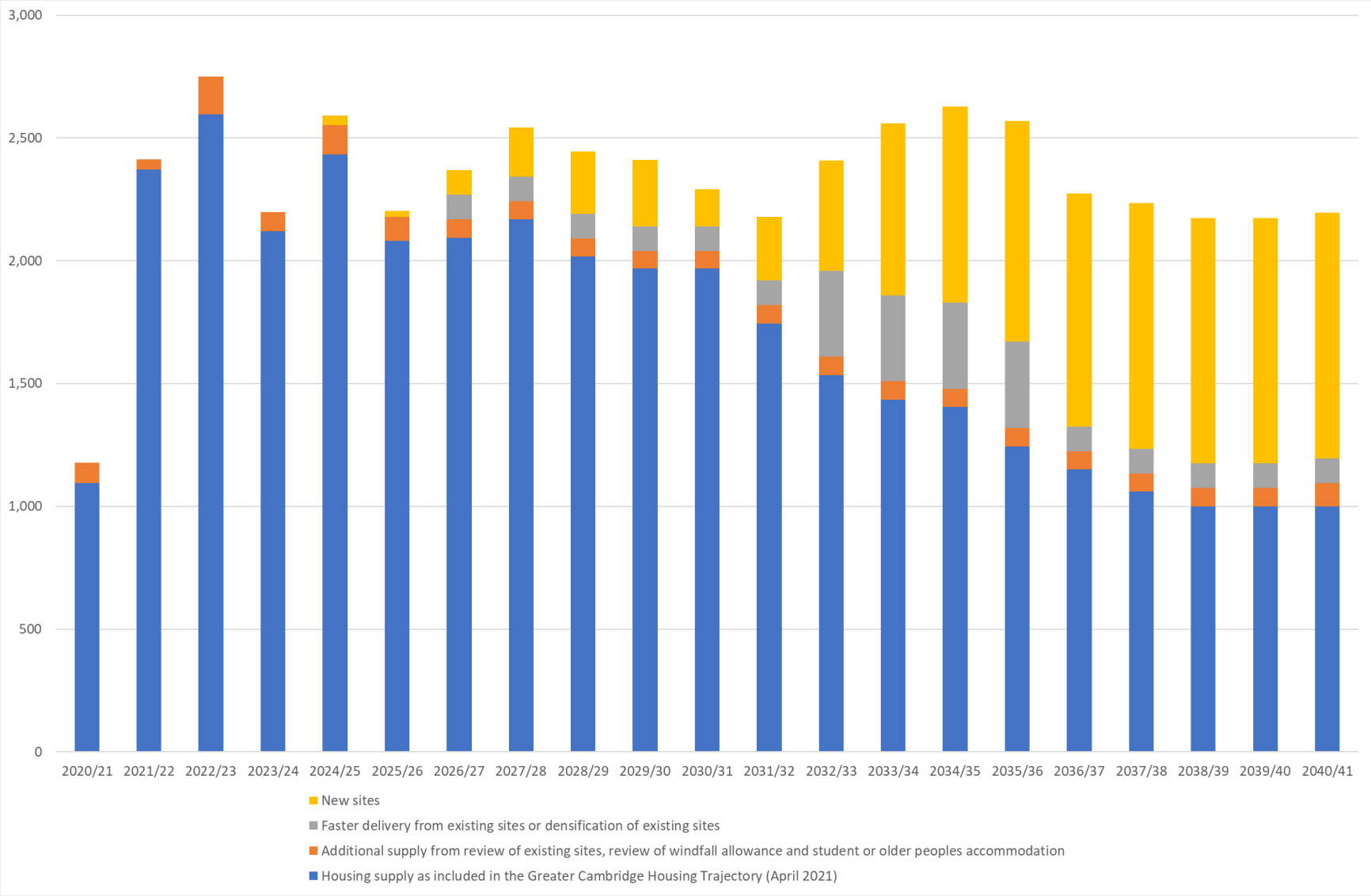
It then adds on the anticipated delivery from the proposed new sites (identified as additional sources of supply in the table above). Information on the assumptions used by the Councils to anticipate lead-in times and build out rates, and therefore anticipated supply within the plan period from these new sites are provided alongside the proposed policy direction for each of the new allocations (see the relevant site within the Approach to site allocations supporting the preferred spatial strategy section of this document).

The draft housing trajectory only records the anticipated housing supply from the proposed new sites as listed in the table above, it does not include any anticipated housing supply from other sites identified in the Greater Cambridge Local Plan: First Proposals that would enable the delivery of housing but where no specific number of homes has been identified, such as West Cambridge (see S/WC), Opportunity Areas in Cambridge (see S/OA), Cambridge Biomedical Campus (S/CBC), and the policy areas within South Cambridgeshire (see S/SCP and S/RRP), except where there are already extant planning permissions that are included in the Greater Cambridge housing trajectory (April 2021) and therefore are captured as part of the existing supply.

The draft housing trajectory is formed from the tables set out on the following pages and is illustrated in the graph provided below.

The graph shows that the existing commitments (adopted allocations, extant planning permissions and the windfall allowance) account for a significant proportion of the supply within the plan period, particularly at the start of the plan period. It also shows that our proposed new sites, including strategic sites with longer lead-in times that require infrastructure to be provided or existing uses to be relocated, increase supply in the latter part of the plan period, when anticipated existing supply starts to reduce as sites are completed. Therefore, the graph shows that together our existing supply and anticipated delivery from our proposed new sites will create a fairly smooth trajectory across the plan period.

Draft Preferred Option Housing Trajectory for Greater Cambridge 2020-2041:



The draft housing trajectory is set out in the tables below:

Greater Cambridge Housing Trajectory (April 2021), existing supply in the 2018 Local Plans allocations, commitments (planning permissions) and windfall allowance:

Source / Location	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
Commitments [excluding windfall allowance and the strategic sites listed individually below]	612	1,672	1,637	908	528	381	264	338	187	139	139	84	74	4	0	0	0	0	0	0	0	6,967
North West Cambridge (Eddington)	12	30	96	109	291	228	250	250	250	250	250	126	0	0	0	0	0	0	0	0	0	2,142
Darwin Green	58	55	59	61	150	200	200	200	200	200	200	200	200	200	200	95	0	0	0	0	0	2,478
Cambridge East – Marleigh and North of Cherry Hinton	26	120	120	156	210	210	240	240	240	240	240	194	120	90	54	0	0	0	0	0	0	2,500
Cambridge Southern Fringe	183	116	60	60	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
Northstowe	204	278	365	342	344	312	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	5,595
Waterbeach New Town	0	0	80	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	4,580
Bourn Airfield New Village	0	0	0	35	75	100	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	2,460
Cambourne West	0	100	180	200	200	200	150	150	150	150	150	150	150	150	150	150	150	60	0	0	0	2,590
Wellcome Genome Campus	0	0	0	0	350	200	200	200	200	200	150	0	0	0	0	0	0	0	0	0	0	1,500
Windfall Allowance (Cambridge)	0	0	0	0	0	0	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	1,950
Windfall Allowance (South Cambridgeshire)	0	0	0	0	0	0	10	10	10	10	60	210	210	210	220	220	220	220	220	220	220	2,270
Total	**1,095**	**2,371**	**2,597**	**2,121**	**2,432**	**2,081**	**2,094**	**2,168**	**2,017**	**1,969**	**1,969**	**1,744**	**1,534**	**1,434**	**1,404**	**1,245**	**1,150**	**1,060**	**1,000**	**1,000**	**1,000**	**35,485**

Updates to the existing supply, from review of existing allocations, review of windfall allowance, and supply from communal accommodation:

Source / Location	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
Adjustments to Windfall Allowance (Cambridge)	0	0	0	0	0	0	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	825
Adjustments to Windfall Allowance (South Cambridgeshire)	0	0	0	0	0	0	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	300
Adjustments to anticipated delivery from existing adopted allocations (Cambridge)	0	21	0	0	72	55	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	21	161
C2 students and older peoples communal accommodation (Cambridge, dwelling equivalent)	82	22	154	37	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352
C2 students and older peoples communal accommodation (South Cambridgeshire, dwelling equivalent)	0	0	0	40	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
Total	**82**	**43**	**154**	**77**	**120**	**99**	**75**	**75**	**75**	**71**	**71**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**96**	**1,713**

Proposed Additional Sites in new Local Plan

Source / Location	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
Faster delivery at Northstowe	0	0	0	0	0	0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	750
Faster delivery at Waterbeach	0	0	0	0	0	0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	750
Smaller sites in Cambridge urban area	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
North East Cambridge	0	0	0	0	0	0	100	200	200	150	50	150	250	350	350	350	350	350	350	350	350	3,900
North West Cambridge	0	0	0	0	0	0	0	0	0	0	0	0	250	250	250	250	0	0	0	0	0	1,000
Cambridge East (safeguarded land)	0	0	0	0	0	0	0	0	0	0	0	50	150	250	300	350	350	350	350	350	350	2,850
Cambourne Expansion	0	0	0	0	0	0	0	0	0	0	0	0	50	100	150	200	250	300	300	300	300	1,950
Smaller sites in southern cluster villages	0	0	0	0	0	0	0	0	0	80	60	20	0	0	0	0	0	0	0	0	0	160
Smaller sites in rest of rural area villages	0	0	0	0	40	24	0	0	40	40	40	40	0	0	0	0	0	0	0	0	0	224
Total	**0**	**0**	**0**	**0**	**40**	**24**	**200**	**300**	**352**	**370**	**250**	**360**	**800**	**1,050**	**1,150**	**1,250**	**1,050**	**1,100**	**1,100**	**1,100**	**1,100**	**11,596**

Note: information on the anticipated delivery for each of the smaller sites in Cambridge or the villages is included in Approach to site allocations supporting the preferred spatial strategy.

Summary of existing and new supply by source of supply

Source / Location	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
Housing supply as included in the Greater Cambridge Housing Trajectory (April 2021)	1,095	2,371	2,597	2,121	2,432	2,081	2,094	2,168	2,017	1,969	1,969	1,744	1,534	1,434	1,404	1,245	1,150	1,060	1,000	1,000	1,000	35,485
Update to existing supply from review of existing sites, review of windfall allowance and student or older peoples accommodation	82	43	154	77	120	99	75	75	75	71	71	75	75	75	75	75	75	75	75	75	96	1,713
Faster delivery from existing sites or densification of existing sites	0	0	0	0	0	0	100	100	100	100	100	100	350	350	350	350	100	100	100	100	100	2,500
New sites	0	0	0	0	40	24	100	200	252	270	150	260	450	700	800	900	950	1,000	1,000	1,000	1,000	9,096
Total	**1,177**	**2,414**	**2,751**	**2,198**	**2,592**	**2,204**	**2,369**	**2,543**	**2,444**	**2,410**	**2,290**	**2,179**	**2,409**	**2,559**	**2,629**	**2,570**	**2,275**	**2,235**	**2,175**	**2,175**	**2,196**	**48,794**

Jobs

In identifying the employment allocations outlined in Part 2, we are seeking to meet the need identified in the Employment Land Review in respect of undersupply in specific types of employment land, to ensure there is provision for a range of employment floorspace options that can provide the flexibility that has supported the success of the Greater Cambridge economy to date and local job opportunities for all Greater Cambridge's residents.

Within Cambridge urban area there are a number of employment sites that provide space for a range of industrial sectors including R&D and academic research space at West Cambridge and business space at North East Cambridge (NEC), and commercial opportunities such as warehousing and distribution on Land South of Coldham's Lane which will help to fulfil last mile delivery needs within the city. NEC has been identified in the Employment Land Review as key to meeting demand for office / R&D space in Greater Cambridge. We are also retaining several mixed-use allocations that will provide additional office / R&D space within the city.

Cambridge has a number of Opportunity Areas and Areas of Major Change that will be continuing, where there may be opportunity for renewal and redevelopment including within key employment areas around Hills Road and Cambridge Railway Station, the Grafton Centre and Newmarket Road as well as Mill Road and Old Press/Mill Lane. There will be new ones to, for example the Beehive Centre and Newmarket Road Retail Park.

At Cambridge East there will be an opportunity to provide a range of new employment space that meets the needs of our key sectors identified in the ELR, including office / R&D floorspace and space for businesses that would provide local job opportunities for residents previously employed at Marshalls, as part of a mixed-use development, to help contribute to community integration. At Cambridge Biomedical Campus we will seeking to support additional development that provides R&D, academic and health care space for our internationally recognised life science sector. Elsewhere on the edge of Cambridge we will be continuing to support R&D and academic research space at North West Cambridge (Eddington) and further office and R&D space through our existing allocations on Fulbourn Road.

There is likely to be a range of job opportunities coming forward through the employment areas already identified in our existing new settlements at Northstowe, Waterbeach and Bourn Airfield addressing the need for office/R&D, industrial and warehousing needs. We also identify Cambourne as a proposed broad location for future growth including the provision of local job opportunities for its residents and nearby communities.

In the rural southern cluster, we are supporting the expansion of R&D space at two of our existing key employment campuses by identifying two Special Policy Areas at

the Wellcome Genome Campus and at Babraham Research Campus. At Babraham the proposal is to remove the existing development from the Green Belt and also to include an additional area of land to allow for its expansion. We also propose a new 'Comfort Café' allocation that will provide R&D / office for start-up and small businesses and a new policy area at Whittlesford Parkway Station that would provide new employment opportunities.

In the rest of the rural area, we are retaining existing employment allocations at Over and Hauxton and we are proposing to allocate new sites to help meet our industrial and warehousing needs at the Swavesey junction on the A14 and at Buckingway Business Park. New business space for smaller companies is also proposed on the edge of Hardwick and as part of a mixed-use development adjacent to Melbourn Science Park. A small office / warehousing site is allocated on the edge of Cottenham.

Finally, a number of existing policy areas that support employment development are to be retained at Papworth Hospital, Duxford Airfield and the Histon and Impington Station area.

Duty to Cooperate

In preparing our evidence informing the preferred strategy we have engaged with relevant organisations under the legal duty to cooperate on plan making, to ensure we have fully considered strategic cross-boundary matters. The engagement we've completed to consider these strategic issues is set out in our First Proposals Duty to Cooperate Statement of Compliance, and our current position on each substantive issue is set out in our draft Statement of Common Ground. The water supply challenge addressed above is a serious issue to be resolved. Apart from this, we are not currently aware of any unresolved strategic cross-boundary matters that would prevent the preferred strategy from being delivered. However, should it be proven that we cannot deliver our strategy because of any reason later in the plan process, then we will need to talk with our neighbours. We will continue to engage with all relevant organisations as we take the plan forward.

7.6 Alternatives considered

The councils have explored a wide range of alternative options in developing the preferred options. This began with identifying and testing 6 spatial options in our First Conversation consultation (issues and options) including undertaking sustainability appraisal.

As we developed our interim evidence, we initially identified 3 growth level options for homes and jobs and 2 further blended spatial strategies creating 8 spatial options. These were all tested so we considered 24 strategy options in our interim evidence published in November 2020, including a further Sustainability Appraisal.

As we moved towards identifying our preferred options, we identified our objectively assess need for jobs and homes (see S/JH Jobs and Homes). Drawing on the evidence we started by identifying a high level preferred spatial option, which included the core preferred strategic sites of North East Cambridge, Cambridge East and Cambourne to provide the majority of our objectively assessed needs. Our evidence shows that these performed well against our core evidence and better than most other alternative options when considered against key aims of:

- Reducing climate impacts through compact development located to connect homes and jobs and where active and sustainable travel can be maximised
- Making best use of suitable safeguarded and brownfield land
- Making best use of existing and proposed key sustainable transport infrastructure
- Supporting rural communities to thrive and sustain services.

As we developed a working preferred option for further testing, we identified a further blended spatial option that warranted testing, which was similar to the preferred option with the exception that it did not include Cambourne and did include non site specific locations on the edge of Cambridge in the Green Belt. Both were tested in a comparable way to the 8 spatial options, so ten spatial options were tested, prior to confirming the final preferred strategy.

Whilst edge of Cambridge Green Belt sites performed in a similar way in many respects to Cambridge East, they would have significant Green Belt impacts and given the relatively good performance of Cambourne, which is not in the Green Belt and would benefit from East West Rail, we consider there to be no exceptional circumstances for releasing land on the edge of Cambridge to meet development needs as a matter of principle and that spatial option was not preferred. Consideration was given to whether there were any site specific exceptional circumstances for releasing any particular site from the Green Belt and only the Cambridge Biomedical Campus was identified as potentially being able to demonstrate such exceptional circumstances. All other sites on the edge of Cambridge in the Green Belt were not able to do so and are not preferred.

Consideration was given to the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period, reflecting our evidence, and a modest element of housing was in principle considered to be an appropriate element of the strategy. Drawing on our evidence, a wide range of sites were considered but many are not preferred due to their impacts, with only a limited number of sites being preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area. Allocating large numbers of sites in villages is not a preferred approach, as evidence demonstrated how poorly a dispersed strategy performed with regard to a number of issues, but particularly in relation to transport and carbon impacts.

In summary, drawing on our evidence and consultation feedback, alternatives to our preferred option would either distribute development to less sustainable locations that are distant from Cambridge or without the benefit of very high quality public transport (existing or proposed) that would generate greater car use contrary to our climate change theme, or would require the release of large areas of Green Belt on the edge of Cambridge which would cause significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the First Proposals.

7.7 Further work and next steps

To inform a confirmed or revised development strategy for the draft plan stage we will consider representations submitted during the First Proposals consultation, and draw on updated evidence and information, including in particular regarding the impacts of COVID-19, and water availability evidence.

Part 1B: Additional development strategy policies

S/SH Settlement hierarchy

Issue the Plan is Seeking to Respond to

Greater Cambridge includes over one hundred settlements, each with varied character, services, facilities and sustainable transport opportunities. In order to create a sustainable development strategy it is important that the relative sustainability of settlements is understood to inform how future growth should be planned.

Policy Context

National Context

Paragraph 79 of the National Planning Policy Framework (NPPF, 2021) requires planning authorities to locate housing in rural areas where it will maintain the vitality of rural communities. It requires planning policies to identify opportunities for villages to grow and thrive, especially where this will support local services. It notes that where there are groups of smaller settlements, development in one village may support services in a village nearby.

Adopted Local Plans

The joint strategy included in both the South Cambridgeshire Local Plan (2018) and the Cambridge Local Plan (2018) sets out the hierarchy of settlements. The delivery of this strategy for the adopted Local Plans in terms of new homes is predominantly split between the Urban Area (19%) and the Fringe Sites (35%) of Cambridge. The remainder of new homes are in New Settlements and Villages (23% each).

South Cambridgeshire Local Plan (2018) includes specific policies for each of the settlement types on the hierarchy (policies S/8 – S/11) which detail the amount of development permitted in each settlement type.

There is no restriction on the number of houses permitted in Cambridge as it is the most sustainable location for development in the district given its proximity to jobs and other infrastructure such as public transport. This is covered by policy 3 of the Cambridge Local Plan (2018).

Consultation and Engagement

In the First Conversation we asked about whether the plan should be more flexible regarding development within village boundaries. Views were mixed, although the majority of comments supported greater flexibility. Concerns included that it did not allow best use of sites if they became available, or would restrict delivery of housing. Those against greater flexibility were concerned about the impact of growth on villages, and the impact on village services.

Evidence Base

An updated review of the settlement hierarchy has been undertaken to understand whether the existing hierarchy remains appropriate and whether there has been a change of circumstances in any of the settlements that would prompt a change in their position on the hierarchy. The updated study is Appendix 1H of this document. The findings of the review are that the positioning of settlements within the hierarchy remains appropriate, with the exception of three proposed changes:

- Cambourne is a growing centre, with a growing level of services, facilities and transport opportunities. This has been recognised by it now having a town council, and it is considered that this should be recognised in the local plan.
- Cottenham should be classified as a Minor Rural Centre reflecting a revision to the criteria for Rural Centres that they must all have high quality public transport in the form of a segregated public transport route such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway, which is not the case for Cottenham.
- Babraham should be classified as a Group village as it has a primary school, for consistency with other group villages.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

Cambridge will remain at the top of the settlement hierarchy as the main urban centre in Greater Cambridge. Outside Cambridge, the South Cambridgeshire Local Plan 2018 identifies its two new towns next and then groups the villages into four categories of Rural Centres, Minor Rural Centres, Group Villages, and Infill Villages. It is proposed to retain this approach, and the current position of each village, subject to a number of changes:

- The Towns category should include Northstowe and Waterbeach new town, and should also include Cambourne

- Cottenham will be moved from a Rural Centre to a Minor Rural Centre
- Babraham is to be upgraded from an Infill Village to a Group Village.

Windfalls proposals for residential development coming through planning applications within these settlements (see S/SB on settlement boundaries) will be subject to the following:

- Cambridge: No limit on individual scheme size.
- Town: No limit on individual scheme size.
- Rural Centre: No limit on individual scheme size.
- Minor Rural Centre: indicative maximum scheme size of 30 dwellings
- Group Village: indicative maximum scheme size of 8 dwellings, and exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.
- Infill Village: indicative maximum scheme size of 2 dwellings, and exceptionally consist of up to about 8 dwellings where this would lead to the sustainable reuse of a brownfield site bringing positive overall benefit to the village.

Reasons for the proposed policy direction

The aim of the settlement hierarchy is to direct development to the most sustainable locations in the district. The settlement hierarchy remains an important element of the sustainable development strategy, helping to direct housing to the most sustainable locations and control the level of windfall development that takes place in the least sustainable areas of Greater Cambridge, whilst enabling the recycling of land and delivering new homes to meet local housing needs.

Not having any hierarchy of settlements would allow uncontrolled growth across the district rather than focusing development on the most sustainable locations.

The current settlement hierarchy was supported by the Village Classification Study which was completed in 2012. To ensure that the settlement hierarchy remains up to date an updated study has been done as referred to above (see Appendix 1H of this document). The proposed policy direction directly applies the findings of the update study. Not making any changes to the existing settlement hierarchy would not reflect any changes in circumstances since the last review almost 10 years ago.

This is a delicate balance between supporting housing development and the reuse of brownfield land, whilst avoiding unsustainable scales of development in areas where there is more limited access to services, facilities, and employment. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development.

On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Alternative approaches, and reasons why they were rejected

- Having no limits on the scale of individual developments for all settlements – rejected as it could lead to unsustainable levels of development in poorly served areas.

Further Work and Next Steps

We will need to consider any representations submitted during the First Proposals consultation in relation to the proposed revisions to the settlement hierarchy as part of our work towards draft plan.

S/SB Settlement boundaries

Issue the Plan is Seeking to Respond to

Settlement boundaries (known as development frameworks in the adopted South Cambridgeshire Local Plan 2018) define which areas should be considered part of settlements for planning purposes so that it is clear where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment on the edges of villages and to help guard against incremental growth in unsustainable locations. In the countryside development is generally restricted to uses that need to be located there.

Policy Context

Adopted Local Plans

The South Cambridgeshire Local Plan (2018) sets out that development frameworks have been in use since the 1990's. Policy S/7: Development frameworks defines the sort of development that is suitable outside frameworks, and this is development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in the plan, and is allocations within Neighbourhood Plans.

The supporting text sets out that development frameworks define where policies for the built-up areas of settlements give way to policies for the countryside, ensuring the countryside is protected from gradual encroachment on the edges of villages, and guard against incremental growth in unsustainable locations. The supporting text also explains that development frameworks have been defined to take into account the present extent of the built-up area, and planned development. Buildings associated with countryside uses are not normally included within the framework and large gardens on the edge of settlements may be cut across by the framework where gardens relate more to the surrounding countryside than they do to the built-up areas.

Consultation and Engagement

The First Conversation did not ask a specific question on settlement boundaries, but it did ask how flexible the Local Plan should be towards development of both jobs and homes on the edge of villages. Responses were mixed. Many representors seeking site allocations cited the need for flexibility in order to provide flexibility to deliver the homes that are needed. Others, including some parish councils, said that

frameworks should be explored more rigorously. It was also stated that settlement boundaries help in achieving rural exception sites for affordable housing.

Evidence Base

The published Authority Monitoring Report for Greater Cambridge 2019-2020 (AMR) records the total dwellings completed annually and cumulatively in Greater Cambridge by development sequence, including by settlement category within the rural area.

Total dwellings delivered so far within the current plan period (2011-2020) within Greater Cambridge are 14,362 of which 2,098 are in the countryside, therefore over 14% of the total dwellings delivered are outside the adopted development framework, partly due to allocations, rural exception sites and five year supply sites. In not continuing or maintaining a development framework approach the Greater Cambridge area would result in further expansion of settlements into the countryside and increased incremental growth in unsustainable locations.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The Local Plan will include settlement boundaries around settlements, identifying areas that are considered to be part of the settlement for planning purposes. The boundaries will be drawn on the Policies Map that will accompany the draft Local Plan for consultation.

We propose that boundaries are defined to take into account the present extent of the built-up area as well as planned new development. Buildings associated with countryside uses, such as farm buildings, would not normally be included within a settlement boundary. Boundaries would not be defined around small clusters of houses or areas of scattered development where such buildings are isolated in open countryside or detached from the main concentration of buildings within Cambridge or a nearby village.

Where planned developments, such as new settlements, have reached sufficient certainty regarding their exact boundaries, new settlement boundaries will be drawn. Within settlement boundaries a range of policies within the Local Plan will indicate what sorts of developments may be suitable. This includes residential development, as indicated in the settlement hierarchy policy approach (at S/SH).

Outside settlement boundaries, we propose that no development would be permitted except for:

- allocations within Neighbourhood Plans that have come into force;
- Rural Exception sites (see policy approach H/ES) which help meet local needs for affordable housing
- development for agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located in the countryside; or
- development supported by other policies in the plan.

Reasons for the proposed policy direction

Defining settlement boundaries (previously known as development frameworks) is necessary to ensure that the countryside is protected from gradual encroachment, but in particular they help guard against incremental growth in unsustainable locations. An important element of the development strategy is to focus growth in the more sustainable locations of the area, and settlement boundaries help achieve this purpose.

In the countryside development is generally restricted to uses that need to be located there. The plan includes some flexibility for reusing existing buildings, for development which supports the rural economy, and for other uses which need a countryside location.

Alternative approaches, and reasons why they were rejected

Not including settlement boundaries and adopting a more flexible approach to settlement edges – rejected as it would not provide certainty regarding development proposals, could impact on settlement character, and result in gradual expansion of settlements into the countryside.

Further Work and Next Steps

Prior to the draft local plan, the councils will review all existing development framework boundaries to ensure they reflect any on the ground changes and include any changes to the development frameworks included in made (adopted) Neighbourhood Plans.

The Councils will create new boundaries for Cambridge urban area, Northstowe and Waterbeach new towns, and Bourn new village. The development framework for Cambridge will be determined by the extent of the built-up-area, the Green Belt boundary, adjoining existing development frameworks, and sites allocated in the current adopted South Cambridgeshire or Cambridge Local Plans that will extend the built up area.

The South Cambridgeshire Local Plan 2018 allocated three strategic development sites now in the process of delivery and an approach to the development framework area is needed for each site, these are:

- Northstowe New Town
- Waterbeach New Town
- Bourn New Village

The approach taken for each of the above development framework areas will be based on the Masterplan or Spatial Framework for each site.

Part 2: Approach to site allocations supporting the preferred spatial strategy

1. Introduction

Part 1 set out the overarching proposed Preferred Option development strategy, including establishing the principle of development in broad locations. Part 2 Detailed sets out our approach to site allocations supporting the preferred spatial strategy.

More than 700 sites were tested by the councils through the Greater Cambridge Housing and Employment Land Availability Assessment (2021) (HELAA), in a wide range of locations across Greater Cambridge. The testing of sites through the sustainability appraisal and for inclusion in the First Proposals development strategy has focused on sites informed by the emerging preferred strategy option, and the testing carried out via the HELAA as to where a site was suitable, available and achievable for development.

In the sections below we set out our preferred policy approach to the sites included within the preferred option development strategy, including why we have selected them. This is supplemented by the following appendices, which have informed the approach set out in Part 2.

- Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018)
- Appendix 2B: Assessment of Extant Planning Permissions and Adopted Allocations for Communal Accommodation (use class C2)
- Appendix 2C: Review of sites to inform identification of new allocations
- Appendix 2D: Review of arguments made by promoters of employment sites.

Part 2 is structured by the following broad areas of supply:

- The City of Cambridge
- The edge of Cambridge
- New Settlements
- The rural southern cluster
- Rest of the rural area.

2. The city of Cambridge

S/NEC: North East Cambridge

Issue the Plan is seeking to respond to

To provide policy guidance for future development of the North East Cambridge site.

Policy context

Adopted Local Plans

North East Cambridge is identified in the adopted Cambridge and South Cambridgeshire Local Plans (2018). The Plans identified that an Area Action Plan should be prepared by both councils to establish the boundary of the Area Action Plan and amount of development within it.

The following adopted allocations also address parts of the North East Cambridge area:

Cambridge Local Plan 2018:

- M1: 379-381 Milton Road
- Policy 15: Cambridge Northern Fringe East and new railway station Area of Major Change

South Cambridgeshire Local Plan 2018

- E/1: Cambridge Science Park
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation but sites such as North East Cambridge did provide some context to some of the proposed Spatial Options for future growth across Greater Cambridge.

The proposed approach for North East Cambridge has been informed by substantial consultation and engagement including:

- an Issues and Options Consultation in Spring 2019, following an earlier consultation in 2014.
- A Draft Plan Consultation in Summer to Autumn 2020

- We also run a community liaison forum specifically focused on the Area Action Plan, as well as working closely with landowners, ward members and other stakeholders in the area.

Evidence base

We prepared a very substantial range of evidence to inform the Draft North East Cambridge Area Action Plan consultation. Further evidence is being prepared to inform the Proposed Submission version which will be published later in autumn 2021.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

North East Cambridge will form an important part of the development strategy for the local plan. This edge of Cambridge site is one of the last few remaining significant brownfield sites within the city, where comprehensive redevelopment will support new homes and jobs as part of a new city district.

We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods. Separately to the joint Local Plan, the councils are also preparing an Area Action Plan for North East Cambridge which will provide a detailed planning framework containing site specific policies which will be of equal status to those in the Local Plan once adopted. A key component of the Area Action Plan is the Spatial Framework which will set out how this new city district should be planned.

Once developed in full, which will extend beyond the Local Plan period of 2041, North East Cambridge is anticipated to deliver 8,350 new homes, 15,000 additional jobs as well as a wide range of necessary infrastructure to support the development including new schools, community and cultural facilities, open spaces as well as enhanced and new walking and cycling connections into and through the Area Action Plan area. This amount of development is predicated on the relocation of the existing Waste Water Treatment Works, a process being led by Anglian Water. It is also reliant on the successful implementation of the North East Cambridge Trip Budget, which has been calculated to ensure that there are no additional vehicle trips on Milton Road at peak times (from 2017 levels) and subsequently not result in queuing on the A14 at Milton Interchange (Junction 33).

To achieve the vision of a compact, walkable and mixed-use city district, the policy approach for North East Cambridge is for a higher density development. This will

create a critical mass of new residents and workers to support these new services. It will also seek to place more homes closer to existing and future employment areas as well as public transport. The North East Cambridge site is well served by public transport and active travel options, including Cambridge North Station and the Cambridgeshire Guided Busway. It is expected that this will improve further with a number of planned projects such as the Chisholm Trail, Waterbeach to Cambridge Public Transport Corridor and Waterbeach Greenway.

The key requirements for the site to come forward for development will be set out in the North East Cambridge Area Action Plan.

The following allocations fall within the North East Cambridge area, and are therefore not proposed to be carried forward as they will be superseded by this policy and the emerging Area Action Plan:

Cambridge Local Plan 2018:

- M1: 379-381 Milton Road
- Policy 15: Cambridge Northern Fringe East and new railway station Area of Major Change

South Cambridgeshire Local Plan 2018

- E/1: Cambridge Science Park
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station

Reasons for the proposed policy direction

In March 2019, the government announced that the Cambridgeshire and Peterborough Combined Authority, working with Cambridge City Council, Anglian Water and other key partners, had been successful in securing £227 million from the Housing Infrastructure Fund (HIF) to relocate the Waste Water Treatment Plant off-site. This is a separate process that will enable the North East Cambridge area to be unlocked for comprehensive development.

Based on the preparation of the North East Cambridge Area Action Plan undertaken by the councils to date, it is considered that the Area Action Plan area could accommodate in total up to 8,350 dwellings (with around 4,000 during the Local Plan Period), around 15,000 new jobs (with only some of those anticipated during the Local Plan Period) and adequate infrastructure to support the development. The amount of development has been amended since the consultation on the draft Area Action Plan to take into account the comments received as well as the latest evidence. This includes the enhanced provision of on-site informal and children's play space as well as envisaging some off-site provision at Chesterton Fen for informal amenity space. Formal sports facilities will be largely delivered off-site as part of a comprehensive approach to new provision when the need for future sport

facilities is considered in combination with other planned growth and proposed sites. The revised Area Action Plan will be considered by the councils in autumn 2021 and look at these issues in more detail.

North East Cambridge forms an important part of the development strategy for the Local Plan. Therefore whilst there is a separate Area Action Plan process underway by the councils, the amount of growth planned for also needs to be reflected in the Local Plan. The member process to confirm the next stage of the North East Cambridge Area Action Plan will take place in late 2021.

Delivery of development

- Potential for early delivery from some of Chesterton Sidings parcel in 2026/2027 to 2029/2030 as pre-application discussions are already in progress (without prejudice to the outcome of any planning application process)
- other parcels anticipated to start delivering in 2030/2031 soon after the Water Treatment Plant has been relocated, with build out rates based on Housing Delivery Study assumptions for urban extensions of gradual increase in annual completions to maximum of 350 dwellings a year
- 3,900 dwellings anticipated in 2020-2041
- 8,350 dwellings anticipated in total

Alternative approaches, and reasons why they were rejected

- No Policy – This alternative is not the preferred approach as it would not make best use of the opportunities provided by this highly sustainable brownfield site in Cambridge, subject to the successful relocation of the Waste Water Treatment Works, or provide a policy for the future evolution of the site, and the emerging North East Cambridge Area Action Plan.
- Reduced developable area by retaining a consolidated Waste Water Treatment Works on site as either an indoors or outdoors facility – Rejected as evidence shows that this is not deliverable or viable and is therefore not considered to be a reasonable option.
- Higher quantum of development – This alternative is not the preferred approach due to placemaking implications, including open space provision, building heights and development mix as well as delivery of the Trip Budget.
- Lower quantum of development - Rejected as evidence shows that this is not deliverable or viable and is therefore not considered to be a reasonable option.

Further work and next steps

Further refinements to the proposed approach to development at North East Cambridge will be included in the Proposed Submission North East Cambridge Area Action Plan late in 2021. These will be reflected in the Draft Local Plan in 2022.

S/WC: West Cambridge

Issue the Plan is Seeking to Respond to

To provide policy guidance for future development of the West Cambridge site.

Policy Context

Regional / Local Context

Cambridge Local Plan Policy 19: West Cambridge Area of Major Change identifies the area for educational uses, research institutes and commercial research and development associated with the academic and research establishments on the site. It requires a site wide masterplan, and for various environmental issues to be addressed by future development proposals.

A planning application has been submitted by the University, which can be viewed on the Greater Cambridge shared planning website (Reference 16/1134/OUT). This seeks up to 383,300 sq m of development to support the proposals to create a premier location for physical sciences and technology. Outline planning permission was approved by Cambridge City Council's planning committee in July 2021 (subject to agreeing a Section 106 agreement) providing a long-term vision and strategy for the comprehensive development of the site, and creation of the West Cambridge Innovation District.

The First Conversation did not specifically address this site.

Evidence Base

Greater Cambridge Employment Land Review and Economic Evidence Base Study confirms the importance of this site in helping to respond to future employment needs.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The University through the recent resolution to grant planning permission has ambitions for the West Cambridge Area to become an “innovation district.” The proposed allocation would therefore carry forward the allocation of the West Cambridge site from the 2018 Local Plan, to support the site in meeting the needs of the University, for uses related to education, associated sui generis research, academic research, commercial research, and development of products or processes, where it will support knowledge transfer and/or open innovation from these for the wider Cambridgeshire and UK economy.

We propose to refine the policy to emphasise that future development of the site should seek a comprehensive approach to the area, that responds to the location, and the opportunities to create a thriving environment for people, as well as playing a significant role supporting the high technology economy of Cambridge. It is important to provide a mix of complementary uses to go with the work buildings if it is to operate as a successful campus. As well as provision of high quality walking and cycling connections, development should maximise the opportunity provided by public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge scheme.

It is also proposed to add flexibility to the policy, to allow an element of residential, focused on affordable housing and key workers, where it would support making the campus to become a more vibrant employment location, and not harm employment availability.

The potential for a single policy that looks at this site together with the University’s North West Cambridge site, to ensure the benefits of this significant area of innovation are maximised, will be considered as part of preparing the draft plan.

Reasons for the proposed policy direction

The West Cambridge site is operated by the University of Cambridge, and is home to a range of academic, research and other uses. The site is undergoing major change and is developing its role as a development cluster for University science and technology research, knowledge transfer and open innovation.

As stated above, outline planning permission was approved in July 2021 (subject to agreeing a Section 106 agreement) providing a long-term vision and strategy for the comprehensive development of the site, and creation of the West Cambridge Innovation District. This provides significant opportunities for academic and commercial research, along with a range of other supporting facilities.

A policy will be needed in the new Local Plan to set out what will be expected of future development proposals as the site evolves during the plan period.

Alternative approaches, and reasons why they were rejected

No Policy – Rejected as this would not provide a context for the future evolution of the site, and would fail to ensure the site is available to contribute to the University's and the City's future needs or provide a policy framework for planning decisions.

Further Work and Next Steps

The draft plan will include a more detailed criteria based policy setting out the issues that would need to be addressed by future planning applications for development on the West Cambridge site.

Assuming the successful completion of the planning approval process, this will also need to be taken into account in policy development.

S/AMC: Areas of Major Change

Issue the Plan is seeking to respond to

Provide continued policy guidance for existing Areas of Major Change in the urban area of Cambridge identified in the Cambridge Local Plan 2018, as still appropriate and where not covered elsewhere in the First Proposals.

Policy context

Adopted Local Plans

Areas of Major Change as set out in the Cambridge Local Plan 2018 are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. They require a comprehensive approach to development and renewal that recognises the dependencies between sites in order to bring forward holistic change. They also need careful integration with existing nearby communities. They embrace mixed uses and multiple functions, and require significant infrastructure investment and support.

There is a general principles policy (Policy 14) that relates to all the areas, with individual policies for specific areas. Existing Areas of Major Change include the following, some of which are addressed in other policies in the First Proposals Plan, as indicated below:

- Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change (see S/NEC)
- Policy 16: South of Coldham's Lane Area of Major Change
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change (see S/CBC)
- Policy 18: Southern Fringe Areas of Major Change (see S/EOC)
- Policy 19: West Cambridge Area of Major Change (see S/WC)
- Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change (see S/EOC)
- Policy 21: Station Areas West and Clifton Road Area of Major Change

Consultation and engagement

The First Conversation did not address this topic.

Evidence base

We have not completed evidence focused on this topic.

Proposed Policy Direction and Reasons

The Proposed Policy direction

The proposed policy direction, as set out in the First Proposals report is as follows:

Areas of Major Change are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. They require a comprehensive approach to development and renewal that recognises the dependencies between sites in order to bring forward holistic change. They also need careful integration with existing nearby communities. They embrace mixed uses and multiple functions, and require significant infrastructure investment and support. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.

Continuing existing Areas of Major Change

It is proposed to continue to identify the following Areas of Major Change:

- S/AMC/Policy 21: Station Areas West and Clifton Road
- S/AMC/Policy 12: Fitzroy/Burleigh Street/Grafton
- S/AMC/Policy 16: South of Coldham's Lane
- S/AMC/Policy 18: West Cambridge Area of Major Change – we will consider expansion of the Area to include Eddington as we prepare the draft plan

It is also proposed to continue the following Areas of Major Change located on the edge of Cambridge. See section 2.3 for more details:

- S/AMC/Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change – we will consider expansion of this Area to include sites within South Cambridgeshire (see also S/EOC for more details)
- S/AMC/Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change: An expanded Area of Major Change (see S/CBC for more details)

Area of Major Change not proposed to be carried forward

The following Area of Major Change is not proposed to be carried forward as it is largely complete:

- Policy 18: Southern Fringe Areas of Major Change

Reasons for the Proposed Policy Direction

The Areas of Major Change proposed to be continued are those where there remains opportunity for renewal and redevelopment.

Alternative approaches, and reasons why they were rejected

No Policy – rejected as it is considered that this would not provide sufficient guidance for planning in important areas of the city.

Further work and next steps

We will consider the need for the policy and any revisions to any of the identified areas for the draft plan.

S/OA: Opportunity Areas in Cambridge

Issue the Plan is seeking to respond to

Provide policy guidance for existing and new Opportunity Areas in the urban area of Cambridge.

Policy context

Opportunity Areas as set out in the Cambridge Local Plan 2018 are locations within Cambridge urban area that would benefit from a holistic approach to any future development that comes forward, to provide policy guidance for development that

also improves public transport access and infrastructure delivery, and seeks improvements to the public realm.

Opportunity Areas provide opportunities to enable development that can reinforce and create character and identity in key corridors and centres of the city, often through associated public realm improvements. Opportunity Areas embrace mixed uses and multiple functions, which provides opportunities and challenges, and requires a policy framework to promote and guide overall change during the life of the plan.

Existing Opportunity Areas include the following:

- Policy 22: Mitcham's Corner Opportunity Area
- Policy 23: Eastern Gate Opportunity Area
- Policy 24: Mill Road Opportunity Area
- Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
- Policy 26: Old Press/Mill Lane Opportunity Area

Consultation and engagement

The First Conversation did not address this topic.

Evidence base

We have not completed evidence focused on this topic.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed policy direction, as set out in the First Proposals report is as follows:

Opportunity Areas provide opportunities to enable development that can reinforce and create character and identity in key corridors and centres of the city, often through associated public realm improvements. Opportunity Areas embrace mixed uses and multiple functions, which provides opportunities and challenges, and requires a policy framework to promote and guide overall change during the life of the plan.

Given the opportunity nature of these sites they do not include any particular levels of development and are not counted towards meeting our needs.

New Opportunity Areas

S/OA/NR Newmarket Road Retail Park

S/OA/BC Beehive Centre

Two new Opportunity Areas are proposed that are areas of low density, large-scale retail uses with extensive surface car parking. This does not make very good use of an expansive area of land in the heart of Cambridge. With changes in retailing and the increase in online shopping, when taken together with the Local Plan themes of addressing climate change and creating Great Places, these sites have the potential to provide a significant opportunity for reimagining this area close to the heart of Cambridge. There are land contamination issues at the Newmarket Road Retail Park that will need to be explored carefully as part of any site intensification proposals. These opportunities can be explored further as the plan progresses, including having regard to emerging evidence about future retail needs to inform the next draft plan stage.

S/OA/AS Abbey Stadium

The Abbey Stadium is home to Cambridge United Football Club. The club is keen to improve its facilities to raise its profile as a commercial sporting enterprise. It could achieve this aim by either staying on site and securing enabling development on site alongside an enhanced stadium facility or by relocating elsewhere and redeveloping the existing site for new homes. The draft plan will provide guidance for this site for both possibilities.

S/OA/CH Shire Hall/Castle park

With the relocation of Cambridgeshire County Council to new offices at Alconbury, the Shire Hall building and the adjacent castle mound park provide an opportunity for suitable new uses for these important heritage assets. The draft plan will consider planning guidance for this central site.

Continuing existing Opportunity Areas

It is proposed to continue to identify the following areas:

- S/OA/Policy 22: Mitcham's Corner
- S/OA/Policy 23: Eastern Gate
- S/OA/Policy 24: Mill Road
- S/OA/Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre
- S/OA/Policy 26: Old Press/Mill Lane

Reasons for the proposed policy direction

In these Opportunity Areas policy guidance is provided so that the opportunities and challenges are identified and responded to, to make the best use of these parts of Cambridge, which respond to the character of the area and provide uses and spaces that meet the needs of people.

It is considered that the new Local Plan should continue to provide planning guidance in the areas proposed to be carried forward from the 2018 Cambridge Local Plan, and identify any new areas which would benefit from this approach. The Housing and Employment Land Availability Assessment identified some areas where change could happen in the future as a result of changing retail needs or redevelopment opportunities becoming available. This has informed the identification of new areas.

In proposing to carry forward the existing opportunity areas identified some comments have been made on the extent of these areas, and the site boundaries will be considered as we prepare the draft plan.

Alternative approaches, and reasons why they were rejected

No Policy – rejected as it is considered that this would not provide sufficient guidance for planning in important areas of the city.

Further work and next steps

We will consider the need for the policy and any revisions to any of the identified areas for the draft plan.

S/LAC: Land allocations in Cambridge

Issue the Plan is seeking to respond to

To help meet the need for housing and employment land by identifying specific land allocations for development in the Cambridge urban area.

Policy context

As noted in Part 1, Cambridge urban area is a highly sustainable location for additional homes and jobs, relating to its accessibility to existing jobs and services.

There are a large number of existing smaller allocations within the Cambridge Local Plan 2018, some of which have now been built, or are well progressed, and will no longer need to be included in the new plan.

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation. The annual housing trajectory process involves consultation with landowners and developers and the latest housing trajectory has informed the plan making process.

Evidence base

To inform the identification of potential new allocations for development, all sites within Cambridge urban area were considered that were identified as suitable for the particular use in the Housing and Employment Land Availability Assessment (2021). The assessment of all sites in this category is set out at Appendix 2C: Review of sites to inform identification of new allocations.

To inform the review of existing allocations, information collected for the latest housing trajectory, including engagement with landowners and developers, informed a decision about whether to continue or remove them for the First Proposals Plan.

A number of employment led sites submitted as part of the Call for Sites include more detailed economic cases. These cases are assessed in Appendix 2D: Review of arguments made by promoters of employment sites.

Proposed Policy Direction and Reasons

The Proposed policy Direction

New allocations

The following new allocations are proposed in the Cambridge urban area:

Housing

S/C/SMS Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge

- Site area of 0.1 hectares
- Capacity for approximately 12 homes, with potential to review the number at later stages of plan making
- Opportunity to improve the character of an existing garages site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.
- Development should accommodate the following constraints:
    - Retain existing mature tree
    - Design to account for proximity of Blue Moon pub

Employment

S/C/SCL Land South of Coldham's Lane, Cambridge

- Site area of 9 hectares
- Suitable for commercial development (such as relocation of 'space intensive' uses such as builders' merchants sales and storage facilities which are currently located on land elsewhere in the city)
- This site is part of the wider existing South of Coldhams Lane Area of Major Change. This allocation recognises that part of the site is capable of development which takes account of the constraints and opportunities of the site. It is proposed to carry this policy forward into the new LocalPlan.
- The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of the eastern portion of the landfill sites will require ecological enhancement as part of any redevelopment on site and provision of enhanced wildlife habitat and publicly accessible open space on the western portion of the landfill sites.

Reasons for the proposed direction

Following this process described in the Evidence Base section above, the two new sites above are proposed for allocation. It had been anticipated that there would be further opportunities identified, given it is the most sustainable location in Greater Cambridge, but it has not been possible to do so. The assessment of all sites in this category, including reasons for discounting some, is set out at Appendix 2C: Review of sites to inform identification of new allocations.

For proposed sites, we reviewed the site promoter's proposed figures against an assessment of site capacity using a methodology set out in the Housing and Employment Land Availability Assessment. For sites with specific constraints Urban Design colleagues provided specific site capacity advice.

Delivery assumptions for new allocations including housing

Delivery of S/C/SMS Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge

- anticipated to deliver 12 dwellings in 2028/2029 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for full planning application, central site location, three years from submission of application to first completions, and all dwellings to be completed in a year
- 12 dwellings anticipated in 2020-2041

Continuing existing allocations

The following allocations which are included within the Cambridge Local Plan 2018 (and one site from the South Cambridgeshire Local Plan 2018) are proposed to be carried forward into the new Greater Cambridge Local Plan:

Housing

- S/C/R2: Willowcroft, 137-143 Histon Road – with an amended boundary to exclude 149 and 149B Histon Road that are built and under construction, and a revised capacity of 110 dwellings for the remainder of this allocation.
- S/C/R4: Henry Giles House, 73-79 Chesterton Road – with an amended boundary to exclude Carlyle House as we have no evidence for its deliverability, and a revised capacity of 40 dwellings for remainder of the allocation based on guidance in the adopted Mitcham's Corner Development Framework Supplementary Planning Document. A higher capacity of potentially around 80 dwellings is being considered to make best use of this site in the centre of Cambridge, subject to ensuring this would be consistent with a design led approach, and this will be considered further through the preparation of the draft Local Plan.
- S/C/R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk
- S/C/R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road – however we have limited evidence that the site will still come forward at the moment, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041 for it to be included in the draft Local Plan.
- S/C/R9: Travis Perkins, Devonshire Road – with a revised capacity of 60 dwellings.
- S/C/U3: Grange Farm off Wilberforce Road
- S/C/M4: Police Station, Parkside –the Building of Local Interest must be retained as part of the proposals for the redevelopment of the site for new homes.
- RM1 and Policy H/7: Fen Road – This site is identified in the current local plans to provide residential moorings for house boats. We will keep this under review when we consider how to meet the need identified for boat dwellers in the preparation of the draft Local Plan.

Mixed use

- S/C/R21: 315-349 Mill Road and Brookfields
- S/C/M2: Clifton Road Area – however, the redevelopment of this site to provide new homes will result in a significant loss of employment uses that would need to be relocated, and we have limited evidence that it will still come forward, and therefore we will need to work with the landowners to gather this

evidence to have greater certainty that this site will be brought forward for development by 2041. These issues will be considered further as the draft Local Plan is prepared.

- S/C/M5: 82-88 Hills Road and 57-63 Bateman Street
- S/C/M14: Station Road West
- S/C/M44: Betjeman House
- S/C/U1: Old Press/Mill Lane
- S/C/U2: New Museums, Downing Street
- S/C/SS/1: Orchard Park

Allocations not proposed to be carried forward

Housing

The following residential allocations within the Cambridge Local Plan 2018 have been or are being built out and are sufficiently advanced that they do not need a policy framework any longer, and are therefore not proposed to be carried forward:

- R1: 295 Histon Road
- R3: City Football Ground, Milton Road
- R10: Mill Road Depot and adjoining properties, Mill Road
- R12: Ridgeons, 75 Cromwell Road
- R17: Mount Pleasant House, Mount Pleasant

The following residential allocations are not proposed to be carried forward due to uncertainty about their delivery for the reasons set out below:

- R7: The Paddocks, 347 Cherry Hinton Road – this is an active site of mixed commercial uses and in reviewing whether the allocation should be carried forward, it is considered more appropriate to retain the site for the existing uses, rather than it being redeveloped for residential uses. We also have no evidence that it will still come forward for residential uses.
- R8: 149 Cherry Hinton Road and Telephone Exchange, Coleridge Road – there is uncertainty whether this site will still come forward for residential uses by 2041.
- R11: Horizon Resource Centre, 285 Coldham's Lane – there is uncertainty whether this site will still come forward for residential uses by 2041.
- R14: BT telephone Exchange and car park, Long Road – there is uncertainty whether this site will still come forward site for residential uses by 2041.
- R16: Cambridge Professional Development Centre, Foster Road – there is uncertainty whether this site will still come forward for residential uses by 2041.

Mixed Use

The following mixed use allocations within the Cambridge Local Plan 2018 have been built out, and are therefore not proposed to be carried forward:

- M3: Michael Young Centre, Purbeck Road

Employment

The following employment allocations are not proposed to be carried forward for the reasons set out below:

- E4: Church End Industrial Estate, Rosemary Lane – this is an existing employment site that is proposed to be de-allocated and instead to be included as a protected industrial site, as set out in J/PB: Protecting existing business space, which will still allow for appropriate redevelopment.
- E5: 1 and 7-11 Hills Road – the redevelopment of this site is not considered to be deliverable and therefore the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that it is de-allocated.

Reasons for the proposed direction

Further detail on each allocation proposed to be continued or not carried forward is provided at Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018).

Alternative approaches, and reasons why they were rejected

We considered a range of alternative sites within the Cambridge urban area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment. We discounted sites considered to be less suitable for development or where there is not clear evidence that they will come forward in the plan period.

Further work and next steps

In preparing the policies for the site allocations (both continued existing sites and proposed new sites) in the draft plan, we will consider any consultation responses received on the allocations, any further discussions with the landowners/developers of the sites, and any additional information gathered through the preparation of the April 2022 update to the Greater Cambridge Housing Trajectory.

3. The edge of Cambridge

S/CE: Cambridge East

Issue the Plan is seeking to respond to

To provide policy guidance for future development of land at Cambridge East – both the safeguarded land in the 2018 Local Plans and the adopted allocations for North of Newmarket Road and North of Cherry Hinton.

Policy context

Adopted Local Plans

Cambridge East Area Action Plan 2008 (Adopted Jointly by Cambridge City Council and South Cambridgeshire District Council)

Cambridge Local Plan 2018

- Policy 13: Cambridge East
- R41: Land north of Coldham's Lane
- R45: Land north of Newmarket Road
- R47: Land north of Teversham Drift

South Cambridgeshire Local Plan 2018

- Policy SS/3: Cambridge East

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation, but Cambridge East was referred to as the only substantive site forming the Edge of Cambridge: non-Green Belt Spatial Option for future growth, set alongside alternative options across Greater Cambridge.

Marshalls have made submissions through the call for sites setting out proposals for future development, including in areas which are currently part of the Green Belt. Their submissions can be viewed on the Site Submissions page of the Greater Cambridge Local Plan website.

Evidence base

We have not completed standalone evidence focused on this topic. However, several studies are relevant to considerations here:

- Greater Cambridge Employment Land Review 2020
- Housing and Employment Land Availability Assessment (2021)
- Cambridge Green Belt Study (2021)

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The Greater Cambridge Local Plan will allocate land for a major new eastern quarter for Cambridge, enabling development of the airport site which was safeguarded for longer term development in the 2018 adopted Local Plans:

- For approximately 7,000 homes, including affordable homes, and 9,000 jobs on the 'safeguarded land' identified in the 2018 Local Plans. It is anticipated that around 2,900 homes will be delivered by 2041.
- Carry forward sites North of Newmarket Road (being built as Marleigh) and Land north of Cherry Hinton (with planning permission) and ensure a comprehensive approach to the eastern quarter as originally envisaged in the Cambridge East Area Action Plan.
- Delivery of the full development will require the Greater Cambridge Partnership Cambridge Eastern Access scheme Phase B to be in place which will provide high quality public transport connections, with the amount of development that can come forward ahead of the scheme to be determined.
- Development is also reliant on the successful implementation of a Trip Budget approach, to ensure that the level of vehicle trips is limited to an appropriate level for the surrounding road network.
- The potential need for, or desirability of, other connections by new public transport, cycling and walking links to centres of employment and other sustainable transport connections, such as Cambridge North Station and North East Cambridge, Cambridge South Station and Cambridge Biomedical Campus, and Cambridge Station and the City Centre will be explored through the preparation of the draft local plan, including their deliverability.
- A mix of employment uses, including offices, workshops and other uses, providing a variety of opportunities to support not only Cambridge's high technology clusters, but also industry and creative uses, including local jobs to provide for existing communities and help contribute to community integration.

- A new centre for retail, cultural and other uses that will serve the urban quarter and wider area whilst complementing and not competing with the historic City centre.
- All necessary supporting community infrastructure including primary and secondary schools
- To retain a green corridor through the development to link the countryside with Coldham's Common and the heart of Cambridge, that lies within the Green Belt and has a landscaping, biodiversity and recreation function whilst also maintaining the individual identity of Teversham village.
- Open space within the site, and green infrastructure within and adjoining the area, including providing additional wildlife habitat land surrounding the designated nature sites to the east of Cambridge, as part of the Eastern Fens green infrastructure initiative.

The proposal will integrate with the existing developments north of Newmarket Road and North of Cherry Hinton to ensure a comprehensive approach to this new eastern quarter as originally envisaged but updated to respond to the themes of the new plan. The proposal is also subject to continued evidence from Marshall to demonstrate that the existing Airport use will cease and the airside uses can be successfully relocated and in a timely way, currently anticipated to be in 2030.

The new plan will review and incorporate as appropriate the existing allocations for new mixed use developments adjoining the safeguarded land:

- S/CE/R45: Land north of Newmarket Road (within Cambridge)
- S/CE/R47: Land north of Teversham Drift (land north of Cherry Hinton within Cambridge)
- S/CE/SS/3(1a): Cambridge East (Land north of Newmarket Road within South Cambridgeshire)
- S/CE/SS/3(1b): Cambridge East (Land north of Cherry Hinton within South Cambridgeshire)

The following existing allocation which formed part of the wider Cambridge East area has been built out, and is therefore not proposed to be carried forward:

- R41: Land north of Coldham's Lane

Reasons for the Proposed Policy Direction

Background

Land at Cambridge East has long been recognised as having significant potential to be a sustainable major new eastern quarter for Cambridge, that is well connected to the rest of the City, with a mix of homes and a range of jobs and services and

supporting infrastructure. Whilst the Airport and land north of Newmarket Road around the car showrooms had originally been identified for development in the Cambridgeshire and Peterborough Structure Plan 2003, it was formally allocated in the Cambridge Local Plan 2006, South Cambridgeshire Core Strategy 2007 and the joint Cambridge East Area Action Plan (AAP) 2008.

The AAP provided the policy framework for a first phase of development at Cambridge East on land north of Newmarket Road with a potential second phase on land North of Cherry Hinton, with an expectation that the Airport would not come forward before 2016.

During the preparation of the 2018 Local Plans, Marshall advised the councils that they would not be relocating the Airport until at least 2031. Reflecting the identification of the Airport as suitable for development but that it would not be available during the plan period, the 2018 Local Plans designate the Airport site as safeguarded land for longer term development needs beyond 2031. The adopted plans say that development on the safeguarded land will only occur once the site becomes available and following a review of both the adopted plans and the Cambridge East Area Action Plan. The new plan will include the outcome of that review. The 2018 Local Plans allocate the early phases of development, both of which now have planning permission and are coming forward.

Considerations for the new Local Plan

Marshall has advised the Councils of its commitment to relocate the Airport related uses and seeks to demonstrate the availability and deliverability of the site. It advises that it has a signed option agreement at Cranfield Airport, Bedford and that there would be no commercial, planning, technical or regulatory impediment to a move to Cranfield and vacant possession is anticipated by 2030. This gives a reasonable level of confidence at this early stage in the plan process that the site is likely to come forward in time to help meet development needs in the plan period as well as beyond. It is important that there should be sufficient evidence to demonstrate clearly that the plan can be delivered by the time it reaches the later formal stages and so the position will be kept under review during the plan making process.

The proposal to include the Airport as part of the strategy for the new plan would make good use of safeguarded land in the 2018 Local Plans that is also a brownfield site and is a good fit with a low carbon growth strategy. Delivery of homes and jobs would start post 2030 to follow relocation of Marshall’s airside activities.

The Local Plan needs to consider the appropriate policy approach to development at Cambridge East, the relationship of a major development on the eastern side of the city with Cambridge as a whole, and whether there is a case for release of land in the Green Belt as part of this longer term development.

Proposals received through the Call for Sites

Marshall made submissions to the Call for Sites process that propose a larger site that would require land to the east of Airport Way to be released from the Green Belt. Subsequent to the original call for sites submission, further additional material was submitted in Oct and Dec 2020 to the councils and has been added to the submission and published on the Greater Cambridge Shared Planning website. The Call for Sites submission proposes the following:

- 500,000 sqm of commercial floorspace
- 38,000 jobs
- A major centre of innovation and research
- Potential for a new academic research cluster
- New cultural, leisure and sporting facilities
- Conferencing facilities
- 12,000 new homes -c. 25,000 residents
- A rich mix of housing types, including houses, flats, student housing, retirement/later living, build-to-rent and co-living
- An extensive network of green infrastructure totalling over 120ha
- A new High Street with a mix of contemporary retail floorspace
- New schools and GP surgeries
- A connected framework of open space
- Sustainable connections, linking New East Cambridge to the wider area, including a dedicated rapid transit link to Cambridge Station (Central)

Marshall has also tested three alternative scenarios in addition to its main submission, none of which include land within the Green Belt and consider various levels of homes and jobs, either 9,500 or 12,000 homes and 4,000, 28,000 or 38,000 jobs.

They take the view that there are exceptional circumstances that would justify releasing land from the Green Belt to meet objectively assessed development needs reflecting the sustainability merits of land on the edge of Cambridge and the councils climate change theme for the plan, and that the scale of the site would provide opportunities for big green infrastructure interventions, to enhance landscape character and distinctiveness and for measures such as water recycling and managing flood risk across the wider site. They consider releasing the land in the Green Belt would have lesser impact than other parcels whilst recognising that matters such as the setting and identity of Teversham village and views to and from the wider Fen landscape would need to be considered carefully.

Considering whether Cambridge East should be identified for development

The safeguarded land at Cambridge East has previously been allocated for development and was only converted to safeguarded land in the 2018 Local Plans

because it was not at that time available for development. As stated above, Marshall has now advised that the Airport will be available for development in the plan period from 2030. The testing of strategic spatial options included Spatial Option 2: Edge of Cambridge non-Green Belt, and the only land relevant to that option is Cambridge Airport. The option performs well in all aspects, reflecting its proximity to the urban area of Cambridge which means it can reduce travel by car and maximise active travel by foot and cycle and it therefore performs very well against the climate change Theme. It is considered that Cambridge East can play an important part of the Preferred Options, subject to the level of confidence in the relocation of the Airport increasing at each stage of plan making.

Considering whether a Green Belt Release is justified

NPPF paragraph 140 requires that once established, Green Belt boundaries should only be altered in exceptional circumstances, where this is fully evidenced and justified, through the preparation or updating of plans.

The plan-wide approach to Green Belt is addressed at Appendix 1D: Greater Cambridge Local Plan Green Belt considerations. The following element of the topic paper seeks to consider if there are exceptional circumstances related to Cambridge Biomedical Campus, following a framework for assessing exceptional circumstances set out in the appendix referred to above.

Level of need and constraints on supply

The Councils do not consider that our housing needs alone provide the ‘exceptional circumstances’ required in national policy to justify removing land from the Green Belt on the edge of Cambridge in this Local Plan, having regard to the identification of the proposed emerging strategy that can meet needs in a sustainable way without the need for Green Belt release. We have therefore considered sites on the edge of Cambridge in the Green Belt individually to assess whether there could be any site specific exceptional circumstances that could justify release of land from the Green Belt.

Even if that were not the case, the First Proposals have concluded that Cambridge East can deliver 2,850 homes in the plan period, based on relocation of the Airport by 2030 gradual build up of delivery of housing on the site from 2031-32 onwards over a period of four year and 350 homes per year thereafter, as recommended in the Housing Delivery Study. A logical and sensible way of building out such a large strategic site would be to start close to the existing built up area. It is therefore considered that if any Green Belt release were included in the plan it would logically not provide for development needs in the plan period.

The councils therefore consider there are no exceptional circumstances for releasing land from the Green Belt as part of the identification of the safeguarded land for development, and that homes and jobs would not come forward in the plan period on

the basis that that only part of the site is capable of coming forward by 2041 and that development should build out from the current edge of Cambridge.

The nature and extent of the harm to the Green Belt

In considering the impact on the Green Belt it is important to consider the nature and extent of the harm to Green Belt purposes.

The Cambridge Green Belt Study (2021) identifies the area proposed for release as a number of individual parcels, the development of which would result in very high harm to the Cambridge Green Belt. The Housing and Employment Land Availability Assessment also identifies that the proposal would result in significant landscape impacts.

Summary position on Green Belt Release

The enlarged site proposal that would require green belt release put forward by the promoters has not been included in the First Proposals. However, the safeguarded land, removed from the green belt in previous plans, is proposed for allocation.

Proposals for a new Cambridge East urban quarter

A new eastern quarter has the capability of being well connected to the rest of the City, both in terms of its location and also the provision of a new high quality public transport connection in the form of Phase B of the Greater Cambridge Partnership Cambridge Eastern Access scheme. GCP has recently reported that Phase B would only come forward if the Cambridge East site were included in the new Local Plan. The transport evidence shows that this scheme is important mitigation for large scale development at Cambridge East and it is therefore proposed to be part of the policy requirements of development in this location. Given the level of congestion on this radial into Cambridge, it is also proposed that development be subject to a Trip Budget approach to limit the overall levels of trips.

In order to achieve this, it is important that there is a good balance between homes and jobs at Cambridge East. None of the scenarios considered by Marshall in their Call for Sites submission achieved a good balance between jobs and homes; they were either a very high level of jobs compared with homes that would attract a lot of trips into the area, or a very low level of jobs compared with homes that would result in a lot of trips out of the area by residents to their place of work. The Preferred Options proposed a good balance between homes and jobs, with 7,000 homes and 9,000 jobs.

This compares with the original Area Action Plan proposal for approximately 10,000-12,000 homes and 4,000-5,000 jobs. The Area Action Plan envisaged a ‘high density’ development aiming for an average net density of 75 dwellings per hectare. The two early phases of development that have planning permission already provide

for 2,500 homes leaving a balance of 7,500-9,500 homes, but a higher proportion of jobs is therefore envisaged. The numbers included in the Preferred Options are considered a reasonable estimate at this early stage for the overall scale of development and there will need to be further work to refine this at the draft Local Plan stage.

The type of homes and jobs will also be important to provide for a range of needs. The development will be expected to integrate positively with surrounding neighbourhoods to ensure the development is accessible to and also brings benefits to those communities, including through provision of local jobs that help meet needs of adjoining communities and help support community cohesion. There will be a range of densities across this large site, with variations that focus higher densities at the new centre and close to the new public transport scheme.

The adopted 2018 Local Plans retained in the Green Belt a green corridor through the development site to ensure the green corridor linking the countryside with Coldhams Common and on into the heart of Cambridge is maintained. Also that at the end of the green corridor around Teversham, it widens out to provide green separation between the new eastern quarter and the village. It is intended that this would be carried forward into the new plan.

Development here would provide an additional impetus to provide additional wildlife habitat land surrounding the designated nature sites to the east of Cambridge, as part of the Eastern Fens green infrastructure initiative which has been identified in the Green Infrastructure and Biodiversity theme.

Delivery of development

- anticipated to start delivering in 2031/2032 after Marshalls have relocated the airport, with build out rates based on Housing Delivery Study assumptions for urban extensions of gradual increase in annual completions to maximum of 350 dwellings a year
- 2,850 dwellings anticipated in 2020-2041
- 7,000 dwellings anticipated in total

Alternative approaches, and reasons why they were rejected

Alternative approaches considered were:

- To not allocate the site and instead carry forward the safeguarded land and more limited allocations in the adopted plans, but this was not preferred given the suitability of the safeguarded land, Marshall's have confirmed that the site will be available during the plan period, and the evidence suggests that could fit with the themes and vision for the plan.

- A larger land release reflecting the proposal by Marshall – This alternative is not the preferred approach, due to the level of harm to Green Belt and landscape that is not justified by exceptional circumstances or a need to meet housing or employment provision in the plan period.

Further work and next steps

The draft plan will include a more detailed criteria based policy setting out the issues that would need to be addressed by future planning applications for development on the Cambridge East site.

S/NWC: North West Cambridge

Issue the Plan is Seeking to Respond to

To provide policy guidance for future development of the North West Cambridge site.

Policy Context

Regional / Local Context

The North West Cambridge site was removed from the Green Belt and allocated for development when Cambridge City Council and South Cambridgeshire District Council adopted the joint North West Cambridge Area Action Plan in October 2009.

The development, between Madingley Road and Huntingdon Road was released to respond to the long-term needs of Cambridge University. Residential development on the site was required to include 50% key worker housing for University staff, student housing, new faculty buildings and research facilities, a local centre and market housing. In addition the site would accommodate space research and development employment, an element of which could be commercial.

Outline planning permission for up to 3,000 dwellings, up to 2,000 student bedspaces, employment floorspace (Classes B1(b), D1 and sui generis research uses), retail floorspace (Use Classes A1 to A5), senior living (Class C2), community centre, indoor sports provision, police, health care, primary school, nurseries (Class D1), hotel, energy centre, and open spaces was approved in February 2013.

The development, now known as Eddington is well underway. At the end of March 2021 around 1700 dwellings were still to be built, in addition to the research and development uses.

Consultation and Engagement

The First Conversation did not specifically address this site.

Evidence Base

We have not completed evidence focused on this topic.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The updated policy will enable the development of additional dwellings on the site beyond those identified in current plans, provided through changes to the dwelling mix and appropriate intensification of development areas that have yet to be built. This will be identified in the draft Local Plan following a detailed review of the site wide masterplan, but is anticipated to be in the region of 1,000 to 1,500 homes.

The North West Cambridge Area Action Plan requires a minimum of 50% affordable housing to meet the needs of Cambridge University and College key workers in housing need, subject to viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. Up to date evidence of the need for affordable housing for key workers will be required. If need is not demonstrated, provision should be in the form of normal affordable housing.

Additional dwellings will be built in areas already identified for development, and would not take land identified for open space. Additional dwellings will create additional infrastructure demands, and additional contributions to infrastructure will be required to pay for the enhancement of facilities.

The potential for a single policy that looks at this site together with the University's West Cambridge site, to ensure the benefits of this significant area of innovation are maximised, will be considered as part of preparing the draft plan.

Reasons for the proposed policy direction

As the site will be developed over a number of years, the Councils' development plan needs to continue to provide policy guidance. Carry forward guidance in the North West Cambridge AAP subject to any updates provided by policies in the new Local Plan, and not enabling additional development.

Cambridge University have made submissions through the Call for Sites process, proposing that additional residential development can be accommodated on the site, whilst continuing to deliver the scheme to a high standard.

They consider that the site could accommodate in total up to 4,500 dwellings (an increase of 1500), alongside the other previously approved uses. The final figure

would necessarily flow from a detailed review of the masterplan, which will include consideration of landscape, townscape and heritage impacts.

The site has been subject to review through the Housing and Employment Land Availability Assessment (2021), and it is considered that additional development could be reasonably accommodated. The final figure to be included in the draft Local Plan would necessarily flow from a detailed review of the masterplan, which will include consideration of landscape, townscape and heritage impacts. At this stage a more cautious estimate of 1,000 dwellings has been included in our assessment of housing supply.

The North West Cambridge Area Action Plan requires a minimum of 50% affordable housing to meet the needs of Cambridge University and College key workers in housing need, subject to viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. Up to date evidence of the for affordable housing for key workers will be required. If need is not demonstrated, provision should be in the form of normal affordable housing.

Additional dwellings would be built in areas already identified for development, and would not take land identified for open space. Additional dwellings will create additional infrastructure demands, and additional contributions to infrastructure will be required to pay for the enhancement of facilities.

Delivery of development

- Greater Cambridge Housing Trajectory (April 2021) anticipates that the existing outline planning permission will build out at up to 250 dwellings a year until 2031/2032
- additional dwellings through densification anticipated to deliver once the existing permission has been completed and continuing the same build out rates, therefore up to 250 dwellings a year from 2032/2033 to 2035/2036
- additional 1,000 dwellings anticipated in 2020-2041

Alternative approaches, and reasons why they were rejected

- Carry forward guidance in the North West Cambridge Area Action Plan subject to any updates provided by policies in the new Local Plan, and not enabling additional development. – This was not the preferred option due to the opportunities the area presents to meet future needs for the area by building upon an emerging new “place” in the city located in a highly sustainable location.

Further Work and Next Steps

The draft plan will include a more detailed criteria based policy setting out the issues that would need to be addressed by future planning applications for development on the West Cambridge site.

S/CBC: Cambridge Biomedical Campus

Issue the Plan is Seeking to Respond to

Provide policy guidance for development on the Cambridge Biomedical Campus, and consider whether further land should be released from the Green belt and allocated for development.

Policy Context

National Context

National Planning Policy Framework Paragraph 83 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries.

Further paragraphs from the National Planning Policy Framework section on Green Belt relevant to this site are summarised at Appendix 1D: Greater Cambridge Local Plan Green Belt considerations review.

Regional / Local Context

Cambridgeshire and Peterborough Local Industrial Strategy (2019)

Greater Cambridge is a global centre of life sciences that will increasingly grow across Huntingdonshire and be connected to a wider cluster operating across the Arc.

Adopted Local Plans

Cambridge Local Plan 2018

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change – identifies the existing campus, and provides policy guidance that development must respond to.

South Cambridgeshire Local Plan 2018

Policy E/2: Cambridge Biomedical Campus Extension identifies an area released form the green belt for further development to support the Campus.

Consultation and Engagement

The Cambridge Biomedical Campus have prepared a Vision 2050, setting out aspirations for its future. They seek to transform the Campus into a thriving innovation district, and to harness this growth for the benefit of the city, its communities, and the whole country.

Through a collaboration with adjoining landowners submissions have been made through the call for sites setting out proposals for future development, including in areas which are currently part of the Green Belt. Their submissions can be viewed on the Site Submissions page of the Greater Cambridge Local Plan website.

Evidence Base

Greater Cambridge Employment Land Review 2020

As well as providing evidence regarding employment land needs and supply, the study explored issues related to the employment clusters in Greater Cambridge.

> 1.12 Life sciences is a key sector for the study area. Significant concentrations are found at Addenbrooke's Hospital and Cambridge Biomedical Campus on the southern edge of city. Further out, there are major centres across the south and south east of South Cambridgeshire including Babraham Research Campus, Wellcome Trust Genome Campus (Hinxton), Granta Park (Great Abington), Sagentia Research Park (Harston) and Melbourn Science Park. Other key hubs include Cambridge Research Park (Landbeach) to the north of the city, and St John's Innovation Park and Cambridge Science Park at the north east edge of Cambridge.
>
> 1.13 Whilst there are benefits of connecting directly or being located close to research centres, there is also evidence of businesses operating successfully in new, accessible locations.
>
> 1.14 The sector should continue to see growth. There are some local challenges to keeping up with demand for both wet and dry lab space, albeit there is additional floorspace coming forward including at the Genome Campus (Hinxton), Cambridge Biomedical Campus, Cambridge Science Park and Granta Park (Great Abington).

With regard to life sciences it notes that:

> 3.10 Within this context, there are a number of notable concentrations. Most significant are Addenbrooke's Hospital and Cambridge Biomedical Campus

on the southern edge of city; here, the prospect of a Cambridge South railway station is likely to be important in relation to future growth.

Other relevant studies to considering future development at this site are:

- Housing and Employment Land Availability Assessment (2021)
- Cambridge Green Belt Study (2021)

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The Greater Cambridge Local Plan will support development on the Cambridge Biomedical Campus to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities, related higher education and sui generis medical research institutes, associated support activities to meet the needs of employees and visitors, and residential uses where it would provide affordable and key worker homes for campus employees.

The area for development includes the main campus, and the area previously allocated for its extension through the South Cambridgeshire Local Plan 2018. An updated masterplan will be required for the Campus, to improve the overall experience of the site for workers and visitors. This should maximise opportunities to improve the 'legibility' of the Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, but in particular explore opportunities to enhance connections with the proposed Cambridge South Railway Station.

An additional area adjoining Babraham Road is identified as a potential area to be released from the Green Belt specifically to meet the long-term needs of the Campus. Any release would be subject to the following:

- Significant Green Belt enhancement in adjoining areas of White Hill and Nine Wells will be required, to provide green infrastructure and biodiversity improvements supporting the objectives of the Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe.
- A comprehensive landscaping plan, including the delivery of new publicly accessible green space will need to be delivered, to create a soft green edge of the city, to minimise the urbanising effects of the development and help compensate for harm to the Green Belt.
- Design parameters regarding the scale and height of buildings will be established, to respond to the landscape and townscape of Cambridge.

- Development is dependent on the successful implementation of a Trip Budget approach, to ensure that the level of vehicle trips is limited to an appropriate level for the surrounding road network.
- Development on the additional land will only be allowed to take place when evidence is provided that opportunities on the existing campus have been fully explored and utilised before development takes place on the released land.
- Given the existing piecemeal development on the biomedical campus, any proposed release must contribute towards improving the wellbeing of campus users and surrounding communities, as well as addressing the spill over impacts on individuals and communities of this intensive employment location.

Reasons for the proposed policy direction

Background

The Cambridge Biomedical Campus is of national and international importance. It has a local, regional and national role in providing medical facilities and medical research. It is a key location for the life sciences and biotechnology cluster of Greater Cambridge. Previous Local Plans have responded to the 2020 vision for the campus, enabling it to evolve into its current role. Recent developments on the site include the Royal Papworth Hospital, and new headquarters for AstraZeneca.

The Cambridge Biomedical Campus have now prepared a Vision 2050, setting out aspirations for its future. They seek to transform the Campus into a thriving innovation district, and to harness this growth for the benefit of the city, its communities, and the whole country.

Significant investment in infrastructure is already planned, with funding committed for a new Cambridge South Railway Station. The Vision 2050 considers that land within the Campus is insufficient to meet existing demand, much less to accommodate further growth in the city. Through a collaboration with adjoining landowners, submissions have been made through the call for sites setting out proposals for future development, including in areas which are currently part of the Green Belt.

Considerations for the Local Plan

National Planning Policy requires plans to have a clear economic vision, and identify strategic sites to meet anticipated needs. They need to make provision for clusters of knowledge of high technology industries. They also need to be flexible to accommodate needs not anticipated in the plan.

The Greater Cambridge Employment Land Review (2020) has explored the overall issues regarding the demand and supply of employment land, and the needs of the employment clusters. The Local Plan needs to respond to national planning policy,

and local evidence, and include policies and land allocations which respond to the issues identified. These issues are addressed separately in this topic paper.

The Local Plan needs to include policies to guide consideration of future planning applications on the Campus. It also needs to consider whether there is a case for release of further land in the Green Belt, and if so what the extent of that release should be.

Proposals received through the Call for Sites

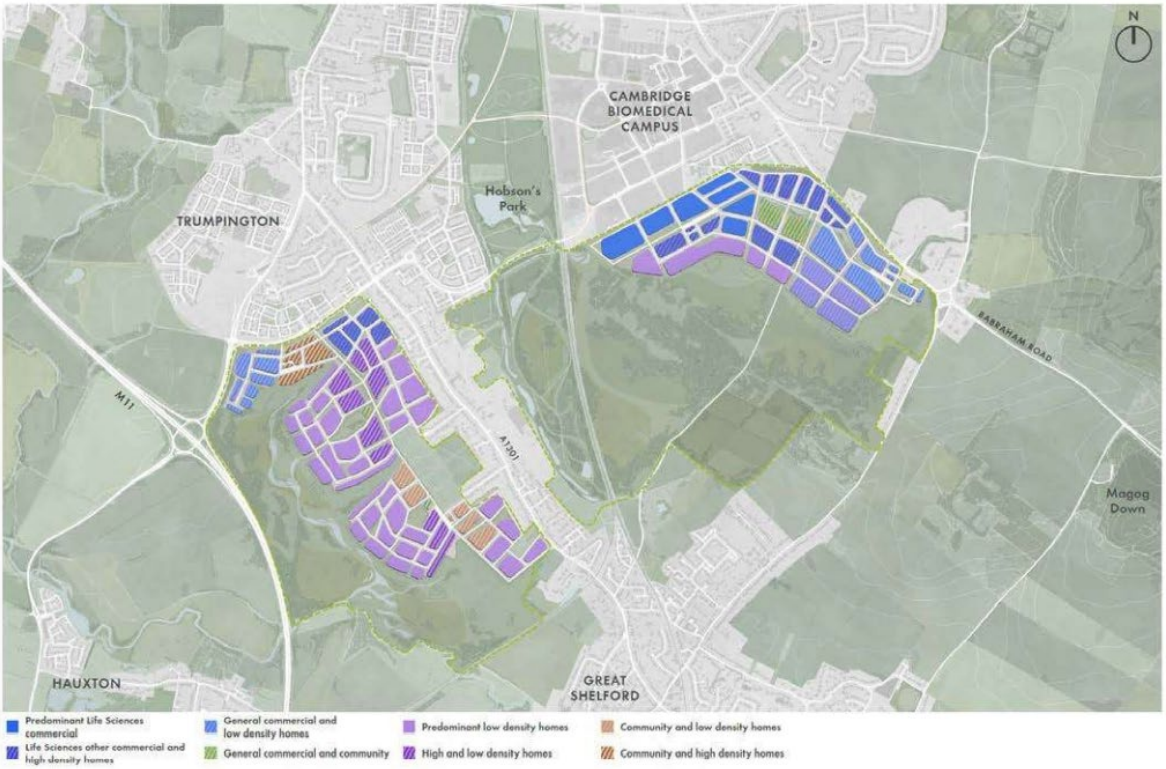
Submissions to the Call for Sites process were made on behalf of four major landowners (Jesus College, St John's College, Cambridgeshire County Council and a private family trust) who have substantial landholdings to the south and south-west of the campus. The submission describes how these landowners have come together at the invitation of the CBC Strategy Group to propose how the future needs of CBC could be met through a sustainable expansion of the Campus onto their land.

They have named their proposal 'Cambridge South'. The submission includes two areas: Land immediately south of the Cambridge Biomedical Campus (with a development area of 73 hectares), and land between the M11, the A1301 south of Trumpington (with a development area of 95.6 hectares). It states that these should be considered together as one proposal.

The promoters' proposal seeks:

- 405,000m2 of employment floorspace including clinical, research, commercial R&D, education and supporting uses;
- 5000 homes;
- 20,900m2 of hotel and conference space;
- 17,200m2 of supporting leisure and retail uses;
- 2815m2 of community uses;
- 35 hectares of formal and informal greenspace embedded in wider green belt enhancements.

The homes would primarily on the land between the M11, the A1301 south of Trumpington.



Extract from The Case for Cambridge South (April 2021)

Local Plan policies for the Cambridge Biomedical Campus

Guided by the Addenbrookes 2020 vision, and polices in recent Local Plans, the Campus has been evolving over the last 20 years. However significant parts of the site are still under construction or development has not yet commenced.

After its original Green Belt release, successive policies have sought to reserve the campus for uses that need to be located there. It is proposed that this approach continues.

It is also important that development on the seeks to maximise opportunities to improve the 'legibility' of the Cambridge Biomedical Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, but in particular explore opportunities to enhance connections with the proposed Cambridge South Railway Station.

Considering whether a Green Belt Release is justified

NPPF paragraph 140 requires that once established, Green Belt boundaries should only be altered in exceptional circumstances, where this is fully evidenced and justified, through the preparation or updating of plans.

The plan-wide approach to Green Belt is addressed at Appendix 1D: Greater Cambridge Local Plan Green Belt considerations. The following element of the topic paper seeks to consider if there are exceptional circumstances related to Cambridge

Biomedical Campus, following a framework for assessing exceptional circumstances set out in the appendix referred to above.

Level of need and constraints on supply

There remains large areas of the Campus which have yet to be built. Planning permission exists for 105,104m2 of B1b (research and development), 66,561 D1 (clinical, health) on phases 1 and 2, comprising largely of the undeveloped land on the south side of the main Campus.

In addition, allocation was made in the South Cambridgeshire Local Plan 2018 for a further 8.9 hectares on the southern edge of the Campus, for biomedical and biotechnology research and development within class B1(b) and related higher education and sui-generis medical research institutes. Evidence submitted to the examination of that plan suggested this was capable of accommodating approximately 30,685m2, although submissions by the Cambridge Biomedical Campus as part of the Cambridge South proposal considers this may be capable of a significantly higher level of development.

The Campus is also considering the potential for new development within the core area of the site, for additional clinical and research space. They indicate this could deliver as much as 92,900m2 floorspace. Take up of some of the remaining space is already planned, in the form of a new Cancer hospital, Children's Hospital and Addenbrooke's 3. There are also firms committing to further areas of phase 1, but much of phase 2 and 3 of the site remains available.

The rate of development on the Campus over the last 13 years equates to around 13,500m2 per annum, which crudely would indicate a 21.8 year supply based on the available land described above. The Cambridge South - Building a World Leading Innovation District for the Life Sciences Report (Creative Places April 2021) submitted with the proposals considers there is around 12 years of remaining development capacity for research and R&D space and 20 years of clinical space capacity based on take up rates over this period.

Submissions from the Campus indicate that they expect demand to continue to grow rapidly. The Cambridge South - Building a World Leading Innovation District for the Life Sciences (Creative Places April 2021) Report states 'Abcam, AZ phase 1 and 1000 Discovery Drive add up to 900,000 sq ft, all to open within a 6 year period of 2018 to 2023. This 150,000 sq ft pa of take up would add up to 4.2m sq ft if it was consistently running through to 2050 at this level. We have sought to temper this and round down to 3m sq ft.', and for research, 'We assume a 30% increase on the rate of take up into the future, compared to the period since planning permission was granted for Phase 1 in 2008'

They describe a snowball effect of increasing growth in the sector, and demand for space at CBC, and growing demand for firms to be in proximity to hospitals.

However, projecting forward past completions from short periods should be viewed with caution. It would assume that unusual events like AstraZeneca moving their national headquarters to Cambridge would take place on a regular basis.

It is important that the site is not considered in isolation from the operation of the life sciences cluster in the Greater Cambridge area. The Greater Cambridge Employment Land Review (2020) indicates a strong supply of land for employment, including for research and development. There is existing land supply at locations including West Cambridge, North East Cambridge, Granta Park, and significant new development planned at Hinxton Genome Campus. The Local Plan First Proposals Report also proposes further release of land at Babraham Research Campus, particularly suited to life sciences start-up companies.

Firms across a range of high technology research and development sectors are located in many locations across the Cambridge area, from central or edge of Cambridge sites, rural business parks, to village locations. Indeed, the biotech and pharmaceutical cluster stretches from Cambridge to south into South Cambridgeshire, Uttlesford District and beyond to Stevenage and London, known as the London Stansted Cambridge Corridor. Transport improvements planned by the Greater Cambridge Partnership will also be improving connections between places.

Given the overall supply of employment land available, it is not considered that the case for release in this location can be made on the overall land supply. However, the benefits of the site in terms of its national importance to health care and life sciences needs to be acknowledged. There are likely benefits of colocation and in particular proximity to the hospital. A significant public investment is also taking place in the new Cambridge South Railway Station.

Given the national importance of the site, it is considered that there may be a case for Green Belt release in this location. However, the Councils do not consider that there is sufficient evidence of a need to release land for the scale of development put forward in the promoters' Cambridge South proposal. This includes taking account the rate of build out on the exiting campus, and the remaining land supply within the site, along with the significant supply of employment land available in accessible locations elsewhere in the Greater Cambridge area.

In terms of need of residential development, the First Proposals consultation sets out a proposed development strategy which would respond to the residential needs identified to 2041 and beyond. This focuses on areas outside the Green Belt. Areas committed and planned for development will have good access to the Campus by means other than the car. This includes the development proposed at North East Cambridge and Cambridge East.

The consequent difficulties in achieving sustainable development without impinging on the Green Belt.

Whilst there is a range of factors to balance in this location, doing nothing would not respond to the opportunities the Campus presents as outlined above.

In terms of need of residential development, the First Proposals consultation sets out a proposed development strategy which would respond to the residential needs identified to 2041 and beyond. It is not considered that there is a need to release the land for residential development put forward in the Cambridge South proposal, as it is possible to achieve sustainable development without impinging on the Green Belt

The nature and extent of the harm to the Green Belt

In considering the impact on the Green Belt it is important to consider the nature and extent of the harm to Green Belt purposes. The Greater Cambridge Green Belt Study (2021) identifies that release of both areas identified in the Cambridge South proposal would result in very high harm to Green Belt purposes.

An area adjoining Babraham Road and north of Granham's Road is identified in the study as having a lower level of harm, although this is still acknowledged as a high harm.

Extent to which Green Belt harm can be mitigated

The scale of the proposals mean that it would be challenging to mitigation the harm to the Green Belt of the promoters' Cambridge South proposals.

Harm could potentially be reduced from the release of land from the Green Belt for the parcel north of Granhams Road identified by the councils, by the enhancement of existing hedgerows and woodland that forms the boundaries of the parcels, as well as the introduction of new woodland, particularly to the south-west and east. This would also ensure that development enhances existing landscape features and is in keeping with the wider rural character, in accordance with landscape guidelines set out in the Greater Cambridge Landscape Character Assessment.

NPPF paragraph 138 requires that when releasing land from the Green Belt plans should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The councils have identified the areas around White Hill and the Nine Wells local nature reserve as providing an opportunity to do this.

Landscape and Townscape

The southern edge of Cambridge is a sensitive landscape.

It is considered that the development in the promoters' Cambridge South proposals south of the Campus would:

- Result in the merging of the urban are of Cambridge with Babraham Park and Ride
- Encroach onto the slopes of the White Hill.

Their proposal between the M11 and the A1301 would:

- Reduce the separation between Shelford Road and the M11, and result in coalescence between Cambridge and Great Shelford.

A smaller development focusing on the area north of Granham's Road as identified by the councils would have a lesser impact on the landscape, and in particular would:

- Avoid merging of development between Cambridge and Babraham Park and Ride, as this would create urban sprawl.
- Avoid encroachment onto the slopes of the White Hill, as development on the rising land of the Gog Magog Hills would substantially harm one of the key components of the setting of the city.
- Development would also need to be carefully designed, with detailed consideration of building heights and form, to avoid impacts on prominent views.
- Development would need to include substantial landscape mitigation to soften the effects of development. Mitigation should include the widening of existing hedgerows to between 25-30m and incorporate groups of large species and understorey planting. Significant landscaped areas should also be woven through the development to enhance biodiversity and health and well-being.

Biodiversity

Biodiversity is another important consideration when considering the scale and location of any future development.

The area immediately south of the Campus is largely arable and of generally low ecological value, although it supports a number of farmland bird species through the year. Most notable is the significant population of grey partridge found within the arable fields. These species are considered a Local Biodiversity Action Plan Species and indicative of an ecologically healthy arable landscape.

In addition, many of the hedgerows found within the landscape may be considered "Important" under relevant legislation and would therefore require mitigation measures to be put in place to protect and enhance them.

Proximity to the Nine Wells Local Nature Reserve is another important consideration. Like for other areas of the campus, specific measures will be needed to mitigate any adverse ecological impacts, in particular any potential for increased visitor pressures on Nine Wells LNR that may arise from the development. Measures will also need to be put in place to ensure no material adverse impact on the volume, pattern of flow or water quality of the chalk springs at Nine Wells, source of the Hobson's Brook and Conduit.

The promoters' Cambridge South proposal south of the campus would:

- Encroach on the chalk slopes of White Hill.
- Cross the substantial tree belt and path on the southern boundary of the currently allocated site. This has benefited from recent planting.
- Take development close to the Nine Wells Local Nature Reserve.

It is important that the development does not encroach onto the chalk slope of White Hill. These areas are important for biodiversity, and offer potential for enhancement such as chalk grassland creation. This could be achieved by restricting development to the area adjoining Babraham Road.

A species-specific enhancement plan should be required, with a focus on species important in this area, such as the grey partridge. Proposed new habitat creation will require long term management plans that seek to balance biodiversity and recreational enhancement.

Flooding and Drainage

The area adjoining the A1307 was considered for Green Belt release during the preparation of the Cambridge Local Plan 2018. It was not taken forward due to significant constraints on the site in relation to flood risk, as parts of the site are located in the high risk fluvial flood zone.

Additional modelling of the area exploring the nature and extent of the flood risk of the area identified by the councils has been carried out, including additional modelling, indicating that the risk primarily relates to surface water flooding, and is capable of mitigation.

Whilst there are areas of Greater Cambridge that have a lower risk of flooding, there are specific reasons for considering development in this location related to the future needs of the Campus.

Transport

The Campus benefits from connections to the Guided Busway, the nearby Babraham Road Park and Ride, and good cycling and walking connections. Connections will be further enhanced by the proposed Cambridge South East Transport Scheme, and the new Cambridge South Railway Station. The scale of jobs

and activity in this location, and the already pressured highway network, will mean that any new development will need to achieve a very high share of visitors accessing the site by public transport or active travel means rather than the car and a trip budget is proposed to ensure this.

Summary

Given the national importance of the site, it is considered that there may be a case for Green Belt release in this location. However, the Councils do not consider that there is sufficient evidence of a need to release land for the scale of development put forward in the promoters' Cambridge South proposal. This includes taking account the rate of build out on the exiting campus, and the remaining land supply within the site, along with the significant supply of employment and residential land available in accessible locations elsewhere in the Greater Cambridge area. The proposals would cause very high harm to the Cambridge Green Belt, and would also have significant negative impacts regarding landscape and biodiversity. The proposal put forward by the promoters and referred to as Cambridge South has not been included in the First Proposals.

However, the councils have identified a smaller area of land adjoining Babraham Road as a potential area to be released from the Green Belt specifically to meet the long-term needs of the Campus, subject to a number of criteria including the significant Green Belt enhancement in adjoining areas of White Hill and Nine Wells will be required, to provide green infrastructure and biodiversity improvements linking towards the Gog Magog Hills, noting that development at the Campus is at the fringes of the Greater Cambridge Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe (see BG/GI: Green Infrastructure).

Alternative approaches, and reasons why they were rejected

- No release of Green Belt or additional allocation outside the existing Campus. – This alternative is not the preferred approach, as it would not respond to the needs of the campus.
- A larger land release reflecting the proposal by the Cambridge Biomedical Campus (referred to as Cambridge South) – This alternative is not the preferred approach, due to the level of harm to green belt, landscape and biodiversity.

Further Work and Next Steps

If taken forward the preferred approach will be developed into a criteria-based policy, and the areas proposed for development will be identified on the draft policies map. Further work will be undertaken on site capacity and design issues.

S/EOC Other Existing Allocations on the Edge of Cambridge

Issue the Plan is seeking to respond to

To provide policy guidance for existing allocations on the edge of Cambridge.

Policy context

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation. The annual housing trajectory process involves consultation with landowners and developers and the latest housing trajectory has informed the plan making process.

Evidence base

To inform the review of existing allocations, information collected for the latest housing trajectory, including engagement with landowners and developers, informed a decision about whether to continue or remove them for the First Proposals Plan.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

Continuing existing allocations

The following existing allocations are proposed to be carried forward into the new Local Plan:

Housing

- S/EOC/R43: Land between Huntingdon Road and Histon Road (Darwin Green)
- S/EOC/SS/2: Land between Huntingdon Road and Histon Road (Darwin Green 2/3)
- S/EOC/GB1: Land north of Worts' Causeway
- S/EOC/GB2: Land south of Worts' Causeway
- S/EOC/R42d: Bell School, Babraham Road

Employment

- E/3: Fulbourn Road East
- GB3 and GB4: Fulbourn Road, West 1 and 2

Allocations not proposed to be carried forward

The following existing allocations have been or are being built out and are sufficiently advanced that they do not need a policy framework any longer, and are therefore not proposed to be carried forward:

Housing

- R42a: Clay Farm, south of Long Road
- R42b: Trumpington Meadows
- R42c: Glebe Farm 1 and Glebe Farm 2

Reasons for the proposed policy direction

The current local plans allocate developments on the north west edge of Cambridge, referred to as Darwin Green. The part of the site in Cambridge has outline planning permission, and some parcels have detailed planning permission or are under construction. The land in South Cambridgeshire has yet to gain planning permission. Given the site will still be coming forward when the new plan is adopted it is proposed to carry forward the allocations into the new plan.

Sites allocated North and South of Worts' Causeway for 430 new homes have outline planning permission. The sites are likely to have been completed when the new plan is adopted, therefore the need for the allocations to be carried forward will be kept under review.

Land is allocated for business uses at Fulbourn Road on the eastern edge of Cambridge in both adopted plans. This is partly under construction, and there are proposals being considered for the remainder. The need for the allocations to be carried forward will be kept under review.

Existing allocations at Cambridge Southern Fringe, including Clay Farm, Glebe Farm, and Trumpington Meadows, are likely to be built out by the time the plan is adopted, therefore the existing plan policies will no longer be required. The new homes on the existing allocation at Bell School have been completed, however, the new student accommodation also included within this allocation has not yet been started. The need for the allocation at Bell School will be kept under review.

Alternative approaches, and reasons why they were rejected

No Policy – Rejected as this would not provide a context for the future development of these sites whilst they are still being developed.

Further work and next steps

In preparing the policies for the site allocations (both continued existing sites and proposed new sites) in the draft plan, we will consider any consultation responses received on the allocations, any further discussions with the landowners/developers of the sites, and any additional information gathered through the preparation of the April 2022 update to the Greater Cambridge Housing Trajectory.

4. New Settlements

S/CB: Cambourne

Issue the Plan is Seeking to Respond to

To consider the future of Cambourne and the opportunities provided by East West Rail.

Policy Context

National Context

East West Rail proposals include a railway station at Cambourne. Their recent consultation expressed a preference for a station to the north, but other options included a southern station.

Regional / Local Context

South Cambridgeshire Local Plan 2018 included Policy SS/8: Cambourne West. Permission has now been granted for development in this location, and a development of 2350 homes, employment and supporting facilities near to the village college is now under construction.

Other planned developments in the area include Bourn Airfield, a new settlement allocated in the South Cambridgeshire Local Plan 2018 for around 3,500 homes and other supporting uses.

Consultation and Engagement

There was no specific consultation on this issue in the First Conversation consultation, but we did ask for views about focusing development on transport corridors. There was broad support for this approach, and focusing development at public transport nodes. Further to this, development around Cambourne formed a core part of Strategic Spatial Option 8: Growth around Transport Nodes: Western Cluster. Stakeholder workshops identified the benefits of matching jobs and homes with planned infrastructure around the East West Rail station and Greater Cambridge Partnership Cambourne to Cambridge Public Transport Project.

Evidence Base

The potential for further development focused on the opportunities provided by transport improvements in this corridor has been tested, and compared with other

strategy choices through the testing of development strategy options, published in November 2020. See Part 1A: Spatial Strategy of this Topic Paper for more details.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The policy will set out the intention to identify Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne. The overall aim for an expanded Cambourne is to provide sufficient critical mass to perform the following role as a:

- Well-connected place through high quality public transport, cycling and walking facilities
- South Cambridgeshire town for the 21st century
- growing employment centre to provide local opportunities for its residents and nearby communities
- place that meets the day to day needs of its residents.

Future development at Cambourne will need to consider:

- How to integrate with and maximise the opportunity provided by East West Rail.
- The role of the new development in Cambourne as a place, and how it can contribute towards the achievement of net zero carbon.
- The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as whole.
- The economic role of the place, and which employment sectors would benefit from the location to support the needs of the Greater Cambridge economy.
- How the place will develop over time, and the infrastructure needed to support different stages during its development.
- Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.
- Be structured around and have local and district centres that can meet people's day to day needs within walking distance, including responding to changing retail and working patterns
- How it can help deliver the Western Gateway Green Infrastructure project, and in doing so positivity engage with its landscape setting, as well as

recreation and biodiversity enhancement opportunities such as woodland planting.
- Take opportunities to reduce flood risk to surrounding areas, that take innovative solutions to the management and reuse of water.

The following existing allocation for a new mixed use development at Cambourne West is proposed to be carried forward, but to be expanded to include the full extent of the planning permission:

- SS/8: Cambourne West

Reasons for the proposed policy direction

National planning policy says that plan making should look to the opportunities provided by major new infrastructure. Cambourne has been identified as the location for a new railway station as part of the East West Rail scheme to connect Oxford with Cambridge and potentially beyond. Along with the Cambourne to Cambridge public transport scheme being brought forward by the Greater Cambridge Partnership, it provides an opportunity to consider how further development could make the most of these connections, but also make the overall Cambourne area - including Cambourne and Bourn Airfield and nearby villages - a more sustainable place. This means looking at a mix of services, facilities and employment in the area, and planning new development to enhance the role of the place. It means looking at connections between places within the area, so these opportunities are shared and reliance of private car travel is reduced.

It is important to recognise that our evidence says that large scale development at Cambourne would have landscape impacts and that these would be hard to address. However, when considered in the context of the significant economic and carbon benefits of locating development at the proposed new rail station at Cambourne, it is considered that the benefits are likely to outweigh the level of landscape harm. This will be explored further as part of preparing the draft local plan, but the Councils are clear that development will need to be a landscape led scheme to minimise impacts in the wider landscape and to have a focus both on place making for the expanded town, and delivery of the wider vision for green infrastructure set out in the plan, including supporting the objectives for Strategic Green Infrastructure Initiative 8: Western gateway multifunctional GI corridors (see BG/GI Green Infrastructure).

National Planning Policy Framework paragraph 68 states that planning policies should identify a supply of: a) specific, deliverable sites for years one to five of the plan period; and b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan. Identifying Cambourne as a broad location is appropriate because the East West Rail route and station location at Cambourne have yet to be confirmed. It is too early to identify a specific development area and amount of development.

Delivery of development

- anticipated to start delivering in 2032/2033 after opening of the new railway station, with build out rates based on Housing Delivery Study assumptions for new settlements of gradual increase in annual completions to maximum of 300 dwellings a year
- 1,950 dwellings anticipated in 2020-2041
- Noting as above that it is too early to identify a specific development area and amount of development for Cambourne broad location, for the purpose of transport and other evidence testing we needed to include a specific number of total dwellings assumed to be present once development is fully built out. We therefore included an assumption of 10,000 dwellings. Use of this figure is a proxy for a strategic scale development for the purposes of testing at this point, and does not mean that the Councils have made any decisions about the level of housing that should be located in this area.

Alternative approaches, and reasons why they were rejected

No Policy – Rejected, given the significant opportunity that the new major infrastructure of East West Rail and a new station at Cambourne will provide.

Further Work and Next Steps

If taken forward the preferred approach will be developed into a criteria-based policy, and the areas proposed for development, in particular the land anticipated to be built within the plan period, will be identified on the draft policies map. Further work will be undertaken on site capacity and design issues.

S/NS: Existing new settlements

Issue the Plan is Seeking to Respond to

To provide policy guidance for the new settlements planned in the area while they are still being developed.

Policy Context

Regional / Local Context

Northstowe

Northstowe is a new settlement of up to 10,000 dwellings to the north west of Cambridge, adjacent to the villages of Longstanton and Oakington. The new town was originally planned in the Northstowe Area Action Plan (adopted in July 2007)

with an area of reserve land to the west of the town. The reserve land is allocated in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/5) to provide flexibility for the phasing and delivery of the new town.

Outline planning permission for phase 1 (up to 1,500 dwellings, a primary school, a mixed-use local centre, and other supporting uses) was granted in April 2014. Outline planning permission for up to 3,500 dwellings, a secondary school, two primary schools, a town centre including employment uses, and sports hub was approved in January 2017. Phase 3, including the land originally identified as a reserve in the Northstowe Area Action Plan, and now allocated in the South Cambridgeshire Local Plan 2018is anticipated to provide approximately 5,000 dwellings, and planning applications are currently being considered.

Development of phase 1 is well underway, and construction has started on phase 2.

New town north of Waterbeach

New Town North of Waterbeach was allocated in the South Cambridgeshire Local Plan 2018 (South Cambridgeshire Local Plan 2018 Policy SS/6, and Supplementary Planning document) for approximately 8,000 to 9,000 homes, with the final number of dwellings to be determined through a design-led approach and reference to the spatial framework diagram included in the Waterbeach New Town Supplementary Planning Document.

Outline planning permission for up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports uses, a hotel, schools, and open spaces, was granted in September 2019 on the western part of the site. On the eastern part of the site, the South Cambridgeshire District Council's planning committee in January 2021 gave officers delegated powers to approve an outline planning application for up to 4,500 dwellings, business, retail, community, leisure and sports uses, new primary and secondary schools and sixth form centre, and public open spaces, subject to the completion of a s106 agreement. The total number of dwellings following the consideration of the planning applications is therefore 11,000 dwellings.

New Settlement at Bourn Airfield

The New Settlement at Bourn Airfield was allocated in the South Cambridgeshire Local Plan 2018 for approximately 3,500 homes (South Cambridgeshire Local Plan 2018 Policy SS/7 and Supplementary Planning document). Planning committee in February 2021 gave officers delegated powers to approve an outline planning application for approximately 3,500 dwellings, employment, retail, hotel and leisure uses, residential institutions, education and community facilities, and open space, subject to the completion of a s106 agreement.

Consultation and Engagement

We did not ask any specific questions in the First Conversation on this issue. However, we did ask about creating further new settlements as part of the development strategy, and a number of comments highlighted that we should focus on completing these existing new settlements. We received some proposals in the call for sites for further new settlements, but as set out the development strategy (S/DS) we do not think further new settlements should be part of the development strategy

Evidence Base

We have not completed evidence focused on this topic.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The Local Plan will carry forward the existing allocations for the following new settlements in the 2018 South Cambridgeshire Local Plan:

SS/5 Northstowe

SS/6 Land north of Waterbeach

SS/7 Bourn Airfield

The detailed policy wording will be reviewed as may be appropriate in the new local plan. The Northstowe Area Action Plan will remain part of the development plan, although standards adopted in the new Local Plan will apply to future applications. The Supplementary Planning Documents for Land north of Waterbeach and Bourn Airfield will be carried forward.

Our evidence says that it is reasonable to assume that annual delivery rates at Northstowe and Waterbeach will be higher than so far relied on, meaning that more of the planned homes will be completed in the plan period, with less to follow after 2041.

Notwithstanding, the updated policies will provide positive opportunities for enhanced development densities around transport hubs, whilst taking account of other policies in the plan. This could result in additional development over and above that currently permitted but at this stage no further development is assumed in the housing supply from this potential additional source.

Reasons for the proposed policy direction

To provide a context for the ongoing development of existing planned new settlements during the plan period. Early phases of Northstowe are under construction. The new settlements on Land north of Waterbeach and at Bourn Airfield have gained, or the council has resolved to grant, planning permission. However, for all three new settlements there will be detailed stages of the planning process happening over years to come. The policy context provided by the 2018 Local Plan is still needed.

The new settlements will be built over the life of the new plan, and well beyond. During that time as sustainable transport links are completed and improved, there may be opportunities to increase densities in areas with good access to these transport hubs, and the plan should be supportive of this, subject to other policies in the plan.

Delivery of development

- anticipated to start delivering additional dwellings a year from 2026/2027 after adoption of the new Local Plan and current five year supply period (2021-2026), with build out rates based on Housing Delivery Study assumptions for new settlements of maximum of 300 dwellings a year, therefore additional 50 dwellings a year to the 250 dwellings a year already including in the Greater Cambridge Housing Trajectory (April 2021)
- additional 750 dwellings anticipated in 2020-2041 for each of Northstowe and Waterbeach New Town.

Alternative approaches, and reasons why they were rejected

- No policy, rely on district wide policies for these areas – rejected, as it is considered that area specific detail needs to be included in the new plan as these strategic sites continue to build out through the new plan period and beyond.

Further Work and Next Steps

The draft plan will include more detailed criteria based policies setting out the issues that would need to be addressed by future planning applications for development at the existing new settlements.

5. The rural southern cluster

S/GC: Genome Campus, Hinxton

Issue the Plan is Seeking to Respond to

Provide a context for future development of the Genome Campus site.

Policy Context

Regional / Local Context

The Hinxton Genome Campus is set within and adjacent to the estate of Hinxton Hall on 125-acres of landscaped parkland bordering the river Cam. The Campus is the world's leading centre for genomics research, having played a central role in the Human Genome Project (1990-2003), which read and recorded the complete sequence of DNA in an individual for the first time.

The existing site is recognised in the south Cambridgeshire Local Plan 2018 as an 'Established Employment Area in the Countryside'

In December 2020 South Cambridgeshire District Council granted planning permission for the site to be significantly expanded. The site has outline planning permission for a phased mixed-use development comprising of: up to 150,000 square metres of flexible employment uses (falling within Use Classes B1, B2 and B8); up to 1,500 residential dwellings (including Houses in Multiple Occupation); supporting community uses and social infrastructure including a nursery, conference facility and associated hotel, retail uses including shops, restaurants and cafes, and bars; and leisure uses

Consultation and Engagement

There was no specific consultation on this issue in the First Conversation consultation.

Evidence Base

The Greater Cambridge Employment Land and Economic Development Evidence Study (2020) highlights the importance of the site. The Study expects the Campus to play an important role in significantly contributing to Greater Cambridge's future longer term research and development requirements (paragraph 7.5).

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

The Genome Campus, Hinxton will be identified as a Special Policy Area.

The policy will include:

- Supporting development which relates to the campus and its role as a centre for genomics and associated bioinformatics industries
- Proposals for B2 (industry) and B8 (warehousing) uses will need to be justified by a needs assessment which sets out the specific requirements of the intended occupier to locate onto the Site
- Requiring supporting uses to consider impact in terms of vitality and viability on local or minor rural centres in the area.
- Enabling opening up of the Campus to members of the public, as part of delivering wider social benefits.
- Ensuring environmental and other impacts are fully considered by any future proposals.

Reasons for the proposed policy direction

The existing site is recognised in the South Cambridgeshire Local Plan 2018 as an 'Established Employment Area in the Countryside'. However, given the scale and range of uses now permitted within the site, and as a major expansion to it, a new policy is needed. The planning permission for the development includes a range of requirements and criteria designed to recognise the unique nature of the site and ensure future uses support the primary role of the Genome Campus, and these will be used to inform the development of the new policy.

Alternative approaches, and reasons why they were rejected

- No Policy – without a policy designation the area would be within countryside policies, which would not reflect the scale of change taking place in the area or provide a suitable context for future proposals within the site.

Further Work and Next Steps

The draft local plan will identify a policy with specific criteria which future proposals would be considered against.

S/BRC: Babraham Research Campus

Issue the Plan is Seeking to Respond to

Provide a context for future development of the Babraham Research Campus.

Policy Context

National Context

National Planning Policy Framework Paragraph 83 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries.

Further paragraphs from the National Planning Policy Framework section on Green Belt relevant to this site are summarised at Appendix 1D: Greater Cambridge Local Plan Green Belt considerations review.

Regional / Local Context

The Babraham Research Campus is one of the UK's leading centres for bioscience innovation, and lies within the countryside and Green Belt to the south-east of Cambridge and on the north-west side of the village of Babraham. The campus comprises a range of research and development buildings located on the north-west and south-east side of Babraham Hall, a 19th century Grade II Listed Building situated within a 450 acre parkland setting.

Planning permission was granted in 2014 for 10,000 sqm of additional floorspace on 8.4 ha to the north west of the site, which has now been constructed.

Consultation and Engagement

There was no specific consultation on this issue in the First Conversation consultation.

Evidence Base

The Greater Cambridge Employment Land and Economic Development Evidence Study (2020) highlights that Babraham Research Campus is particularly focused on start-up and grow-up space offering small lab and office space, with a mission of being the best place in Europe to start-up and scale-up a life science business (paragraph 3.21).

Proposed Policy Direction and Reasons

It is proposed to:

- Remove the developed area of the Campus from the Green Belt, and:
    - Identify the whole site released from the Green Belt as a Special Policy Area, requiring any proposals to:
    - Restrict development to research and development (use class (E(g)(ii) Research and development of products or processes) and appropriate supporting ancillary uses and infrastructure
    - Protect and enhance the landscaped setting of the site
    - Preserve the appearance of the conservation areas, and the setting of the Grade II Listed Babraham Hall and the Grade I Listed St Peters Church
    - Protect and enhance the corridor of the River Granta (recognised as a county wildlife site)
    - Take steps to include the sustainable travel opportunities, including the opportunities provided by the planned Cambridge South East Transport Scheme
    - Retain the area of the Closes as key worker housing to support the needs of the Campus. Any future renovation or replacement should retain the low density character, which responds to the sensitive village edge location
- Allocate an additional area for employment development (research and development) of 17.1 hectares within the campus, also to be removed from the Green Belt.

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

- Remove the developed area of the Campus from the Green Belt.
- Remove from the Green Belt and allocate an additional area for employment development (research and development) of 17.1 hectares within and adjoining the existing built area of the campus.
- Identify the whole site release from the Green Belt as a Special Policy Area, requiring any proposals to:
    - Restrict development to research and development (use class (E(g)(ii) Research and development of products or processes) and appropriate supporting ancillary uses and infrastructure.
    - Protect and enhance the landscaped setting of the site

- Preserve the appearance of the conservation areas, and the setting of the Grade II Listed Babraham Hall and the Grade I Listed St Peters Church.
- Protect and enhance the corridor of the River Granta (recognised as a county wildlife site)
- Take steps to include sustainable travel opportunities, including the opportunities provided by the planned Cambridge South East Transport Scheme.
- Retain the area of The Close as key worker and affordable housing to support the needs of the Campus. Any future renovation or replacement should retain the low density character, which responds to the sensitive village edge location.

Reasons for the proposed policy direction

Background

Submissions have been made by the Babraham Research Campus, seeking to deliver enable additional development on the campus. Their proposal identifies four opportunity zones for future development. This includes:

- Redevelopment opportunities within the Central Campus – 2.5 hectares
- R&D2b – 1.9 hectares
- R&D3 – 5 hectares
- Estate Infrastructure, Recycling and Renewables – 6.5 hectares

This is proposed to enable employment floor-space within up to five new build and two replacement R and D buildings for a minimum of 30,000sqm of floor-space to provide research and development facilities for early stage start up and scale up life science companies.

In addition, the renovation of existing key worker housing (60 dwellings) in The Close area of the Campus is proposed.

Considering whether a Green Belt Release is justified

Babraham Research Campus is located in the Green Belt. Allocation of land for development would require land to be removed from the Green Belt.

Rather than considering removing land and creating a small holes in the green belt around future development areas within the Campus, it is considered that it would be more appropriate to consider the case for removing the Campus to facilitate its future development.

NPPF paragraph 136 requires that once established, Green Belt boundaries should only be altered in exceptional circumstances, where this is fully evidenced and justified, through the preparation or updating of plans.

The case of Calverton Parish Council v Greater Nottingham Councils provided a basis for assessing exceptional circumstances, including the following points:

(i)The acuteness/intensity of the objectively assessed need (matters of degree may be important);

(ii) The inherent constraints on supply/availability of land prima facie suitable for sustainable development;

(iii) (on the facts of this case) the consequent difficulties in achieving sustainable development without impinging on the Green Belt;

(iv) The nature and extent of the harm to this Green Belt (or those parts of it which would be lost if the boundaries were reviewed): and

(v) The extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent.

The overall approach to Green Belt has been addressed elsewhere in the Strategy Topic Paper. This element of the topic paper seeks to consider if there are exceptional circumstances related to Babraham Research Campus.

<u>Level of need and Constraints on land supply</u>

Following completion of the development permitted in 2014 there is no further development of the campus with planning permission.

The Greater Cambridge Employment Land and Economic Development Evidence Study (2020) indicates a strong supply of land for employment, including research and development. There is existing land supply at locations including West Cambridge, North East Cambridge, Granta Park, and significant new development planned at Hinxton Genome Campus.

However, it also identifies that there is some additional need for land for research and development.

<u>The consequent difficulties in achieving sustainable development without impinging on the Green Belt.</u>

The Campus has a distinct and unique set of characteristics, not available anywhere else at other research facilities in the sub-region, and has benefited from significant public investment. The campus is important to the development of UK life sciences, in particular supporting start-up and scale-up bioscience companies.

Whilst it would be possible to identify sites elsewhere outside the Green Belt, the opportunities provided by the Campus would not be supported. The Campus has been subject to significant public investment and plays a key role in the life sciences sector.

The nature and extent of the harm to the Green Belt

The Greater Cambridge Green Belt Study (2021) identifies that the contribution to Green Belt purposes of this Campus site is relatively limited, and the harm resulting from its release would be low.

Extent to which Green Belt harm can be mitigated

The Cambridge Green Belt Study (2021) states that harm could potentially be reduced by the enhancement of existing hedgerows and woodland that forms the boundaries of the parcel, particularly to the east and west. This would also help ensure that development enhances existing landscape features, including parkland features, and is in keeping with the wider wooded character, in accordance with landscape guidelines set out in the Greater Cambridge Landscape Character Assessment (December 2020).

NPPF paragraph 138 requires that when releasing land from the Green Belt plans should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The wider Campus provides opportunities for Green Belt enhancement.

Assessment

The Research Campus makes a relatively limited contribution to Green Belt purposes, the harm of its removal would be is low, and there are opportunities for mitigation and Green Belt enhancement. Whilst there is the opportunity to allocate other areas outside the Green Belt, these would not deliver the scale of opportunity and benefit that could be secured from supporting the continued success and evolution of the Campus. On Balance it is considered that the main Campus area should be removed from the Green Belt, and land within the site allocated for employment development.

The proposal by the Campus seeks the allocation of an area south of the Campus for estate infrastructure. This is an isolated area separated from the campus, more rural in character, in a wider area that would have a high impact if it were released from the Green Belt according the Greater Cambridge Green Belt Study (2021). It would not be appropriate to remove this small area from the Green Belt, and it is considered that future proposals in this area should be considered according to national Green Belt policy.

Proposed approach

The area of land removed from the Green Belt would be identified as a special policy area. This will ensure that uses coming forward on the site support the on-going work of the campus and respond appropriately to the local environment.

Reflecting that the purpose of the release is to support the unique work of the campus and its high quality environment, it is proposed that a criteria based policy be prepared so that this is reflected in any future proposals for the site.

Alternative approaches, and reasons why they were rejected

- No Policy – without a policy the area would remain in the Green Belt, and additional land would not be allocated for development. This option was not preferred as it would not help meet the evidenced need set out in the Greater Cambridge Employment Land Review and Economic Development Evidence Base in the location best able to respond to that need.

Further Work and Next Steps

The draft local plan will identify a policy with specific criteria which future proposals would be considered against. The policies map would also identify the policy area.

S/RSC: Village Allocations in the Rural Southern Cluster

Issue the Plan is seeking to respond to

To help meet the need for housing and employment land by identifying specific land allocations for development in the Rural Southern Cluster.

Policy context

The adopted 2018 South Cambridgeshire Local Plan 2018 includes a number of land allocations at villages in the rural southern cluster area.

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation. The annual housing trajectory process involves consultation with landowners and developers and the latest housing trajectory has informed the plan making process.

Evidence base

The rural southern cluster area provides the opportunity to provide new homes that are close to the research parks and potentially in locations with sustainable transport opportunities, as well as potential for further local employment opportunities.

Approach to identifying new rural allocations

Identifying new rural allocations for housing

To help support the selection of housing sites we used the following approach, which was consistent for both the rural southern cluster area and the rest of the rural area:

Key criteria (defines the list of villages/sites to consider/discount)

- Locations with sustainable access: Rural Centres and Minor Rural Centres, but also Group villages with very good Public Transport Access.
- Sites with a green or amber rating in the Housing and Employment Land Availability Assessment

Relative factors (considered but not necessarily defining a judgement)

- Acknowledge Green Belt: opportunities beyond the Green Belt were considered first, but recognising some villages in Green Belt have the best access, the plan should test if exceptional circumstances may exist to release Green Belt
- Account for parishes which already have lots of committed development: aim should be for those sites to be built and the new community to bed in before considering further development, informed by scale of village and committed development
- Consider case to support community aspirations for development: Responses to recent engagement with parishes regarding the Call for sites provided awareness of those parishes with aspirations for development

Approach to site selection

For sites meeting above criteria, officers used judgement, Housing and Employment Land Availability Assessment information on site constraints and assessment of suitability, and awareness of sites' planning history to inform emerging proposed draft list of sites.

Identifying new rural allocations for employment

For employment, in addition to reviewing sites meeting the above criteria, we also considered the evidence from our Greater Cambridge Employment Land Review and Economic Development Evidence Base (2020) to understand the locational demand of different sectors. Relevant to the rural southern cluster, the Study identifies

demand for start-up and grow on space in both the Life Science and ICT sectors, two of Greater Cambridge's key sectors. Given its location as a focus of the existing life science clusters, the rural southern cluster is a key area of search for this new space in this sector. Employment site selection was informed by the Housing and Employment Land Availability Assessment and taking into account sustainable travel opportunities alongside the likely travel requirements of the proposed uses.

The assessment of all sites in this category is set out at Appendix 2C: Review of sites to inform identification of new allocations.

Proposed Policy Direction and Reasons

The following housing and employment allocations are proposed in or adjoining villages within the rural southern cluster.

The Proposed Policy Direction

New allocations

Housing

S/RSC/HW Land between Hinton Way and Mingle Lane, Great Shelford

- Site area of 10 hectares
- Maximum capacity limited to 100 homes, relating to Cambridgeshire Fire Service requirements for no more than 100 homes to be served via a single vehicular access. There may be potential for a higher capacity if an additional access could be provided.
- Very well located in relation to existing railway station, with resulting excellent access to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South station is open, providing the exceptional circumstances required for Green Belt release.
- Development should accommodate the following constraints:
    - Design of development should preserve key views from Stapleford Conservation Area including from Mingle Lane past St Andrew's Church and the adjacent vicarage.
    - Open space to be provided to the east of the built development to help provide compensatory improvements to the environmental quality and accessibility of remaining Green Belt.
    - Non-vehicle access only from the access adjacent to the vicarage to St Andrew's Church, Stapleford.

S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford

- Site area of 2 hectares
- Capacity for approximately 60 homes
- Well related to existing village – close to school, and within walking distance of Whittlesford Parkway Station. Site is supported by the parish council.
- Development should accommodate the following constraints:
- Provide space for existing telecoms mast
    - space for substantial landscape edge

Employment

S/RSC/CC Comfort Café, Fourwentways

- Site area of 0.8 hectares
- Suitable for employment Class E(g)(ii) (Research and development of products or processes) with ancillary E(g)(i) Offices (to carry out any operational or administrative functions) providing laboratory space for start-up and small businesses primarily.
- A brownfield site meeting evidenced demand for start-up and grow on space close to existing research parks, in a sustainable location with close proximity to the proposed future travel hub for the South East Cambridge Transport Scheme.
- Development should accommodate the following constraints:
    - Tree Preservation Orders located upon western boundary
    - Transport proposals in the area including the A505 study, the South East Cambridge busway and GCP Linton Greenway proposals (contributions will be expected).

Continuing existing allocations

Housing

The following allocation which is included within the South Cambridgeshire Local Plan 2018 is proposed to be carried forward into the new Greater Cambridge Local Plan:

- S/RSC/H/1 (c): land south of Babraham Road, Sawston (Part of the site is in Babraham Parish)

Allocations not proposed to be carried forward

The following allocations are not proposed to be carried forward for the reasons set out below:

Housing

- Dales Manor Business Park, Sawston (H1/a): much of the site has been taken forward for redevelopment as employment land, making it no longer available for housing.
- Land north of Babraham Road, Sawston (H1/b): the housing development is under construction.

Employment

- Pampisford: West of Eastern Counties Leather, London Road (E/4:2) – the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is no longer required, as the wider area has been substantially developed.

Reasons for the proposed policy direction

Two new suitable sites have been identified for new homes, one of which is in the Green Belt. The Councils consider that the carbon benefits of locating homes close to jobs in the research parks, where there are existing opportunities for very high quality sustainable travel, could provide the exceptional circumstances required to justify removing land from the Green Belt in this location but only if considered alongside the environmental impacts.

For proposed housing sites, we reviewed the site promoter's proposed figures against an assessment of site capacity using a methodology set out in the Housing and Employment Land Availability Assessment. For sites with specific constraints Urban Design colleagues provided specific site capacity advice.

Taking the approach described above, we identified one small new employment opportunity.

Most existing allocations within the Rural Southern Cluster have been developed, gained planning permission or are being progressed, and therefore it is no longer necessary to include a policy framework for their development in the Local Plan. Land south of Babraham Road, Sawston is at the start of the planning application process, and therefore a policy framework needs to be retained for this site. However, this will be kept under review as the plan progresses. Further detail on each allocation proposed to be continued or not carried forward is provided at Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018).

Delivery assumptions for new allocations including housing

Delivery of S/RSC/HW Land between Hinton Way and Mingle Lane, Great Shelford

- anticipated to deliver in 2029/2030 to 2031/2032 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for outline planning application, rural connected location, four years from submission of application to first completions, and build out of up to 40 dwellings a year
- 100 dwellings anticipated in 2020-2041

Delivery of S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford

- anticipated to deliver in 2029/2030 to 2030/2031 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for outline planning application, rural minor/group location, four years from submission of application to first completions, and build out of up to 40 dwellings a year
- 60 dwellings anticipated in 2020-2041

Alternative approaches, and reasons why they were rejected

We considered a range of alternative sites within the southern cluster area having regard to the overarching development strategy and conclusions of the Housing and Employment Land Availability Assessment. We discounted sites considered to be less suitable for development.

The assessment of all sites in this category, including reasons for discounting some, is set out at Appendix 2C: Review of sites to inform identification of new allocations.

Further work and next steps

In preparing the policies for the site allocations (both continued existing sites and proposed new sites) in the draft plan, we will consider any consultation responses received on the allocations, any further discussions with the landowners/developers of the sites, and any additional information gathered through the preparation of the April 2022 update to the Greater Cambridge Housing Trajectory.

S/SCP: Policy areas in the rural southern cluster

Issue the Plan is seeking to respond to

Provide a context for one new and one existing policy areas within the rural southern cluster area, at Whittlesford Parkway Station Area, Whittlesford Bridge and South of A1307, Linton.

Policy Context

Adopted Local Plan

South Cambridgeshire Local Plan 2018 Policy H/6: South of A1307, Linton restricts residential development in the area of Linton south of the A1307 to improvements to existing properties.

Consultation and Engagement

There was no specific consultation on these issues in the First Conversation consultation.

Evidence Base

In relation to Whittlesford Parkway Station Area, in recent years, Greater Cambridge Partnership has explored potential transport infrastructure around the station and its surroundings to enable it to cater for future increased demand and to shift trips away from the car, via the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise. This exercise also included considering the potential for new employment and homes in this area. At its meeting of 19 February 2020 the GCP Executive Board agreed to support a draft delivery plan for the Whittlesford Station Transport Investment Strategy as a basis for further engagement with key stakeholders.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals Plan is as follows:

New policy area

S/SCP/WHD Whittlesford Parkway Station Area, Whittlesford Bridge

The policy will support a comprehensive approach to redevelopment opportunities in the Whittlesford Parkway Station Area to accommodate a transport hub, employment

and housing, in line with the principles set out in work completed to date via the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise.

Continuing existing policy area

S/SCP/H/6 South of A1307, Linton

To maintain the policy approach in the South Cambridgeshire Local Plan 2018 which restricts residential development in the area of Linton south of the A1307 to improvements to existing properties.

Reasons for the proposed policy direction

Whittlesford Parkway Station Area, Whittlesford Bridge

Whittlesford Parkway Station has good connections to both Cambridge and London, is close to the southern cluster research and employment centres, and is predicted to see further growth in passengers in the coming years. The station area incorporates a range of existing uses including existing employment, a few homes, Whittlesford Highways Depot and Whittlesford Station Car Park.

As noted above, the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise has explored potential transport infrastructure around the station and its surroundings, and as a part of this has considered the potential for new employment and homes in this area.

Separately to the Masterplanning Exercise, a small site in the centre of the Whittlesford Parkway Station Area was submitted to the Local Plan process for housing via the Call for Sites. We don't think that developing this small site in isolation would be appropriate, and would prefer to see the whole area considered in a comprehensive manner, to ensure that redevelopment opportunities support the sustainable transport improvements included in the Whittlesford Station Transport Investment Strategy. The full area has not been submitted to the Local Plan process and as such we don't currently have evidence that a specific allocation would be deliverable, which is why we are proposing it as a policy area.

South of A1307, Linton

The southern part of Linton is severed from the rest of the village by the A1307, which provides a barrier to easy movement. The area is characterised by three distinct uses: employment, a sensitive residential area much of which lies within the Conservation Area, and the site of Linton Zoo. Its location means that whilst there is a pelican crossing providing a safe crossing point and access to a bus stop on the Cambridge facing side of the main road, the area generally has poor access to the village facilities and services.

Alternative approaches, and reasons why they were rejected

- Whittlesford Parkway Station Area, Whittlesford Bridge:
    - Not to include a policy – This is not the preferred approach as this would not support the redevelopment opportunity that exists in in this location.
    - Allocate the area for specified development amounts and uses – This is not the preferred approach as we don't currently have evidence that the whole area is available for development.
- South of A1307, Linton: Not include a policy - Not considered a reasonable alternative as it is necessary to set out within a policy that land south of the A1307 is not a suitable location for new residential development due to it being severed from the services and facilities within the village.

Further Work and Next Steps

We will consider the need for these policies and any revisions to the identified areas for the draft plan.

6. Rest of the rural area

S/RRA: Allocations in rest of the rural area

Issue the Plan is seeking to respond to

To help meet the need for housing and employment land by identifying specific land allocations for development in the Rest of the Rural Area.

Policy context

The adopted 2018 South Cambridgeshire Local Plan 2018 includes a number of land allocations at villages in the rest of the rural area outside the rural southern cluster.

Consultation and engagement

There was no specific consultation on this issue in the First Conversation consultation. The annual housing trajectory process involves consultation with landowners and developers and the latest housing trajectory has informed the plan making process.

Evidence base

Our evidence suggests that housing in the rest of the rural area outside the southern cluster can help support delivery of a range of smaller sites within the area, and support the vitality of our villages.

Identifying new rural allocations for housing

To help support the selection of housing sites we used the following approach, which was consistent for both the rural southern cluster area and the rest of the rural area:

Key criteria (defines the list of villages/sites to consider/discount)

- Locations with sustainable access: Rural Centres and Minor Rural Centres, but also Group villages with very good Public Transport Access.
- Sites with a green or amber rating in the Housing and Employment Land Availability Assessment

Relative factors (considered but not necessarily defining a judgement)

- Acknowledge Green Belt: opportunities beyond the Green Belt were considered first, but recognising some villages in Green Belt have the best

access, the plan should test if exceptional circumstances may exist to release Green Belt
- Account for parishes which already have lots of committed development: aim should be for those sites to be built and the new community to bed in before considering further development, informed by scale of village and committed development
- Consider case to support community aspirations for development: Responses to recent engagement with parishes regarding the Call for sites provided awareness of those parishes with aspirations for development

Approach to site selection

For sites meeting above criteria, officers used judgement, Housing and Employment Land Availability Assessment information on site constraints and assessment of suitability, and awareness of sites' planning history to inform emerging proposed draft list of sites.

Identifying new rural allocations for employment

For employment, in addition to reviewing sites meeting the above criteria, we also considered the evidence from our Greater Cambridge Employment Land Review and Economic Development Evidence Base (2020) to understand the locational demand of different sectors. Relevant to the rural southern cluster, the Study identifies demand for start-up and grow on space in both the Life Science and ICT sectors, two of Greater Cambridge's key sectors. Employment site selection was informed by the Housing and Employment Land Availability Assessment, and taking into account sustainable travel opportunities alongside the likely travel requirements of the proposed uses.

The assessment of all sites in this category is set out at Appendix 2C: Review of sites to inform identification of new allocations.

Proposed Policy Direction and Reasons

The following allocations are proposed in or adjoining villages:

The Proposed Policy Direction

New allocations in the rest of the rural area

Housing

S/RRA/ML The Moor, Moor Lane, Melbourn

- Site area of 1 hectare
- Capacity for approximately 20 homes

- Development should accommodate the following constraints:
    - Retain existing trees and strengthen the existing landscape buffer at the rear of the site

S/RRA/H Land at Highfields (phase 2), Caldecote

- Site area of 6 hectares
- Capacity for approximately 64 homes
- Site with lapsed planning permission in close proximity to Cambourne to Cambridge Public Transport Scheme stop
- Development should accommodate the following constraints:
    - Provide substantial landscape buffer on eastern boundary.

S/RRA/MF Land at Mansel Farm, Station Road, Oakington

- Site area of 1.4 hectares
- Capacity for approximately 20 homes
- Site in very close proximity to Cambridgeshire Guided Busway stop, providing excellent public transport access and enhancing the approach to the stop for pedestrians, providing the exceptional circumstances required for Green Belt release.
- Development should accommodate the following constraints:
    - Provide pedestrian access towards the busway stop
    - Provide substantial landscape buffer on eastern boundary.

Mixed use

S/RRA/CR Land to the west of Cambridge Road, Melbourn

- Site area of 6.5 hectares
- Suggested for mixed use, with an indicative capacity for approximately 120 homes and 2.5ha for employment uses
- Opportunity to expand Melbourn Science Park and provide homes in a Minor Rural Centre
- Development should accommodate the following constraints:
    - Note that deliverability for employment has yet to be confirmed
    - Ensure integration of any employment uses within the existing Science Park

Employment

S/RRA/S Land to the south of the A14 Services

- Site area of 17.3

- Suitable for the following uses: Class B2 (General Industrial) or Class B8 (Storage or Distribution) providing a range of small and medium sized units.
- Warehousing and distribution should focus on meeting sub regional needs, there for maximum unit size of would be applied (up to 2,500m2).
- Site meeting evidenced outstanding demand for warehousing and distribution units located close to the strategic road network.
- Development should accommodate the following constraints:
    - Site boundaries to provide landscape buffers of a minimum of 25m wide of native tree and understorey planting. Existing balancing ponds in the area to be re-profiled and used for drainage and biodiversity enhancement. Adequate space to be reserved within the site for large species tree planting and an amount of native understorey planting focused around the ponds. Existing watercourses to be utilised and enhanced with further native planting within the drainage proposals.
    - The preservation of the rural countryside character should be reflected in the development by the use of locally indigenous species and the integration of the local patterns of tree and hedgerow planting along drainage ditches

S/RRS/B Land at Buckingway Business Park, Swavesey

- Site area of 2.1 hectares
- Suitable for following employment uses: Class B2 (General Industrial) or Class B8 (Storage or Distribution). B8 use would be limited to small to medium sized premises (up to 2,500m2).
- Site meeting evidenced demand for warehousing and distribution units around Cambridge connected to the strategic road network, as an extension to an existing employment location.
- Development should accommodate the following constraints:
    - Development at this site is contingent upon completing a detailed odour assessment related to the nearby Uttons Drove Water Recycling Centre, to understand the odour amenity constraints.
    - A suitable safe access to be confirmed

S/RRA/SNR Land to the north of St Neots Road, Hardwick

- Site area of 4.6 hectares respectively.
- Suitable for the following employment uses: E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; and E(g)(iii) Industrial processes.
- Site meeting demand for local employment opportunities at Bourn Airfield New Village
- Development should accommodate the following constraints:

- Development form would need to account for the Cambourne to Cambridge transport scheme if it is routed through this area.

S/RRA/OHD Old Highways Depot, Twenty Pence Lane, Cottenham

- Site area of 0.6 hectares
- Suitable for employment Class E(g)(i) (offices to carry out any operational or administrative functions), E(g)(ii) (Research and development of products or processes), and E(g) and B8 (storage or distribution) development replacing the existing accommodation.
- Site meeting demand for industrial floorspace needs, on existing employment site of mostly brownfield land within the village framework of Cottenham, a Rural Centre with a substantial number of village services.
- Development should accommodate the following constraints:
    - Built development to only include existing brownfield site
    - The small portion of the site frontage that lies within Flood Zone 3.
    - Enhancement of the Southern and eastern landscape boundaries and landscape and ecology within the site itself.
    - Impacts on the wider settings of the nearby Grade 1 listed church and Conservation Area

Continuing existing allocations

The following allocations which are included within the South Cambridgeshire Local Plan 2018 are proposed to be carried forward into the new Greater Cambridge Local Plan:

Housing

- S/RRA/H/1 (d): Land north of Impington Lane, Histon and Impington

Employment

- S/RRA/E/5(1): Norman Way, Over (1.7 ha.)
- S/RRA/H/2: Bayer CropScience Site, Hauxton – with an amended boundary to include only the area for employment (class E (g)) uses, as all the new homes on this site have been completed.

Mixed Use

- S/RRA/H/3: Fulbourn and Ida Darwin Hospitals

Allocations not proposed to be carried forward

The following allocations are not proposed to be carried forward for the reasons set out below:

Residential

- H1/e: Land off New Road and rear of Victoria Way, Melbourn – the development is either completed or under construction.
- H1/f: Green End Industrial Estate, Gamlingay – the development is under construction.
- H1/g: Land east of Rockmill End, Willingham – the development is under construction.
- H1/h: Land at Bennell Farm, Comberton (In Toft Parish) – the development is under construction.

Employment

- E/4:1: Longstanton: North of Hattons Road up to the bypass – this site was first identified in the 1993 Local Plan, as part of the Home Farm development. It has not come forward for employment uses, and does not warrant continued allocation given the alternative sites available. However, part of the site is being proposed as a new policy area for residential development and open space (see S/RRP/L).
- E/5:2: Papworth Everard: Ermine Street South – the development has been completed.

Reasons for the Proposed Policy Direction

New allocations in the rest of the rural area

For homes, taking the approach outlined above we have identified a number of proposed new sites for allocation.

One of the sites we have identified is located within the Green Belt. The Councils consider that the carbon benefits of locating homes close to existing opportunities for very high quality sustainable travel, could provide the exceptional circumstances required to justify removing land from the Green Belt in this location but only if considered alongside the environmental impacts.

For proposed housing sites, we reviewed the site promoter's proposed figures against an assessment of site capacity using a methodology set out in the Housing and Employment Land Availability Assessment. For sites with specific constraints Urban Design colleagues provided specific site capacity advice.

For employment, we identified land that could respond to the need for local warehousing and distribution with good access to the highway network. We also identified some small-scale opportunities in in accessible locations which could add the mix and types of land available.

The assessment of all sites in the rest of the rural area, including reasons for discounting some, is set out at Appendix 2C: Review of sites to inform identification of new allocations.

Delivery assumptions for new allocations including housing

Delivery of S/RRA/ML The Moor, Moor Lane, Melbourn

- anticipated to deliver in 2028/2029 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for full planning application, rural minor/group location, three years from submission of application to first completions, and build out of up to 40 dwellings a year
- 20 dwellings anticipated in 2020-2041

Delivery of S/RRA/H Land at Highfields (phase 2), Caldecote

- anticipated to deliver in 2024/2025 based on planning application already having been submitted in May 2021, with build out rates based on Housing Delivery Study assumptions for full planning application, rural minor/group location, three years from submission of application to first completions, and build out of up to 40 dwellings a year
- 64 dwellings anticipated in 2020-2041

Delivery of S/RRA/MF Land at Mansel Farm, Station Road, Oakington

- anticipated to deliver in 2028/2029 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for full planning application, rural minor/group location, three years from submission of application to first completions, and build out of up to 40 dwellings a year
- 20 dwellings anticipated in 2020-2041

Delivery of S/RRA/CR Land to the west of Cambridge Road, Melbourn

- anticipated to deliver in 2029/2030 to 2031/2032 based on planning application being submitted immediately after adoption of new Local Plan, with build out rates based on Housing Delivery Study assumptions for outline planning application, rural minor/group location, four years from submission of application to first completions, and build out of up to 40 dwellings a year
- 120 dwellings anticipated in 2020-2041

Continuing existing allocations, and allocations not proposed to be carried forward

Most adopted South Cambridgeshire Local Plan land allocations within the rest of the rural area outside the rural southern cluster have been developed, gained

planning permission or are being progressed, and therefore it is no longer necessary to include a policy framework for their development in the Local Plan. A few are still to be brought forward or are still going through the planning process, and therefore a policy framework needs to be retained for these sites. However, this will be kept under review as the plan progresses.

Alternative approaches, and reasons why they were rejected

We considered a range of alternative sites within the rest of the rural area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment. We discounted sites considered to be less suitable for development.

Further work and next steps

In preparing the policies for the site allocations (both continued existing sites and proposed new sites) in the draft plan, we will consider any consultation responses received on the allocations, any further discussions with the landowners/developers of the sites, and any additional information gathered through the preparation of the April 2022 update to the Greater Cambridge Housing Trajectory.

S/RRP: Policy areas in the rest of the rural area

Issue the Plan is seeking to respond to

Provide a context for one new and five existing policy areas within the rest of the rural area outside the rural southern cluster area.

Policy Context

Adopted Local Plans

South Cambridgeshire Local Plan 2018 includes a range of existing policy areas within the rest of the rural area outside of the rural southern cluster, which provide context for the development of specific locations responding to specific local circumstances. Existing policy areas include:

- Policy E/7: Imperial War Museum at Duxford
- Policy H/4: Papworth Everard West Central
- Policy E/6: Papworth Hospital
- Policy H/5: Fen Drayton Former Land Settlement Association Estate
- Policy E/8: Mixed-use development in Histon and Impington Station Area

East of bypass, Longstanton referred to below, overlaps with existing employment allocation Policy E/4 (1) in the South Cambridgeshire Local Plan 2018.

Consultation and Engagement

There was no specific consultation on this issue in the First Conversation consultation.

Regarding East of bypass, Longstanton referred to below, the Councils have engaged with the Parish Council to understand their aims for this land.

Regarding the Imperial War Museum, Duxford, referred to below, Imperial War Museum Duxford indicated their support for continuing the policy approach, with a request that in future it could potentially be supported by a Supplementary Planning Document providing a masterplan for the site.

Evidence Base

We have not completed evidence focused on this topic.

Proposed Policy Direction and Reasons

The Proposed Policy Direction

The proposed approach, as set out in the First Proposals report is as follows:

New policy area

A new policy area is proposed for:

S/RRP/L: East of bypass, Longstanton

The policy will provide a revised policy context for future development proposals in this area of Longstanton that is the last remaining area from the original Home Farm development that secured the delivery of the Longstanton Bypass.

This new policy area will replace the longstanding allocations that were carried forward into the 2018 South Cambridgeshire Local Plan that had preceded the building of the Longstanton Bypass. These were for an employment development that extended beyond the eventual alignment of the road and an area for the extension of the recreation ground. The revised policy area is to only include land lying within the line of the bypass and for the eastern area to continue to provide for new open space, whilst the employment use is proposed to be deleted and replaced with a site for new housing, that will also support the completion of community facilities in the village.

We will continue to develop proposals for this area for the draft Local Plan stage.

Continuing existing policy areas

Existing policy areas proposed to be carried forward for:

S/RRP/E/7: Imperial War Museum, Duxford

The policy will provide a continued context for future development proposals at the Imperial War Museum, Duxford.

We propose to continue the policy approach in the South Cambridgeshire Local Plan 2018, which identifies the Imperial War Museum site at Duxford Airfield as a special case as a museum which is a major tourist / visitor attraction, educational and commercial facility. Proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum.

S/RRP/H/4: Papworth Everard West Central

The policy will provide a context for the redevelopment / re-use of buildings and land within the centre of Papworth Everard.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 which seeks to deliver the continued reinvigoration of the village centre and the provision of a mix of uses.

S/RRP/E/6: Papworth Hospital

The policy will provide a context for the redevelopment / re-use of the former Papworth Hospital site.

If still needed when the new plan reaches later stages, we propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 that applies a sequential approach to finding replacement uses for the site beginning with healthcare, and then more general employment uses, with residential limited to conversions of character buildings where it would be the most appropriate use.

S/RRP/H/5: Fen Drayton Former Land Settlement Association Estate

This policy will provide a context for the redevelopment / re-use of land and buildings within the former LSA estate at Fen Drayton.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018. This allowed for the replacement of existing building floorspace with residential development of very high environmental standards.

S/RRP/E/8: Mixed Use Development in Histon and Impington Station Area

The policy will provide the context for the further redevelopment in the area around the former station.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 which seeks to deliver the redevelopment of land around the former station and the provision of a mix of uses.

Reasons for the proposed policy direction

East of bypass, Longstanton

This area is the last remaining area from the original Home Farm development that secured the delivery of the Longstanton Bypass. The proposed policy direction is intended to support the aims of Longstanton Parish Council for new open space, community facilities, and additional affordable housing.

Imperial War Museum, Duxford

The Imperial War Museum site at Duxford Airfield is a major tourist / visitor attraction, educational and commercial facility. It is of national significance, and requires a clear policy approach recognising both the sensitivity of the site but also the importance of allowing it to evolve.

Papworth Everard West Central

The area contains a number of buildings that have reached the end of their structural life, or that are not currently in use. Rather than piecemeal development, there is an opportunity for considerable environmental improvement, and benefit to the functioning of the village, if a coordinated approach is taken to its development. It is important to ensure that a mix of uses is achieved on this significant site, and that it does not become purely residential led.

Papworth Hospital

Papworth Hospital has relocated to a new building on the Cambridge Biomedical Campus at Addenbrooke's, and therefore the former hospital site in Papworth Everard is now vacant.

The hospital provided over 1,000 jobs in the village and therefore the loss of employment from the hospital site will have had a significant impact on the economy of the village, and the ability of people to find work locally. A healthcare use would achieve the continuance of the mutually beneficial relationship between hospital and village. Other employment uses on the hospital site would at least maintain a balance between homes and jobs in the village, but would not provide the current jobs profile, make best use of the existing resources, or reflect the history and character of the village.

Fen Drayton Former Land Settlement Association Estate

The Land Settlement Association (LSA) was created in the 1930s to carry out an experimental scheme for the provision of smallholdings for unemployed persons, with financial assistance from the Government. The legacy of the experiment is a network of smallholdings with dwellings along the road frontages, a collection of glasshouses and outbuildings in varying states of repair, and large areas of unused land.

As set out in the climate change theme, building standards across the whole area are now catching up, so new proposals will not be so ground-breaking. However, it is considered that a policy is still needed to provide a context for this area.

Mixed Use Development in Histon and Impington Station Area

The Council received a proposal from Histon and Impington Parish Council during the preparation of the adopted Local Plan that sought to proactively design a special area in Histon and Impington around the former station, which is now a stop on the Guided Busway. This would encourage sensitive redevelopment of this area and stimulate commercial activity and encourage local employment. This approach was supported in the Histon and Impington Neighbourhood Plan.

Some proposals have come forward for sites within the area, but other sites are still going through the planning application process or have not yet come forward

Alternative approaches, and reasons why they were rejected

- East of bypass, Longstanton: No policy, and rely on normal policies elsewhere in the plan - This alternative is not the preferred approach as it would not support holistic development of this area.
- Imperial War Museum, Duxford: No policy, and rely on normal policies elsewhere in the plan – This alternative is not the preferred approach as the museum is of national importance, and needs an appropriate policy framework to enable its continued evolution.
- Papworth Everard West Central: Not include a policy - This alternative is not the preferred approach as there is a risk that without a policy that all proposals brought forward for the reuse or redevelopment of vacant buildings or land within the centre of the village will be for residential uses. It is important that the centre of the village includes a mix of uses including community and employment uses.
- Papworth Hospital
    - Having no policy – This alternative is not the preferred approach, as due to the scale of the now redundant site, a policy context is required.
    - Allocate hospital area for residential development – This alternative is not the preferred approach due to the desire to maintain employment levels in the village with the loss of the hospital.

    - Allocate hospital area for employment without the preference for healthcare uses – This alternative is not the preferred approach due to the opportunities provided by the current site, and local workforce.
- Fen Drayton Former Land Settlement Association Estate: No Policy – This alternative is not the preferred approach as this would mean the area was addressed by normal countryside policies.
- Mixed Use Development in Histon and Impington Station Area: Not include a policy - This alternative is not the preferred approach as development of this area is still underway, and the approach is supported in the neighbourhood plan.

Further Work and Next Steps

We will consider the need for these policies and any revisions to the identified areas for the draft plan.

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Appendix 1: Overarching development strategy – supporting information

Appendix 1A: COVID-19 Review

The purpose of this review is to briefly summarise the available information on the economic impacts of COVID-19.

The medium to longer term impacts of COVID-19 remain uncertain. It is impossible at this stage of the pandemic to accurately predict its impact on growth, jobs and demand for employment floorspace in Greater Cambridge until 2041.

Given these uncertainties, further, more detailed, analysis work considering the impacts of employment and housing floorspace needs will take place prior to Draft Plan stage.

COVID-19 National economic Impacts

The March 2021 Economic and Fiscal Outlook from the Office of Budget Responsibility (OBR) provides the following tables which show the national sectoral impacts of the COVID-19 Pandemic.

Table 2.4: Short-term sectoral growth

Sector	Per cent Change in GDP relative to January 2020 April 2020	November 2020	January 2021	June 2021	Weight in whole economy
Accommodation and food services	-90	-64	-71	-20	2.9
Other services	-47	-35	-45	-22	3.7
Construction	-43	-1	-6	-4	6.4
Transportation	-37	-15	-23	-18	4.0
Wholesale and retail	-36	-4	-10	-2	10.4
Administrative and support	-35	-19	-19	-19	5.3
Education	-35	-7	-19	-6	5.7
Manufacturing	-30	-3	-4	-5	10.1
Human health	-26	-2	-8	2	7.5
Agriculture	-17	-11	-11	-11	0.6
Professional, scientific and technical	-17	-5	-5	-5	7.7
Information and communication	-10	-6	-8	-6	6.6
Energy, water and mining	-9	-7	-7	-4	3.8
Finance and insurance	-5	-3	-3	-2	6.8
Real estate	-2	-2	-2	-2	13.5
Public admin and defence	1	2	2	2	4.9
Total	-24	-8	-11	-6	100

Table 2.4 presents the change in GDP relative to January 2020 by sector. It shows the ongoing impacts of the pandemic and associated restrictions on the Accommodation and food services, Other Services (for example, health clubs and

hairdressers), Transportation and Administrative and support sectors, although there has been some recent recovery as the economy has begun to open up. The Professional, scientific and technical and Information and communication, key sectors that drive growth in Greater Cambridge, have been negatively impacted but not to the same degree as more customer facing industries. Education, a major employer in Cambridge, was significantly impacted to begin with, but GDP is now returning towards pre-COVID-19 levels.

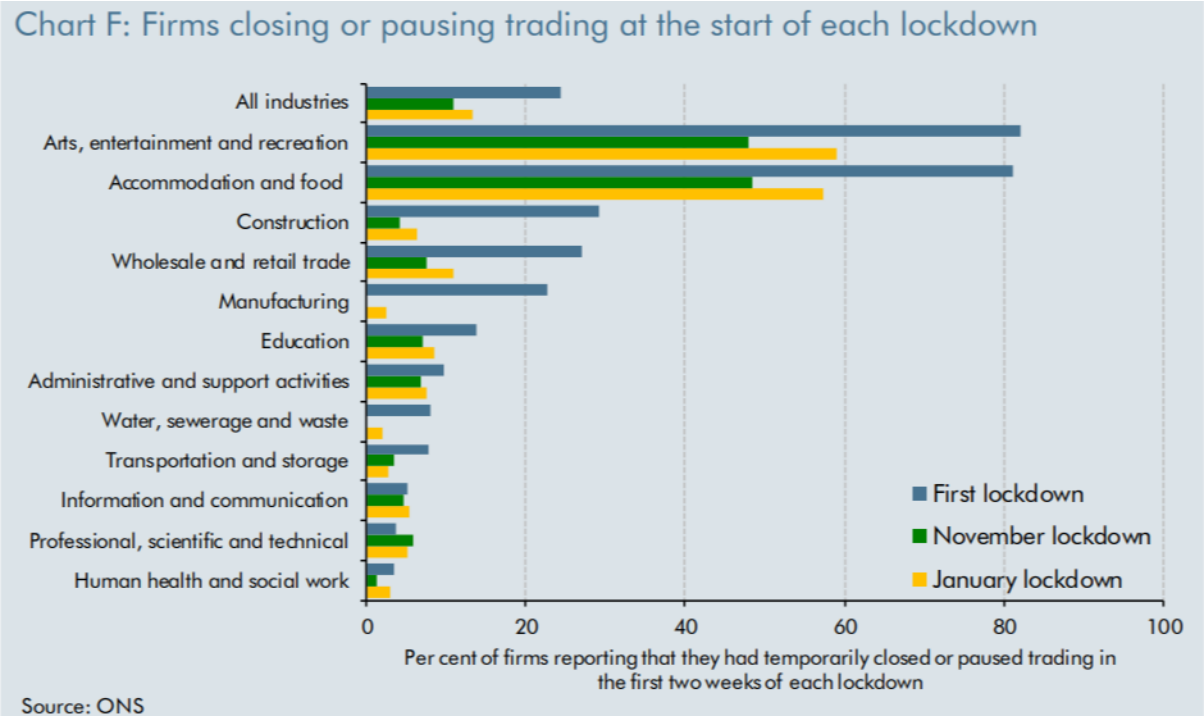


Chart F shows the impacts of each of the three lockdowns on sectors including the Arts entertainment and recreation sector which along with accommodation and food was most impacted by each lockdown.

Overall in March 2021 the OBR expected the UK economy to “return to pre-pandemic levels sometime in 2022, with unemployment to peak in late 2021. That said, this faster bounce back in economic activity is not expected to translate into a complete economic recovery. The national economy is still expected to be 3% smaller in 2025 than it would have been without the pandemic”. (Metro-dynamics, Assessing the Impact of Covid 19 in Cambridgeshire & Peterborough, July 2021)

Local economic impacts

Cambridgeshire Insights monitor and analyse a range of data on behalf of the Greater Cambridge Partnership (GCP) to understand the ongoing impact of COVID-19. Key points from the most recent analysis are summarised below:

Cambridge city centre footfall (Cambridge BID data is provided through GCP)

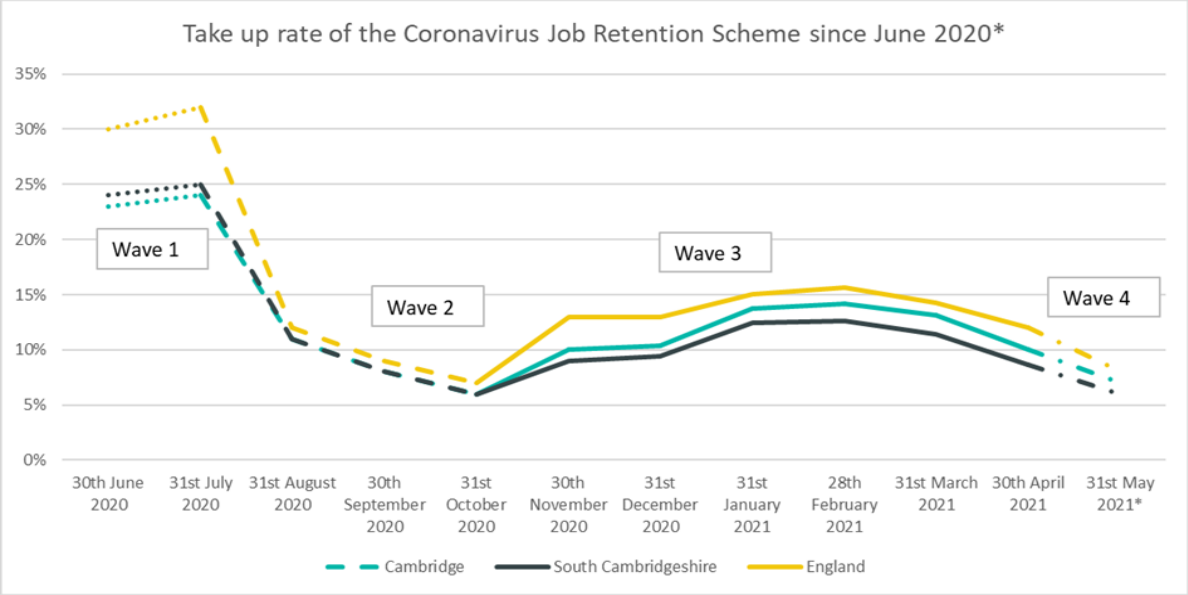
- Comparing average daily footfall in June 2021 overall to May 2021 overall shows a 15% increase.
- Overall retail footfall was down by -12% when comparing June 2021 overall to a pre-COVID-19 period.
- Data from the Centre for Cities on city centre footfall and spend in June 2021 indicates that whilst footfall at weekends is not far from pre-COVID-19 levels, during weekdays the drop in footfall remains significant although it is starting to recover.

Claimant count

- June 2021 data showed a decrease from May 2021 in claimant counts across Greater Cambridge, with larger decreases of -9.7% in Cambridge, -8.7% in South Cambridgeshire, compared with -5.6% across England overall. This is the largest decrease in claimant counts across the area overall since the start of the pandemic.
- The -19% decrease in claimants aged 16-24 has narrowed the gap in claimant counts by age group which was observed between March 2020-April 2021.
- In South Cambridgeshire, a higher proportion (5.1%) of 18-24 year olds are currently claiming, compared to the working age population (2.6%). This is still below the national percentage for 18-24 year olds (7.7%).
- The top 10 wards with the highest claimant rates in June 2021 are all in Cambridge City (except for Melbourn which is 10th highest), with Kings Hedges having the highest claimant rate (7.5%) across Greater Cambridge.
- The lowest claimant rates across Greater Cambridge are in the Newnham, Castle and Market wards, all of which have a claimant rate of around 1% (June 2021).

Coronavirus Job Retention Scheme

- Greater Cambridge has had a lower take up rate of the Coronavirus Job Retention Scheme across all four waves compared to regionally and nationally.



- Across the Greater Cambridge area overall, the sector with highest proportion of employments furloughed (27%) is the Accommodation and Food services sector. This compares to 25% of employments furloughed nationally.
- The Education sector accounts for a higher proportion of all employments furloughed locally than it does nationally. Across the Greater Cambridge area overall, 16% of employments furloughed were in this sector. This compares to 3% nationally.

Self Employed Income Support Scheme

- Greater Cambridge has had lower take up rates of the Self Employed Income Support Scheme in all four waves compared to regionally and nationally. For example, in the most recent wave, take up in Cambridge was 53%, in South Cambridge it was 49%, 56% in the East of England and 58% nationally.

Job Vacancies (data provided through Burning Glass by the Cambridgeshire and Peterborough Combined Authority (CPCA))

- In October 2020, total job vacancy postings were 2% higher than October 2019 and for the second quarter of this monitoring year (July-September) postings were -17% lower than the same period last year.
- Job postings were down by 8% in the last three months compared to the same period last year.
- Nationally, all employment sectors have an increased number of vacancies when compared to April 2020, indicating a strong overall recovery. However,

In Greater Cambridge, “Financial and Insurance Activities”, “Manufacturing” and “Real Estate Activities” have not recovered in line with national rates.

- Increased vacancies in October 2020 has resulted in some employment sectors having more vacancies than the same time last year, notably “Administrative and Support Service Activities” and “Construction”.
- All sectors except for “Financial & Insurance Activities” and “Manufacturing” have increased vacancies in the Greater Cambridge area since April 2020.

Local business impacts

The Greater Cambridge Employment Update, June 2021, produced by the Centre for Business Research at the University of Cambridge covers accounting year ends between 6th April 2020 and 31st December 2020. It is based on a sample of companies covering 72.0% of corporate employment in Greater Cambridge. This period captures the impact of the first COVID-19 lockdown in England.

“Overall, the results emphasise the strong performance of the Greater Cambridge corporate economy despite the unfolding of the Covid-19 pandemic. The impact of the first lockdown in England on Greater Cambridge-based businesses was mitigated by the resilience of KI [Knowledge Intensive] companies, particularly those operating in the Life Science and ICT sectors. In turn, non-KI companies exhibited modest employment growth but would have suffered falls in employment without the support of the furlough scheme”

Some specific findings on business growth (quoting directly from the CBR report):

- The reduction in the rate of growth of employment over the last two years has occurred in both KI and non-KI sectors in both Cambridge and South Cambridgeshire, but the growth of KI sectors has remained notably stronger than that of non-KI sectors (8.8% in Cambridge and 6.0% in South Cambridgeshire).
- Sectors like Life Sciences are involved in supporting the fight against the virus and future outbreaks. Information technology and telecoms have benefited as a consequence of the increase in remote communications, gaming and internet security, which have more than offset the reduction of demand in other areas. Logistics companies have been in high demand as the pattern of consumer spending has changed.
- ‘Life science and healthcare’ (+10.6%), ‘Information technology and telecoms’ (+10.0%) and ‘Wholesale and retail distribution’ (+5.8%) have been the fastest growing sectors during 2019-2021.

- Many service sectors have suffered reduced demand from their customers as a result of the impact of COVID-19 on their businesses. A relatively large decline in employment has occurred in 'Property and finance' (-1.5%) and 'Other services' – e.g. hotels, pubs and restaurants (-0.8%).

- The sectors with the largest fall in employment growth relative to 2018-19 are 'Knowledge intensive services', 'Other services' and 'Property and finance'. Employment growth in Greater Cambridge has also slowed down in 'High-tech manufacturing', reaching -1.2% in 2019-20 compared with 1.0% in 2018-19.

- 'Life science and healthcare', 'Wholesale and retail distribution' and 'Manufacturing' (i.e. low- and med-low-tech manufacturing) are the only sectors to have seen employment growth accelerating in 2019-20 despite the unfolding of the pandemic at the end of this period.

Sub-regional impacts

The key headlines from the Metro-dynamics report to the Cambridgeshire and Peterborough Combined Authority Business Board, Assessing the Impact of Covid 19 in Cambridgeshire & Peterborough, in July 2021 were as follows:

- Vaccination is helping recovery, but structural impacts will remain
- Economic impact varies across the area
- Gradual recovery in hospitality and leisure, with labour shortages
- Wider trading environment improving, but with rapid adjustments needed
- Unemployment has increased and the impact has exacerbated existing inequality

The impacts of COVID-19 on ways of working

The longer-term impact of COVID-19 on work patterns in the UK remains to be seen, however evidence suggests that there has been a significant shift in working from home during the pandemic and it anticipated that this will continue to some degree.

ONS Business and individual attitudes towards the future of homeworking, UK (April to May 2021) analysis captures the outcomes of a number of ONS surveys including the Annual Population Survey, the Business Insights and Conditions Survey and the Opinions and Lifestyle Survey. It reports that on average 37% of people in employment did some work at home in 2020 an increase from 27% in 2019.

The Business Insights and Conditions Survey identified large differences between industries, with the majority of the workforce in businesses in Information and Communication; and Professional, Scientific and Technical activities industries remote working from 5 to 18 April 2021 (81% and 71%).

The Survey also asked whether businesses see homeworking continuing. Of businesses that had not permanently stopped trading, 24% stated that they intended to use increased homeworking going forward, with 28% unsure. The Information and Communication industry recorded the highest proportion (49%) followed by the Professional, Scientific and Technical activities industry (43%).

An online survey of 5,000 UK working adults which focuses on four age brackets – 20-29, 30-39, 40-49 and 50-64 by LSE's Centre for Economic Performance during January and February 2021 found that 52% of respondents were currently working from home. When the survey asked: "After COVID, in 2022 and later, how often would you like to have paid workdays at home?" the response was relatively evenly spread with around 20% of respondees in each of the following categories: wanting with work at home all of the time: in work all of the time, 2 days a week at home and three days a week at home.

Findings in summary

- Two years of lost growth are predicted nationally with the economy returning to pre-pandemic levels sometime in 2022.
- Certain sectors of the Greater Cambridge economy have been significantly impacted by the COVID-19 pandemic whilst others have been less affected.
- Greater Cambridge is in a strong position for the future given its sectoral mix.
- It remains unclear how ways of working changes will impact on floorspace requirements (employment and housing) at this point.

Appendix 1B: Evidence base assessments of the medium + growth level

Introduction

For the strategic spatial options in November 2020 evidence base consultants assessed three consistent housing and jobs growth levels: minimum, medium and maximum. The working assumption preferred option housing growth level is a medium+, which applies a consume own smoke commuting ratio to the medium homes level to result in a figure 2,400 homes higher than the original medium figure.

We considered the conclusions from evidence bases and Sustainability Appraisal in relation to the strategic spatial options from November 2020, to confirm whether considering the medium+ growth level could reasonably have been anticipated to have resulted in different conclusions for the assessments of the spatial options. If the answer to this question is 'yes' we need to consider whether we already have sufficient information to understand what that different conclusion might be. Having completed our own assessment below we sought confirmation of our view from the relevant evidence base consultants, who confirmed our conclusions.

Analysis

We note that the difference between the medium housing growth level tested for strategic options (42,000 or 46,200 including a 10% buffer) and the medium+ housing growth level (consume own smoke) (44,400 or 48,840 including a 10% buffer) being taken forward for First Proposals is 2,400 (or 2,640 including the buffer), which forms around 6% of the total number of homes we are planning for. This compares with the maximum option of 56,900 (or 62,600 including a 10% buffer) homes. The preferred medium+ level is around 20% of the difference between the two. As such, in principle we think it unlikely that this scale and absolute difference would make a significant material difference in performance between the different options when tested at a strategic level.

Key questions in relation to evidence published supporting the strategic spatial options:

To confirm whether the consideration of a medium+ growth option in relation to the strategic spatial options would have resulted in materially different comparative conclusions relating to the options, we considered the following questions for each of the evidence bases which completed an assessment of the strategic spatial options:

a. Are there specific differences between conclusions for medium and maximum (ie not just an unquantified increase in the same impact)?
b. If yes, does this specific conclusion vary by spatial option?

c. If yes to a or b, do we have sufficient information to make a conclusion about the impact of medium+, are we in the process of getting this, or is there a case that we should do substantive additional work to inform a comparative assessment of options?

Are there specific differences between conclusions for medium and maximum (ie not just an unquantified increase in the same impact)?

Evidence theme/evidence base	**Specific differences between med and max?**	**Comment**
Climate Change: Water	Yes	Impact of medium+ currently being explored to inform First Proposals See table below
Climate Change: Zero Carbon	Yes	Impact of medium+ currently being explored to inform First Proposals. See table below
Green spaces and biodiversity: Green Infrastructure	No	Qualitative assessment – conclusions suggest unquantified increase in the same impacts in relation to the difference between medium and maximum
Green spaces and biodiversity: Habitats	No	No reference made to growth levels, only spatial scenarios. The provision of a medium+ growth level would not result in a different conclusion to the spatial options in relation to the HRA
Wellbeing: equalities	No	No differentiation in conclusion between growth levels tested.
Great Places: landscape and townscape	No	Qualitative assessment – conclusions suggest unquantified increase in impacts in relation to the difference between medium and maximum.

		Unlikely that the scale and absolute difference in housing growth levels would make a significant material difference between the different options in landscape and townscape terms when tested at a strategic level.
Jobs: Employment Land Review	Not relevant	This evidence base tests the jobs growth options which are not affected by the medium+ housing figure – these remain unchanged from the strategic spatial options work
Homes: Housing Delivery Study	Yes	Interim Findings concluded that annual housing requirement higher than the medium option may be achievable, but that maximum option is unlikely to be deliverable. Final Housing Delivery Study has confirmed that the medium+ growth level option is deliverable in relation to housing delivery. This performs similarly to the previously assessed 'medium' requirement but slightly better in that it better-matches housing supply against jobs. See table below
Infrastructure: Transport Evidence	Yes	Impact of medium+ currently being explored to inform First Proposals. See table below
Infrastructure: Infrastructure	Yes	Specific infrastructure needs identified related to each growth level. Conclusions do include statements suggesting that max growth might be challenging to achieve with respect to open space, and it's not clear if this would apply to medium+. Refers to water supply and wastewater so tied to the conclusions from IWMS.

		Impact of medium+ currently being explored to inform First Proposals. See table below
Infrastructure: Viability	Not substantively	Testing relates primarily to location and scale of growth on individual sites, rather than the overall amount of growth in the area. The same typologies and locations that were previously tested are equally applicable to the medium and medium+ growth level.
Sustainability Appraisal	Dependent on evidence in above assessments	SA consultants confirmed that the medium+ housing number in itself would not affect the SA.

If yes, does this specific conclusion vary by spatial option?

Evidence base	**Vary by spatial option?**	**Comment**
Net Zero	No	We don't think there is additional insight to be gained by re-running the other spatial scenarios using the medium+ growth scenario, as this will simply increase each by a relative proportion.
Water	No	Water resources constraints are considered more dependent on the quantum rather than the location of the development. Wastewater challenges exist in Cambourne area, but conclusions don't vary between growth levels.
Homes: Housing Delivery Study	Yes – in small way, but not impacting on headline conclusions	Most conclusions relate to locations per se, and separately to the deliverability of achieving the maximum growth level. Considerations of whether 5 year land supply can be delivered varies

		depending on growth level and spatial option.
Transport Evidence	No	Report just identifies that different growth levels result in lower/higher of the same impacts. Consultants confirmed that rerunning the evidence testing of the Strategic Spatial Options against a new medium+ housing figure would not result in materially different outcomes to the November 2020 conclusions regarding the relative performance of the spatial options.
Infrastructure	Yes – in small way, but not impacting on headline conclusions	Calculations of infrastructure requirements mostly vary in relation to growth levels and not spatial options, but in a small number of instances (open space) they vary by spatial option. Consultants confirmed that rerunning the evidence testing of the strategic spatial options against a new medium+ housing figure would not result in materially different outcomes to the to November 2020 conclusions regarding the relative performance of the spatial options.
Sustainability Appraisal	Dependent on above assessments	

Conclusions

On the basis of the above:

- A number of the evidence bases made specific conclusions differentiating between medium and maximum growth levels such that their conclusions need revisiting to understand the impact of medium+. This work has been completed to inform the First Proposals strategy.
- Of these evidence bases, the differences in findings between medium and maximum growth levels do not materially affect their headline conclusions in

relation to the different spatial options, such that this would affect the overall conclusions about the performance of any one spatial option at a particular growth level option.

In conclusion, we and our evidence base consultants do not consider that rerunning the evidence testing the strategic spatial options against a new medium+ housing figure would result in materially different conclusions that would have impacted the selection of a preferred strategy option.

Appendix 1C: Consideration of National Planning Policy Framework Small Sites Requirement

Introduction

Paragraph 69 of the National Planning Policy Framework (NPPF, July 2021) sets out that local planning authorities should identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare, unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved.

What does it mean for Greater Cambridge?

Based on the preferred option housing requirement, if the Councils were to identify land to accommodate at least 10% of this requirement on sites no larger than one hectare, this would mean the Councils would need to identify land for at least 4,433 homes (or 4,440 homes when rounded).

Housing requirement	Per annum (dwellings)	2020-2041 (dwellings)	10% of housing requirement (dwellings)
central – 1:1 commuting (consume your own smoke)	2,111	44,331 (rounded to 44,400)	4,433 (rounded to 4,440)

The housing supply anticipated to deliver the preferred option housing requirement includes existing housing commitments (adopted allocations and sites with planning permission), existing commitments for communal accommodation for students and older people (adopted allocations and sites with planning permission, converted to dwelling equivalents as set out in Appendix 2B), proposed new allocations, and a windfall allowance. All of these elements of housing supply include sites no larger than one hectare.

Each of these sources of supply has therefore been considered to understand how many dwellings are anticipated on sites no larger than one hectare.

How much of the existing housing supply from adopted allocations and sites with planning permission is on small sites?

Existing housing commitments

Each of the sites included in the Greater Cambridge Housing Trajectory (April 2021) has been considered to see which sites are no larger than one hectare. For the strategic sites and adopted allocations where development is being brought forward in parcels, the overall size of the strategic site or adopted allocation has been considered rather than the size of individual parcels.

The review of existing adopted allocations (see Appendix 2A) has resulted in some changes to the boundary and / or dwellings anticipated on a limited number of adopted allocations. The revised site sizes and dwelling numbers for these allocations have been used when considering the number of dwellings anticipated on sites no larger than one hectare.

The following adopted allocations and sites with planning permission for housing are anticipated to deliver dwellings in 2020-2041 and are on sites no larger than one hectare:

Site address	**Site area (hectares)**	**Anticipated Completions 2020-2041 (dwellings, net)**	**Comments**
Police Station, Parkside	0.48	50	
Henry Giles House, Chesterton Road	0.77, revised to 0.63	48, revised to 40	The review of existing adopted allocations (see Appendix 2A) has resulted in an amendment to the boundary of this allocation and a decreased capacity, resulting in 8 less dwellings being anticipated by 2041.
295 Histon Road	0.71	26	

Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk	0.86	14, revised to 35	The review of existing adopted allocations (see Appendix 2A) has resulted in a reassessment of the deliverability and/or developability of this allocation. A further 21 dwellings are anticipated by 2041.
82-88 Hills Road and 57-63 Bateman Street	0.50	20	
Land off Sandy Lane and land off Elizabeth Way	0.85	33	
Hayling House, Fen Road	0.42	14	
34-36 Madingley Road	0.33	16	
1 Whichcote House, Springfield Road and land rear of Whichcote House, Milton Road	0.14	3	
23 and 25 Hills Road	0.04	10	
Cambridge Carpets, 213 Mill Road	0.18	14	
St Regis House and 108 Chesterton Road	0.25	14	
Land at 300-314 Coldham's Lane	0.31	14	
141 Ditton Walk	0.35	14	
National Institute of Agricultural Botany, Huntingdon Road	0.97	68	
291 Hills Road	0.23	14	
9-10A Ventress Close	0.28	15	
Land between 21 and 29 Barton Road (including 27	0.71	9	

Barton Road and Croft Gardens)			
74-82 Akeman Street	0.22	14	
66-80B Colville Road	0.76	43	
Essex House, 71 Regent Street	0.02	15	
63 New Street	0.03	9	
18 Chesterton Road	0.05	8	
283 Queen Ediths Way	0.12	10	
31 Barton Road	0.06	9	
67-97A Campkin Road	0.90	43	
Land off Clerk Maxwell Road	0.89	35	
212-214 Newmarket Road	0.06	13	
Buchan Street Neighbourhood Centre	0.46	28	
509 Coldham's Lane	0.34	33	
Cambridge - Small Sites (9 dwellings or less) already Under Construction at 31 March 2020	various	130	All 1.0 hectares or less
Cambridge - Small Sites (9 dwellings or less) Not Under Construction at 31 March 2020	various	183	All 1.0 hectares or less, except for C/01864/16 which does not result in any additional dwellings
Cambridge - Small Sites (9 dwellings or less) Permitted Between 1 April - 31 December 2020	various	98	All 1.0 hectares or less
Land rear of 131 The Causeway, Bassingbourn-cum-Kneesworth	0.95	20	

Rear of 7-37 Station Road, Foxton	0.83	22	
Land off Bartlow Road, Castle Camps	0.55	10	
Land adjacent Longstanton Road, Over	0.94	26	
65 Pettitts Lane, Dry Drayton	0.31	10	
Land off Fen End, Over	0.96	20	
Land between 66-68 Common Lane, Sawston	0.55	10	
Land south of Fen Drayton Road, Swavesey	0.90	91	
Land north of Linton Road, Great Abington	0.97	15	
Rear of 46-56 The Moor, Melbourn	0.83	23	
39 Pepys Way, Girton	0.30	9	
Land south and west of High Street, Cambourne	0.43	54	
Land at the corner of Capper Road and Cody Road, Waterbeach	0.31	16	
Former GoCold Building, Station Yard, High Street, Meldreth	0.55	22	
26 South End, Bassingbourn	0.87	9	
20 Cambridge Road, Linton	0.12	14	
16-22 High Street and 1-4 Michael’s Close, Girton	0.34	9	
Land off Potton End, Eltisley	0.52	12	

South Cambridgeshire - Small Sites (9 dwellings or less) already Under Construction at 31 March 2020	various	194, revised to 191	All 1.0 hectares or less, except for two developments: S/04477/17 which results in one additional dwelling and S/0255/13, S/1847/16, S/2459/19 and S/2678/19 which together result in two additional dwellings. Excluded these developments, therefore excluded 3 dwellings.
South Cambridgeshire - Small Sites (9 dwellings or less) Not Under Construction at 31 March 2020	various	306	All 1.0 hectares or less, except for eight developments that would result in 21 additional dwellings: S/03261/18 (no additional dwellings), S/02294/16 (8 additional dwellings), S/03188/19 (1 additional dwelling), S/01433/16 (8 additional dwellings), S/01463/19 (no additional dwellings), S/01692/14 (1 additional dwelling), S/02175/19 (no additional dwellings), and S/01514/19 (3 additional dwellings). However, 35 dwellings already discounted to take account of expected non-delivery, which could include some or all of these dwellings.
South Cambridgeshire - Small Sites (9 dwellings or less) Permitted Between 1 April - 31 December 2020	various	108	All 1.0 hectares or less, except for S/1458/19/FL that would result in the loss of a dwelling. However, 13 dwellings already discounted to take

			account of expected non-delivery.
Total	**-**	**2,067, revised to 2,077**	**-**

Existing commitments for communal accommodation for students or older people

Each of the adopted allocations and sites with planning permission for communal accommodation for students or older people that are anticipated to contribute towards delivery the preferred option housing requirement (see Appendix 2B) have been considered to see which sites are no larger than one hectare.

The following adopted allocations and sites with planning permission for communal accommodation are anticipated to deliver dwellings in 2020-2041 and are on sites no larger than one hectare:

Site address	**Site area (hectares)**	**Anticipated Completions 2020-2041 (dwellings equivalent, net)**
90-92 Regent Street, Cambridge	0.03	9
John Banks Honda, 444 Newmarket Road, Cambridge	0.26	61
St Regis House and 108 Chesterton Road, Cambridge	0.25	45
6-18 King Street, Cambridge	0.31	25
Cambridge Union Society, 9a Bridge Street, Cambridge	0.27	13
Land between 21 and 29 Barton Road (including 27 Barton Road and Croft Gardens), Cambridge	0.71	24
St Chads, 48 Grange Road, Cambridge	0.54	9
New South Court, Emmanuel College, St Andrews Street, Cambridge	0.50	20

Lucy Cavendish College, Lady Margaret Road, Cambridge	0.91	24
Hinton Grange Nursing Home, Bullen Close, Cambridge	0.37	37
Land at Fulbourn Social Club, Capital Park, Fulbourn	0.83	40
2 Station Road, Great Shelford	0.52	35
TOTAL	**-**	**342**

How much of the housing supply from the proposed allocations is on small sites?

Each of the sites included as proposed new allocations have been considered to see which sites are no larger than one hectare. The following proposed new allocations are anticipated to deliver dwellings in 2020-2041 and are on sites no larger than one hectare:

Site address	**Site area (hectares)**	**Anticipated Completions 2020-2041 (dwellings, net)**
Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge	0.09	12
Total	**-**	**12**

How much of the housing supply from the windfall allowance is likely to be on small sites?

The Greater Cambridge Housing Trajectory (April 2021) includes a windfall allowance of up to 130 dwellings a year for Cambridge and up to 220 dwellings a year for South Cambridgeshire based on what has historically been delivered. The Housing Delivery Study for Greater Cambridge (AECOM, 2021) has reconsidered the Councils' evidence of historic completions on windfall sites alongside changes in national planning policy, and has recommended that the Councils can increase their windfall allowance. The study sets out that the Councils current windfall allowance of 350 dwellings a year (that consists of 130 dwellings a year in Cambridge and 220 dwellings a year in South Cambridgeshire) is an under estimate, and instead

recommends that 425-450 dwellings a year is an appropriate estimate (185-195 dwellings a year for Cambridge and 240-255 dwellings a year for South Cambridgeshire).

Following the same principles as applied to the windfall allowance in the Greater Cambridge housing trajectory, and using the lower estimate for each area, 5,345 dwellings are anticipated from the windfall allowance in 2020-2041. This is an additional 1,125 dwellings to what was anticipated in the Greater Cambridge housing trajectory (April 2021).

Analysis of the historic windfalls has been undertaken to estimate how many of the anticipated dwellings from this source of supply are likely to be on sites no larger than one hectare. The windfall allowance is anticipated to deliver the following amounts of dwellings in 2020-2041 on sites no larger than one hectare:

Site address	**Anticipated Completions 2020-2041 (dwellings, net)**	**Comments**
Cambridge – windfall allowance as included in the housing trajectory	1,950	The Greater Cambridge Housing Trajectory (April 2021) anticipates that 1,950 dwellings will be delivered in Cambridge between 2020-2041 from the windfall allowance. The methodology for calculating the windfall allowance of up to 130 dwellings a year excluded sites of 0.5 ha or more, and therefore all of this windfall allowance is anticipated to be delivered on sites no larger than one hectare.
South Cambridgeshire – windfall allowance as included in the housing trajectory	2,270, revised to 1,135	The Greater Cambridge Housing Trajectory (April 2021) anticipates that 2,270 dwellings will be delivered in South Cambridgeshire between 2020-2041 from the windfall allowance. The methodology for calculating the windfall allowance of up to 220 dwellings a year considered all sizes of sites, and therefore some of the dwellings anticipated from this source of supply will be on sites larger than one hectare. A re-analysis of the data estimates that historically half of the dwellings are on sites no larger than one hectare. Half of this windfall allowance is

		therefore anticipated to be delivered on sites no larger than one hectare.
Cambridge – additional windfall allowance	not known	The reconsideration of the windfall allowance through the Housing Delivery Study has resulted in an additional 55 dwellings a year anticipated in Cambridge from the windfall allowance, resulting in an additional 825 dwellings anticipated in 2020-2041. This reconsideration has included additional years of historic data, all sizes of sites and developments within gardens. It may be that some of this additional windfall allowance will be on sites no larger than one hectare, but additional complex analysis would be required to calculate an exact amount. For the purposes of demonstrating delivery of the small sites requirement, the Councils have assumed that none of these additional dwellings will be on sites no larger than one hectare.
South Cambridgeshire – additional windfall allowance	not known	The reconsideration of the windfall allowance through the Housing Delivery Study has resulted in an additional 20 dwellings a year anticipated in South Cambridgeshire from the windfall allowance, resulting in an additional 300 dwellings anticipated in 2020-2041. This reconsideration has included additional years of historic data, all sizes of sites and developments within gardens. It may be that some of this additional windfall allowance will be on sites no larger than one hectare, but additional complex analysis would be required to calculate an exact amount. For the purposes of demonstrating delivery of the small sites requirement, the Councils have assumed that none of these additional dwellings will be on sites no larger than one hectare.
TOTAL	**3,085**	**-**

Conclusion

Considering all the sources of housing supply anticipated to contribute towards delivering the preferred option housing requirement results in the following supply of dwellings anticipated on sites of no larger than one hectare:

Source of supply	Total dwellings anticipated 2020-2041	Dwellings anticipated on sites no larger than one hectare 2020-2041
Existing commitments (planning permissions and adopted allocations), excluding windfall allowance	31,265	2,064
Review of adopted allocations	161	13
Dwelling equivalent from communal accommodation (use class C2) allocated or with planning permission	427	342
New sites	11,596	12
Windfall allowance	5,345	3,085
Total	**48,794**	**5,516**

This shows that together the sites of no larger than one hectare within our existing commitments, proposed new sites, and windfall allowance are anticipated to deliver dwellings in excess of 10% of our housing requirement. Of these, 2,431 homes are on specific identified sites, comprising 54.8% of the 4,440 homes we are seeking to identify.

The windfall allowance refers to an anticipated level of housing delivery from sites that are not yet known about, but which we expect will continue to be delivered based on historical completions and our continuation of policies within the Local Plan for windfall sites within Cambridge and our towns and villages. The windfall allowance is expected from our evidence to deliver 5,345 homes, which will be on a mix of sizes of sites, but will typically include a significant element of small sites. As detailed above, based on the proportion of the windfall allowance that has previously

been delivered on small sites, we have estimated that 3,085 of the 5,345 homes from the windfall allowance will be on small sites. There is anticipated to be a good prospect that the 4,440 homes on small sites will be met in full when small sites within the windfall allowance are taken into account.

The aim of this aspect of national policy is understood to be to ensure that there will be a good mix in the size of sites coming forward in an area to help support housing delivery. In this context, even if the full 10% of the housing requirement was not provided on small sites, the alternative approach of allocating specific sites to demonstrate that we could meet this target in full on specific identified sites, would need us to identify large numbers of small sites in the rural area. This would compromise our development strategy, by directing a significant portion of growth to less sustainable locations, impacting on our response to the challenges of net zero carbon and Climate Act obligations. It would also likely result collectively in requiring large amounts of land to be released from the Green Belt as the majority of the larger and better served villages are located within the Green Belt. As such, it is considered that there is a good prospect of the objectives of this aspect of national policy being met and even if not, there is a strong case for not doing so in the context of Greater Cambridge.

Appendix 1D: Greater Cambridge Local Plan Green Belt considerations review

Introduction

This Green Belt Considerations Review informs consideration of sites proposed to the Greater Cambridge Local Plan process which are currently located within Cambridge Green Belt. Allocating them for development within the Plan would require justification of exceptional circumstances as set out in national policy.

The Review includes two sections:

- Exceptional circumstances review: Greater Cambridge-wide exploration
- Report of national planning policy steps followed to support a conclusion of exceptional circumstances

Policy context

National policy

National Planning Policy Framework paragraphs 140-142 set out the following principles for land in the Green Belt:

- Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified (140)
- Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph, and whether the strategy:
    a. makes as much use as possible of suitable brownfield sites and underutilised land;
    b. optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and
    c. has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground. (141)
- When drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account (142)
- Consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards

towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary (142)

- Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport (142)

Exceptional circumstances test taking approach from Calverton Parish Council v Greater Nottingham Council

There is no definition of the national policy concept of "exceptional circumstances". The expression is broad and not susceptible to dictionary definition. As such, determination of exceptional circumstances is a matter of planning judgement.

In his High Court judgement regarding the case of Calverton Parish Council v Greater Nottingham Councils [2015], the Hon. Mr Justice Jay set out a number of matters that should be identified and dealt with in order to ascertain whether ‘exceptional circumstances’ exist to justify releasing land from the Green Belt:

> (i)The acuteness/intensity of the objectively assessed need (matters of degree may be important);
>
> (ii) The inherent constraints on supply/availability of land prima facie suitable for sustainable development;
>
> (iii) (on the facts of this case) the consequent difficulties in achieving sustainable development without impinging on the Green Belt;
>
> (iv) The nature and extent of the harm to this Green Belt (or those parts of it which would be lost if the boundaries were reviewed): and
>
> (v) The extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent.

Drawing on the above, this review uses the Calverton tests as a framework for considering exceptional circumstances in the context of the Local Plan. Further to this, NPPF 141 establishes a series of additional steps to follow, which in themselves don’t affect the exceptional circumstances test

Exceptional circumstances review

Introduction

This part of the review considers:

- Firstly, the in-principle argument for exceptional circumstances at a Greater Cambridge-wide level, drawing on the Calverton tests

- Secondly, site-specific arguments for exceptional circumstances proposed on the edge of Cambridge

Calverton tests at a Greater Cambridge-wide level

(i)The acuteness/intensity of the objectively assessed need (matters of degree may be important);

For homes, the objectively assessed need of 2,111 homes per year (considering Greater Cambridge as one area), or 44,400 homes (rounded) over a 20 year period, is in excess of the current adopted annual target of 1,675 homes per year. It represents a 47% increase on the average level of annual completions over the period 2002/03-2018/19 of 1,439 homes as calculated in the Housing Delivery Study for Greater Cambridge: Interim Findings (AECOM, 2020). AECOM note that between 2002/03 and 2018/19 there has been a general increase in actual annual completions, with more in the latter years as additional supply materialises into delivery on the ground, after a fall in the middle years following the recession in 2008/09.

In relation to the Strategic Spatial Options, AECOM concluded in their commentary on these options in November 2020 that the medium growth level option was deliverable, but that the maximum growth level option was highly likely to be undeliverable. However, the commentary set out that an annual housing requirement that is higher than the medium option may be achievable, but at that stage they were unable to advise on what level of growth may be deliverable ahead of them undertaking more detailed testing and engagement with the development industry.

The final Housing Delivery Study (AECOM, 2021) has confirmed that the medium+ growth level option is deliverable in relation to housing delivery. The Study concludes that the medium+ growth level option performs similarly to the previously assessed ‘medium’ requirement but slightly better in that it better-matches housing supply against jobs. The Study highlights that through the engagement with the development industry carried out as part of undertaking the study, no concerns were raised about the ability to deliver against this requirement.

The Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021) estimates the need for social and affordable rent homes in each local authority area and collectively across the housing market area, by considering local house prices and rents, income levels and affordability, need from homeless, overcrowded, concealed or new households, and existing supply and relets. The study states that based on the identified affordable housing need for social/affordable rent homes in 2020-2040 across the housing market area, the level of need equates to around 44% of the overall need calculated using the standard methodology. The study clarifies that this is a crude comparison, but recommends that this suggests the local authorities should continue to seek as much affordable

housing delivery as viability allows. The identified need for affordable homeownership across the housing market area equates to another around 6% of the overall housing need.

The Housing Needs of Specific Groups – Addendum for Greater Cambridge (GL Hearn, 2021) sets out the net need for both social/affordable rent homes and affordable homeownership for each of the different growth level scenarios. It states that for Greater Cambridge based on the identified affordable housing need for social/affordable rent homes in 2020-2041, the level of need equates to around 53% of the overall need for the preferred housing requirement (described as medium 1:1 commuting). The identified need for affordable homeownership in Greater Cambridge equates to another around 26% of the overall housing need.

Taking into account existing supply, the number of new homes needing to be found through new allocations is 11,640. In comparison, the adopted Cambridge Local Plan and South Cambridgeshire Local Plan 2018 found new sites for 8,316 homes of all kinds.

Taking the above aspects of housing need together, it is considered that the overall objectively assessed need for homes is moderately acute. The need for affordable housing is very acute.

For jobs, the significant supply of employment land means that in quantitative terms there is not a very substantial need for additional land to be found in the new Plan. With respect to jobs therefore it is not considered that the objectively assessed need is acute.

(ii) The inherent constraints on supply/availability of land prima facie suitable for sustainable development;

The inherent constraints on supply/availability of land within Greater Cambridge which is prima facie suitable for sustainable development is very low. 688 sites were submitted to the Call for Sites, comprising over 16,500 hectares of land. Drawing on the findings of the Housing and Economic Land Availability Assessment (2021), over 150 sites comprising over 3,000 hectares of land were considered to be potential reasonable alternatives for consideration as allocations and for sustainability appraisal.

We consider that a development strategy focused on the sites outside the Green Belt located on public transport corridors, in particular around Cambourne, is likely to provide an appropriate and sustainable alternative to locating development on the edge of Cambridge within the Green Belt. Evidence base and sustainability appraisal assessments of the performance of the strategic spatial options identified in November 2020, and of the newly identified preferred option blended spatial strategy and alternative blended strategy including Edge of Cambridge: Green Belt provide a comparison of the sustainability performance of a strategy focused on Edge of

Cambridge: Green Belt sites against alternatives (see Appendix 1G Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement). The findings of these studies suggest that in carbon and transport terms, the preferred option development strategy performs well in comparison to other options. See the main body of the Strategy Topic Paper for more details.

(iii) (on the facts of this case) the consequent difficulties in achieving sustainable development without impinging on the Green Belt;

Drawing on the above, while the acuteness of housing need is moderate, the inherent constraints on the supply of land within Greater Cambridge is very low, and as such it is considered that in relation to meeting objectively assessed needs for jobs and homes, sustainable development is likely to be achieved in principle without impinging on the Green Belt.

(iv) The nature and extent of the harm to this Green Belt (or those parts of it which would be lost if the boundaries were reviewed)

Further to the above the Greater Cambridge Green Belt Assessment (2021) has shown that any release of Green Belt would result in harm. The study splits the Green Belt into parcels and provides an assessment of the contribution of each parcel to the Cambridge Green Belt purposes and the degree of harm if it was to be released for development.

(v) The extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent

This is a site-specific test, not applicable to consideration of exceptional circumstances at a Greater Cambridge level.

Conclusion

Drawing on the above, it is considered that objectively assessed needs for homes and jobs are unlikely to justify exceptional circumstances to release land on the edge of Cambridge in the Green Belt for development, on the basis of the Calverton tests, subject to the findings of Appendix 1G: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement. As such we have considered site specific arguments for exceptional circumstances proposed on the edge of Cambridge.

Consideration of site-specific arguments for exceptional circumstances

23 sites were submitted to the Call for Sites on the edge of Cambridge within the Green Belt. We completed a review of the arguments made by site promoters in

relation to exceptional circumstances. Our conclusions following this review are as follows:

- 14 sites did not seek to justify exceptional circumstances – given our conclusions to the previous section of this review we discounted these sites
- 4 sites sought to justify exceptional circumstances on the basis of high jobs and housing need and the sustainability benefits of locating development on the edge of Cambridge – given our conclusions to the previous section of this review we do not agree with this argument.
- 5 sites provided bespoke arguments for exceptional circumstances:
    - Land at Cambridge Airport, Newmarket Road, Cambridge (Cambridge East) – the site-specific argument for exceptional circumstances is explored further in Part 2: Approach to site allocations supporting the preferred spatial strategy
    - Land south of Addenbrooke's Road and east of M11, Cambridge South (Cambridge Biomedical Campus expansion) – the site-specific argument for exceptional circumstances is explored further in Part 2: Approach to site allocations supporting the preferred spatial strategy
    - Land north of A14 and south of Milton Road, Impington (Cambridge Science Park extension) – the site-specific argument for exceptional circumstances is explored further at Appendix 2D: Review of arguments made by promoters of employment sites
    - Land at Fen Road, Cambridge (proposal for residential boat moorings and for housing, citing the need for housing to enable delivery of the moorings) – we do not accept the need for housing in this location
    - Land to the east of Ditton Lane, Fen Ditton (specialist accommodation for older people, citing the unmet defined need for Specialist Accommodation in Fen Ditton) – we do not accept that this argument justifies the exceptional circumstances required to release land from the Green Belt. Older people's accommodation needs are unlikely to be more acute in Fen Ditton than in other villages, and there are available alternative locations for such housing within Greater Cambridge outside of the Green Belt.

Beyond sites submitted to the Local Plan process in the Green Belt on the edge of Cambridge, other sites were submitted within or on the outer edge of the Green Belt. The most significant of these is Babraham Research Campus, for which the individual case for exceptional circumstances is explored in this Topic Paper at S/BRC Babraham Research Campus.

Other smaller sites within or on the outer edge of the Green Belt are referred to in the following locations within this Topic Paper:

- S/RSC: Village Allocations in the Rural Southern Cluster

- S/RRA: Allocations in rest of the rural area
- Appendix 2C: Review of sites to inform identification of new allocations

Report of national planning policy steps followed to support a conclusion of exceptional circumstances

Introduction

This section reports on activity by the Councils relating to the steps set out in the National Planning Policy Framework paragraph 141 that need to be followed before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries. These steps include considering whether the strategy:

- makes as much use as possible of suitable brownfield sites and underutilised land;
- optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and
- has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground. (141)

This section considers each aspect in turn in relation to the Preferred Option development strategy, in order to help support justification for removing land from the Green Belt.

Analysis

Does the strategy make as much use as possible of suitable brownfield sites and underutilised land?

Yes. The strategy seeks to maximise development within Cambridge urban area and on the edge of Cambridge on brownfield land, including at North East Cambridge and Cambridge East in particular, as well as encouraging redevelopment of Cambridge urban area locations via Opportunity Areas, where there is less certainty of delivery. It also carries forward allocations for new settlements on brownfield land at Northstowe, land north of Waterbeach and at Bourn Airfield, which will make a significant contribution to housing supply during the new plan period and indeed beyond.

Does the strategy optimise the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport?

Yes. Throughout the strategy, allocations seek to optimise the density of development, in particular in urban locations and others well served by public transport. Examples of such locations where we are proposing higher densities include at North East Cambridge and North West Cambridge.

Has the strategy been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground?

Yes. In our early discussions of Duty to Cooperate with our neighbouring authorities we raised the NPPF requirement to discuss this issue if we were to explore Green Belt release. Further to this, as set out in our draft Statement of Common Ground, in June 2021 we sent letters to our neighbouring authorities to ask them whether there were any opportunities in their area that could accommodate any of the housing need identified in Greater Cambridge, and if so where those were. No authorities have replied affirmatively to this question. See the Greater Cambridge Local Plan First Proposals Statement of Compliance for more details.

Conclusion

We consider that we have addressed the steps in National Planning Policy Framework paragraph 141 which need to be followed before concluding whether exceptional circumstances exist to justify changes to Green Belt boundaries.

Appendix 1E: Review of Reasonable Blended Alternative Strategies

Introduction

The Councils' working assumption preferred option is a blended strategy including a number of broad supply locations. To ensure that we test the preferred option against reasonable alternatives, we have completed an assessment of the preferred option blended strategy, against:

- the strategic spatial options tested last year
- other reasonable alternative blended strategies

Some of the spatial options tested last year were blended strategies and others not. This Review of Reasonable Blended Alternative Strategies reviews the strategic spatial options tested in November 2020 to see whether these included a range of reasonable alternative blended strategies, noting that we don't need to test every possible reasonable alternative.

Analysis

Overview

The following table considers the strategic spatial options tested, which, although they had a focus on a particular spatial location, in most cases also included other sources of supply in order to provide the overall level required level of growth. It identifies whether each option can be regarded as including a reasonable blend of sources and whether there could be an as yet untested reasonable blended option focusing on this source of supply, to help inform whether we have so far tested a reasonable range of alternative spatial options for a blended spatial strategy.

Notes to table

- Definitions: We think it's reasonable to define a blended strategy as being:
    - at least 1,000 homes, and
    - at three different sources of supply (which must include village growth).
- Cells in the table below show the answer to the question of whether the distribution of development meets the above definition of a blend for each growth level option tested within the strategic spatial options stage. Each cell includes the following format:

- Yes / No conclusion to answer the question and in brackets (main source/s of supply relevant to that option + additional sources of supply to provide additional capacity to meet the relevant growth level).
- For example “No (CAMBRIDGE URBAN AREA, NEC + CE)” in the Densification row and medium growth level column means that for the Densification strategic spatial option, the medium growth level distribution of growth did not meet the definition of a mixed strategy as above, and that it included development in the main sources of supply in Cambridge Urban Area and North East Cambridge, with additional supply coming from Cambridge East – so no village growth.

Review of strategic spatial options considering whether they tested a reasonable range of alternative spatial strategies to the Preferred Option blended spatial strategy

Spatial Option	In the minimum growth level option, does the distribution of development meet definition of a blend?	In the medium growth level option, does the distribution of development meet definition of a blend?	In the maximum growth level option, does the distribution of development meet definition of a blend?	Did strategic options includes a reasonable alternative blend?	If no, could there be an as yet untested reasonable blend option focusing on this source of supply?
Preferred Option		Yes (CAMBRIDGE URBAN AREA, NEC + CAMBRIDGE EAST, Cambourne, villages)		N/A	N/A

Spatial Option	In the minimum growth level option, does the distribution of development meet definition of a blend?	In the medium growth level option, does the distribution of development meet definition of a blend?	In the maximum growth level option, does the distribution of development meet definition of a blend?	Did strategic options includes a reasonable alternative blend?	If no, could there be an as yet untested reasonable blend option focusing on this source of supply?
Strategic spatial option 1: Densification	No (CAMBRIDGE URBAN AREA, NEC)	No (CAMBRIDGE URBAN AREA, NEC + CAMBRIDGE EAST)	No (CAMBRIDGE URBAN AREA, NEC + CAMBRIDGE EAST)	No	No. The Preferred Option maximises development at this source of supply. Identifying a blended strategy focused on densification would not be materially different to the Preferred Option.
Strategic spatial option 2: Edge non-Green Belt	No (CAMBRIDGE EAST + NEC)	Yes – (includes CAMBRIDGE EAST + NEC, new settlements, villages) closest to preferred option	No (CAMBRIDGE EAST + NEC, new settlements)	Yes – note the blend in this Strategic Option is very close to the Preferred Option.	

Spatial Option	In the minimum growth level option, does the distribution of development meet definition of a blend?	In the medium growth level option, does the distribution of development meet definition of a blend?	In the maximum growth level option, does the distribution of development meet definition of a blend?	Did strategic options includes a reasonable alternative blend?	If no, could there be an as yet untested reasonable blend option focusing on this source of supply?
Strategic spatial option 3: Edge Green Belt	No (all in Green Belt)	No (all in Green Belt)	No (all in Green Belt)	No	Yes.
Strategic spatial option 4: New settlements	No (new settlements)	No (new settlements)	No (new settlements)	Yes - Edge Non-Green Belt medium growth included 2 new settlements, so impacts are already assessed.	
Strategic spatial option 5: Villages	No (just villages)	No (just villages)	No (just villages)	Yes - Southern cluster and Western corridor included villages as a significant component of blended strategy, so impacts are already assessed.	Note, assessments of this strategic option show it to be unsustainable to place the main focus of growth in this broad location. This alternative is rejected as not being a reasonable alternative.

Spatial Option	In the minimum growth level option, does the distribution of development meet definition of a blend?	In the medium growth level option, does the distribution of development meet definition of a blend?	In the maximum growth level option, does the distribution of development meet definition of a blend?	Did strategic options includes a reasonable alternative blend?	If no, could there be an as yet untested reasonable blend option focusing on this source of supply?
Strategic spatial option 6: Public Transport Corridors	Yes (new settlements, villages + NEC)	Yes (new settlements, villages + NEC)	Yes (new settlements, villages + NEC)	Yes - note that the Preferred Option including NEC/CAMBRIDGE EAST/Cambourne and sustainable villages could be said to be PT corridor focus.	
Strategic spatial option 7: Southern cluster	No (new settlements, villages)	No (new settlement, villages)	Yes (new settlements, villages + NEC, CAMBRIDGE EAST)	Yes	
Strategic spatial option 8: Western corridor	No (new settlements, villages)	Yes (new settlements, villages + NEC)	Yes (new settlements, villages + NEC, CAMBRIDGE EAST)	Yes	

Conclusion

It is considered that the only case for testing a further blended strategy alternative in a comparable way to the other strategic options would be a blended strategy including Edge of Cambridge: Green Belt locations.

See also Appendix:

- 1F: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement, to see the summary assessment of these ‘new’ options

Appendix 1F: Greater Cambridge Local Plan Strategic Spatial Options for Testing – Methodology – Supplement, August 2021

Introduction

This note forms a supplement to the Greater Cambridge Local Plan Strategic Spatial Options for Testing – Methodology, November 2020. It sets out two strategic (non-site specific) spatial options to be tested through the Greater Cambridge Local Plan process (in addition to the eight previously identified options tested in autumn 2020), and the methodology used to identify them. The two options have been tested in terms of transport, climate change and other impacts, and have been subject to sustainability appraisal, to inform the selection of a preferred option for the Local Plan.

Identifying the reasonable alternatives

Growth level options

As set out in section 1A of the Greater Cambridge Local Plan: Strategy Topic Paper, following consideration of the November 2020 strategic spatial options evidence bases and Sustainability Appraisal, Greater Cambridge Shared Planning have determined that the medium level of homes associated with the central employment scenario represents the objectively assessed need for homes in Greater Cambridge. Having determined this, the previously assessed alternative growth options of minimum and maximum are no longer considered to represent reasonable alternatives.

Further to the above, the Greater Cambridge Local Plan Preferred Option growth level is the medium homes level, including a 1:1 commuting ratio for housing growth generated by additional jobs above those supported by the Standard Method, consistent with the councils' aims of limiting longer distance commuting and thereby limiting carbon emissions (described as medium+). As noted in Appendix 1B, our evidence base consultants did not assess the medium+ level of growth for the Strategic Spatial options, but we and our evidence base consultants do not consider that rerunning the evidence testing the strategic spatial options against a new medium+ housing figure would result in materially different results to the November 2020 conclusions.

Drawing on the above, this note identifies strategic spatial options relating to the medium+ growth level only, and does not include development figures for the previous alternative growth levels in relation to these new spatial options.

Strategic spatial options

Drawing on the assessments of the strategic spatial options tested in November 2020, we have identified a preferred option blended spatial strategy. In addition, Appendix 1E: Review of Reasonable Blended Alternative Strategies identifies that the only case for testing a further blended strategy alternative in a comparable way to the previously identified strategic options would be a blended strategy including Edge of Cambridge: Green Belt locations. As such, the new strategic spatial options for testing are:

- 9: Preferred option growth level: preferred option spatial strategy
- 10: Preferred option growth level: Blended Strategy including Edge of Cambridge: Green Belt

Description of strategic spatial options and options numbers for testing

9: Preferred option growth level: preferred option spatial strategy

Outline description

The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and around Cambourne.

Detailed description

Broad areas to include:

Cambridge urban area

- North East Cambridge (delivery by 2041 assumption)
- North West Cambridge (densification of existing planned built up area)
- Small sites within Cambridge urban area - limited amount of development relating to actual capacity

Edge of Cambridge non-Green Belt

- Cambridge Airport (initial phase post 2030, outside Green Belt, delivery by 2041 assumption)

Western Cluster (focus on transport node)

- Expanded Cambourne (delivery by 2041 assumption)

Southern Cluster (integrating jobs and homes)

- Southern cluster villages - limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access

Dispersal to villages

- Rest of rural area villages - limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access

10: Preferred option growth level: Blended Strategy including Edge of Cambridge: Green Belt

Outline description

The blended strategy alternative is a blended strategy to meet a variety of needs, focusing growth at a range of locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and non-site specific Green Belt locations. (N.B. The Edge of Cambridge: Green Belt blended strategy alternative is identical to the working assumption preferred option strategy except for the inclusion of development at Edge of Cambridge: Green Belt in place of development around Cambourne.)

Detailed description

Broad areas to include:

Cambridge urban area

- North East Cambridge (delivery by 2041 assumption)
- North West Cambridge (densification of existing planned built up area)
- Small sites within Cambridge urban area - limited amount of development relating to actual capacity

Edge of Cambridge non-Green Belt

- Cambridge Airport (initial phase post 2030, outside Green Belt, delivery by 2041 assumption)

Edge of Cambridge Green Belt

- Edge of Cambridge - Green Belt (equivalent to one or more non-site specific Green Belt location/s)

Western Cluster (focus on transport node)

- Expanded Cambourne (delivery by 2041 assumption)

Southern Cluster (integrating jobs and homes)

- Southern cluster villages - limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access

Dispersal to villages

- Rest of rural area villages - limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access

Strategic spatial options numbers for testing

Note that the numbers shown below were identified for strategic testing and therefore do not match exactly the detailed preferred option numbers.

9: Preferred option growth level: preferred options spatial strategy

-	Homes 2020-2041	Homes Post 2041	Homes Full build out	Jobs 2020-41	Jobs Post 2041	Jobs Full build out
Requirement	**-**	**-**	**-**	**-**	**-**	**-**
Objectively assessed need (rounded)	44,400	N/A	N/A	58,500	N/A	N/A
Rough 10% buffer	4,440	N/A	N/A	N/A	N/A	N/A
Total including 10% buffer	**48,840**	**-**	**-**	**-**	**-**	**-**
CURRENT HOUSING SUPPLY	-	-	-	**-**	-	-
Current supply - Housing Trajectory (1 April 2021)	35,500	11,200	-	-	-	-
Current supply - updates to Housing Trajectory	1,300	-	-	-	-	-
Additional homes to be identified	**12,000**	**-**	**-**	**-**	**-**	**-**
ADDITIONAL SOURCES OF SUPPLY	-	-	-	**-**	-	-
Increased delivery rates at existing major sites delivering beyond 2041	-	-	-	**-**	-	-

Northstowe (faster delivery rates)	750	N/A	750	N/A	N/A	N/A
Waterbeach New Town (faster delivery rates)	750	N/A	750	N/A	N/A	N/A
Densification of Cambridge	-	-	-	**-**	-	-
North East Cambridge	3,900	4,450	8,350	1,300	13,700	15,000
North West Cambridge	1,000	-	1,500	-	-	-
Other smaller urban sites / small sites requirement	200	-	200	-	-	-
Edge of Cambridge non-Green Belt	-	-	-	**-**	-	-
Cambridge Airport (safeguarded land)	2,900	4,100	7,000	100	8,900	9,000
Edge of Cambridge Green Belt	-	-	-	**-**	-	-
Cambridge Biomedical Campus	N/A	N/A	N/A	N/A	8,300	8,300
Western Cluster (focus on transport node)	-	-	-	**-**	-	-
Extension to Cambourne (East West Rail)	2,000	8,000	10,000	300	9,700	10,000
Southern Cluster (integrating jobs and homes)	-	-	-	**-**	-	-
Distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access	Approx .600	N/A	Approx .600	N/A	N/A	N/A
Dispersal to villages	-	-	-	**-**	-	-
Distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access	Approx . 900	N/A	Approx . 900	N/A	N/A	N/A
Rural employment locations	-	-	-	**-**	-	-
Babraham	N/A	N/A	N/A	300	300	600

B2/B8 on A14 corridor (in vicinity of Swavesey junction)	N/A	N/A	N/A	300	500	800
Total additional sources of supply	**12,900**	**16,600**	**28,550**	**2,300**	**41,400**	**43,700**
Total including current and additional sources of supply	**49,700**	**-**	**65,350**	**-**	**-**	**-**
Surplus	900	N/A	N/A	N/A	N/A	N/A

10: Preferred option growth level: Blended Strategy including Edge of Cambridge: Green Belt

-	**Homes 2020-2041**	**Homes Post 2041**	**Homes - Full build out**	**Jobs 2020-41**	**Jobs Post 2041**	**Jobs - Full build out**
Requirement	**-**	**-**	**-**	**-**	**-**	**-**
Objectively assessed need (rounded)	44,400	N/A	N/A	58,500	N/A	N/A
Rough 10% buffer	4,440	N/A	N/A	N/A	N/A	N/A
Total including 10% buffer	48,840	-	-	-	-	-
CURRENT HOUSING SUPPLY	**-**	**-**	**-**	**-**	**-**	**-**
Current supply - Housing Trajectory (1 April 2021)	35,500	11,200	-	-	-	-
Current supply - updates to Housing Trajectory	1,300	-	-	-	-	-
Additional homes to be identified	**12,000**	**-**	**-**	**-**	**-**	**-**
ADDITIONAL SOURCES OF SUPPLY	**-**	**-**	**-**	**-**	**-**	**-**
Increased delivery rates at existing major sites delivering beyond 2041	**-**	**-**	**-**	**-**	**-**	**-**
Northstowe (faster delivery rates)	750	N/A	750	N/A	N/A	N/A
Waterbeach New Town (faster delivery rates)	750	N/A	750	N/A	N/A	N/A
Densification of Cambridge	**-**	**-**	**-**	**-**	**-**	**-**
North East Cambridge	3,900	4,450	8,350	1,300	13,700	15,000

North West Cambridge	1,000	-	1,500	-	-	-
Other smaller urban sites / small sites requirement	200	-	200	-	-	-
Edge of Cambridge non-Green Belt	**-**	**-**	**-**	**-**	**-**	**-**
Cambridge Airport (safeguarded land)	2,900	4,100	7,000	100	8,900	9,000
Edge of Cambridge Green Belt	**-**	**-**	**-**	**-**	**-**	**-**
Edge of Cambridge Green Belt - non site specific	2,000	-	2,000	300	-	300
Cambridge Biomedical Campus	N/A	N/A	N/A	-	8,300	8,300
Western Cluster (focus on transport node)	**-**	**-**	**-**	**-**	**-**	**-**
Extension to Cambourne (East West Rail)	-	-	-	-	-	-
Southern Cluster (integrating jobs and homes)	**-**	**-**	**-**	**-**	**-**	**-**
Distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access	Approx .600	N/A	Approx .600	N/A	N/A	N/A
Dispersal to villages	**-**	**-**	**-**	**-**	**-**	**-**
Distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access	Approx .900	N/A	Approx .900	N/A	N/A	N/A
Rural employment locations	**-**	**-**	**-**	**-**	**-**	**-**
Babraham	N/A	N/A	N/A	300	300	600
B2/B8 on A14 corridor (in vicinity of Swavesey junction)	N/A	N/A	N/A	300	500	800
Total additional sources of supply	**12,900**	**8,600**	**22,050**	**2,300**	**31,700**	**36,700**
Total including current and additional sources of supply	**49,700**	**-**	**59,350**	**-**	**-**	**-**
Surplus	900	N/A	N/A	N/A	N/A	N/A

Compiling the strategic spatial options

Part 1A: Overarching Development Strategy sets out how the Preferred Option development strategy was selected. The high-level distribution set out in the tables above was determined for testing by evidence base consultants before the full detailed Preferred Option strategy was identified, such that the figures in the table do not exactly match those included in the detailed spatial strategy.

The Blended Strategy including Edge of Cambridge: Green Belt was identified using the Preferred Option strategy as the starting point, then including development at Edge of Cambridge: Green Belt in place of development around Cambourne.

Appendix 1G: Greater Cambridge Local Plan Development Strategy Options – Summary Report Supplement

Introduction

This Development Strategy Options – Summary Report Supplement should be read in conjunction with the original Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020.

The Supplement summarises the Local Plan theme evidence base assessments and sustainability appraisal for two new strategic spatial options, additional to those tested in November 2020: Spatial Option 9: preferred option growth level: preferred option spatial strategy, and Spatial Option 10: Preferred option growth level: Blended Strategy including Edge of Cambridge: Green Belt. The individual evidence base assessment and Sustainability Assessment supplement reports are available on the Greater Cambridge Shared Planning website. The below summaries have been completed in a way that is intended to be comparable to the summaries of the previously assessed options, and should be read alongside them.

Since the consultation on the original spatial and growth options in the First Conversation in early 2020, the Greater Cambridge authorities have determined that the medium level of homes associated with the central employment scenario, including a 1:1 commuting ratio for housing growth generated by additional jobs above those supported by the Standard Method (known as 'medium+'), represents the objectively assessed need for homes in Greater Cambridge. Having determined this, the previously assessed alternative growth options of minimum and maximum are no longer considered to represent reasonable alternatives. Consequently, it is only necessary to consider the two additional options against the medium+ level of growth.

Evidence base assessments

Full evidence base assessments and Sustainability Appraisal have been completed for each of the two new options, except for the following evidence bases:

- Equalities and inclusivity - no new assessment of the options has been undertaken. The broad conclusions in the original Equalities Impact Assessment (November 2020) on the locations that comprise the blended options are relevant without needing to consider them again. See the Equalities Impact Assessment accompanying the First Proposals Plan for more details.
- Viability – The analysis in the November 2020 report on the locations that comprise the blended options can be applied directly to the new options. See

Option 9 - Preferred option blended strategy

This approach would focus new homes and jobs primarily within Cambridge at North East Cambridge, on the edge of Cambridge at Cambridge East, at an extension of Cambridge Biomedical Campus, and at an expanded Cambourne with some limited development in villages.

The **Sustainability Appraisal** finds that Option 9 has a range of positive and negative effects relating to the blend of locations included within it. Development at North East Cambridge and Cambridge East would result in development well located to access local services, facilities and jobs and would likely minimise the need to travel by car. These sites would also provide benefits as larger developments providing new services and facilities.

Development would be well-located for Cambourne's existing services and facilities whilst providing new and/or expanded facilities too. It is also in a less sensitive area in terms of environmental and historic assets. This option performs relatively poorly within the plan period, as it is unlikely that the full infrastructure to support development will be provided, but it performs well when fully built out. The introduction of a new railway station and the Cambourne to Cambridge Public Transport Scheme will greatly improve sustainable transport options at this location in the long term, which are likely to be attractive to residents. However, there is some uncertainty about when these will be delivered.

The small element of growth at villages included in this option would have some positive social and economic effects in particular via the provision of local housing and employment opportunities which thereby may support existing services, and limited negative environmental effects associated with dispersing development.

Option 9 - Preferred option blended strategy - Opportunities

For annual **carbon emissions** per home, Option 9 performs similarly to the mid-range of options previously tested, reflecting the fact that it includes a blend of sources of supply. Emissions per home are very slightly lower than for Option 10, based on the assumption that growth on public transport corridors (ie at Cambourne) will have marginally better transport connections and therefore lower related emissions than Green Belt suburbs.

This is the third most preferable spatial option with regard to **water**, drawing on the fact that it includes the larger developments of North East Cambridge, Cambridge Airport and Cambourne which would have good opportunities for blue-green infrastructure, flood risk reduction and high-quality resilient water recycling systems.

There are however opportunities to supply Cambourne with fresh water from outside the area easing likely short term local supply shortages.

The North-East Cambridge, Cambridge Airport and North-West Cambridge strategic locations provide significant opportunities for integrating a wide range of **green infrastructure** (GI) given the larger scale of development in a single location. There is opportunity to create a GI network across these sites in an innovative and coherent manner which maximises benefits. Other locations provide the opportunity to introduce GI connectivity across the A428 corridor. There is potential to further develop active transport connections linking GI assets.

With regard to the effects on **landscape**, development in the Western Cluster as an extension to Cambourne is likely to result in localised changes to the character of the Wooded Clayland landscape around Cambourne, which is considered to offer potential opportunities to accommodate growth.

An urban and edge of Cambridge focus would promote **equality and inclusivity** by providing more people with access to a range of sustainable modes of travel. It would be more inclusive to more people as Cambridge has the broadest range of services and facilities and is the focus for many jobs; including the potential to invest and spread benefits of growth in areas of Cambridge which includes some of the most deprived wards in Cambridgeshire.

Locations within and close to Cambridge would provide highly accessible **employment** opportunities to a significant labour pool in the city with short and sustainable modes of commuting. Cambridge North Station provides a highly accessible access node and public transport to other locations can be enhanced.

Employment located at transport nodes around Cambourne will broadly enable good labour market accessibility to employment locations and support economic growth.

East West Rail and the Greater Cambridge Cambourne to Cambridge Public Transport Scheme are likely to significantly improve accessibility, enhancing commutability. These strategic locations as a whole would provide a good range of employment use types.

For **housing**, proximity to employment and the ability to provide specialist housing because of existing facilities, services and amenities are seen as positives. Densification of Cambridge and also allocations at the villages will provide early delivery post adoption until new strategic sites begin to deliver. Option 9 would be able to demonstrate a five-year housing land supply at plan adoption, and could deliver sufficient small sites if the rural allocations are progressed across a number of sites.

Locating homes close to jobs gives the best chance to improve walking, cycling and public transport potential. A high level of active mode **travel** (walking and cycling)

and low car mode share is likely to be seen in this option, similar to that seen for Option 2. Given this, Option 9 is likely to limit the need for completely new **transport infrastructure** beyond that already planned, in comparison with those spatial options that have a much more dispersed approach.

As for the other options, Option 9 is likely to be **viable** for residential and employment uses.

Option 9 - Preferred option blended strategy – Challenges

Local **wastewater treatment capacity** constraints connected to growth at Cambourne are not easily overcome, although this is possible via transfers to Papworth Everard Water Recycling Works.

For **green infrastructure** (GI), there is a risk that further development within Cambridge urban area will place additional recreational pressure on existing sites, and opportunities to increase the permeability of the urban area will be needed so as not to exacerbate surface water flooding and the urban heat island effect. It is also important that where development is proposed it is designed to consider the current habitat networks within the site and avoid habitat fragmentation.

For the strategic development locations, development presents risks to the existing GI network; particularly relating to increased recreational pressure on nearby sites, and the potential for impacts on wetland assets to the east and north-east.

Development focused around Cambourne has the potential for impact/s on Eversden & Wimpole SAC and the numerous SSSI (primarily woodland in character) which must be considered cumulatively. There is also a risk of development (dwellings or supporting infrastructure) extending or exacerbating existing north-south severance.

With regard to **townscape**, densification of the Cambridge urban area is likely to include the potential for additional tall buildings, which could result in changes to historic townscape characteristics and on key views towards the City across the open landscapes of the Fen Edge Claylands and Cam River Valley.

For **landscape**, development at Cambridge Airport on the edge of Cambridge outside the Green Belt is likely to create a new urban edge that would be a prominent feature in the landscape due to the open character of the Fen Edge Chalklands landscape context for Cambridge Airport.

Development in the Southern Cluster is likely to result in localised changes to the character of the River Valley, Chalk Hills and Lowland Claylands landscape types within this part of Greater Cambridge, and may have an impact on key views experienced from the Gog Magog Chalk Hills. Dispersal of development to the villages is likely to result in localised changes to the townscape character and landscape setting of some of Greater Cambridge’s rural villages.

Heritage impacts relating to Option 9 are categorised as low / moderate. Appropriate design responses in terms of building heights and layout at the key sites at NEC, Airport and Cambourne will reduce risks. For other smaller dispersed sites, location and scale will be important matters. Overall, no significant risks are anticipated that cannot be addressed through mitigation.

Villages typically have fewer services and facilities and so residents are more likely to rely on car use which could negatively impact on **equalities and inclusivity**, particularly for younger and older people who are unable to drive or own a car.

Unless villages are located close to or on one of the radial routes into Cambridge the choice of travel options may be limited and/or costly. Unless jobs are also dispersed in the rural area, it would not redress the jobs/homes balance, impacting on working age people.

Spreading **employment** outside of the city to Cambourne will be contrary to prime office market preferences for the city centre and city fringe locations. However, secondary offices and lab development is likely to be successful around Cambourne with improved accessibility. Industrial and warehousing tend to have a greater reliance on strategic road access rather than public transport and would benefit from the A428 connection.

With regard to **housing**, there may be a risk to relying on delivery from North East Cambridge during the middle part of the plan period subject to progress in the process to relocate the Cambridge Waste Water Treatment Plant. The relocation of the works has secured government funding through the Housing Investment Fund and Anglian Water has started the process of preparing a Development Control Order for an alternative site. The level of confidence in the availability and deliverability of the site will be kept under review during the plan making process.

There may also be a risk to relying on housing delivery from Cambridge Airport during the middle of the plan period, notwithstanding that Marshall recently confirmed to the Councils its commitment to relocate and seeks to demonstrate the availability and deliverability of the site, whilst being keen to stress that no final decisions have yet been made. It advises that it has a signed option agreement at Cranfield Airport, Bedford and that there would be no commercial, planning, technical or regulatory impediment to a move to Cranfield and vacant possession is anticipated by 2030. Deliverability will be an important factor when considering if the site is taken forward and the position will be kept under review during the plan making process as appropriate.

If the phasing of East-West Rail and the new railway station at Cambourne is delayed, then this could delay housing completions from the Cambourne Expansion. Uncertainty over the location of the new station could also affect lead-in times. There is also a risk of potential competition between Cambourne, Bourn Airfield and the Cambourne Extension with all three under construction at the mid-latter part of the

plan period, however the committed Cambourne West site would be past its peak and starting to decline before peak delivery would be reached at a new Cambourne allocation.

For the growth allocated outside of the Cambridge urban area, transport infrastructure **improvements** are required to achieve sustainable links to jobs at Cambridge, which may include highway infrastructure to overcome potential pinch points along planned public transport corridors.

Existing capacity issues for **social and community infrastructure** will also require new provision early in the development of the growth areas. In the more rural areas, there will be critical mass issues for social, community, sports and leisure infrastructure that may well lead to longer travel distances to access facilities.

There are likely to be existing **utilities** that cross growth areas, particularly in the urban area, that will require diverting or protecting, and this may impact on the lead-in times for the development of these sites. There are likely to be existing **utilities** that cross growth areas, particularly in the urban area, that will require diverting or protecting, and this may impact on the lead-in times for the development of these sites. In time, the level of growth anticipated will exceed planned current water and power demands, and even though there are technical solutions, there are risks around timing and financing of these solutions.

Option 10 - Blended strategy alternative including Edge of Cambridge: Green Belt

This approach would focus new homes and jobs within Cambridge at North East Cambridge, on the edge of Cambridge at Cambridge East, at Green Belt locations on the edge of Cambridge, with some limited development in villages.

The **Sustainability Appraisal** finds that Option 10 has a range of positive and negative effects, relating to the blend of locations included within it. Development at North East Cambridge and Cambridge East would result in development well located to access local services, facilities and jobs and would likely minimise the need to travel by car. These sites would also provide benefits as larger developments providing new services and facilities.

Large urban extensions on the edge of Cambridge in the Green Belt are assumed to provide new services and facilities, as well as being well-located for services, facilities and jobs within Cambridge. There is a risk however that growth around the city could put pressure on amenities within the city, and has potential for adverse impacts on the landscape and historic environment by extending the urban influence of the city and affecting views into and out of the historic centre, thereby affecting the setting of the city.

The small element of growth at villages included in this option would have some positive social and economic effects in particular via the provision of local housing and employment opportunities which thereby may support existing services, and limited negative environmental effects associated with dispersing development.

Option 10 - Blended strategy alternative including Edge of Cambridge: Green Belt - Opportunities

For annual **carbon emissions** per home, Option 10 performs similar to the mid-range of options previously tested, reflecting the fact that it includes a blend of sources of supply. Emissions per home are very slightly higher than for Option 9, based on the assumption that Green Belt suburbs will have marginally worse transport connections and therefore higher related emissions than growth on public transport corridors (ie at Cambourne).

This is the fourth most preferable spatial option with regard to **water**, drawing on the fact that it includes the larger developments of North East Cambridge, Cambridge Airport and Cambourne which would have good opportunities for blue-green infrastructure, flood risk reduction and high-quality resilient water recycling systems.

As with Strategic Spatial Option 9, development at North-East Cambridge, Cambridge Airport and North-West Cambridge provide greater opportunities for integrating a wide range of **green infrastructure** (GI) given the larger scale of development in a single location. There is opportunity to create a GI network across these sites in an innovative and coherent manner which maximises benefits.

Additional supply in the Green Belt Fringe provides an opportunity for urban extensions to cater for GI deficits in neighbouring urban areas. There are also opportunities associated with the requirement of the NPPF for the release of Green Belt sites to positively enhance the remaining Green Belt.

An urban and edge of Cambridge focus would promote **equality and inclusivity** by providing more people with access to a range of sustainable modes of travel. It would be more inclusive to more people as Cambridge has the broadest range of services and facilities and is the focus for many jobs; including the potential to invest and spread benefits of growth in areas of Cambridge which includes some of the most deprived wards in Cambridgeshire.

Locations within and close to Cambridge would provide highly accessible **employment** opportunities to a significant labour pool in the city with short and sustainable modes of commuting. Cambridge North Station provides a highly accessible access node and public transport to other locations can be enhanced.

The development of a new employment offer in other edge of Cambridge Green Belt locations is likely to be successful over time given existing sector strengths, levels of

demand and forecast employment growth in Greater Cambridge, although there will be location-specific sensitivities depending on proximity to other economic activity.

These strategic locations as a whole would provide a good range of employment use types.

For **housing**, proximity to employment and the ability to provide specialist housing because of existing facilities, services and amenities are seen as positives. Densification of Cambridge and also allocations at the villages will provide early delivery post adoption until new strategic sites being to deliver. Option 10 would be able to demonstrate a five-year housing land supply at plan adoption, and could deliver sufficient small sites if the rural allocations are progressed across a number of sites.

Locating homes close to jobs gives the best chance to improve walking, cycling and public transport potential. A high level of active mode **travel** (walking and cycling) and low car mode share is likely to be see in this option, between that achieved by Options 1 and 2. Given this, Option 10 is likely to limit the need for completely new transport **infrastructure** beyond that already planned, in comparison with those spatial options that have a much more dispersed approach.

As for the other options, Option 10 is likely to be **viable** for residential and employment uses.

Option 10 - Blended strategy alternative including Edge of Cambridge: Green Belt - Challenges

There may be some constraints for development in the Green Belt for blended Option 10 because existing **fluvial and surface water flood risk** may make individual sites difficult to deliver, but this depends upon location.

For **green infrastructure** there is a risk that further development within Cambridge urban area will place additional recreational pressure on existing sites and opportunities to increase the permeability of the urban area will be needed so as not to exacerbate surface water flooding and the urban heat island effect. It is also important that development is designed to consider the current habitat networks within the site and avoid habitat fragmentation.

For the strategic development locations, development presents risks to the existing GI network; particularly relating to increased recreational pressure on nearby sites, and potential impacts on wetland assets to the east and north east.

There is some sensitivity within Green Belt corridors that protrude into urban areas where assets are at greatest risk of fragmentation or severance.

With regard to **townscape**, densification of the Cambridge Urban Area is likely to include the potential for additional tall buildings, which could result in changes to

historic townscape characteristics and on key views towards the City across the open landscapes of the Fen Edge Claylands and Cam River Valley.

For **landscape**, development at Cambridge Airport on the edge of Cambridge outside of the Green Belt is likely to create a new urban edge that would be a prominent feature in the landscape due to the open character of the Fen Edge Chalklands landscape context for Cambridge Airport.

Development in the Southern Cluster is likely to result in localised changes to the character of the River Valley, Chalk Hills and Lowland Claylands landscape types within this part of Greater Cambridge, and may have an impact on key views experienced from the Gog Magog Chalk Hills. Dispersal of development to the villages is likely to result in localised changes to the townscape character and landscape setting of some of Greater Cambridge's rural villages

Development within the Green Belt could result in landscape changes that would alter the setting of the City, particularly in relation to the historic core. Depending on the location of development, this could include impacts on the character of the Fens, Cam River Valley, Western Claylands, Lowland Claylands and Gog Magog Chalk Hills landscapes, and potentially on key views of the City such as from the Gog Magog Hills and Wimpole Ridge. It may also contribute to an increased sense of coalescence with some of the rural villages in close proximity to the City.

Heritage impacts relating to Option 10 are categorised as moderate. Appropriate design responses in terms of building heights and layout at the key sites at NEC and Airport will reduce risks for these sites. For other smaller dispersed sites, location and scale will be important matters to managing risk. Green Belt development has a higher risk of policy conflict. Given this, it is considered that there are significant risks that are unlikely to be addressed through mitigation.

Villages typically have fewer services and facilities and so residents are more likely to rely on car use which could negatively impact on **equalities and inclusivity**, particularly for younger and older people who are unable to drive or own a car.

Unless villages are located close to or on one of the radial routes into Cambridge the choice of travel options may be limited and/or costly. Unless jobs are also dispersed in the rural area, it would not redress the jobs/homes balance, impacting on working age people.

With regard to **housing**, there may be a risk to relying on delivery from North East Cambridge during the middle part of the plan period subject to progress in the process to relocate the Cambridge Waste Water Treatment Plant. The relocation of the works has secured government funding through the Housing Investment Fund and Anglian Water has started the process of preparing a Development Control Order for an alternative site. The level of confidence in the availability and deliverability of the site will be kept under review during the plan making process.

There may also be a risk to relying on housing delivery from Cambridge Airport during the middle of the plan period, notwithstanding that Marshall recently confirmed to the Councils its commitment to relocate and seeks to demonstrate the availability and deliverability of the site, whilst being keen to stress that no final decisions have yet been made. It advises that it has a signed option agreement at Cranfield Airport, Bedford and that there would be no commercial, planning, technical or regulatory impediment to a move to Cranfield and vacant possession is anticipated by 2030. Deliverability will be an important factor when considering if the site is taken forward and the position will be kept under review during the plan making process as appropriate.

Lead-in times are extended for the Edge of Cambridge site(s) compared to other options due to the requirement to release Green Belt land through an adopted plan before applications can be approved (i.e. applications cannot be “twin-tracked” during plan-making unless “very special circumstances” can be demonstrated). The lead-in times are dependent on the size and complexity of the sites allocated.

There is also potential for the Green Belt site allocations to compete with North East, North West Cambridge and Cambridge Airport and reduce delivery rates under this scenario as they would be delivering a similar product in a similar location concurrently at scale.

The additional homes on the edge of Cambridge in Option 10 would require support from either new or improved **transport infrastructure** connecting this growth to jobs and local amenities. Existing capacity issues for **social and community infrastructure** will also require new provision early in the development of the growth areas. In the more rural areas, there will be critical mass issues for social, community, sports and leisure infrastructure that may well lead to longer travel distances to access facilities.

There are likely to be existing **utilities** that cross growth areas, particularly in the urban area, that will require diverting or protecting, and this may impact on the lead-in times for the development of these sites. In time, the level of growth anticipated will exceed planned current water and power demands, and even though there are technical solutions, there are risks around timing and financing of these solutions.

Annex 1: Supplement to the Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020: Strategic Heritage Impact Assessment, May 2021

Introduction

In November 2020 the Greater Cambridge authorities consulted on eight different spatial options to inform the development strategy for the Greater Cambridge Local Plan. These were set out in the Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020.

The report included a summary of the findings from emerging evidence on different topics that has informed the ongoing development of the local plan strategy and policies. More specifically, the strategic spatial and growth options were tested against this emerging evidence. At the time of the consultation in November 2020 not all the relevant studies were completed, including the Strategic Heritage Impact Assessment (HIA). This study has now been completed and the purpose of this supplement to the original report is to provide a summary of the HIA, including its testing of the same eight spatial options and three growth levels set out in the original report.

Since the publication of the original report the Greater Cambridge authorities have undertaken work to inform the current consultation on the Greater Cambridge Local Plan Preferred Options (autumn 2021). This includes an assessment of two additional spatial options to the original eight: the preferred option spatial strategy (spatial option 9) and a blended strategy, including edge of Cambridge: Green Belt (spatial option 10). The background to and reasons for the development of the preferred option and additional blended option is set out in the Greater Cambridge First Proposals Topic Paper 1: Strategy.

These two options have also been assessed for the purposes of the HIA and are included in this supplement to the original report.

Strategic Heritage Impact Assessment

Introduction

The introduction to section 5, Emerging Evidence Findings, in the original Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020 noted that for a number of the topics covered it is not possible to draw firm conclusions that differentiate substantively between the various options, particularly as some topics rely on more site-specific information. This qualification continues to apply to this summary of the approach to and findings of the HIA.

As the original report also noted, the information provided is valuable to help understand the broad issues and implications that are likely to arise; and the various study reports have been produced alongside Sustainability Appraisal of the options, which is required to assess comprehensively the effects of the various options to inform the choice of the preferred development strategy.

Study aims

The purpose of the HIA is to test the heritage impacts associated with the strategic spatial and growth options for the Greater Cambridge Local Plan.

Study status

The study is a final draft, which will also provide a basis to consider future site allocations as part of the local plan process.

High level methodology

The key steps for the assessment of the options are:

- Describe the potential impact of the minimum growth option for the spatial option on the characteristics of Cambridge and its setting as defined in the Strategic HIA Baseline Report.
- Identify other forms of non-designated and designated heritage assets (e.g. villages, conservation areas, designed landscapes etc) that may be affected by the spatial option and describe the potential impact of the minimum growth option.
- Describe the additional impacts that are likely to occur as a result of the medium and maximum growth options.
- Score the likely risk of significant harm for each growth option on the following basis: High Risk – likely to affect the key characteristics of Cambridge or other assets to a degree that results in significant conflict with national and local policy, and which is unlikely to be fully addressable through design-based mitigation measures. Moderate Risk – likely to affect the key characteristics of Cambridge or other assets to a degree that results in some conflict with national and local policy, but which may be wholly or partially addressed through design-based mitigation measures. Low Risk - unlikely to affect the key characteristics of Cambridge or other assets to a degree that results in

notable conflict with national and local policy, and any impacts are likely to be wholly or partially addressed through design-based mitigation measures.

Key findings

All the growth options have the potential to result in a degree of harm. For the minimum and medium growth options it should be possible to accommodate that scale of change and reduce the risk of significant harm through the choice of locations, management of building heights/densities and design and mitigation measures depending on the chosen spatial option(s). The scale of development required for the maximum growth option is more difficult to accommodate without significant policy conflict, although spatial option 8 is likely to be achievable and options 2 and 6 offer some potential for managing risk.

Testing outcomes for growth and spatial options

The following broad conclusions are drawn with regard to the locations and levels of development types included in the spatial options:

Existing urban area (Option 1) – This option would focus growth within the boundaries of Cambridge. For the minimum growth option risks are limited due to the concentration of development at the NEC site and the lower density of development elsewhere in the City. Risk of policy conflict increases with the medium growth option due to the addition of a site on the edge of Cambridge (location to be confirmed), the inclusion of the Airport site and an increase in densities elsewhere. These risks can probably be managed through design and the appropriate choice of development sites. With the maximum growth option, the risks increase primarily due to the need for greater density, and hence height, for development across Cambridge. This is likely to lead to conflicts with policy both in terms of the character and setting of Cambridge and other assets. Given the scale of development required it is unlikely that all conflicts can be avoided through design and choice of location.

Edge of Cambridge outside Green Belt (Option 2) – This approach focuses development on the edge of Cambridge and on sites not in the Green Belt, including some village sites. The minimum growth option carries some risk, but these are limited by the concentration of development at the NEC and Airport Sites, where appropriate design responses (e.g. height, massing, landscape etc) should be able to limit impacts on Cambridge and other assets. The choice of the one proposed village site will however be important in terms managing overall risks. The medium and maximum growth option differ from the minimum due to the addition of c. 4,500 and c. 9,000 unit settlements located outside the Green Belt area at a distance from Cambridge. These would not add risk of impact to Cambridge (due to location) but there is an increase of risk of policy conflict due to impacts on other assets given the

size of the settlements – choice of location and appropriate design will therefore be important to managing risk.

Edge of Cambridge in Green Belt (Option 3) - This option would involve development on the edge of Cambridge including release of land from the Green Belt. All three growth options pose risks for the setting of Cambridge and other assets. Risks increase as the growth options increase in scale. The low/moderate risk associated with the minimum growth option can probably be managed through the selection of an appropriate locations and design measures (e.g. height, massing, landscaping etc). The increased scale of development for the medium and maximum options pose increased risks as the scale of development makes it much less likely that sufficient locations can be identified to avoid harm.

New settlements (Option 4) - This option would involve the establishment of new settlements away from Cambridge and its Green Belt – the scale of these would reflect the growth option. Given the location away from Cambridge, all growth options would pose no or limited risk to Cambridge and its setting. The risk in relation to other assets would increase significantly for the medium and maximum growth options compared to the minimum growth option due to the scale of development required and the likelihood that assets would be affected. Choice of location for the new settlements and their design and landscape mitigation would be critical to managing these risks, however their scale means it is unlikely that they can be delivered without policy conflict.

Villages (Option 5) – This approach would spread new homes and jobs out to the villages around Cambridge and beyond. For all growth options, there would be limited risk of harm to Cambridge and its setting, assuming that key areas to the west and southwest are avoided for growth. In terms of other assets, all growth options have the potential to harm village conservation areas, listed buildings and other assets – the risk of harm increases as the scale of development increases.

Public transport corridors (Option 6) – Development for all growth options would include the NEC site, a new large settlement (c 4,500 units for the minimum option and c. 9,000 for the medium and maximum options) and smaller sites in and around settlements in the area. The medium and maximum options differ only in terms of the speed of delivery. Assuming that the new, large settlements would be situated away from Cambridge and that heights on the NEC site are managed, then there is limited risk to the setting of Cambridge for all options. In terms of other assets, the medium and maximum options have an increased risk compared to the minimum option given the need to accommodate a significantly larger quantum of development both in terms of the scale of the new single settlement and the need to disperse further development across settlements in the area. Choice of location (relationship to existing settlements, topography, elevation etc.) and design of development, including landscape mitigation, will be critical to managing these risks.

Supporting a high-tech corridor by integrating homes and jobs – southern cluster (Option 7) – This approach would focus development to the south of Cambridge and would include new settlements plus extensions/additions to existing settlements. It has been assumed that development would not extend west of Trumpington. The minimum growth option poses a degree of risk to the setting of Cambridge and other assets, but the choice of an appropriate location and design/mitigation measures should enable these risks to be largely managed, although the concentration of development in the area may limit opportunities to avoid all harm. The medium option is similar to the minimum, but with an increase in risk due to the increased level of development. Risks increase further with maximum growth option due to significant increase in the quantum of development – including the NEC and Airport sites. The increases in scale of development reduces opportunities for mitigation and avoidance of harm.

Transport nodes (Option 8) - This approach would focus development near Cambourne (minimum and medium option), with additional development at the NEC and Airport site for the maximum option. The minimum and medium option would have no impact on the setting and character of Cambridge. In terms of other assets, there is some risk that the options may affect these assets and this risk is larger for the medium option given the increased amount of development. However, Cambourne has a lower sensitivity to change in terms of the historic environment than some other areas, and the choice of appropriate locations and appropriate design with mitigation should enable development to avoid significant harm. The maximum growth option includes the Airport and NEC Sites, in addition to the medium option. Appropriate design and mitigation e.g. building heights, landscaping etc should enable development to avoid significant harm.

Summary

All growth and spatial options pose risks to the historic environment. Spatial option 8 has the greatest capacity to accommodate development, with other spatial options potentially able to accommodate different levels of growth. There is lower risk of delivery associated with the minimum growth option and 7 of the 8 spatial options are able to deliver this level of growth at low or low/moderate level of risk, with only option 5 posing a greater moderate risk. For the medium growth option only spatial option 8 can deliver this at a low/moderate level of risk, with spatial options 1, 2, 6 and 7 all offering a moderate level of risk. Spatial options 3, 4 and 5 all carry moderate/high risks for this growth option. For the maximum growth option only spatial option 8 can deliver this at a low/moderate level of risk, with spatial options 2 and 6 offering a moderate level of risk. All other spatial options carry a moderate/high or high risk of policy conflict.

Greater Cambridge Local Plan Preferred Options

Annex 2: Greater Cambridge Local Plan strategic spatial options assessment: Viability Assessment – Supplement, August 2021

Introduction

In November 2020 the Greater Cambridge authorities consulted on eight different spatial options to inform the development strategy for the Greater Cambridge Local Plan. These were set out in the Greater Cambridge Local Plan Development Strategy Options – Summary Report, November 2020.

Part of the supporting evidence included a broad assessment of the viability of the locations comprising the eight spatial options, as set out in the Greater Cambridge Local Plan strategic spatial options assessment: Viability Assessment (Aspinall Verdi) November 2020.

The Greater Cambridge authorities have subsequently undertaken work to inform the current consultation on the Greater Cambridge Local Plan Preferred Options (autumn 2021). This includes an assessment of two additional spatial options: the preferred option spatial strategy (spatial option 9) and a blended strategy, including edge of Cambridge: Green Belt (spatial option 10). The background to and reasons for the development of the preferred option and additional blended option is set out in the Greater Cambridge First Proposals Topic Paper 1: Strategy.

It is important to ensure that both the preferred option spatial strategy and the blended strategy option, as additional reasonable alternative options, are subject to appropriate consideration against the original testing of the spatial options.

The purpose of this short report, therefore, is to supplement the original Strategic Spatial Options – viability assessment report and, on an equitable and proportionate basis, set out the assessment of the spatial options 9 and 10.

Viability Scenarios and Development Typologies

Sections 4 and 5 of the original report set out the methodology for assessing the viability of the spatial options. This was undertaken by producing appropriate development typologies reflecting broad development characteristics across Greater Cambridge, setting out which applied at different levels of growth to the spatial options and then assessing their viability based on a consistent approach and assumptions.

Since then the authorities have determined the level of growth that is appropriate over the local plan period, known as the medium+ growth level. Consequently, it is only necessary to consider the two additional options against this level of growth.

Table 4.4 in the original report set out which of the devised typologies applies to each of the eight spatial options. The table below is a supplement to Table 4.4 in the original report as it replicates the approach to applying the devised typologies, but in this case to the preferred option spatial strategy and the alternative blended strategy option.

Supplement to Table 4-4: Spatial options covered by devised typologies

Typology	**Location assumptions associated with typologies**	**9 - Blended strategy preferred option**	**10 - Blended strategy including Edge of Cambridge - Green Belt**
Growth level	N/A	Medium+	Medium+
Urban C	Small urban area sites/NEC	x	x
Urban A & B	Small urban area sites/NEC	x	x
Edge brownfield D&E	Cambridge East / North West Cambridge	x	x
Edge greenfield A&C	Non-site specific green belt sites (Cambridge Biomedical Campus)		x
New settlement A&B	Cambourne area expansion	x	
Dispersal village A-D	Southern cluster and villages	x	x

Viability Testing Results

Section 6 of the original report set out the results of the viability testing of each of the spatial options and the locations that inform them, based on an understanding of the development typologies and a range of inputs and reasonable assumptions.

The testing demonstrates that all scenarios are viable with 40% affordable housing and that all of them produce a significant surplus above the benchmarked land value. Assumptions were made with regard to strategic development locations where specific infrastructure costs were unknown at the time. Caveats were also included in the report with regard to site specific circumstances that might apply to major sites such as new settlements.

Nonetheless, within the scope of the approach taken it was concluded that development is generally viable across all residential scenarios tested with varying levels of surplus produced. Commercial testing is also generally viable with only greenfield rural offices proving unviable.

The same typologies and locations that were previously tested comprise the preferred options spatial strategy and the additional blended strategy and, therefore, it is reasonable to conclude that for the same reasons set out in the original report, these options will also be viable on the same basis (while recognising the same caveats made at the time).

Conclusions

This supplement to the original Strategic Spatial Options – viability assessment report has considered two additional spatial options against the findings related to the original eight options that were tested. While it is reasonable to conclude that for the same reasons set out in the original report these options will also be viable on the same basis, it is also important to reiterate the caveats made in the original report.

In particular, the report notes that the results of the testing process are not the final position on viability and only provide a broad indication to help inform potential allocations and policies. Once policies and site allocations are determined, testing will have to be refined producing a new set of results.

Appendix 1H: Settlement Hierarchy Study

Executive summary

The role of this new evidence document is to review the settlement hierarchy to understand if the existing settlement classification remains appropriate and if there is any change in circumstances in any of the settlements in the district which means their position on the hierarchy would change.

The existing hierarchy of settlements in Greater Cambridge remains relevant and reflects the pattern of development and sustainability of different settlements in the district.

The previous category of new settlements is proposed to be reclassified as Towns. The new settlements of Waterbeach and Northstowe are towns. It is proposed to upgrade Cambourne from a Rural Centre to a town in recognition of the level of services it provides and planned future growth and improvements to public transport.

The new settlement of Bourn Airfield is proposed to sit on the Rural Centre tier of the hierarchy. Cottenham is proposed to be moved from a Rural Centre to a Minor Rural Centre, as unlike other Rural Centres it does not benefit from an existing or proposed segregated public transport route.

Babraham has a primary school and as a result is proposed to be upgraded from an Infill Village to a Group Village.

Section 1: Purpose of report – why carry out a review

Greater Cambridge includes over one hundred settlements, each with varied character, services, facilities and sustainable transport opportunities. In order to create a sustainable development strategy is it important that the relative sustainability of settlements is understood to inform how future growth should be planned.

The National Planning Policy Framework (NPPF, 2019) states that “planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”

The adopted South Cambridgeshire Local Plan (2018) identified new development sites to meet the growth needs up to 2031, and includes a hierarchy of centres, with policies setting out the scale of windfall proposals that would be suitable in each settlement. Recognising the greater sustainable development opportunities of higher order settlements, growth in smaller poorly served settlements was restricted.

The Village Classification Report (2012) which informed the local plan 2018 reviewed the settlement hierarchy from the, now superseded, Core Strategy Development Plan Document (2007) to understand whether the village categories remained sound, and where individual villages should sit within the hierarchy. It also provided an opportunity to review the scale of development that would be appropriate if windfall developments, sites not allocated in the plan, were proposed. The report recommended the reclassification of some settlements. These recommendations were consulted on and resulted in changes to the Settlement Hierarchy as part of the adopted South Cambridgeshire Local Plan (2018).

The role of this new evidence document is to review of the settlement hierarchy, including the previously used methodology, and the impact of any changes in settlement circumstances.

Scope of the Review

This study will consider whether the existing hierarchy of settlements continues to be relevant and will consider whether there has been any change in circumstances in individual settlements that would result in a change to their position in the settlement hierarchy. The findings of the study, along with other evidence bases, will inform the development strategy for the district in the Greater Cambridge Local Plan, and be subject to consultation through the plan making process.

Section 2: Consideration of the existing Settlement Hierarchy

Settlement Classification approach

A first step is to consider whether this broad approach to settlement classification remains appropriate.

The current hierarchy of settlements in Greater Cambridge uses the following tiers:

1. Cambridge (including planned growth in the urban extensions)
2. Towns (formerly new settlements)
3. Rural Centres
4. Minor Rural Centres
5. Group Villages
6. Infill Villages

Cambridge

There is no restriction on the scale of windfall housing proposals in Cambridge. Cambridge forms the main urban centre in the area. It is the most sustainable location for development due to proximity to employment and services meaning that active travel and public transport opportunities are available. There is a hierarchy of centres within Cambridge, but these relate to retail and town centre uses which need to be located in the most appropriate locations to support the vitality and viability of the different centres. This is addressed in the retail evidence informing the local plan.

Until recently the only other larger settlements that exerted their influence were from outside the district boundary, in the form of the market towns of Newmarket, Royston, St. Neots, St. Ives, Ely, and Saffron Walden, some 10 - 15 miles from Cambridge. South Cambridgeshire now has its own towns, with Northstowe under construction, a further new town planned north of Waterbeach, and Cambourne growing as a centre.

South Cambridgeshire

The remainder of South Cambridgeshire is a largely rural district comprising of over 100 villages. Most settlements have populations of less than 5,000 people. The current Rural Centres are the largest settlements which all have populations over 6,000 people. Cambourne is the largest of these with an estimated population of 11,290 (Cambridgeshire County Council mid-2018 population estimates).

Some villages play an important function in meeting the local need for services and facilities for their residents and a surrounding rural hinterland. Earlier Local Plans for South Cambridgeshire had development strategies based on a dispersed pattern of village growth, and identified larger numbers of villages at the highest tier of settlements, on the basis of the level of development proposed rather than the

services and facilities provided in the village. From 2007 onward the development strategy changed to a more sustainable, urban focus, concentrating development on Cambridge through a number of urban extensions to the city and at new settlements.

The development strategy to 2031 in the adopted South Cambridgeshire Local Plan (2018) continues to focus development around the edge of Cambridge as the most preferential location (subject to consideration of Green Belt issues). New settlements are identified as the next preference; Northstowe was carried forwards as an allocation from the Core Strategy DPD (2007) and further new settlements have been allocated at Waterbeach, Bourn Airfield and a fourth linked village expansion to Cambourne. The final tier of the development strategy was an element of growth at Rural Centres and Minor Rural Centres.

The rural settlement hierarchy based on the level of service and facilities in each village and their relative sustainability was initially set out as part of the Core Strategy DPD (2007) but was updated as part of the adopted South Cambridgeshire Local Plan (2018). The Village Classification Report (2012) was an evidence base which informed the adopted South Cambridgeshire Local Plan 2018. That Village Classification Report reviewed the settlement hierarchy at the time using updated information following a methodology and recommended changes to the settlement hierarchy.

Windfall Sites are sites which are not specifically identified in the development plan. They are often previously developed sites that have unexpectedly become available, and reflect the continuing recycling of land within built up areas. Policies in the adopted South Cambridgeshire Local Plan (2018) set out the scale of windfall development within the settlement framework of those villages that is considered acceptable in principle, and that aims to be compatible with their level of sustainability as well as helping to maintain viable and thriving rural communities. It is a balance between focusing the majority of development on Cambridge and new settlements, whilst allowing the rural area to continue to be a living countryside. An issue for the emerging Greater Cambridge Local Plan will be to consider if the balance remains the right one.

Towns

The new town of Northstowe is under construction, and will eventually reach around 10,000 new homes, along with a town centre, employment, and other supporting facilities, served by the guided bus. The new town north of Waterbeach is similarly planned to have a town centre, employment, and will be served by a relocated railway station and separate public transport scheme. They warrant recognition as a second tier of settlement after Cambridge and will play a different role from even the largest villages currently in the district.

Although Bourn Airfield is allocated as a new settlement in the South Cambridgeshire Local Plan (2018), it is not of the same scale as Northstowe or Waterbeach and is proposed to be a Rural Centre in the adopted Local Plan. This is dealt with in more detail below under the heading of New Settlements.

As shown in the data in subsequent chapters, Cambourne is already larger than other rural centre villages, and the parish council recognised this by becoming a town council. The spatial strategy proposed in the First Proposals proposes further growth at Cambourne recognising the opportunities provided by East West Rail.

Rural Centres

Rural centres have been recognised as the largest and most sustainable villages in the district. They have good access to a secondary school (either within the village or accessible by good public transport), employment opportunities, and a variety of services and facilities, and have good public transport links to Cambridge or a market town. They stand out as having the larger populations than other villages. Rural Centres with their range of services play a role in serving the surrounding smaller villages and to meet their daily needs. It remains appropriate to recognise this small number of larger villages as a higher order than other settlements.

Minor Rural Centres

Minor Rural Centres were introduced in the South Cambridgeshire Core Strategy 2007. They sought to recognise that there were some medium sized villages performing a role for a small rural hinterland, with a higher level of services and facilities and accessibility than the majority of smaller villages, but not on a par with the rural centres.

Group Villages

Group Villages have fewer services than settlements above them in the hierarchy meaning that residents may need to travel outside the village to meet their day to day needs. The classification seeks to differentiate those villages which have a basic level of services from those with very limited services and facilities meaning travel is needed for almost all day to day needs. This has been recognised through classifying villages as Group Villages where they have at least a Primary School. The scale of windfall development permitted in sustainability terms by the Local Plan is the difference between Group and Infill villages. Group Villages are considered more sustainable and a greater amount of windfall development is permitted in Group Villages than in Infill Villages. In Group Villages, under the current Local Plan windfall residential developments of up to 8 dwellings are permitted within the village framework and 15 dwellings may be permitted in exceptional circumstances where the development would make best use of a single brownfield site.

Infill Villages

Infill Villages are the smallest in the district. These have a poor range of services and facilities and lack a primary school meaning that residents will need to travel outside of the village to meet all of their day to day needs. Windfall development in Infill villages is restricted to no more than 2 dwellings which must be infilling an existing gap or as through sub-division of an existing dwelling or curtilage or conversion of a non-residential building. In exceptional circumstances no more than 8 dwellings may be permitted where the development is on brownfield land and will have a positive impact on the village.

Conclusion regarding the existing hierarchy

The existing hierarchy of settlements in Greater Cambridge remains relevant and reflects the pattern of development and sustainability of different settlements in the district.

The six classifications referred to above is considered to appropriately recognise both the role and relative sustainability of the variety of settlements in Greater Cambridge. Adding additional tiers of settlements is considered to add unnecessary complexity, whereas reducing the number of tiers would fail to adequately recognise the differentiation between settlements. Both these approaches are therefore rejected and not considered as reasonable alternatives.

The following section considers whether settlements warrant reclassification within the hierarchy.

Section 3: Methodology for establishing the Rural Settlement Hierarchy

The Assessment Methodology

The second consideration is whether there has been any change in circumstances in individual settlements that would result in a change to their position in the settlement hierarchy.

The key tests used previously to identify Rural Centres, and subsequently Minor Rural Centres, are considered an appropriate starting point for the review of the settlement hierarchy.

As part of the Village Classification Report (2012), all villages were considered as part of an initial review. However, small villages generally have very limited services and facilities, often lacking services like schools or shops, and having limited public transport.

It remains appropriate to conduct an initial survey of all settlements. The initial survey looks at whether villages have a primary school or GP surgery. Any

settlements which did not have a primary school, or GP surgery were discounted from further assessment.

The Village Classification report tested four general areas to assess Village Classification. These are:

- Public Transport Accessibility
- Accessibility of Secondary Education
- Village Facilities
- Local Employment Opportunities

The following section reviews each of these tests, considers whether circumstances have changed since the previous review, and considers how the third part of the study should now be applied.

Public Transport, Active Transport and Greater Cambridge Partnership Schemes

Public transport services can be subject to change more frequently than other tests.

However, they do provide a reflection of the relative sustainability of a settlement. The Village Classification Report 2012 awarded 2 points to settlements which had a public transport service with a 20-minute frequency during the day Monday to Saturday (hourly service evenings and Sundays) and 1 point where the settlement had a public transport service with a 30-minute frequency Monday to Saturday (hourly service on evenings and weekends).

This study carries forward the 20- and 30-minutes frequency of service test. However, it is also necessary to consider how the public transport network in the area is evolving. Rural Centres are the most sustainable villages in the hierarchy and it is proposed to introduce a criteria to require Rural Centres to be on a segregated public transport route such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway.

Villages which have a train station or are on the Busway are awarded an additional transport point as this infrastructure has more permanence than a bus route.

Additional points are awarded to settlements with a dedicated safe cycle route which are within 8km of Cambridge or a town within or outside of the district. There was no accepted consensus on an acceptable distance that most people would be willing to commute by bike. 8km was selected as this would be approximately a 30-minute commute which seemed like a reasonable distance to travel on a safe route by bike.

The Guided Busway provides a frequent bus service between Cambridge and St Ives as well as providing a safe off-road cycle route. Not all settlements along the route have been awarded points as the busway stop is often some distance from the

village. For example, Fen Drayton, Longstanton, Over and Willingham have not been awarded additional points for access to the busway as the distance between the village and the busway stop makes them less attractive for pedestrians to access the bus. None of these villages are within 8km of Cambridge or St Ives so do not receive points for active travel.

The Greater Cambridge Partnership (GCP) is seeking to deliver a number of enhanced public transport routes that will improve connectivity of villages in the district. Villages which are on the Cambourne to Cambridge, Waterbeach to Cambridge or Cambridge South East Transport (CSET) routes are awarded an additional point to acknowledge that these settlements will benefit from enhanced public transport links in future. There are several Greenway schemes which will improve cycle and pedestrian links between villages and Cambridge. Where these provide links of less than 8km between villages and Cambridge or Market Towns outside the district, additional points are awarded.

Whilst at an earlier stage, the East West rail scheme is seeking to deliver a new railway station at Cambourne.

Accessibility of Secondary Education

An established characteristic of Rural Centres as the highest order rural settlements is good access to secondary education. Good access is particularly important to give safe access for older school children and minimise car journeys for school trips, and also because of the vital role that the Village Colleges and other Secondary Schools play in ensuring that not only school pupils but also the wider community have access to facilities such as libraries, sports clubs and facilities, and adult education which are provided within these schools.

The Village Classification Report 2012 set out that settlements with a Village College have good access and these were awarded 4 points. In the case of villages without a Village College, the test required there to be good access by public transport to a Village College or access via a safe cycle route and these were then awarded 1 point.

The accessibility of secondary education remains of key importance to a settlement. The test will be taken forward and used in this study, with public transport access at least in the evenings and weekends as a minimum requirement.

Village Facilities

The Village Classification Report 2012 set out a series of facilities which it considered to be important to the sustainability of a village. The facilities identified were ATM, Doctors Surgery, Library, Pharmacy, Post Office, Public House, and Village Hall. It differentiated between whether these were full-time or part time.

Further facilities are considered as part of this assessment. Dentist and day care are added to the list. The village hall category has been expanded to general community facilities. Due to Covid-19 there has been a change in some services and it has not been possible to gather data on pre-pandemic opening hours for services such as libraries. As a result, this study will not differentiate on whether a service is part time or full time. A total of 8 different specified services are considered. Points are awarded on a scale with 1 point awarded for a village with 2 of these facilities up to 4 points for a village with all 8 of the facilities.

Larger settlements typically have a range of shops and services. The largest settlements in the district also typically have a high street. Settlements with a range of other shops and services will also be awarded points; 1 point for 10 or more or 2 points for 20 or more other shops and services.

The Village Classification Report 2012 looked at food shop provision in settlements under two categories: small food stores (300-999 sqm) and large food stores (1,000+ sqm). 2 points were awarded for a large food store and 1 point was awarded for a small food store. The size differentiation remains relevant and is carried forward into this study.

Local Employment Opportunities

The adopted South Cambridgeshire Local Plan 2018 states that rural centres must have good access to employment opportunities. The ratio of local jobs to economically active residents provides a useful way of assessing the level of employment opportunities within or close to a settlement. The Village Classification Report 2012 used 2001 census data at ward-level to calculate the ratio. This remains relevant and the information has been updated with data from the 2011 census.

This study will also consider access to employment sites and will award discretionary points to settlements with excellent pedestrian, cycle or public transport links between the settlement and an employment hub.

Scoring Mechanism

In order to provide a consistent and quantitative assessment of villages against the key aspects influencing sustainability, a scoring system has been developed based on the above criteria. The scoring system is intended as a guide, to illustrate the different level of services and facilities available in villages.

Discretionary points may also be awarded to settlements with special circumstances.

Transport category	Points
20-minute frequency Mon – Sat (hourly on evenings and Sunday)	2
30-minute frequency Mon – Sat (hourly on evenings and Sunday)	1
Train station	1
Busway access	1
Village with a public transport stop on a Greater Cambridge Partnership public transport route	1
Active travel possible – within 8km of Cambridge or a Market Town	1

Table 1 Transport points awarded

Service/Facility type	Points
At least 2 of the identified services/facilities	1
At least 4 of the identified services/facilities	2
At least 6 of the identified services/facilities	3
At least 8 of the identified services/facilities	4
10 or more other shops/services	2
20 or more other shops/services	4
Small food shop (300-999 sqm)	1
Large food shop (1,000+ sqm)	2

Table 2 Points awarded for facilities and services

Secondary school access	Points
Secondary school within the settlement	4
Direct public transport link at weekends and evenings to secondary school which serves the village	1

Table 3 Points awarded for secondary school access

Employment category	Points
Employed ratio greater than 1	2
Employed ratio between 0.5 and 1	1

Table 4 Points awarded for employment

Section 4: Results and Assessment of Individual Settlements

Towns

Village	Population (as at 2018)	Primary School and GP surgery	Shops and services	Secondary School	Job density	Transport	Total
Cambourne	11,290*	2	10	4	1	3	20
Northstowe (approximate points)	25,000**	2	10	4	1	3	20
Waterbeach new Town (approximate points)	25,000***	2	10	4	1	3	20

Table 5 Points awarded to Towns – points estimated for Northstowe and Waterbeach New Town

*Population expected to rise to approximately 19,650 once current allocations are built out

** Anticipated population once built out (Northstowe Area Action Plan 2007)

*** Anticipated population once built out (Waterbeach New Town SPD 2019)

Cambourne

Cambourne continues to grow in size and is currently the largest settlement in the district with a population estimate of 11,290 (Cambridgeshire County Council Mid-2018 population estimates) and further planned growth at West Cambourne which will bring the population to approximately 19,650 residents. It has good public

transport links to Cambridge. The links between Cambridge and Cambourne are expected to improve in the future with a Greater Cambridge Partnership scheme to link Cambridge and Cambourne as well as a train station being planned as part of the East West Rail proposals. It has a large supermarket as well as a range of other shops and services. Cambourne has a young population with 30% of the population being under 15 and only 4% being over 70. Cambourne Parish Council voted to become a Town Council in March 2019. In recognition of Cambourne's high score using the scoring mechanism, and further planned growth and infrastructure improvements, it is proposed to upgrade Cambourne from a Rural Centre to a Town.

Northstowe

Northstowe is a new settlement of up to 10,000 dwellings (Northstowe Area Action Plan) which is currently under construction. Northstowe has a primary school and secondary school; 2 further primary schools have been granted outline permission as part of Phase 2 of the development. Northstowe will have a town centre with shops, community and leisure facilities. Work informing the planning applications estimate that it will eventually have over 6,000 jobs; some of which will be accommodated through homeworking. It is well connected to Cambridge by the Guided Busway and St Ives Greenway. The Mid-2018 population estimate for Northstowe is 370 but it is estimated that it will have a population of 24,400 once complete. Northstowe will be a Town.

Waterbeach New Town

Waterbeach New Town is allocated in the South Cambridgeshire Local Plan (2018) as a new settlement of 8,000-9,000 dwellings. Outline permission was granted in September 2019 for 6,500 dwellings with business, retail, community, leisure and sports uses, a hotel, schools, and open spaces. In January 2021 members granted officer's delegated powers to approve a further outline application for 4,500 dwellings which also included business, retail, open space, community and leisure uses, as well as new primary and secondary schools and a sixth form centre. Waterbeach New Town will accommodate a large amount of planned housing growth and will benefit from improved transport links with Cambridge as part of proposed Greater Cambridge Partnership schemes. In recognition of this planned growth, Waterbeach New Town will be a Town. The existing settlement of Waterbeach is assessed below under the Minor Rural Centres category.

Conclusion regarding towns

Cambourne already compares favourably to the other rural centres. There is a significant amount of further growth planned as well as public transport infrastructure which will improve links with Cambridge. In recognition of this planned growth and the increasing level of services and facilities, it is proposed that Cambourne be

upgraded to a Town. All of the remaining Rural Centres continue to score highly using the scoring mechanism and should remain as Rural Centres. Both Northstowe and Waterbeach New Town will be towns once completed.

Existing Rural Centres

Village	Parish Population (as at 2018)	Primary School and GP surgery	Shops and services	Secondary School	Job density	Transport	Total
Bourn Airfield (approximate points)	9,800*	2	8	4	1	3	18
Cottenham	6,160	2	7	4	0	2	14
Great Shelford and Stapleford	6,430	2	8	1	1	3	16
Histon and Impington	9,120	2	9	4	1	4	19
Sawston	7,300	2	10	4	1	3	20

Table 6 - Points awarded to existing Rural Centres under each assessment category and total

* Expected population once built out – Bourn Airfield SPD (2019)

Bourn Airfield

Bourn Airfield new village was identified in the South Cambridgeshire Local Plan 2018 and is proposed as a new rural centre. Development has yet to commence, but its proposals compare favourably with the other rural centres. In February 2021, members of South Cambridgeshire Planning Committee gave officers delegated powers to approve an outline planning application for approximately 3,500 dwellings, employment, retail, hotel and leisure uses, residential institutions, education and community facilities, and open space, subject to the completion of a s106 agreement. The new village will be on the Cambourne to Cambridge Busway route meaning there will be excellent public transport and active transport links to larger

settlements. Bourn Airfield would have some employment and a range of retail uses; it is anticipated that it will have a small supermarket. Bourn Airfield therefore continues to be proposed as a Rural Centre.

Cottenham

Cottenham was upgraded from a Minor Rural Centre to a Rural Centre in the Local Plan 2018. It is the smallest of the Rural Centres but continues to offer a good range of shops and services although none of the food retail offer is enough to meet the 300sqm threshold. The Citi 8 provides a regular public transport link to Cambridge. It has a village college. Unlike the other Rural Centres, Cottenham does not benefit from segregated public transport route such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway. As a result, it is proposed to Downgrade Cottenham from a Rural Centre to a Minor Rural Centre.

Great Shelford and Stapleford

Great Shelford and Stapleford are two settlements that act as one centre. It provides a good range of shops and services and a village centre that is characteristic of a Rural Centre. It does not have a Village College but has good public transport links to Sawston via the Citi 7 which also provides a frequent service to Cambridge. It will also have a stop as part of phase 2 of the Greater Cambridge Partnership CSET scheme. Great Shelford and Stapleford is proposed to remain as a Rural Centre.

Histon and Impington

Also two villages which act as one centre. Histon and Impington support a range of shops and services. There is a guided bus stop as well as a Citi 8 bus service which provide frequent public transport to Cambridge and the Science Park. It has a number of employment areas, including Vision Park. The guided busway also provides a safe cycle access to Cambridge Science Park. Impington Village College is within the settlement. Histon and Impington is proposed to remain as a Rural Centre.

Sawston

The population of Sawston is approximately 7,300 and will continue to grow with over 400 additional dwellings anticipated over the current plan period. The village continues to offer a good range of services and facilities. It has a village college and is serviced by the Citi 7 which offers a frequent bus service to Cambridge and will have a stop as part of phase 2 of the Greater Cambridge Partnership CSET scheme. It has a large food store in the village, and a range of shops and services on the high street. It has several employment locations, particularly on the east and southern edges of the village, with the Huawei site also nearby. It is surrounded by a rural

hinterland with numerous Group and Infill villages for which it continues to provide services and should continue as a Rural Centre.

Conclusion regarding existing Rural Centres

Cambourne is currently a Rural Centre and it is proposed to be upgraded to a town. Bourn Airfield is expected to be a Rural centre once complete. Cottenham is proposed to be classified as a Minor Rural Centre reflecting a revision to the criteria for Rural Centres that they must all have high quality public transport in the form of a segregated public transport route. The remainder of the existing Rural Centres continue to perform well against the assessment methodology, and all are proposed to continue as Rural Centres.

Existing Minor Rural Centres

Village	Parish Population (as at 2018)	Primary School and GP surgery	Shops and services points	Secondary School points	Job density	Transport points	Total points
Bar Hill	3,870	2	8	0	1	3	14
Bassingbourn	1,670*	2	3	4	0	0	9
Comberton	2,360	2	5	4	1	0	11
Fulbourn	3,710**	2	6	0	2	3	13
Gamlingay	3,810	2	5	0	0	0	7
Girton	4,710	2	2	0	0	3	7
Linton	4,650	2	7	4	1	2	16
Melbourn	4,750	2	6	4	1	1	14
Milton	4,880	2	6	0	2	3	13
Papworth Everard	3,840	2	4	0	0	0	6

Swavesey	2,570	2	4	4	2	2	14
Waterbeach	4,840	2	5	0	2	4	13
Willingham	4,070	2	7	0	0	0	9

Table 7 Points awarded to existing Minor Rural Centres under each assessment category and total

* excluding Kneesworth population

** excluding the urban population of Cherry Hinton

Bar Hill

Good public transport links and cycle links (via the A14) to Cambridge and the presence of Tesco, one of only 2 large supermarkets in the district, result in a high number of points being awarded to Bar Hill. It offers a good range of services but lacks a secondary school or good public transport links to Swavesey Village College. 71% of the population of Bar Hill are within the 16-69 age group; this is significantly higher than the national and regional average of approx. 60%. Bar Hill is proposed to continue as a Minor Rural Centre.

Bassingbourn

Bassingbourn continues to offer key shops and services, including a post office, pharmacy and pub, which serve a small rural hinterland. It also has a secondary school. Although it is one of the lower scoring Minor Rural Centres, it remains an important village for service provision in the south western part of the district and should continue as a Minor Rural Centre in the settlement hierarchy.

Comberton

Comberton continues to provide a good range of services. It has a primary school and a secondary school. Like Bassingbourn, it does not receive any points for jobs. Although it is on a proposed Greater Cambridge Partnership greenway route, no points are awarded for transport as it is over 8km from Cambridge. it continues to offer a greater range of services than a group village and should remain as a Minor Rural Centre.

Fulbourn

Fulbourn was downgraded from a Rural Centre to a Minor Rural Centre as part of the South Cambridge Local Plan (2018). It does not have a village college, with pupils typically attending Bottisham Village College. The Tesco at Yarrow Road has

not been included in the assessment as it is over 3km from the village centre. It offers a similar range of services to other Minor Rural Centres. It is served by the Citi 1 bus route which provides a 30-minute frequency of service into Cambridge. A further transport point has been added to acknowledge the ease of active travel into Cambridge due to proximity; access to Cambridge will be enhanced through a proposed Greater Cambridge Partnership Greenway scheme. It has a high ratio of jobs to population. The parish of Fulbourn includes some of the urban area of Cherry Hinton. The population estimate excludes the Cherry Hinton population to better reflect the population of the village. Fulbourn is proposed to continue as a Minor Rural Centre.

Gamlingay

Gamlingay is one of the lowest scoring of the Minor Rural Centres. It offers a range of shops and services typical to a Minor Rural Centre. It doesn't receive any points for transport or jobs, and it doesn't have a secondary school. Although it scores lower than other settlements in the category, given it is the only large settlement in the very western part of the district, it does play an important role in providing services to its rural hinterland and it is proposed to remain as a Minor Rural Centre.

Girton

Girton was upgraded to Minor Rural Centre as part of the previous settlement hierarchy review. Girton does not have a secondary school and receives no points for employment. Although it scores lower than many other Minor Rural Centres, it is a very sustainable location due to its very close proximity to Cambridge meaning that active transport is possible. It is awarded 2 points for active travel to acknowledge the easy cycle access to Cambridge. Girton is proposed to remain as a Minor Rural Centre.

Linton

Linton performs well using the scoring system. It currently has a 30-minute frequency bus service to Cambridge and Haverhill. The proposed Greater Cambridge Partnership scheme for the Linton greenway and Cambridge South East Transport (CSET) will improve access between Linton and Cambridge, in particular to the Biomedical Campus, as well as Babraham Research Campus. Linton is awarded a further transport point in recognition of the proposed enhanced transport links. It has a village college and scores 1 point for jobs. It offers a good range of shops and services to serve its rural hinterland but has no food store large enough to benefit from points. Although Linton does serve as a service centre, which is reflected in the points it receives using the assessment, it is not considered to be comparable to the other settlements on the Rural Centre grouping of the hierarchy. Linton is proposed to remain as a Minor Rural Centre.

Melbourn

Melbourn is the largest village in the south west of the district. There are no Rural Centres in this part of the district, but it is in close proximity to Royston. It has a secondary school and a range of shops and services which means it continues to play a role as a Minor Rural Centre. There is also a Greater Cambridge Partnership Greenway scheme which will improve pedestrian and cycle links to Royston and Cambridge via Foxton and Harston. Melbourn is proposed to remain as a Minor Rural Centre.

Milton

Milton is one of the few villages with a large food store so scores highly on shops and services. Milton also receives 2 points for employment due to having a high job to population ratio. Milton does not have a secondary school or good public transport access to Impington Village College or Cottenham Village College. Due to its proximity to Cambridge, active transport is possible. It will also be served by the Greater Cambridge Partnership Waterbeach to Cambridge Greenway. Milton is awarded 2 points for active transport to acknowledge the ease of cycle access to Cambridge. Like Bar Hill, 71% of its population falls into the 16-69 age bracket. Milton continues to play a role as Minor Rural Centre.

Papworth Everard

Papworth Everard is the lowest scoring Minor Rural Centre. Papworth Hospital, the biggest employer in the village has relocated meaning that Papworth scores no points on job to population ratio. Papworth Everard doesn’t have a secondary school and receives no points for transport or employment. Although Papworth does not score well using the point system, it is considered to continue to serve as a centre for its rural hinterland and no change is proposed to its position on the hierarchy.

Swavesey

Swavesey has a village college. It benefits from a high ratio of jobs to population ratio. It is awarded 1 point for access to the guided busway. It doesn’t offer the same range of services as many of the other Minor Rural Centres, but it continues to perform well due to access to secondary education and employment and is proposed to remain as a Minor Rural Centre.

Waterbeach

Waterbeach offers a good variety of service and facilities. Waterbeach has 3 services per hour to Cambridge by train. A number of Greater Cambridge Partnership schemes propose to improve public transport between Cambridge and Waterbeach; including the Waterbeach to Cambridge North Public Transport

Scheme and Waterbeach Greenway proposals. It does not have a village college but has a high ratio of jobs to population. Waterbeach New Town is assessed above under the towns heading. Waterbeach is proposed to remain as a Minor Rural Centre

Willingham

Willingham offers a range of shops and services typical of other Minor Rural Centres. It is not awarded any points for transport given the distance between the village and the busway. It does not have a secondary school or score any points for job density. Willingham does continue to play a role as a centre and is proposed to continue as a Minor Rural Centre.

Conclusion regarding Existing Minor Rural Centres

Cottenham is proposed to be downgraded from a Rural Centre to a Minor Rural Centre. No change is proposed to the current Minor Rural Centres.

Group villages

All group villages were assessed using the points system. The villages which have good existing or proposed sustainable transport links to Cambridge or other large settlements outside of the district have been picked out below and assessed in further detail to understand if their position on the hierarchy should be changed.

Group Villages with good sustainable transport links

The most sustainably located Group villages have been considered in further detail below. These villages are either on an existing or proposed public transport route or in close enough proximity to allow active transport to Cambridge or a market town outside the district. Due to these sustainable transport links, these settlements performed well using the scoring system

Village	Parish Population (as at 2018)	Primary School and GP surgery	Shops and services	Secondary School	Job density	Transport	Total
Foxton	1,280	1	1	0	1	2	5

Great Abington	880	1	2	1	2	2	8
Hardwick	2,550	1	4	0	0	3	8
Longstanton	2,940*	2	4	0	1	0	7
Meldreth	2,020	1	1	0	1	2	5
Oakington	1,570	2	1	0	1	3	7
Over	2880	2	3	0	0	0	5
Teversham	2,810	1	1	0	2	1	4
Whittlesford and Whittlesford Bridge	1,890	1	2	1	1	3	8

Table 8 Group villages which perform well using the assessment methodology

* Excluding Northstowe population

Foxton

Foxton scores an additional transport point for the presence of a train station. Access to the train station will be enhanced by the proposed Greater Cambridge Partnership travel hub which could provide in the region of 750 car parking spaces and in the region of 50 high quality cycle parking spaces near to the train station to accommodate future growth in trips along the rail corridor to Cambridge. Foxton also falls on the Melbourn Greenway Route which will provide pedestrian and cycle links to Royston and Cambridge, but it is over 8km from Royston so is not awarded any additional points for cycle access. Although well connected, the village of Foxton does not have many shops or services. It should continue as a Group Village.

Great Abington

Great Abington has a low population of 880 people and a high job to population ratio as a result of Granta Park. The Greater Cambridge Partnership Linton Greenway

scheme and Cambridge South East Transport Scheme (CSET) would result in improved sustainable transport links between Great Abington and Cambridge. Great Abington is served by the 13/13A bus service which provides a 30-minute frequency service to Cambridge and to Linton which has a secondary school and more services and facilities. Great Abington does not serve as a centre and should continue as a Group Village.

Hardwick

Hardwick has a population of 2,550. It has a high proportion aged between 16 and 69 (70%) and a low proportion of the population is over 70 (10%). Hardwick does not have a secondary school. It has good public transport links as it is on the Citi 4 bus route, although the bus stop is approx. 10-minute walk from the village centre. It is also on the planned Greater Cambridge Partnership route between Cambourne and Cambridge and is awarded an additional point for transport to reflect this. Although well connected, Hardwick does not offer a range of shops and services to warrant moving up the hierarchy. It is in close proximity to the proposed new settlement at Bourn Airfield which will perform as a centre for the surrounding rural hinterland.

Longstanton

Longstanton has a large population; 25% which are under 15. This is higher than the national and county wide average of about 20%. The village of Longstanton offers a variety of services including a small food store. The guided busway station is approx. 20-minute walk from the village centre making it inconvenient for access for public transport, so it is not awarded any additional points for access to the busway. Longstanton does not perform as a centre and should continue as a Group Village.

Meldreth

Meldreth receives an additional point for the presence of a train station. Although it scores as many points as Gamlingay, it is not considered to perform as a service centre comparable with Gamlingay's role. It is in close proximity to the larger village of Melbourn which provides services and facilities for the rural hinterland in the south west of the district. As a result, no change is proposed to Meldreth's place in the settlement hierarchy.

Oakington

Oakington does not offer a good range of shops and services and does not have a secondary school. It is well connected to Cambridge by the busway/St Ives Greenway although the busway stop is at the very edge of the village so may not be attractive for pedestrians but it is awarded an additional point for busway access given it is within 8km of Cambridge so it can provide a safe off road cycle link. Oakington is also on the Citi 6 bus route which has a 30 minute-frequency service to

Cambridge, and it is proposed to benefit from a Greater Cambridge Partnership Travel Hub. Although well connected, Oakington does not offer the range of services to be considered a centre and is proposed to remain as a Group Village.

Over

Over has a number of key services including a pharmacy, pub and village hall. It has not been awarded any points for access to the busway as it is approximately 1.5km from the busway stop. Over is also served by the Citi 5 bus but this does not offer a frequent service to Cambridge. Over does not have a secondary school or a high population to employment ratio. It is proposed to remain as a Group Village.

Teversham

Teversham has a large population of 2,810 with 70% aged between 16 and 69 and only 8% of the population is 70 or over. It does not have a secondary school or a GP surgery. Teversham is not well served by public transport and the nearest Citi 1 bus stop is approximately a 15-minute walk from the village. It is within 8km of Cambridge so is awarded 1 point for active transport. Teversham does not offer the same level of services as Milton, Girton and Fulbourn which are comparably close to Cambridge and as a result it is proposed to remain as a Group Village.

Whittlesford

Whittlesford comprises Whittlesford and Whittlesford Bridge. It scores points due to the presence of Whittlesford Parkway train station; although it is approximately a 15 minute walk from the village of Whittlesford. It is noted that Greater Cambridge Partnership are currently doing feasibility work around improvements to the train station and connections. 200 additional cycle parking spaces have been agreed at Whittlesford Parkway station. Whittlesford scores 1 point for jobs. It does not offer the same level of service provision as some other Minor Rural Centres. Although well connected, Whittlesford does not offer a level of services to warrant it being upgraded on the hierarchy. It is proposed to remain as a Group Village.

Conclusion regarding Group Villages

The villages considered above were selected for their sustainable transport links and all scored well using the points system. The remaining Group Villages that are not listed above are all proposed to remain as such.

None of the Group Villages, considered in more details as they were identified as being on sustainable transport routes, warrant an upgrade on the settlement hierarchy. All are proposed to remain as Group Villages.

Infill Villages with a Primary School or GP surgery

Babraham and Little Eversden are classified as Infill Villages although Babraham has a primary school and Little Eversden has a GP surgery. Both have very small populations of less than 600 people. Neither village offers many services. However, Babraham is awarded one point for job to population ratio, given the presence of the Babraham Institute. It is awarded two transport points; one point for its current 30-minute frequency bus services with the 13A bus and another as it has a stop on the Greater Cambridge Partnership (GCP) Cambridge South East Transport (CSET) scheme. It is proposed that Babraham be upgraded from an Infill Village to a Group Village. Little Eversden does not have good sustainable transport links or a range of shops and services so is proposed to remain as an infill village.

Conclusion

Babraham is proposed to be upgraded to a Group Village. Little Eversden is proposed to remain as an Infill Village. No change on the hierarchy is proposed for the remainder of the Infill Villages.

Section 5: Summary and Conclusions

The Settlement Hierarchy Review firstly considered whether the existing categorisations of settlements remains appropriate. The existing categorisation of settlements in Greater Cambridge remains relevant and reflects the pattern of development and sustainability of different settlements in the district. The previous category of New Settlements is proposed to be replaced by the category of Towns. The New Settlements of Northstowe and Waterbeach New Town would fall under the Town category. The New Settlement of Bourn Airfield would fall under the Rural Centre category.

In recognition of the level of services it provides and planned future growth and improvements to public transport, Cambourne is proposed to be upgraded from a Rural Centre to a Town. As Cottenham is not on a segregated public transport route, it is proposed to be moved from a Rural Centre to a Minor Rural Centre. All of the current Minor Rural Centres are proposed to remain as such. All of the existing Group Villages are proposed to remain as such. Babraham has a primary school and as a result is proposed to be upgraded from an Infill Village to a Group Village. There are no further changes to the Infill Village tier.

The findings of the study, along with other evidence bases, will inform the development strategy for the district in the Greater Cambridge Local Plan, and be subject to consultation through the plan making process.

Details of the revised hierarchy of settlements are shown in full below:

Revised Settlement Hierarchy

Cambridge

Towns

- Cambourne (proposed upgrade from a Rural Centre)
- Northstowe
- Waterbeach New Town

Rural Centres

- Bourn Airfield (New Settlement)
- Great Shelford and Stapleford
- Histon and Impington
- Sawston

Minor Rural Centres

- Bar Hill
- Bassingbourn
- Comberton
- Cottenham (proposed downgrade from a Rural Centre)
- Fulbourn
- Gamlingay
- Girton
- Linton
- Melbourn
- Milton
- Papworth Everard
- Swavesey
- Waterbeach
- Willingham

Group Villages

- Babraham (Proposed upgrade from Infill Village to Group Village)
- Balsham
- Barrington
- Barton
- Bourn
- Castle Camps
- Coton
- Dry Drayton
- Duxford
- Elsworth
- Eltisley

- Fen Ditton
- Fen Drayton
- Fowlmere
- Foxton
- Great Abington
- Great Wilbraham
- Guilden Morden
- Hardwick
- Harston
- Haslingfield
- Hauxton
- Highfields Caldecote
- Little Abington
- Longstanton
- Meldreth
- Oakington
- Orwell
- Over
- Steeple Morden
- Teversham
- Thriplow
- Whittlesford and Whittlesford Bridge

Infill Villages

- Abington Pigotts
- Arrington
- Bartlow
- Boxworth
- Carlton
- Caxton
- Childerley
- Conington
- Croxton
- Croydon
- East Hatley
- Grantchester
- Graveley
- Great Chishill
- Great Eversden
- Harlton
- Hatley St George
- Heathfield
- Heydon
- Hildersham
- Hinxton
- Horningsea

- Horseheath
- Ickleton
- Kingston
- Knapwell
- Kneesworth
- Landbeach
- Litlington
- Little Chishill
- Little Eversden
- Little Gransden
- Little Shelford
- Little Wilbraham
- Lolworth
- Longstowe
- Madingley
- Newton
- Pampisford
- Papworth St Agnes
- Rampton
- Shepreth
- Shingay-cum-Wendy
- Shudy Camps
- Six Mile Bottom
- Stow-cum-Quy
- Streetly End
- Tadlow
- Toft
- Weston Colville
- Weston Green
- West Wickham
- West Wratting
- Whaddon
- Wimpole

Appendix 1 South Cambridgeshire Local Plan (2018) policies

Policy S/8: Rural Centres

1. The following villages are identified as Rural Centres:
    a. Cambourne
    b. Cottenham
    c. Great Shelford and Stapleford
    d. Histon and Impington
    e. Sawston

2. Development and redevelopment without any limit on individual scheme size will be permitted within the development frameworks of Rural Centres, as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

Policy S/9: Minor Rural Centres

1. The following villages are selected as Minor Rural Centres:
    a. Bar Hill
    b. Bassingbourn
    c. Comberton
    d. Fulbourn
    e. Gamlingay
    f. Girton
    g. Linton
    h. Melbourn
    i. Milton
    j. Papworth Everard
    k. Swavesey
    l. Waterbeach
    m. Willingham

2. Residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings will be permitted within the development frameworks of Minor Rural Centres, as defined on the Policies Map.

Policy S/10: Group Villages

1. The following villages are selected as Group Villages:

Balsham	Fen Drayton	Little Abington
Barrington	Fowlmere	Longstanton
Barton	Foxton	Meldreth
Bourn	Great Abington	Oakington
Castle Camps	Great Wilbraham	Orwell
Coton	Guilden Morden	Over
Dry Drayton	Hardwick	Steeple Morden
Duxford	Harston	Teversham
Elsworth	Haslingfield	Thriplow
Eltisley	Hauxton	Whittlesford
Fen Ditton	Highfields Caldecote	

2. Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the development frameworks of Group Villages, as defined on the Policies Map.

3. Development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.

Policy S/11: Infill Villages

1. The following villages are selected as Infill Villages:

Abington Pigotts	Heydon	Newton
Arrington	Hildersham	Pampisford
Babraham	Hinxton	Papworth St Agnes
Bartlow	Horningsea	Rampton
Boxworth	Horseheath	Shepreth
Carlton	Ickleton	Shingay-cum-Wendy
Caxton	Kingston	Shudy Camps
Childerley	Knapwell	Six Mile Bottom
Conington	Kneesworth	Stow-cum-Quy
Croxton	Landbeach	Streetly End
Croydon	Litlington	Tadlow
East Hatley	Little Chishill	Toft
Grantchester	Little Eversden	Weston Colville
Graveley	Little Gransden	Weston Green
Great Chishill	Little Shelford	West Wickham
Great Eversden	Little Wilbraham	West Wratting
Harlton	Lolworth	Whaddon
Hatley St George	Longstowe	Wimpole
Heathfield	Madingley	

2. Residential development and redevelopment within the development frameworks of these villages, as defined on the Policies Map, will be restricted to scheme sizes of not more than 2 dwellings (indicative size) comprising:

a. A gap in an otherwise built-up frontage to an existing road, provided that it is not sufficiently large to accommodate more than two dwellings on similar curtilages to those adjoining; or
b. The redevelopment or sub-division of an existing residential curtilage; or
c. The sub-division of an existing dwelling;
d. The conversion or redevelopment of a non-residential building where this would not result in a loss of local employment.

3. In very exceptional circumstances a slightly larger development (not more than about 8 dwellings) may be permitted where this would lead to the sustainable recycling of a brownfield site bringing positive overall benefit to the village.

Appendix 2 Maps of existing and proposed Settlement Hierarchy

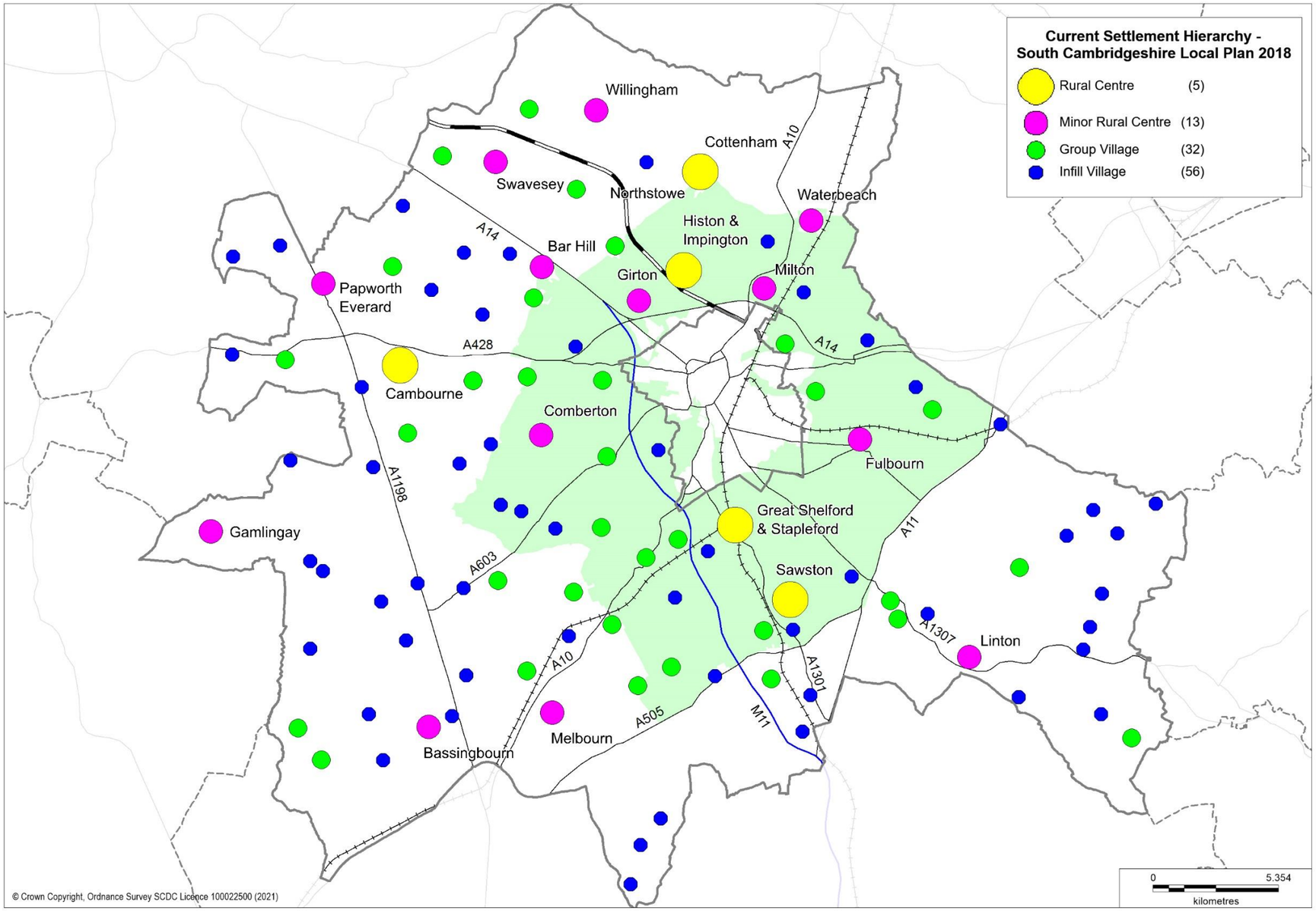


Figure 1 Current settlement hierarchy in Greater Cambridge

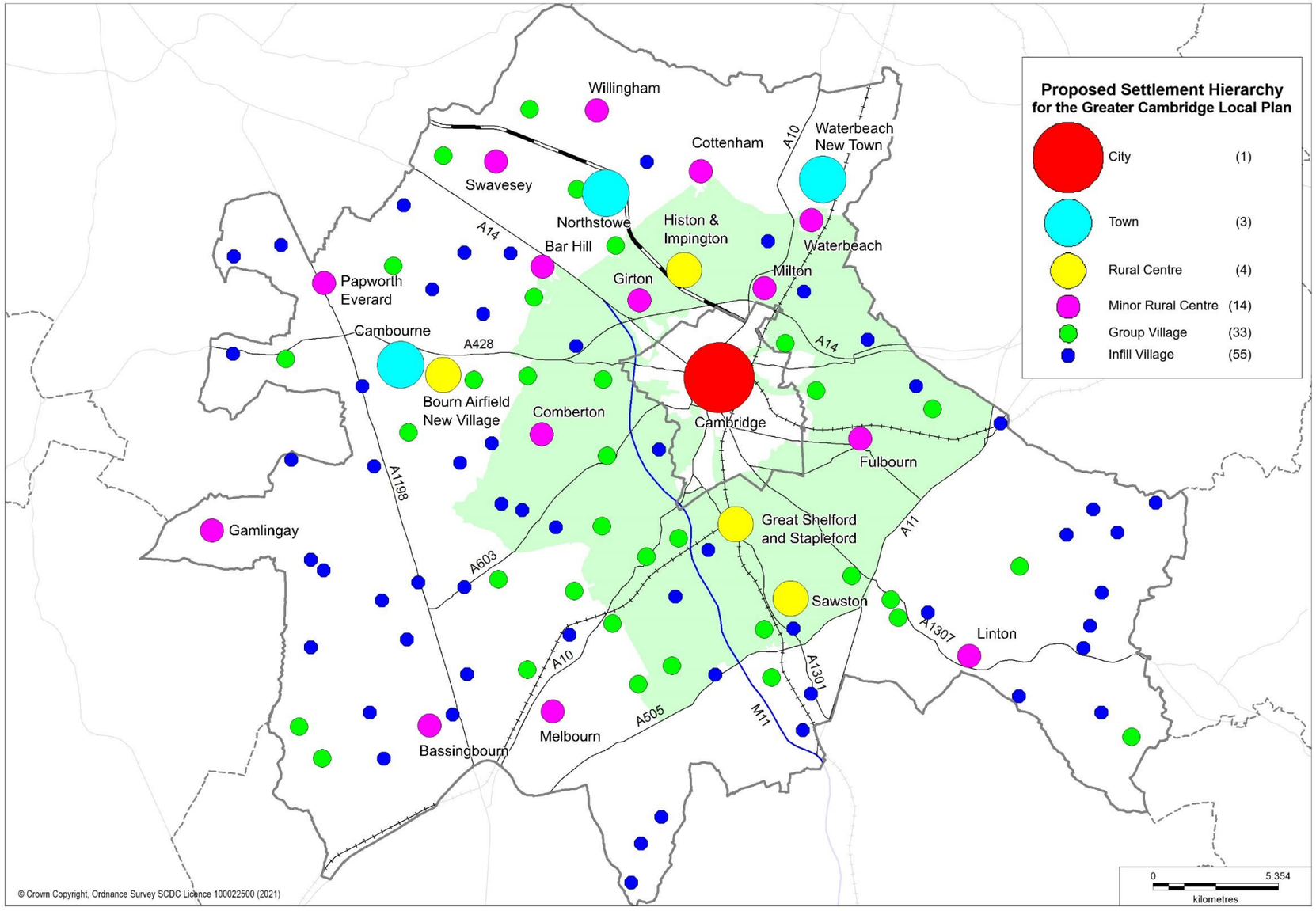


Figure 2 Proposed settlement hierarchy in Greater Cambridge

Appendix 3 Primary school and GP surgeries

Settlement	Primary School	GP surgery
Cambourne	Yes	Yes
Cottenham	Yes	Yes
Great Shelford and Stapleford	Yes	Yes
Histon and Impington	Yes	Yes
Sawston	Yes	Yes
Bar Hill	Yes	Yes
Bassingbourn	Yes	Yes
Comberton	Yes	Yes
Fulbourn	Yes	Yes
Gamlingay	Yes	Yes
Girton	Yes	Yes
Linton	Yes	Yes
Melbourn	Yes	Yes
Milton	Yes	Yes
Papworth Everard	Yes	Yes
Swavesey	Yes	Yes
Waterbeach	Yes	Yes
Willingham	Yes	Yes
Balsham	Yes	No
Barrington	Yes	No
Barton	Yes	No

Settlement	Primary School	GP surgery
Bourn	Yes	Yes
Castle Camps	Yes	No
Coton	Yes	No
Dry Drayton	Yes	No
Duxford	Yes	No
Elsworth	Yes	No
Eltisley	Yes	No
Fen Ditton	Yes	No
Fen Drayton	Yes	No
Fowlmere	Yes	No
Foxton	Yes	No
Great Abington	Yes	No
Great Wilbraham	Yes	No
Guilden Morden	Yes	No
Hardwick	Yes	No
Harston	Yes	Yes
Haslingfield	Yes	No
Hauxton	Yes	No
(Highfields) Caldecote	Yes	No
Little Abington	No	No
Longstanton	Yes	Yes
Meldreth	Yes	No

Settlement	Primary School	GP surgery
Oakington	Yes	No
Orwell	Yes	No
Over	Yes	No
Steeple Morden	Yes	No
Teversham	Yes	No
Thriplow	Yes	No
Whittlesford and Whittlesford Bridge	Yes	No
Abington Piggotts	No	No
Arrington	No	No
Babraham	Yes	No
Bartlow	No	No
Boxworth	No	No
Carlton	No	No
Caxton	No	No
Childerley	No	No
Conington	No	No
Croxton	No	No
Croydon	No	No
East Hatley	No	No
Grantchester	No	No
Graveley	No	No

Settlement	Primary School	GP surgery
Great Chishill	No	No
Great Eversden	No	No
Harlton	No	No
Hatley St George	No	No
Heydon	No	No
Hildersham	No	No
Hinxton	No	No
Horningsea	No	No
Horseheath	No	No
Ickleton	No	No
Kingston	No	No
Knapwell	No	No
Kneesworth	No	No
Landbeach	No	No
Litlington	No	No
Little Chishill	No	No
Little Eversden	No	Yes
Little Gransden	No	No
Little Shelford	No	No
Little Wilbraham	No	No
Lolworth	No	No
Longstowe	No	No

Settlement	Primary School	GP surgery
Madingley	No	No
Newton	No	No
Pampisford	No	No
Papworth St Agnes	No	No
Rampton	No	No
Shepreth	No	No
Shingay-cum-Wendy	No	No
Shudy Camps	No	No
Six Mile Bottom	No	No
Stow-cum-Quy	No	No
Streetly End	No	No
Tadlow	No	No
Toft	No	No
Weston Colville	No	No
Weston Green	No	No
West Wickham	No	No
West Wratting	No	No
Whaddon	No	No
Wimpole	No	No

Table 1 survey of settlements with primary schools and GP surgeries

Appendix 4 Rural Centres on segregated transport routes

Village	On segregated public transport route	Details of segregated public transport route
Cambourne	Yes	Cambourne to Cambridge Better Public Transport Project, Proposed East West Rail station
Cottenham	No	None
Great Shelford and Stapleford	Yes	Train, Sawston Greenway
Histon and Impington	Yes	Cambridgeshire Guided Busway, St Ives Greenway
Sawston	Yes	Sawston Greenway

Table 2 Rural centres on segregated public transport routes

Appendix 5 Village services and Facilities including food stores

Settlement	Pharmacy	Library	Post Office	Dentist	Nursery/ day care	ATM/ Banks	Community facility	Public house	Number of other shops and services	Food store (large food store = 1000sqm +, Small food store =300sqm-999sqm, Less than 300sqm – not considered)	Total Points from services and facilities
Cambourne	Yes	Yes	Yes -Part time	Yes	Yes	Yes	Yes	Yes	20*	Large food store	10
Cottenham	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	28	None/None larger than 300sqm	7
Great Shelford and Stapleford	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	27	Small food store	8
Histon and Impington	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	30	Small food store	9
Sawston	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	32	Large food store	10
Bar Hill	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	16	Large food store	8
Bassingbourn	Yes	No	Yes	Yes	No	Yes	Yes	Yes	8	None	3
Comberton	No	Yes	Yes	Yes	Yes	No	Yes	Yes	15*	None	5
Fulbourn	Yes	No	Yes	No	Yes	Yes	Yes	Yes	14	Large food store	6
Gamlingay	Yes	No	Yes	No	Yes	Yes	Yes	Yes	17	None/None larger than 300sqm	5
Girton	No	No	No	No	Yes	Yes	Yes	Yes	2	None/None larger than 300sqm	2
Linton	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	24	None/None larger than 300sqm	7
Melbourn	Yes	No	No	Yes	Yes	Yes	Yes	Yes	17	Small food store	6
Milton	Yes	No	Yes	No	No	Yes	Yes	Yes	12	Large food store	6
Papworth Everard	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	8	Small food store	4

Settlement	Pharmacy	Library	Post Office	Dentist	Nursery/ day care	ATM/ Banks	Community facility	Public house	Number of other shops and services	Food store (large food store = 1000sqm +, Small food store =300sqm-999sqm, Less than 300sqm – not considered)	Total Points from services and facilities
Swavesey	No	No	Yes	No	No	No	Yes	Yes	7	None/None larger than 300sqm	4
Waterbeach	Yes	No	Yes	No	Yes	Yes	Yes	Yes	15	None/None larger than 300sqm	5
Willingham	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	29	None/None larger than 300sqm	7
Balsham	No	No	Yes	No	No	No	Yes	Yes	5	None/None larger than 300sqm	2
Barrington	No	No	Yes	No	No	No	Yes	Yes	3	None/None larger than 300sqm	2
Barton	No	No	Yes	No	No	Yes	Yes	Yes	13	None/None larger than 300sqm	3
Bourn	No	No	Yes	No	No	No	Yes	Yes	8	None/None larger than 300sqm	3
Castle Camps	No	No	Yes – part time	No	Yes	No	Yes	Yes	1	None/None larger than 300sqm	2
Coton	No	No	Yes	No	No	No	Yes	Yes	Less than 10**	None/None larger than 300sqm	2
Dry Drayton	No	No	No	No	No	No	Yes	Yes	7	None/None larger than 300sqm	1
Duxford	No	No	Yes – part time	No	No	No	Yes	Yes	9	None/None larger than 300sqm	1
Elsworth	No	No	Yes – part time	No	Yes	No	Yes	Yes	8	None/None larger than 300sqm	2
Eltisley	No	No	No	No	No	No	Yes	Yes	1	None/None larger than 300sqm	1

Settlement	Pharmacy	Library	Post Office	Dentist	Nursery/ day care	ATM/ Banks	Community facility	Public house	Number of other shops and services	Food store (large food store = 1000sqm +, Small food store =300sqm-999sqm, Less than 300sqm – not considered)	Total Points from services and facilities
Fen Ditton	No	No	No	No	No	No	Yes	Yes	4	None/None larger than 300sqm	1
Fen Drayton	No	No	No	No	No	No	Yes	Yes	2	None/None larger than 300sqm	1
Fowlmere	No	No	Yes	No	No	No	Yes	Yes	2	None/None larger than 300sqm	1
Foxton	No	No	Yes	No	No	No	Yes	Yes	Less than 10**	None/None larger than 300sqm	1
Great Abington	No	No	Yes	No	Yes	Yes	Yes	Yes	6	None/None larger than 300sqm	2
Great Wilbraham	No	No	Yes	Yes	Yes	No	Yes	Yes	2	None/None larger than 300sqm	4
Guilden Morden	No	No	No	No	No	No	Yes	Yes	2	None/None larger than 300sqm	2
Hardwick	No	No	Yes	No	No	Yes	Yes	Yes	9	None/None larger than 300sqm	4
Harston	No	No	Yes	No	No	Yes	Yes	Yes	Less than 10**	None/None larger than 300sqm	4
Haslingfield	No	No	Yes	No	No	No	Yes	Yes	1	None/None larger than 300sqm	3
Hauxton	No	No	No	No	No	No	Yes	No	Less than 10**	None/None larger than 300sqm	2
(Highfields) Caldecote	No	No	No	No	No	No	Yes	Yes	6	None/None larger than 300sqm	2
Little Abington	No	No	Yes	No	No	No	No	No	Less than 10**	None/None larger than 300sqm	1

Settlement	Pharmacy	Library	Post Office	Dentist	Nursery/ day care	ATM/ Banks	Community facility	Public house	Number of other shops and services	Food store (large food store = 1000sqm +, Small food store =300sqm-999sqm, Less than 300sqm – not considered)	Total Points from services and facilities
Longstanton	No	No	Yes	Yes	Yes	Yes	Yes	Yes	3	Small food store	4
Meldreth	No	No	Yes	No	No	No	Yes	Yes	1	None/None larger than 300sqm	1
Oakington	No	No	Yes	No	Yes	No	Yes	Yes	6	None/None larger than 300sqm	2
Orwell	No	No	Yes – part time	No	No	No	Yes	Yes	4	None/None larger than 300sqm	1
Over	Yes	No	Yes – part time	No	No	Yes	Yes	Yes	6	None/None larger than 300sqm	3
Steeple Morden	No	No	Yes – part time	No	No	No	Yes	Yes	3	None/None larger than 300sqm	1
Teversham	No	No	No	No	No	No	Yes	Yes	2	None/None larger than 300sqm	1
Thriplow	No	No	No	No	No	No	Yes	Yes	4	None/None larger than 300sqm	1
Whittlesford and Whittlesford Bridge	No	No	Yes	No	No	Yes	Yes	Yes	5	None/None larger than 300sqm	2
Babraham	No	No	No	No	Yes	Yes	No	Yes	2	None/None larger than 300sqm	1
Little Eversden	No	No	No	No	No	No	No	No	Less than 10**	None/None larger than 300sqm	0

Table 3 Village services and facilities data

*Figure rounded up from 19 as data did not appear to capture all shops and services

**Figure estimated as less than 10 as no survey data available

Appendix 6 Map of shops and services by parish

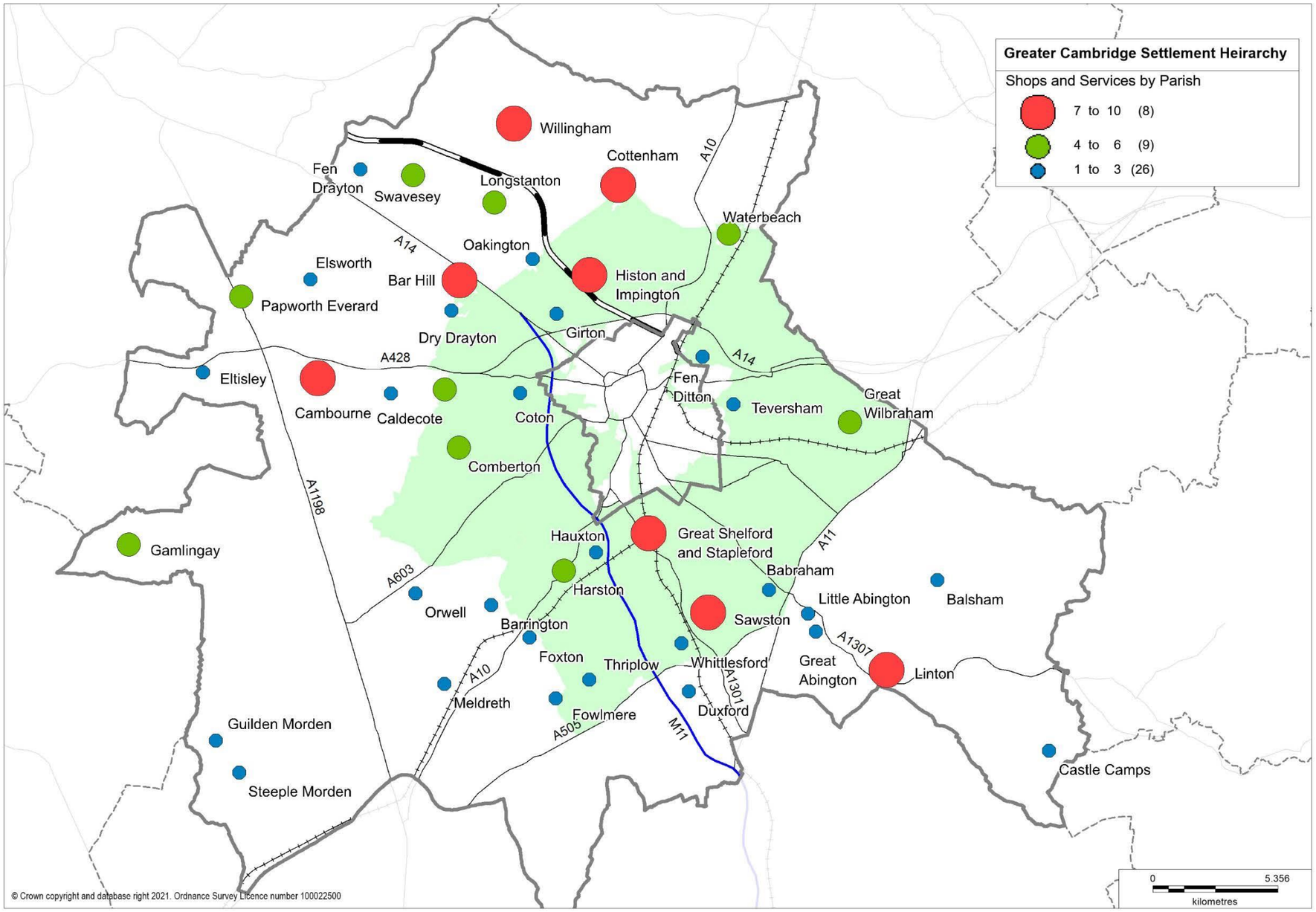


Figure 3 Map showing points awarded for shops and service by parish

Appendix 7 Food stores

Food store	Address	Settlement	Floor space (sqm)	Category
Tesco Supermarket	15-18 Viking Way	Bar Hill	13,120	Large Food Store
Fulbourn Tesco	Yarrow Road	Fulbourn / Cherry Hinton	7,253	Large Food Store
Tesco Stores Ltd	Cambridge Road	Milton	6,228.9	Large Food Store
Co-op	29-31 High Street	Sawston	1,228	Large Food Store
Co-op	79 School Lane	Cambourne	498.5	Small Food Store
Tesco Express Supermarket	30 High Street	Histon	468.6	Small Food Store
Co-op Foodstore	11 High Street	Fulbourn	429.1	Small Food Store
Co-op	1 Station Road	Histon	363.3	Small Food Store
C.A. Leech and Son	1 Station Road	Melbourn	363.3	Small Food Store
Lower Pendrill Court	Ermine Street North	Papworth Everard	363.1	Small Food Store
One Stop Shop	4 High Street	Milton	360.1	Small Food Store
Co-op	29 Mosquito Road	Cambourne	326.5	Small Food Store
Co-op store	93 High Street	Longstanton	322.8	Small Food Store
Tesco Express	2 Unwin Square	Orchard Park	301.5	Small Food Store

Food store	Address	Settlement	Floor space (sqm)	Category
TESCO Express	36-38 Woollards Lane	Great Shelford	300.7	Small Food Store
Co-op	106 High Street	Linton	288.3	Not considered
Co-op	273 High Street	Cottenham	245.1	Not considered
SPAR	41-43 High Street	Bassingbourn	234.4	Not considered
Co-op	71 High Street	Melbourn	226.2	Not considered
Co-op Local	76 High Street	Great Shelford	219	Not considered
Costcutter	41 St. Peters Street	Duxford	212.6	Not considered
Barker Bros.	43 High Street	Great Shelford	207.3	Not considered
Gamlingay Co-op	32 Church Street	Gamlingay	201.7	Not considered
SPAR	52 High Street	Sawston	179.1	Not considered
Co-op	120 Girton Road	Girton	178	Not considered
Melbourn Store	49 High Street	Melbourn	177.7	Not considered
One Stop Shop	56-58 Church Street	Willingham	170.9	Not considered
One Stop Shop	14 Green Side	Waterbeach	152	Not considered
Hardwick Post Office and Stores	99 Cambridge Road	Hardwick	135.2	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
Costcutters	12 Barton Road	Comberton	133.3	Not considered
Mace and Bourn Post Office	8 Short Street	Bourn	132.1	Not considered
LMB stores Ltd	9 Falkner Road	Sawston	130.5	Not considered
Fulbourn Fruit Shop	3 Apethorpe Street	Fulbourn	123.1	Not considered
Hill View Farm Shop	Chestnut Lane	Bassingbourn (Kneesworth)	116.8	Not considered
Waterbeach Village Stores	9 Chapel Street	Waterbeach	113.3	Not considered
Barker's Bakery	16 High Street	Histon	113.2	Not considered
Roll Inn Bakery and Sandwich Bar	10 High Street	Milton	113.2	Not considered
Village Stores and PO	28 High Street	Harston	105.6	Not considered
Sweet Talk News	77 High Street	Linton	100.7	Not considered
Londis Store	78 - 80 Middle Watch	Swavesey	99.9	Not considered
Country Kitchen	21 Church Street	Haslingfield	99.1	Not considered
SPAR	67 London Road	Stapleford	98.9	Not considered
S.S. Gawthroup and Sons	283-287 High Street	Cottenham	97.7	Not considered
Toft Shop and Post Office	6 High Street	Toft	96.9	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
Co-op	12 High Street	Willingham	96.9	Not considered
Foxton Post Office	38 High Street	Foxton	96.1	Not considered
KASH	33 Hinton Way	Great Shelford	92.4	Not considered
Lindsay's Bakery	7 Mill Street	Gamlingay	88.7	Not considered
B. Searle and Sons butchers	58 High Street	Sawston	88.7	Not considered
Shaun's Newsagent	145 High Street	Cottenham	88	Not considered
Whittlesford Village Shop and Post Office	1a High Street	Whittlesford	86.9	Not considered
Great Abington Post Office and Stores	81 High Street	Great Abington	77	Not considered
Boswell and Son Bakery	15-17 Church Street	Willingham	70.9	Not considered
The Deli	16 Berrycroft	Willingham	69	Not considered
Histon Chop Shop	1 Narrow Lane	Histon	68.5	Not considered
Michael Beaumont	15 High Street	Fulbourn	66.3	Not considered
Litlington Post Office Stores	Old Post Office Silver Street	Litlington	65.9	Not considered
Village Stores	2 Fountain Lane	Haslingfield	63.8	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
The Village Shop and Post Office	51 High Street	Barrington	60.3	Not considered
Caldecote Village Store	School Court, Furlong Way	Caldecote	57.9	Not considered
Day's Bakery	26 Woollards Lane	Great Shelford	56.9	Not considered
Barton Village Store and Post Office	2 Comberton Road	Barton	54.5	Not considered
Wards	216a High Street	Cottenham	46.9	Not considered
PandS Cruickshank	10 South Street	Comberton	45.6	Not considered
Boswell and Son Bakery	17 High Street	Waterbeach	45.3	Not considered
Swavesey Newsagents	3 Market Place	Swavesey	44.5	Not considered
Burwash Manor	New Road	Barton	42.6	Not considered
Barkers Bakery	234 High Street	Cottenham	42	Not considered
Shelford Delicatessen	8a Woollards Lane	Great Shelford	39.2	Not considered
Mary's Greengrocers	34 High Street	Sawston	38.1	Not considered
Boswell's Bakery	41 High Street	Linton	27.7	Not considered
Balsham Stores and Post Office	47 High Street	Balsham	0	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
The Old Butchers Café and Shop	35-37 High Street	Balsham	0	Not considered
Wallis and Son	Cavendish House, Wimpole Road	Barton	0	Not considered
Knibbs Meat Safe	Manor Farm, Alms Hill	Bourn	0	Not considered
Morrisons	Broad Street	Cambourne	0	Not considered
Costcutter	St Neots Road	Caxton	0	Not considered
Local Store / Farm Shop	Coton Orchard Garden Centre	Cambridge Road, Coton	0	Not considered
Didis Deli	Dry Drayton Industries Scotland Farm	Dry Drayton	0	Not considered
Two Cats Bakery	Unit 1 Dry Drayton Industries, Scotland	Dry Drayton	0	Not considered
Community Village Shop	Broad End	Elsworth	0	Not considered
Great Wilbraham Store and PO	37 Angle End	Great Wilbraham	0	Not considered
Sarah's Farm Shop	Ashwell Road	Steeple Morden	0	Not considered
BP Service Station	123 High Street	Harston	0	Not considered
Organic Health	87 Church Road	Hauxton	0	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
Les Ward Greengrocer	10 School Hill	Histon	0	Not considered
CostCutter	32-34 Church Street	Ickleton	0	Not considered
Mace	1 Cambridge Road	Impington	0	Not considered
Jigsaw Bakery	113 High Street	Linton	0	Not considered
The Linton Kitchen	30 High Street	Linton	0	Not considered
The Farm Shop, the old Granary	94 High Street	Linton	0	Not considered
Acorn Convenience Store and Off Licence	Cambridge Road	Little Abington	0	Not considered
Longstanton Post Office and Store	10 High Street	Longstanton	0	Not considered
Fieldgate Nurseries Farm Shop	32 Station Road	Meldreth	0	Not considered
Davey's Butchers	32 Station Road	Meldreth	0	Not considered
Bury Lane Farm Shop	Bury Lane (A10, Melbourn By-pass)	Meldreth	0	Not considered
Rectory Farm Shop	Rectory Farm, Landbeach Road	Milton	0	Not considered
Oakington Village Stores and Post Office	27 - 29 Longstanton Road	Oakington	0	Not considered

Food store	Address	Settlement	Floor space (sqm)	Category
Orwell Village store and Post Office	33 Town Green Road	Orwell	0	Not considered
Village Store	30 High Street	Over	0	Not considered
Farm Shop, College Farm	Beech Lane	Pampisford	0	Not considered
Dorrington's Bakery	38 High Street	Sawston	0	Not considered
Boswell and Son Bakery	67 High Street	Sawston	0	Not considered
Post Office	1 Albert Road	Stow-cum-Quy	0	Not considered
Thriplow Village Store	2 Middle Street	Thriplow	0	Not considered
Rosemary Newsagents	3 Rosemary Road	Waterbeach	0	Not considered
Bushel Box Farm Shop	130 Station Road	Willingham	0	Not considered

Table 4 Food stores in South Cambridgeshire

Appendix 8 Transport data

Settlement	Active Transport	GCP	Public Transport	Total
Cambourne	0	1	2	3
Cottenham	0	0	2	2
Great Shelford and Stapleford	1	0	3	4
Histon and Impington	1	0	3	4
Sawston	0	1	2	3
Bar Hill	1	0	2	3
Bassingbourn	0	0	0	0
Comberton	0	0	0	0
Fulbourn	1	1	1	3
Gamlingay	0	0	0	0
Girton	1	0	1	2
Linton	0	1	1	2
Melbourn	0	1	0	0
Milton	1	0	2	3
Papworth Everard	0	0	0	0
Swavesey	0	0	3	3
Waterbeach	0	1	3	4
Willingham	0	0	0	0
Balsham	0	0	0	0
Barrington	0	0	0	0
Barton	0	0	0	0

Settlement	Active Transport	GCP	Public Transport	Total
Bourn	0	1	0	1
Castle Camps	0	0	0	0
Coton	0	0	1	1
Dry Drayton	0	0	1	1
Duxford	0	0	0	0
Elsworth	0	0	0	0
Eltisley	0	0	0	0
Fen Ditton	1	0	2	3
Fen Drayton	0	0	0	0
Fowlmere	0	0	0	0
Foxton	0	0	2	2
Great Abington	0	1	1	2
Great Wilbraham	0	0	0	0
Guilden Morden	0	0	0	0
Hardwick	0	1	2	3
Harston	0	0	0	0
Haslingfield	0	0	0	0
Hauxton	0	0	0	0
(Highfields) Caldecote	0	0	2	2
Little Abington	0	0	0	0
Longstanton	0	0	0	0
Meldreth	0	1	2	3
Oakington	0	0	3	3

Settlement	Active Transport	GCP	Public Transport	Total
Orwell	0	0	0	0
Over	0	0	0	0
Steeple Morden	0	0	0	0
Teversham	0	1	1	2
Thriplow	1	0	0	1
Whittlesford and Whittlesford Bridge	0	0	2	2
Babraham	0	1	1	2
Little Eversden	0	0	0	0

Table 6 Points awarded for transport by category

Village	Format	Route	Monday to Saturday	Sunday
Cambourne	Bus	18	hourly	hourly
Cambourne	Bus	X3	hourly	No service
Cambourne	Bus	Citi 4	every 20 mins	hourly
Cottenham	Bus	Citi 8	every 20 mins	Every 30 mins
Great Shelford and Stapleford	Bus	31	every 1.5 hours	No service
Great Shelford and Stapleford	Bus	13	every 30 mins	hourly
Great Shelford and Stapleford	Bus	Citi 7	every 20 mins	Every 30 mins
Great Shelford and Stapleford	Train	-	2 per hour	hourly
Histon and Impington	Bus	Citi 8	every 20 mins	Every 30 mins
Histon and Impington	Guided Bus	-	Every 15 mins	Every 30 mins
Sawston	Bus	Citi 7	every 20 mins	Every 30 mins
Bar Hill	Bus	Citi 5	every 20 mins	hourly
Bassingbourn	Bus	15	1 per week (Wednesday)	No service
Bassingbourn	Bus	127	every 2 hours (at selected times)	No service
Comberton	Bus	18	hourly	hourly
Fulbourn	Bus	16A	2 per day	No service
Fulbourn	Bus	18	2 per day	No service
Fulbourn	Bus	Citi 1	every 30 mins	Every 30 mins

Village	Format	Route	Monday to Saturday	Sunday
Gamlingay	No direct route	-	-	-
Girton	Bus	Citi 6	every 30 mins	hourly
Linton	Bus	13	every 30 mins	hourly
Melbourn	Bus	915	hourly	hourly
Milton	Park and ride	Milton Park and Ride	every 10 mins	every 15 mins
Milton	Bus	94	1 service per day	No service
Papworth Everard	Bus	8	3 service per day	No service
Papworth Everard	Bus	X3	hourly	No service
Swavesey	Guided Bus	B	every 15 mins	every 30 mins
Swavesey	Bus	Citi 5	5 per day	No service
Waterbeach	Train	Kings Cross	3 per hour	1 per hour
Waterbeach	Bus	X9/9	hourly	No service
Willingham	Bus	Citi 5	5 services per day	No service
Balsham	No direct route	-	-	-
Barrington	Bus	75	every 1.5 hours (during selected times)	No service
Barton	Bus	18	hourly	hourly

Village	Format	Route	Monday to Saturday	Sunday
Barton	Bus	75	every 1.5 hours (during selected times)	No service
Bourn	Bus	18	hourly	hourly
Castle Camps	No direct route	-	-	-
Coton	Bus	8	3 service per day	No service
Dry Drayton	Bus	8	3 services per day	No service
Dry Drayton	Bus	Citi 6	every 30 mins	hourly
Duxford	Bus	Citi 7	hourly	No service
Elsworth	No direct route	-	-	-
Eltisley	Bus	18	hourly	hourly
Fen Ditton	Bus	19	1 service per day	No service
Fen Ditton	Bus	Citi 3	every 10 mins	Every 30 mins
Fen Drayton	Guided Bus	-	Every 15 mins	Every 30 mins
Fowlmere	Bus	31	every 1.5 hours (during selected times)	No service
Foxton	Bus	915	Hourly	hourly
Foxton	Train	-	2 per hour	1 per hour
Great Abington	Bus	x13	every 30 mins	hourly
Great Abington	Bus	13	every 30 mins	hourly

Village	Format	Route	Monday to Saturday	Sunday
Great Wilbraham	Bus	18	2 service per day on Tues and Fri	No service
Guilden Morden	Park and ride	-	2 services per day	No service
Hardwick	Bus	Citi 4	every 20 mins	hourly
Harston	Bus	915	hourly	hourly
Harston	Bus	32	every 30 mins (during selected times)	every 30 mins (during selected times)
Haslingfield	Bus	75	every 1.5 hours (during selected times)	No service
Hauxton	Bus	32	every 30 mins (during selected times)	every 30 mins (during selected times)
(Highfields) Caldecote	Bus	Citi 4	every 20 mins	hourly
Little Abington	Bus	13	every 30 mins	hourly
Longstanton	Guided Bus	B	Every 15 mins	every 30 mins
Longstanton	Bus	Citi 5	Hourly	No service
Meldreth	Train	-	2 per hour	1 per hour
Oakington	Bus	Citi 6	every 30 mins	hourly
Oakington	Guided Bus	B	Every 15 mins	every 30 mins
Orwell	Bus	75	every 1.5 hours (during selected times)	No service
Over	Bus	Citi 5	hourly	

Village	Format	Route	Monday to Saturday	Sunday
Over	Guided Bus	B	Every 15 mins	every 30 mins
Steeple Morden	No direct route	-	-	-
Teversham	Bus	Citi 1	every 30 mins	Every 30 mins
Thriplow	Bus	31	every 1.5 hours (during selected times)	No service
Whittlesford	Train		2 per hour	1 per hour
Abington Pigotts	No direct route	-	-	-
Arrington	Bus	75	3 services per day	No service
Babraham	Bus	13A	Every 30 mins	hourly
Bartlow	No direct route	-	-	-
Boxworth	Bus	8	3 services per day	No service
Carlton	No direct route	-	-	-
Caxton	No direct route	-	-	-
Childerley	No direct route	-	-	-
Conington	Bus	8	3 services per day	No service

Village	Format	Route	Monday to Saturday	Sunday
Croxton	No direct route	-	-	-
Croydon	Bus	75	2 services per day	No service
East Hatley	No direct route	-	-	-
Grantchester	No direct route	-	-	-
Graveley	No direct route	-	-	-
Great Chishill	Bus	31	2 services per day	No service
Great Eversden	No direct route	-	-	-
Harlton	Bus	75	every 1.5 hours (during selected times)	No service
Hatley St George	No direct route	-	-	-
Heydon	Bus	31	2 services per day	No service
Hildersham	Bus	13A	Every 30 mins	hourly
Hinxton	Bus	Citi 7	hourly	No service
Horningsea	Bus	19	1 service per day	No service
Horseheath	Bus	13	every 30 mins	hourly
Ickleton	Bus	Citi 7	hourly	No service
Kingston	Bus	18	1 service per day	No service

Village	Format	Route	Monday to Saturday	Sunday
Knapwell	Bus	8	3 services per day	No service
Kneesworth	No direct route	-	-	-
Landbeach	Bus	19	1 service per day	No service
Landbeach	Bus	9	5 services per day	No service
Litlington	No direct route	-	-	-
Little Chishill	No direct route	-	-	-
Little Eversden	No direct route	-	-	-
Little Gransden	No direct route	-	-	-
Little Shelford	Bus	31	6 services per day	No service
Little Wilbraham	Park and ride	-	1 service per day	No service
Lolworth	No direct route	-	-	-
Longstowe	Bus	18	1 service per day	No service
Madingley	Bus	8	3 services per day	No service
Newton	Bus	31	6 services per day	No service
Pampisford	Bus	Citi 7	hourly	No service

Village	Format	Route	Monday to Saturday	Sunday
Papworth St Agnes	No direct route	-	-	-
Rampton	No direct route	-	-	-
Shepreth	Train		2 per hour	1 per hour
Shingay-cum-Wendy	No direct route	-	-	-
Shudy Camps	No direct route	-	-	-
Six Mile Bottom	Park and ride	-	1 per day	No service
Stow-cum-Quy	Bus	12	hourly	No service
Stow-cum-Quy	Bus	11	hourly	No service
Streetly End	Bus	13	every 30 mins	hourly
Tadlow	Bus	75	2 services per day	
Toft	Park and ride	-	2 services per day	No service
Weston Colville	Bus	16A	1 service per day	No service
Weston Green	Bus	16A	1 service per day	No service
West Wickham	Bus	16A	1 service per day	No service
West Wratting	Bus	16A	1 service per day	No service

Village	Format	Route	Monday to Saturday	Sunday
Whaddon	No direct route	-	-	-
Wimpole	Bus	75	2 services per day	No service

Table 5 public transport between villages and Cambridge / market towns outside of the district

Appendix 9 Transport Maps

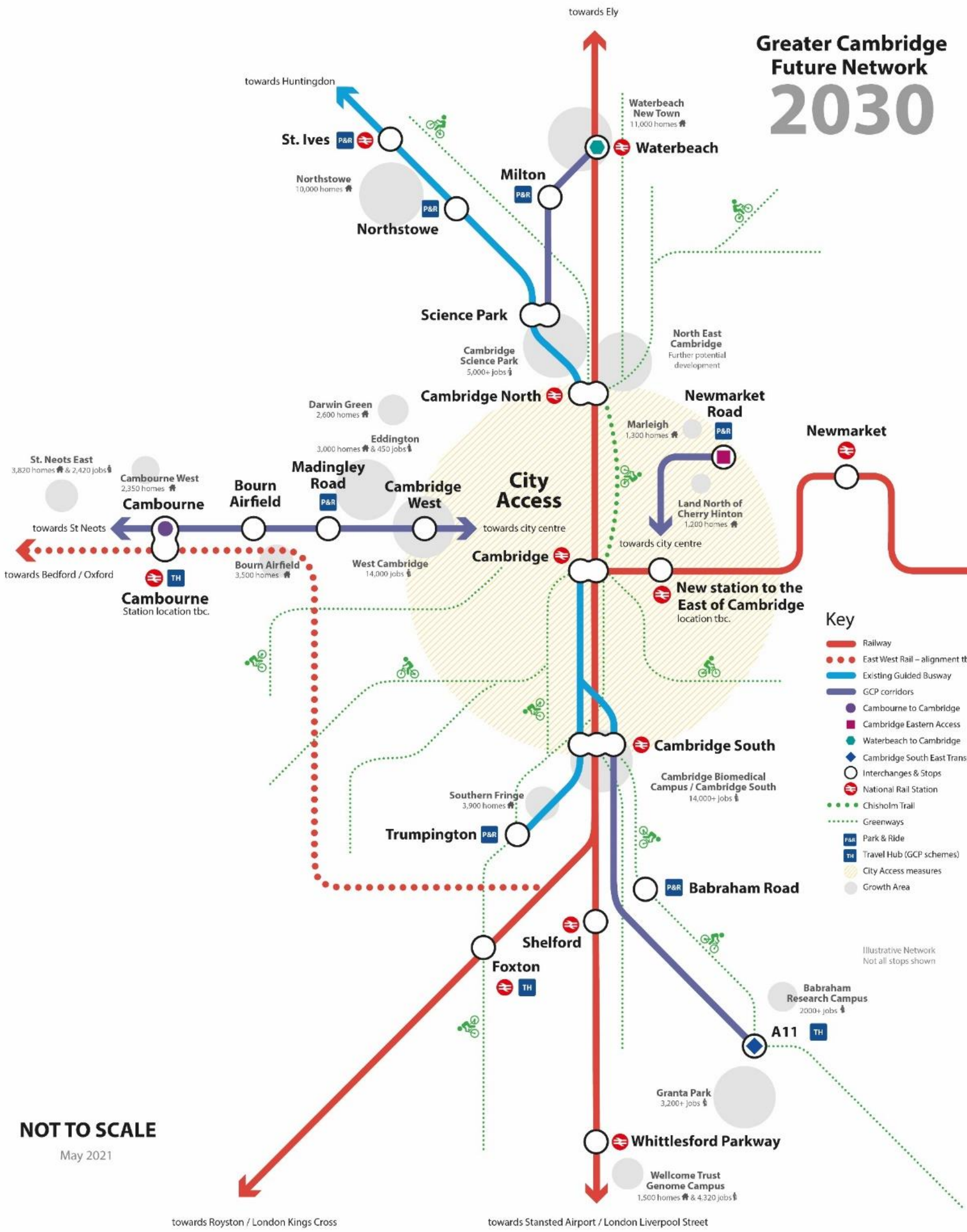


Figure 4 Greater Cambridge Partnership future network plan [(Image credit Greater Cambridge Partnership)]

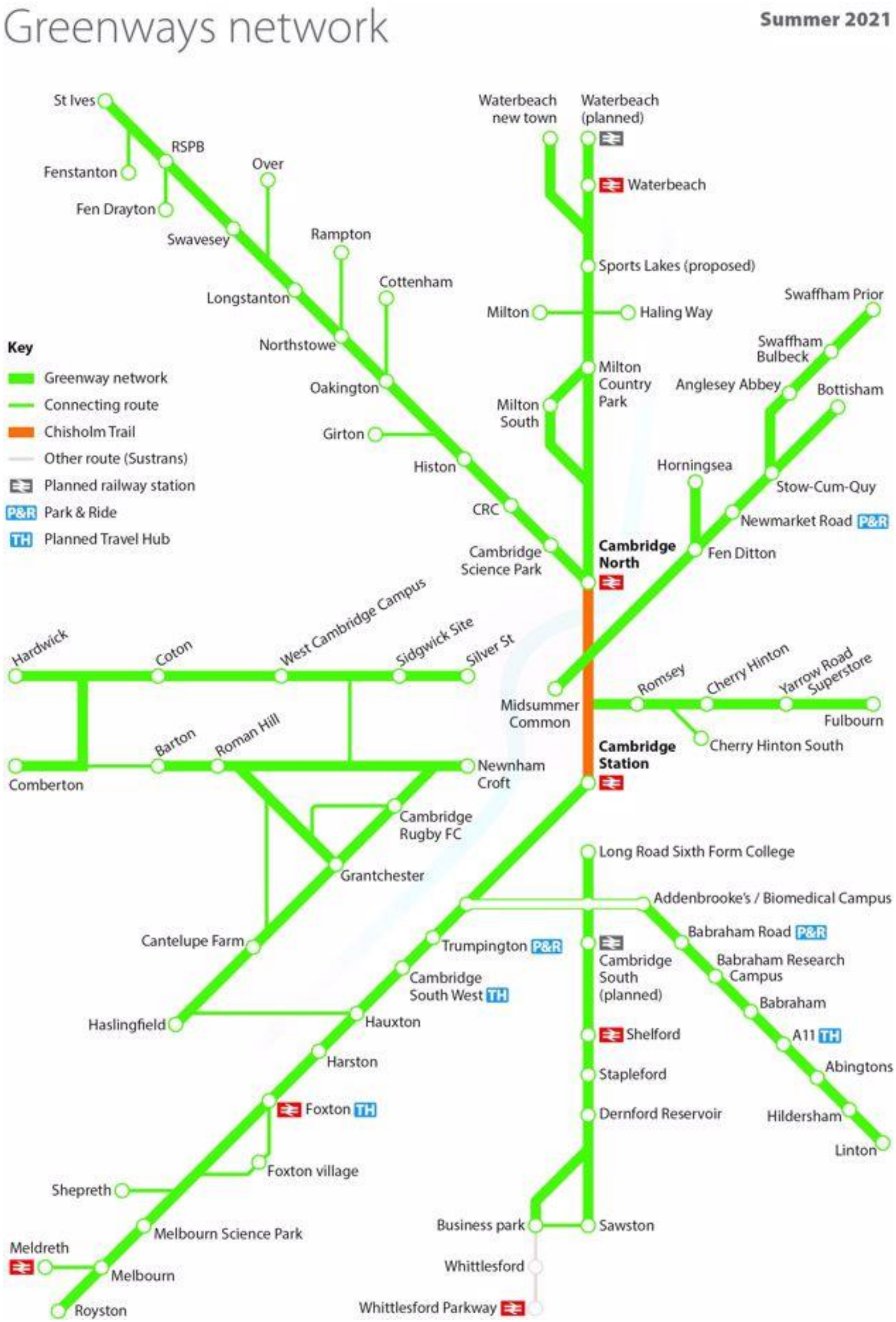


Figure 5 Greater Cambridge Partnership Greenways Network Map [(Image credit Greater Cambridge Partnership)]

Figure 6 Greater Cambridge Partnership Fulbourn Greenway Map [(Image credit Greater Cambridge Partnership)]

Figure 7 Greater Cambridge Partnership Linton Greenway map(Image credit Greater Cambridge Partnership)

Figure 8 Greater Cambridge Partnership Melbourn Greenway map(Image credit Greater Cambridge Partnership)

Figure 9 Greater Cambridge Partnership Sawston Greenway map(Image credit Greater Cambridge Partnership)

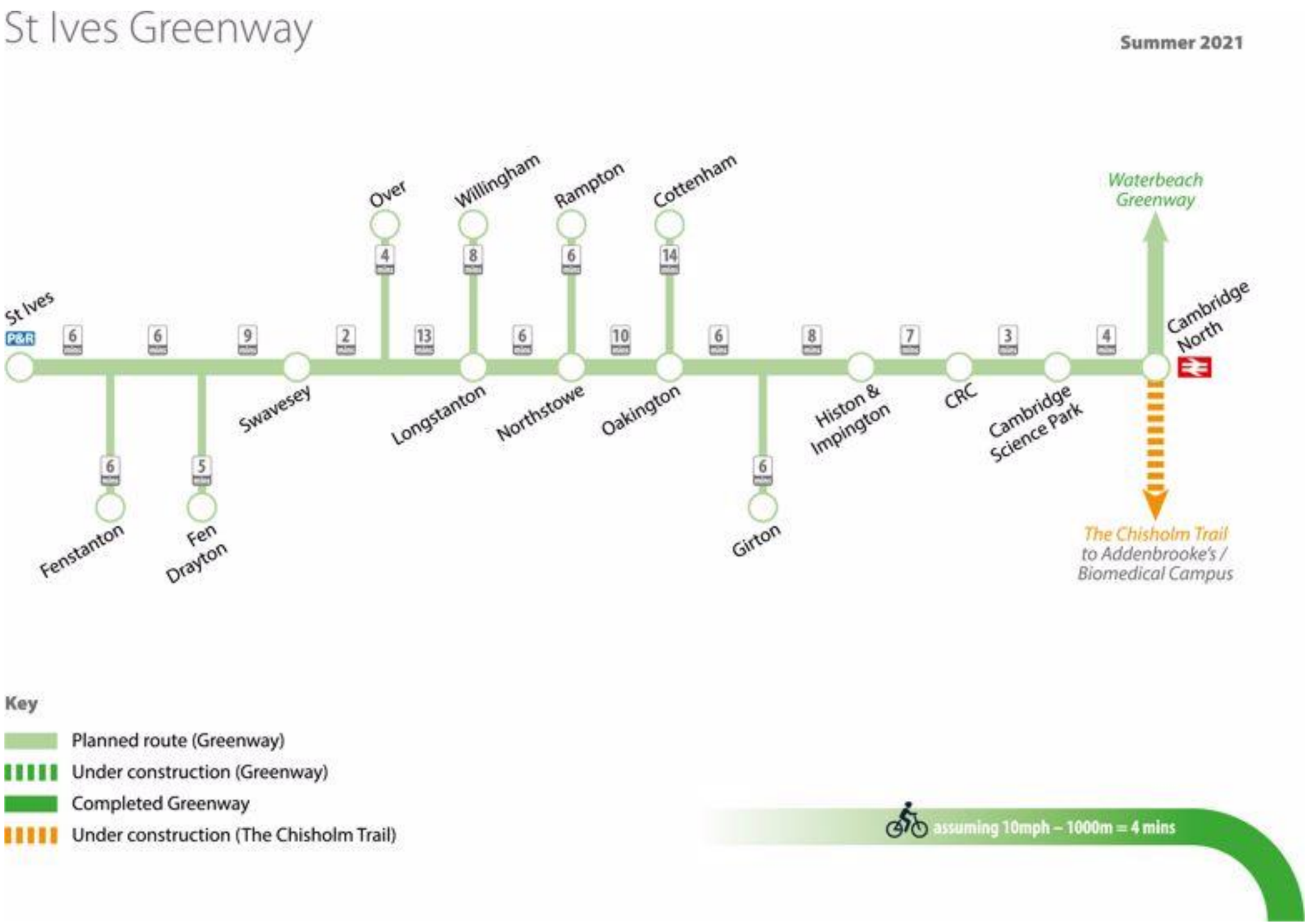


Figure 10 Greater Cambridge Partnership St Ives Greenway map [(Image credit Greater Cambridge Partnership)]

Figure 11 Greater Cambridge Partnership Waterbeach Greenway (Image credit Greater Cambridge Partnership)

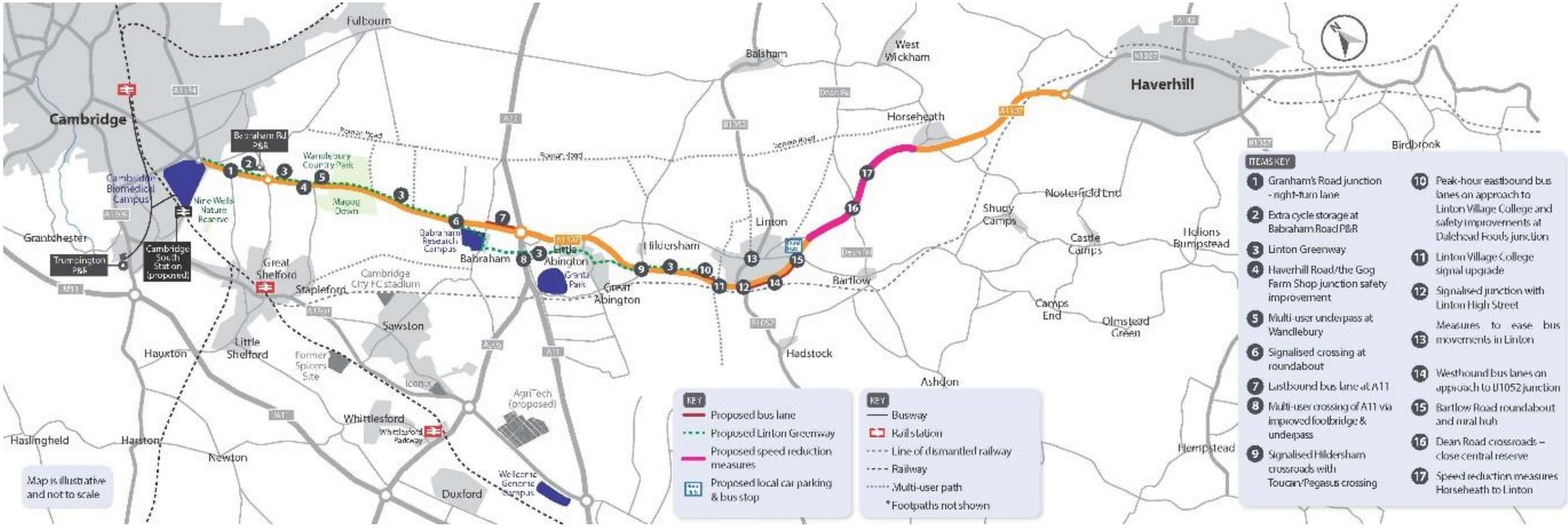


Figure 12 Greater Cambridge Partnership Cambridge South East Transport Route (CSET) – phase 1(Image credit Greater Cambridge Partnership)

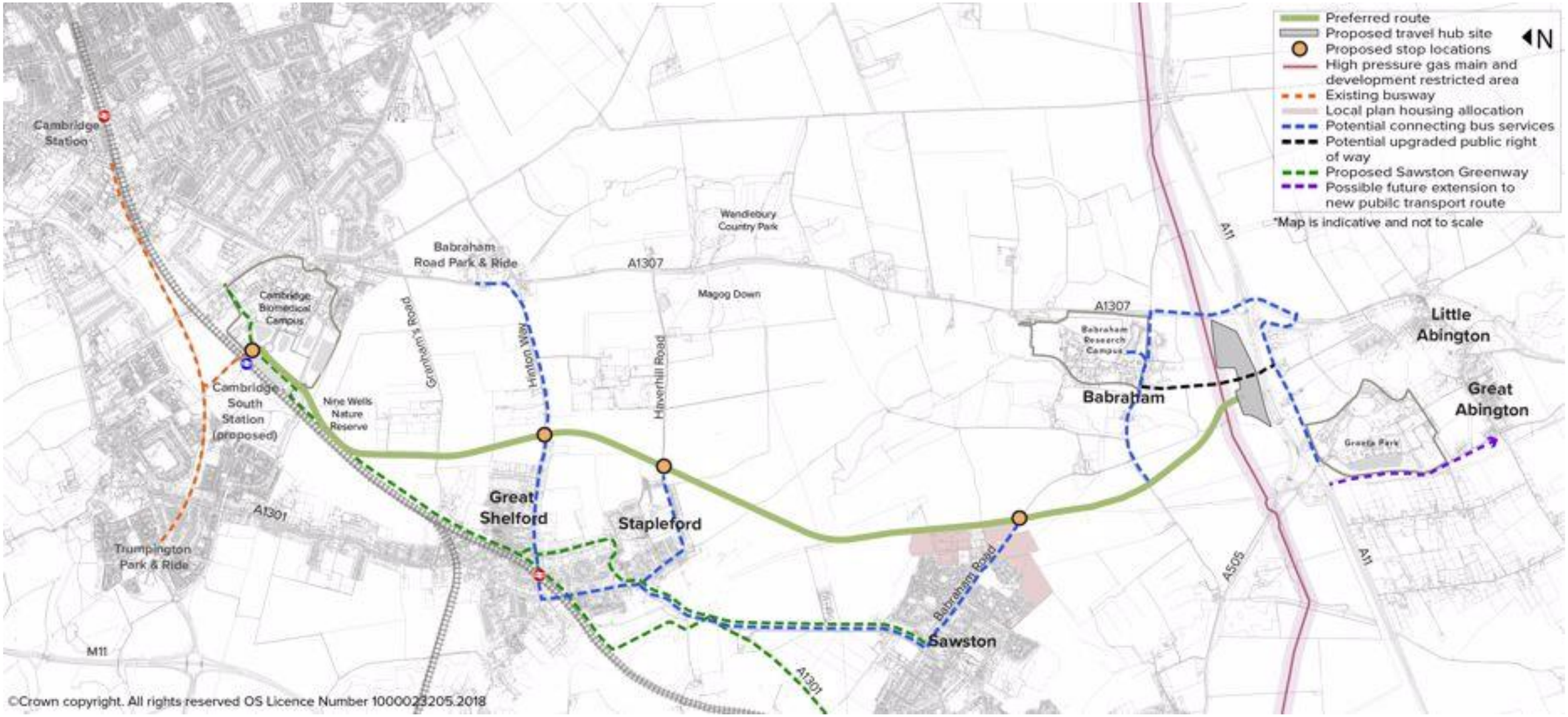


Figure 13 Greater Cambridge Partnership Cambridge South East Transport Route (CSET) – phase 2(Image credit Greater Cambridge Partnership)

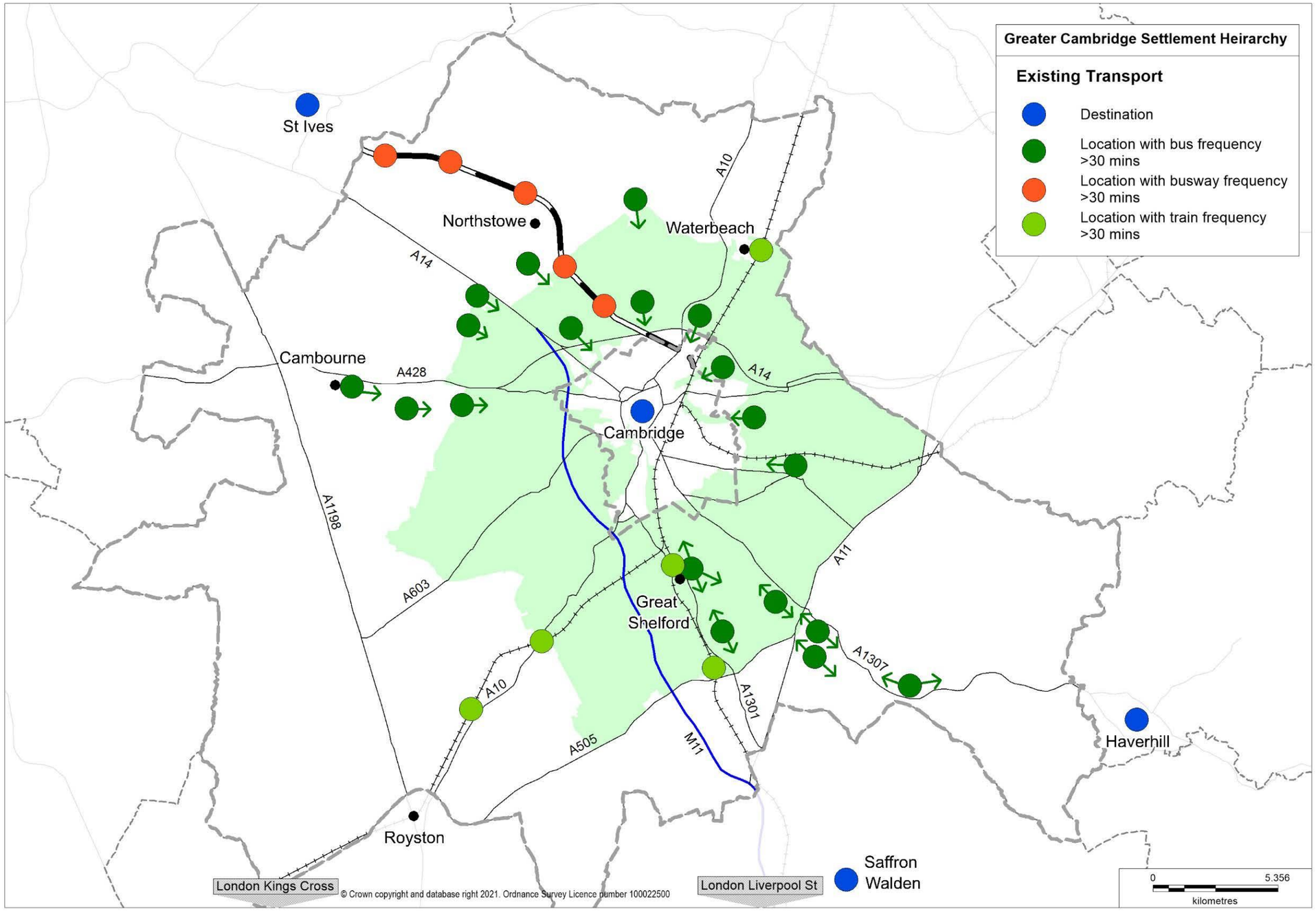


Figure 14 Existing 20 and 30 minute transport frequency map of settlements in Greater Cambridge with Cambridge and market towns outside of the district

Appendix 10 Job to Population ratio data

Area (LSOA areas)	Main parish centre of LSOA	All Ages	Aged 16 to 64 (LSOA)	total number Jobs (LSOA)	Job Density (F/E)	Job Density
lsoa2011:E01018304 : South Cambridgeshire 001A	Willingham	1,887	1,198	500	0.42	0.03
lsoa2011:E01018305 : South Cambridgeshire 001B	Over	1,289	748	225	0.30	0.25
lsoa2011:E01018306 : South Cambridgeshire 001C	Over	1,544	915	500	0.55	0.89
lsoa2011:E01018307 : South Cambridgeshire 001D	Willingham	2,166	1,319	350	0.27	0.14
lsoa2011:E01018233 : South Cambridgeshire 002A	Rampton	1,630	1,010	900	0.89	0.81
lsoa2011:E01018234 : South Cambridgeshire 002B	Cottenham	1,592	921	700	0.76	0.23
lsoa2011:E01018235 : South Cambridgeshire 002C	Cottenham	1,673	946	225	0.24	0.36
lsoa2011:E01018236 : South	Cottenham	1,698	992	400	0.40	0.23

Cambridgeshire 002D						
lsoa2011:E01018237 : South Cambridgeshire 003A	Oakington and Westwick	1,507	865	900	1.04	0.34
lsoa2011:E01018266 : South Cambridgeshire 003B	Longstanton	4,196	2,634	1,500	0.57	0.29
lsoa2011:E01018284 : South Cambridgeshire 003C	Swavesey	1,338	749	1,750	2.34	0.05
lsoa2011:E01018285 : South Cambridgeshire 003D	Swavesey	1,264	780	300	0.38	0.44
lsoa2011:E01018298 : South Cambridgeshire 004A	Waterbeach	1,694	1,191	450	0.38	0.78
lsoa2011:E01018299 : South Cambridgeshire 004B	Waterbeach	2,086	1,274	2,250	1.77	0.01
lsoa2011:E01018300 : South Cambridgeshire 004C	Landbeach	1,146	686	2,500	3.64	0.13
lsoa2011:E01018301 : South Cambridgeshire 004D	Waterbeach	1,422	822	175	0.21	0.17
lsoa2011:E01018221 : South	Bar Hill	1,695	1,141	125	0.11	0.01

Cambridgeshire 005A						
lsoa2011:E01018222 : South Cambridgeshire 005B	Bar Hill	1,450	814	100	0.12	0.36
lsoa2011:E01018223 : South Cambridgeshire 005C	Boxworth, Lolworth, Dry Drayton	1,882	1,168	3,000	2.57	0.05
lsoa2011:E01018257 : South Cambridgeshire 006A	Impington	1,518	923	75	0.08	0.26
lsoa2011:E01018258 : South Cambridgeshire 006B	Histon	1,614	907	100	0.11	0.47
lsoa2011:E01018259 : South Cambridgeshire 006C	Impington	1,541	971	1,250	1.29	0.08
lsoa2011:E01018260 : South Cambridgeshire 006D	Histon, Impington	1,868	1,072	3,000	2.80	0.13
lsoa2011:E01018262 : South Cambridgeshire 006F	Histon	1,510	826	40	0.05	0.14
lsoa2011:E01033120 : South Cambridgeshire 006G	Impington	1,877	1,378	150	0.11	0.52
lsoa2011:E01033121 : South	Milton	1,546	959	600	0.63	0.18

Cambridgeshire 006H						
lsoa2011:E01018272 : South Cambridgeshire 007A	Milton	1,614	1,007	1,250	1.24	0.21
lsoa2011:E01018273 : South Cambridgeshire 007B	Milton	1,714	1,256	12,000	9.55	0.59
lsoa2011:E01018274 : South Cambridgeshire 007C	Horningsea, Fen Ditton, Stow-cum-Quy	1,563	981	1,250	1.27	0.25
lsoa2011:E01018297 : South Cambridgeshire 007D	Madingley, Coton, Barton	1,465	867	600	0.69	0.51
lsoa2011:E01018224 : South Cambridgeshire 009A	Grantchester	1,133	586	400	0.68	0.54
lsoa2011:E01018225 : South Cambridgeshire 009B	Girton	2,775	1,870	700	0.37	1.12
lsoa2011:E01018248 : South Cambridgeshire 009C	Girton	1,010	565	500	0.88	0.32
lsoa2011:E01018249 : South Cambridgeshire 009D	Girton	1,207	695	50	0.07	0.44
lsoa2011:E01018250 : South	Kingston, Toft,	2,688	1,582	1,000	0.63	0.14

Cambridgeshire 009E	Caldecote, Childerley					
lsoa2011:E01018231 : South Cambridgeshire 010A	Comberton	2,287	1,267	450	0.36	0.02
lsoa2011:E01018232 : South Cambridgeshire 010B	Hardwick	1,140	750	175	0.23	2.5
lsoa2011:E01018251 : South Cambridgeshire 010C	Hardwick	1,398	878	250	0.28	0.95
lsoa2011:E01018252 : South Cambridgeshire 010D	Harlton, Little Eversden, Great Eversden	1,101	647	125	0.19	0.04
lsoa2011:E01018255 : South Cambridgeshire 010E	Fulbourn	1,558	852	75	0.09	0.87
lsoa2011:E01018242 : South Cambridgeshire 011A	Fulbourn	1,621	1,118	2,500	2.24	0.48
lsoa2011:E01018243 : South Cambridgeshire 011B	Fulbourn	1,683	869	900	1.04	0.17
lsoa2011:E01018244 : South Cambridgeshire 011C	Teversham	1,623	1,098	2,500	2.28	0.26
lsoa2011:E01018286 : South	Teversham	1,577	1,094	100	0.09	0.05

Cambridgeshire 011D						
lsoa2011:E01018287 : South Cambridgeshire 011E	Little Wilbraham, Great Wilbraham	1,111	632	500	0.79	1.47
lsoa2011:E01018296 : South Cambridgeshire 011F	Great Shelford	1,443	821	700	0.85	0.29
lsoa2011:E01018292 : South Cambridgeshire 012A	Great Shelford	1,637	865	800	0.92	0.11
lsoa2011:E01018293 : South Cambridgeshire 012B	Great Shelford	1,778	1,082	900	0.83	0.23
lsoa2011:E01018294 : South Cambridgeshire 012C	Stapleford	1,730	932	250	0.27	0.37
lsoa2011:E01018295 : South Cambridgeshire 012D	Gamlingay	1,675	929	350	0.38	0.03
lsoa2011:E01018245 : South Cambridgeshire 013A	Gamlingay	1,542	867	225	0.26	0.89
lsoa2011:E01018246 : South Cambridgeshire 013B	Longstowe, Arrington, Croydon, Hatley, Little Gransden	1,661	1,006	800	0.80	0.4

lsoa2011:E01018247 : South Cambridgeshire 013C	Wimpole, Orwell, Barrington	2,420	1,321	700	0.53	0.25
lsoa2011:E01018275 : South Cambridgeshire 013D	Foxton	1,251	739	400	0.54	0.09
lsoa2011:E01018240 : South Cambridgeshire 014A	Harston	1,185	678	1,000	1.47	1.73
lsoa2011:E01018253 : South Cambridgeshire 014B	Hauxton	1,681	982	225	0.23	0.36
lsoa2011:E01018254 : South Cambridgeshire 014C	Haslingfield	2,117	1,202	350	0.29	0.06
lsoa2011:E01018256 : South Cambridgeshire 014D	Newton, Little Shelford	1,230	707	450	0.64	0.02
lsoa2011:E01018291 : South Cambridgeshire 014E	Sawston	1,501	850	400	0.47	3.64
lsoa2011:E01018279 : South Cambridgeshire 015A	Sawston	1,603	890	800	0.90	0.76
lsoa2011:E01018280 : South Cambridgeshire 015B	Sawston	1,573	893	100	0.11	0.1

lsoa2011:E01018281 : South Cambridgeshire 015C	Sawston	1,302	784	700	0.89	1.5
lsoa2011:E01018282 : South Cambridgeshire 015D	Sawston	1,254	738	800	1.08	0.1
lsoa2011:E01018283 : South Cambridgeshire 015E	Weston Coalville, West Wratting, Carlton	1,717	979	300	0.31	0.18
lsoa2011:E01018218 : South Cambridgeshire 016A	Balsham, West Wickham	1,348	785	175	0.22	0.45
lsoa2011:E01018219 : South Cambridgeshire 016B	Horseheath, Shudy Camps, Castle Camps	1,467	878	250	0.28	0.31
lsoa2011:E01018220 : South Cambridgeshire 016C	Linton (pt), Hildersham	1,518	879	1,250	1.42	0.03
lsoa2011:E01018263 : South Cambridgeshire 016D	Linton	1,619	879	150	0.17	0.57
lsoa2011:E01018264 : South Cambridgeshire 016E	Bartlow	1,750	973	350	0.36	0.13
lsoa2011:E01018265 : South	Ickleton	1,434	865	1,500	1.73	0.06

Cambridgeshire 016F						
lsoa2011:E01018238 : South Cambridgeshire 017A	Duxford	1,485	863	450	0.52	0.82
lsoa2011:E01018239 : South Cambridgeshire 017B	Great Abington, Little Abington	1,200	710	4,000	5.63	0.52
lsoa2011:E01018288 : South Cambridgeshire 017C	Hinxton, Pampisford, Babraham	1,202	747	6,000	8.03	3.8
lsoa2011:E01018289 : South Cambridgeshire 017D	Thriplow	1,497	1,002	1,250	1.25	0.19
lsoa2011:E01018302 : South Cambridgeshire 017E	Whittlesford	1,206	660	600	0.91	1.04
lsoa2011:E01018303 : South Cambridgeshire 017F	Fowlmere	1,261	685	350	0.51	0.13
lsoa2011:E01018241 : South Cambridgeshire 018A	Melbourn	2,386	1,300	2,000	1.54	0.23
lsoa2011:E01018267 : South Cambridgeshire 018B	Heydon, Great and Little Chishill	1,886	1,138	1,500	1.32	0.43
lsoa2011:E01018268 : South	Melbourn	1,393	827	75	0.09	1.03

Cambridgeshire 018C						
lsoa2011:E01018269 : South Cambridgeshire 018D	Shepreth	1,077	632	1,750	2.77	0.39
lsoa2011:E01018270 : South Cambridgeshire 018E	Meldreth	1,661	960	500	0.52	0.01
lsoa2011:E01018271 : South Cambridgeshire 018F	Shingay cum Wendy, Whaddon	1,203	849	800	0.94	0.89
lsoa2011:E01018226 : South Cambridgeshire 019A	Bassinbourn CK	1,803	1,064	175	0.16	0.69
lsoa2011:E01018227 : South Cambridgeshire 019B	Litlington	1,578	947	700	0.74	2.77
lsoa2011:E01018228 : South Cambridgeshire 019C	Tadlow, Abington Pigotts, Steeple Morden, Guilden Morden	2,415	1,395	600	0.43	0.17
lsoa2011:E01018290 : South Cambridgeshire 019D	Cambourne	1,178	709	400	0.56	0.06
lsoa2011:E01033113 : South Cambridgeshire 020A	Cambourne	1,574	1,080	2,500	2.31	not in figures separately

Table 1: Ward population ratio (figures are ward based rather than parish based – ONS)

lsoa2011:E0103311 4 : South Cambridgeshire 020B	Cambourne	1,406	913	50	0.05	0.27
lsoa2011:E0103311 5 : South Cambridgeshire 020C	Cambourne	1,414	933	800	0.86	0.2
lsoa2011:E0103311 7 : South Cambridgeshire 020D	Cambourne	3,897	2,425	300	0.12	0.34
lsoa2011:E0103311 9 : South Cambridgeshire 020E	Papworth Everard	1,509	948	500	0.53	1.36
lsoa2011:E0101827 6 : South Cambridgeshire 021A	Elsworth, Knapwell, Conington, Fen Drayton	1,776	1,009	500	0.50	0.03
lsoa2011:E0101827 7 : South Cambridgeshire 021B	Papworth St Agnes, Graveley	2,543	1,666	600	0.36	1.19
lsoa2011:E0101827 8 : South Cambridgeshire 021C	Bourn, Caxton	2,660	1,523	700	0.46	1.25
lsoa2011:E0103311 6 : South Cambridgeshire 021D	Eltisley, Croxton	1,376	866	250	0.29	0.13

Appendix 11 Employment density map

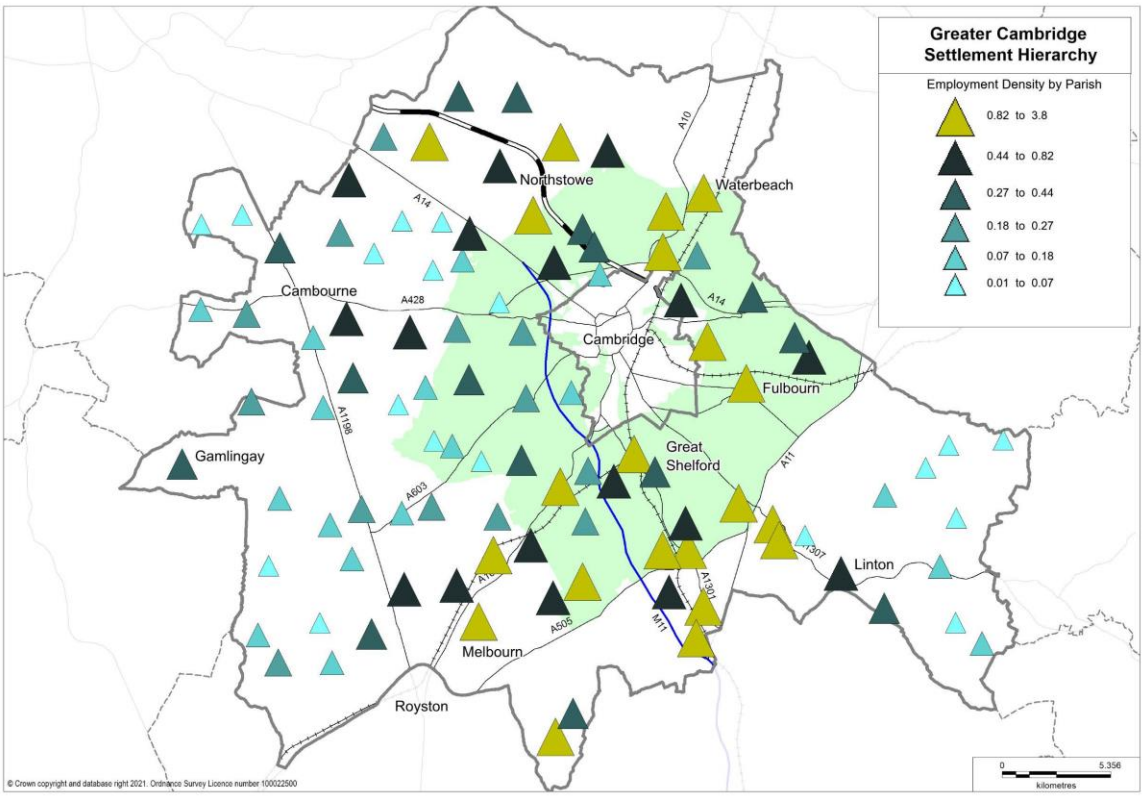


Figure 15 Map showing employment density of settlements in Greater Cambridge (excluding Cambridge City)

Appendix 12 Secondary school map

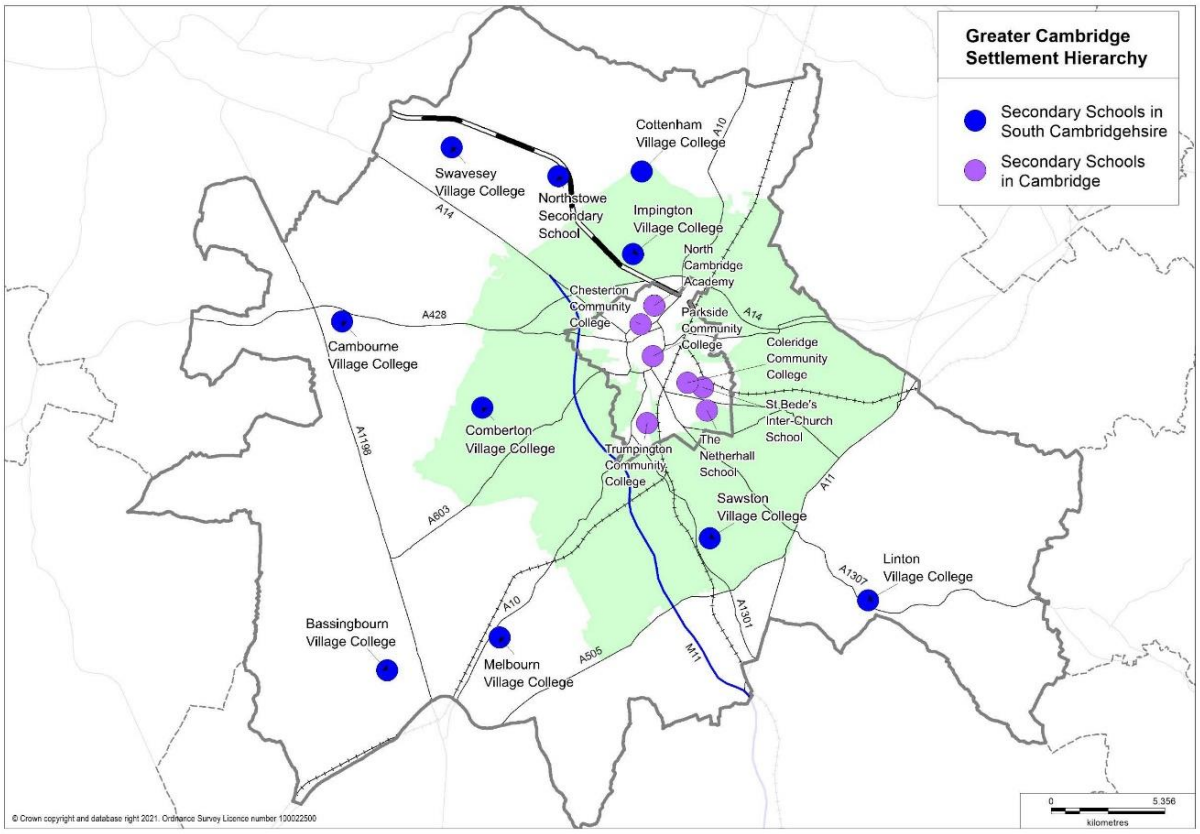


Figure 16 Map showing secondary schools in Greater Cambridge

Appendix 13 Summary of findings

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Cambourne	11,290*	3	4	10	1	20
Northstowe (approximate points)	25,000**	3	4	10	1	20
Waterbeach new Town (approximate points)	25,000***	3	4	10	1	20
Bourn Airfield (approximate points)	9,800****	3	4	8	1	18
Cottenham	6,160	2	4	7	0	14
Great Shelford and Stapleford	6,430	3	1	8	1	16

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Histon and Impington	9,120	4	4	9	1	19
Sawston	7,300	3	4	10	1	20
Bar Hill	3,870	3	0	8	1	14
Bassingbourn	1,670*	0	4	3	0	9
Comberton	2,360	0	4	5	1	11
Fulbourn	3,710**	3	0	6	2	13
Gamlingay	3,810	0	0	5	0	7
Girton	4,710	3	0	2	0	7
Linton	4,650	2	4	7	1	16
Melbourn	4,750	1	4	6	1	14

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Milton	4,880	3	0	6	2	13
Papworth Everard	3,840	0	0	4	0	6
Swavesey	2,570	2	4	4	2	14
Waterbeach	4,840	4	0	5	2	13
Willingham	4,070	0	0	7	0	9
Balsham	1,580	0	0	2	0	2
Barrington	1,100	0	0	2	0	2
Barton	830	0	0	3	1	4
Bourn	1,050	1	0	3	0	4
Castle Camps	650	0	0	2	0	2

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Coton	910	1	0	2	0	3
Dry Drayton	660	1	0	1	0	2
Duxford	1,890	0	1	1	1	3
Elsworth	650	0	0	2	0	2
Eltisley	410	0	0	1	0	1
Fen Ditton	750	3	0	1	1	5
Fen Drayton	910	3	0	1	0	4
Fowlmere	1,280	0	0	1	1	2
Foxton	1,280	2	0	1	1	4
Great Abington	880	0	1	2	2	5

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Great Wilbraham	680	0	0	4	0	4
Guilden Morden	960	0	0	2	0	2
Hardwick	2,550	3	1	4	0	8
Harston	1,820	0	0	4	2	6
Haslingfield	1,620	0	0	3	0	3
Hauxton	970	0	0	2	0	2
(Highfields) Caldecote	1,780	2	0	2	0	4
Little Abington	520	0	0	1	2	3
Longstanton	2,940	3	0	4	1	8
Meldreth	2,020	3	0	1	1	5

Settlement	Population	Transport	Secondary education	Village services and facilities	Employment	Score
Oakington	1,570	4	0	2	2	8
Orwell	1,070	0	0	1	0	1
Over	2,880	0	0	3	0	3
Steeple Morden	1,170	0	0	1	0	1
Teversham	2,810	2	0	1	2	5
Thriplow	1,180	0	0	1	2	3
Whittlesford	1,890	2	1	2	1	6
Babraham	320	1	1	1	1	4
Little Eversden	580	0	0	0	0	0

Table 7 Summary of findings of survey work by category

Appendix 14 Age demographic of settlements in South Cambridgeshire

Parish	0-15	16-69	70+
England	19%	62%	18%
East of England	19%	61%	20%
Cambridgeshire and Peterborough	20%	62%	18%
Abington Pigotts	20%	59%	21%
Arrington	19%	66%	14%
Babraham	20%	73%	7%
Balsham	17%	63%	20%
Bar Hill	16%	71%	13%
Barrington	22%	60%	18%
Bartlow	14%	64%	21%
Barton	16%	60%	25%
Bassingbourn cum Kneesworth	19%	67%	14%
Bourn	33%	61%	6%
Boxworth	14%	74%	12%
Caldecote	25%	64%	10%
Cambourne	30%	65%	4%
Carlton	8%	73%	19%
Castle Camps	18%	67%	15%
Caxton	26%	68%	6%
Childerley	21%	64%	15%
Comberton	19%	61%	19%
Conington	20%	59%	20%
Coton	23%	62%	15%
Cottenham	19%	64%	16%
Croxton	18%	72%	11%
Croydon	15%	75%	10%
Dry Drayton	22%	61%	18%
Duxford	21%	65%	14%
Elsworth	18%	61%	21%
Eltisley	16%	68%	16%
Fen Ditton	14%	74%	12%
Fen Drayton	21%	65%	14%
Fowlmere	21%	62%	17%
Foxton	19%	63%	19%
Fulbourn	20%	63%	18%
Gamlingay	18%	64%	18%
Girton	16%	68%	16%
Grantchester	15%	63%	23%
Graveley	16%	66%	18%
Great Abington	18%	67%	16%

Parish	0-15	16-69	70+
Great and Little Chishill	18%	65%	17%
Great Eversden	20%	66%	14%
Great Shelford	18%	63%	19%
Great Wilbraham	19%	64%	17%
Guilden Morden	18%	67%	15%
Hardwick	20%	70%	10%
Harlton	22%	57%	21%
Harston	20%	63%	17%
Haslingfield	23%	61%	16%
Hatley	11%	72%	17%
Hauxton	21%	64%	15%
Heydon	16%	72%	12%
Hildersham	14%	68%	17%
Hinxton	18%	69%	13%
Histon	19%	61%	20%
Horningsea	13%	66%	21%
Horseheath	14%	68%	18%
Ickleton	22%	63%	15%
Impington	19%	70%	11%
Kingston	18%	69%	13%
Knapwell	24%	69%	8%
Landbeach	14%	68%	18%
Linton	20%	62%	18%
Litlington	20%	64%	16%
Little Abington	14%	65%	21%
Little Eversden	17%	64%	19%
Little Gransden	15%	67%	18%
Little Shelford	20%	62%	18%
Little Wilbraham	15%	70%	16%
Lolworth	18%	67%	15%
Longstanton	25%	66%	9%
Longstowe	20%	68%	12%
Madingley	19%	62%	19%
Melbourn	19%	64%	18%
Meldreth	21%	63%	16%
Milton	18%	71%	11%
Newton	17%	62%	21%
Oakington and Westwick	20%	66%	14%
Orchard Park	20%	78%	1%
Orwell	17%	63%	20%
Over	19%	65%	16%
Pampisford	19%	63%	17%
Papworth Everard	25%	69%	6%
Papworth St. Agnes	14%	70%	16%

Parish	0-15	16-69	70+
Rampton	12%	69%	19%
Sawston	18%	65%	17%
Shepreth	21%	67%	12%
Shingay cum Wendy	13%	75%	12%
Shudy Camps	15%	74%	11%
South Trumpington	24%	67%	9%
Stapleford	20%	60%	20%
Steeple Morden	20%	62%	18%
Stow cum Quy	16%	70%	15%
Swavesey	23%	64%	13%
Tadlow	15%	64%	21%
Teversham	19%	73%	8%
Thriplow	19%	72%	8%
Toft	13%	62%	26%
Waterbeach	20%	67%	12%
West Wickham	16%	69%	16%
West Wratting	17%	69%	13%
Weston Colville	18%	68%	14%
Whaddon	19%	73%	8%
Whittlesford	19%	62%	18%
Willingham	20%	67%	13%
Wimpole	20%	69%	11%

Table 8 Percentage of population in each settlement by age (ONS, mid 2018 population estimates)

Appendix 2: Approach to site allocations supporting the preferred spatial strategy – supporting detail

Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018)

Introduction

Paragraph 122 of the National Planning Policy Framework (NPPF, July 2021) sets out that planning policies need to reflect changes in the demand for land, and that they should be informed by regular reviews of both the land allocated for development and land availability. It also states that where the Council considers that there is no reasonable prospect of the site coming forwards for development, through plan updates the land should either be re-allocated for a more deliverable use or de-allocated.

The Councils record progress towards the delivery of their adopted allocations in the Greater Cambridge Authority Monitoring Report, which is published each year.

In preparing their housing trajectory, the Councils annually undertake a review of any adopted allocations that are anticipated to include housing. The Greater Cambridge Housing Trajectory and Five Year Land Supply document (Cambridge City Council and South Cambridgeshire District Council, April 2021) sets out the Councils latest annual review. As part of that review a number of adopted allocations for housing were assessed as being neither deliverable or developable, and the Councils highlighted that a re-assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan would be undertaken as part of the plan making process.

As part of the preparation of the Greater Cambridge Local Plan, the Councils commissioned consultants to undertake an Employment Land Review. The Greater Cambridge Employment Land and Economic Development Evidence Study (GL Hearn, November 2020) includes recommendations for each of the adopted employment allocations.

Approach

The Councils have reviewed each of the adopted allocations for housing, non-residential uses, student accommodation, and residential moorings and have recorded their planning status and any information on their anticipated delivery. This review has considered the information collected in preparing the housing trajectory, as well as information submitted by the landowner / developer or agent through the Call for Sites, and any additional information provided to the Councils through recent emails in response to the Councils seeking further clarification.

Based on the findings for each adopted allocation, the Councils have determined whether or not the allocation is still required to support as yet uncompleted development, and if so, whether it would be deliverable were it found to be suitable for inclusion into the new Local Plan. The definitive judgement about whether to include these sites in the First Proposal Plan is included at Appendix 2C, which draws on the emerging preferred strategy option, the testing carried out via the Housing and Employment Land Availability Assessment (2021), and the information contained within this appendix.

The Councils have chosen their preferred approach for each site based on the following:

a. where the Councils have recorded the development as either wholly completed or wholly under construction, the Councils are proposing not to carry forward these allocations.
b. where the Councils have recorded the site as having planning permission or a resolution to grant planning permission, but where the development is either only partially under construction or not yet started, and therefore further planning application decisions may still be needed, the Councils consider that an allocation is still required, and that the site is deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability.
c. where the site has not yet started progressing through the planning application process but the Councils have assessed the site as being deliverable and / or developable based on evidence that the development is anticipated to be under construction or completed by 2041, the Councils consider that an allocation is still required, and that the site is deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability.
d. where the Councils do not have any or insufficient evidence that development will come forward on the site within the plan period (by 2041), the Councils are proposing to de-allocate the site and not carry the allocation forward.

Assessment of adopted allocations

The following tables provide an assessment of each of the adopted allocations in the Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018.

Cambridge Local Plan 2018

Appendix B: Proposals Schedule

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
GB1	Land north of Worts' Causeway	7.33	200 dwellings 27 dph	20/01972/OUT (up to 200 dwellings) – approved by planning committee in February 2021 subject to completion of a s106 agreement Greater Cambridge Housing Trajectory (April 2021): ○ no response from CEG ○ understand that the site will be sold to a housebuilder ○ Council anticipates this site will be delivered in 2024-2029 ○ Housing trajectory includes 200 dwellings in new plan period (2020-2041)	Yes, as still going through planning application process
GB2	Land south of Worts' Causeway	7.7	230 dwellings 34 dph	19/1168/OUT (up to 230 dwellings and up to 400 sqm of non-residential floorspace) – approved by planning committee in September 2020 subject to completion of a s106 agreement, and decision issued in May 2021 Greater Cambridge Housing Trajectory (April 2021): ○ This Land anticipate reserved matters application for infrastructure will be submitted in March 2021 ○ This Land anticipates this site will be delivered in 2021-2026 ○ Housing trajectory includes 230 dwellings in new plan period (2020-2041)	Yes, as still going through planning application process
R1	295 Histon Road	0.71	32 dwellings 45 dph	15/0519/OUT and 19/0718/REM (26 dwellings following demolition of existing buildings) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ existing dwelling demolished ○ Laragh Homes anticipates this site will be developed 2021-2023 ○ Housing trajectory includes 26 dwellings in new plan period (2020-2041)	No, as development under construction
R2	Willowcroft, 137-143 Histon Road	1.59	78 dwellings 49 dph	Greater Cambridge Housing Trajectory (April 2021): ○ unable to identify landowners and therefore contact them	Yes, based on evidence of deliverability of 137 and 143 Histon Road (see Responses 1 and 2 in Annex B).

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process Subsequent investigations including Land Registry search and contacting landowners: a. Murketts, 137 Histon Road: ○ the site is currently for sale as a residential development opportunity ○ the agent anticipates a development partner will be secured by August / September 2021, that a planning application will be submitted in early 2022, and that the development will be completed in early 2024 (see Response 1 in Annex B) ○ the agent has advised that discussions are taking place with the landowners of 143 Histon Road (see Response 1 in Annex B) b. ATS Euromaster, 143 Histon Road: ○ the site is currently for sale as a residential development opportunity and for the rebuilding of ATS at the front of the site ○ the landowner anticipates a development partner will be secured by July 2021, that a planning application will be submitted in early 2022, and that the development will be completed in 2024 (see Response 2 in Annex B) ○ the agent has advised that discussions are taking place with the landowners of 137 Histon Road (see Response 2 in Annex B) c. 149 Histon Road: ○ 14/1254/FUL (15 dwellings following demolition of existing buildings) – completed 2016-2017 d. 149B Histon Road:	However, boundary of the allocation revised to exclude 149 Histon Road as development completed and to exclude 149B Histon Road as development under construction. Based on revised site area of 1.36 ha, the indicative capacity of the allocation is 110 dwellings. This capacity has been confirmed as appropriate by the Councils' urban designers. The existing allocation is therefore anticipated to deliver 131 dwellings more in 2020-2041 than anticipated by the Councils in the Greater Cambridge Housing Trajectory (April 2021).

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				○ 15/1369/FUL, 17/0412/S73 and 19/1179/S73 (21 dwellings following demolition of industrial building) – under construction and developer has advised that development will be completed in November 2021 (see Response 3 in Annex B)	
R3	City Football Ground, Milton Road	1.71	138 dwellings 81 dph	14/0790/FUL (106 dwellings) – completed 2015-2017	No, as development completed.
R4	Henry Giles House, 73-79 Chesterton Road	0.78	48 dwellings 62 dph	Greater Cambridge Housing Trajectory (April 2021): ○ agent for Telereal Trillium anticipates will become available in 2029-2030 and could accommodate 100 dwellings ○ agent for Telereal Trillium anticipates this site will be developed 2029-2031 ○ Housing trajectory includes 48 dwellings in new plan period (2020-2041) Subsequent investigations including Land Registry search and contacting the landowners of Carlyle House has not resulted in any response.	Yes, based on evidence of developability of Henry Giles House (owned by Telereal Trillium) as set out in the Greater Cambridge Housing Trajectory (April 2021). However, boundary of the allocation revised to exclude Carlyle House. This building is not within the ownership of Telereal Trillium, and the identified landowners of Carlyle House have not responded to confirm the availability and deliverability / developability of the site for residential development. Based on revised site area of 0.63 ha, the indicative capacity of the allocation is 40 dwellings based on guidance in the adopted Mitcham's Corner Development Framework Supplementary Planning Document. However, a higher capacity of potentially around 80 dwellings is being considered to make best use of this site in the centre of Cambridge, subject to ensuring this would be consistent with a design led approach, and this will be considered further through the preparation of the draft Local Plan.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
					For now, the revised allocation is anticipated to deliver 8 dwellings less in 2020-2041 than anticipated by the Councils in the Greater Cambridge Housing Trajectory (April 2021).
R5	Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk	0.86	35 dwellings 41 dph	21/01151/FUL (14 dwellings) – pending, submitted in March 2021 Greater Cambridge Housing Trajectory (April 2021): ○ This Land anticipate a planning application for 14 dwellings on resource centre part of the site will be submitted in 2021 ○ This Land anticipate the resource centre part of the site will be developed in 2022-2023 ○ no response from MRH (GB) Ltd for oil depot part of the site ○ an assessment of whether the oil depot part of the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process ○ Housing trajectory includes 14 dwellings in new plan period (2020-2041) Subsequent investigations including further attempts at contacting MRH (GB) Ltd (which is now part of the Motor Fuel Group) has resulted in a response: ○ Motor Fuel Group (MFG) has advised that the site is currently leased to Certas until 2036 (see Response 4 in Annex B) ○ MFG has advised they would secure planning permission for a scheme before selling to a developer (see Response 4 in Annex B) ○ MFG has advised that due to the current use of the site ground conditions and potential remediation would be a key consideration (see Response 4 in Annex B) ○ MFG anticipate that development could be completed on the site in circa 2037/2038 (see Response 4 in Annex B)	Yes, based on evidence of deliverability of the Resource Centre part of the site as set out in the Greater Cambridge Housing Trajectory (April 2021) and subsequent evidence of developability of the oil depot part of the site (as set out in Response 4 in Annex B). The existing allocation is therefore anticipated to deliver 21 dwellings more in 2020-2041 than anticipated by the Councils in the Greater Cambridge Housing Trajectory (April 2021).
R7	The Paddocks, 347 Cherry Hinton Road	2.79	123 dwellings 44 dph	Greater Cambridge Housing Trajectory (April 2021): ○ unable to identify landowner(s) and therefore contact them ○ no dwellings anticipated from this site 2020-2041 in housing trajectory	No, as this is an active site of mixed commercial uses and in reviewing whether the allocation should be carried forward, it is considered more appropriate to retain the site for the

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process	existing uses, rather than it being redeveloped for residential uses.
R8	149 Cherry Hinton Road and Telephone Exchange, Coleridge Road	0.76	33 dwellings 43 dph	Greater Cambridge Housing Trajectory (April 2021): ○ agent for Telereal Trillium (telephone exchange part of the site) has advised that site is not available until after 2031 ○ agent for GCR CamProp Ten Ltd (swiss laundry, 149 Cherry Hinton Road) has advised that as new site owners they do not intend to deliver housing on the site within the short to medium term and are currently implementing a planning permission for the refurbishment and alteration of the buildings on the site and are seeking planning permission for further business floorspace on the site ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process Agent for Telereal Trillium has not responded to clarification questions sent in May and June 2021 seeking information on the specific timing of the availability of the site.	No, as there is uncertainty regarding availability of the site and whether it will come forward for residential uses by 2041.
R9	Travis Perkins, Devonshire Road	1.23	43 dwellings 35 dph	Greater Cambridge Housing Trajectory (April 2021): ○ agent for Travis Perkins advised pre-app discussions underway and anticipates a planning application for 134 dwellings, commercial/office floorspace, community uses and open space will be submitted in summer 2021 ○ agent anticipates this site will be delivered in 2024-2027 ○ Housing trajectory includes 43 dwellings in new plan period (2020-2041)	Yes, based on evidence of deliverability as set out in the Greater Cambridge Housing Trajectory (April 2021). However, the HELAA assessment has highlighted that this site could accommodate an increased capacity. Taking this into account, the indicative capacity of the allocation is 60 dwellings. This capacity has been confirmed as appropriate by the Councils' urban designers.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
					The existing allocation is therefore anticipated to deliver 17 dwellings more in 2020-2041 than anticipated by the Councils in the Greater Cambridge Housing Trajectory (April 2021).
R10	Mill Road Depot and adjoining properties, Mill Road	2.7	167 dwellings 62 dph	17/2245/FUL, 18/1947/S73 and 19/0175/FUL (236 dwellings and mixed use building with community centre) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ CIP anticipate that the development will be completed by March 2022 ○ Housing trajectory includes 221 dwellings in new plan period (2020-2041), with 15 dwellings completed before 1 April 2020.	No, as development under construction
R11	Horizon Resource Centre, 285 Coldham's Lane	0.82	40 dwellings 49 dph	Greater Cambridge Housing Trajectory (April 2021): ○ Cambridgeshire County Council (CCC) advised that the site is not currently available, as it is still in operational use; however, might possibly become available in the next 5-10 years if it was declared surplus to operational requirements ○ CCC advised that if the site were to be brought forward they would aim to secure outline planning permission and then sell the site to a developer, and that highways access could be problematic and would need further investigation ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process	No, as there is uncertainty regarding availability of the site and whether it will come forward for residential uses by 2041.
R12	Ridgeons, 75 Cromwell Road	3.27	245 dwellings 75 dph	19/0288/FUL (295 dwellings and nursery and community facility) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ CIP anticipates the development will be completed by June 2023 ○ Housing trajectory includes 295 dwellings in new plan period (2020-2041)	No, as development under construction

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
R14	BT telephone Exchange and car park, Long Road	2.01	76 dwellings 38 dph	Greater Cambridge Housing Trajectory (April 2021): ○ agent for Telereal Trillium has advised that site is not available until after 2031 ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process Agent for Telereal Trillium has not responded to clarification questions sent in May and June 2021 seeking information on the specific timing of the availability of the site.	No, as there is uncertainty regarding availability of the site and whether it will come forward for residential uses by 2041.
R16	Cambridge Professional Development Centre, Foster Road	1.49	67 dwellings 45 dph	Greater Cambridge Housing Trajectory (April 2021): ○ Cambridgeshire County Council (CCC) advised that the site is not currently available, as it is still in operational use; however, might possibly become available in the next 5-10 years if it was declared surplus to operational requirements ○ CCC advised that if the site were to be brought forward they would aim to secure outline planning permission and then sell the site to a developer ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process	No, as there is uncertainty regarding availability of the site and whether it will come forward for residential uses by 2041.
R17	Mount Pleasant House, Mount Pleasant	0.57	270 student rooms	17/0928/FUL (college accommodation following demolition of office building) – 273 student rooms completed 2019-2020	No, as development completed.
M4	Police Station, Parkside	0.50	50 dwellings 102 dph	Greater Cambridge Housing Trajectory (April 2021): ○ Cambridgeshire Constabulary has advised they are looking to secure developer in 2022 following marketing of the site ○ Cambridgeshire Constabulary anticipate this site will be developed 2024-2026 ○ Housing trajectory includes 50 dwellings in new plan period (2020-2041)	Yes, based evidence of deliverability as set out in the Greater Cambridge Housing Trajectory (April 2021). However, the HELAA assessment has highlighted that the Building of Local Interest must be retained as part of the

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
					redevelopment of the site for residential uses. Taking this into account, the indicative capacity of the allocation is still 50 dwellings. This capacity has been confirmed as appropriate by the Councils' urban designers.
R41	Land north of Coldham's Lane	1.26	57 dwellings 45 dph	14/0028/OUT and 16/0746/REM (57 dwellings) – completed 2018-2020	No, as development completed
R42a	Clay Farm, south of Long Road	60.69	2,250 dwellings	07/0620/OUT (up to 2,300 dwellings, community facilities, sports and recreation facilities, retail, food and drink, financial and professional services, non-residential institutions, a nursery, health facilities, and education facilities) – granted in August 2010 Detailed planning applications (10/1296/REM, 11/0698/REM, 12/0754/REM, 12/0794/REM, 12/0867/REM, 13/0705/FUL, 13/0751/REM, 14/0093/FUL, 14/0520/REM, 14/1201/REM, 14/1736/REM, 15/0844/REM, 15/1002/REM, 15/2397/REM and 16/2208/REM) for 2,188 dwellings permitted, of which 2,037 dwellings completed in 2012-2020. Reserved matters application (13/0105/REM) for secondary school permitted in April 2013 – completed in 2015-2016 Detailed planning applications (14/0093/FUL and 14/1201/REM) for community centre, café, library and medical centre building and local centre uses permitted in August 2014 and November 2014 – all completed in 2017-2018 Detailed planning application (C/5004/16/CC) for primary school permitted in October 2016 – completed in 2017-2018 Greater Cambridge Housing Trajectory (April 2021): ○ Countryside advised that remaining dwellings will be completed by February 2022 ○ 2,037 dwellings completed prior to 1 April 2020 ○ Housing trajectory includes 151 dwellings in new plan period (2020-2041)	No, as majority of development completed and remainder is under construction

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
R42b	Trumpington Meadows	15.50	598 dwellings	08/0048/OUT (approximately 600 dwellings, and recreation and leisure uses) – granted in October 2009 Reserved matters applications (11/0073/REM, 11/0075/REM, 14/0348/REM, 14/0624/REM, 14/2109/REM, 16/1488/REM and 16/1769/REM) for 567 dwellings permitted, of which 494 dwellings completed in 2011-2020 Greater Cambridge Housing Trajectory (April 2021): ○ Barratts advised that remaining dwellings will be completed by December 2024 ○ 494 dwellings completed prior to 1 April 2020 ○ Housing trajectory includes 73 dwellings in new plan period (2020-2041)	No, as development completed or under construction
R42c	Glebe Farm 1 and 2	9.79	Glebe Farm 1: 286 dwellings Glebe Farm 2: 35 dwellings (45 dph)	Glebe Farm 1: 09/1140/FUL and 13/0706/FUL (287 dwellings) – completed 2012-2016 Glebe Farm 2: 14/1792/FUL (30 dwellings) – completed 2016-2017	No, as development completed
R42d	Bell School, Babraham Road	7.61	347 dwellings, 100 student beds	06/0795/OUT and 13/1786/REM (270 dwellings and 100 bed student accommodation) – 270 dwellings completed 2015-2020, however 100 bed student accommodation not yet started As the dwellings have been completed, the planning permission will not lapse. However, as set out in Appendix 2B, the Bell Language School has submitted a full planning application (18/2051/FUL) for a 98 bed student accommodation building with ancillary facilities and warden's flat on adjacent land, and the information submitted with that application sets out that a masterplan for the campus has been created which proposes the land within this allocation for informal open space.	Yes, as student accommodation has extant planning permission but has not yet started
R43	Land between Huntingdon Road and Histon Road	52.87	1,696 dwellings	a. NIAB Frontage C/03/0282 and 07/1124/REM (187 dwellings) Greater Cambridge Housing Trajectory (April 2021):	Yes, as still going through planning application process

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				○ Detailed planning permission was approved in March 2018 for non-residential development on the land where the remaining 34 dwellings would have been sited ○ 153 dwellings completed prior to 1 April 2020 ○ Housing trajectory includes no dwellings in new plan period (2020-2041) b. NIAB Main 07/0003/OUT (up to 1,593 dwellings, a primary school, community facilities and retail units) – granted in December 2013 Reserved matters applications (15/1670/REM and 16/0208/REM) permitted for 287 dwellings, library, community rooms, health centres and retail units, of which 115 dwellings completed in 2018-2020 Reserved matters application (C/5000/15/CC) for primary school permitted in February 2016 Greater Cambridge Housing Trajectory (April 2021): ○ Barratts anticipate that the local centre, including library and retail areas will be completed by autumn 2022 ○ Barratts advised that they are now looking to deliver two parcels simultaneously by opening up a second access ○ Barratts advised they are preparing reserved matters planning applications for 411 dwellings and that they intend to submit them in June 2021 ○ Housing trajectory includes 1,478 dwellings in new plan period (2020-2041)	
M44	Betjeman House	1.17	B1 (a) and B1 (b) employment, 156 dwellings, and retail uses	06/0552/FUL (156 dwellings, office use, retail / food and drink uses, and community use) – office use completed as “Botanic House”, however remaining uses not yet started Greater Cambridge Housing Trajectory (April 2021): ○ agent for PACE Investments Ltd advised that if the non-residential planning application is approved, that permission will replace the extant planning permission for 156 dwellings	Yes, as majority of the site is not yet under construction.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				○ no dwellings anticipated from this site 2020-2041 in housing trajectory	
R45	Land north of Newmarket Road	1.27	-	13/1837/OUT (Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland) – granted permission in December 2016 18/0459/REM (infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of Wing) – granted permission in November 2018	Yes, as still going through planning application process
R47	Land north of Teversham Drift	31.00	780 dwellings 40 dph	S/1231/18/OL and 18/0481/OUT (a maximum of 1,200 homes, retirement living facility, a local centre, primary and secondary schools, community facilities, and allotments) – granted in December 2020 Greater Cambridge Housing Trajectory (April 2021): ○ Bellway Homes are in pre-application discussions with the Councils, including on the drafting of a Planning Performance Agreement ○ agent on behalf of Bellway Homes advised they intend to submit a phase 1 infrastructure application in summer 2021 ○ agent anticipates that an application for phases 1 and 2 will be submitted in November 2021, and that construction will start on these dwellings in July 2022 ○ Housing trajectory includes 1,200 dwellings in new plan period (2020-2041)	Yes, as still going through planning application process
M1	379-381 Milton Road	2.43	95 dwellings 50 dph 0.53 ha employment	Land falls within the boundary of the North East Cambridge Area Action Plan. Greater Cambridge Housing Trajectory (April 2021): ○ EMG Motorgroup advise no plans to develop the site for housing in the foreseeable future ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation	No, as land is within the North East Cambridge AAP.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				into the new Greater Cambridge Local Plan will be undertaken as part of the plan making process Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain allocation.”	
M2	Clifton Road Area	9.43	Maximum capacity of 550 dwellings at a range of densities to reflect residential character 2 ha employment and leisure related uses	Greater Cambridge Housing Trajectory (April 2021): ○ Cambridge City Council (freeholder) advise that the buildings are let on long leaseholds and that they have not had any discussions with a long leaseholder recently about any proposals ○ agent for USS (one of the long leaseholders) is continuing to promote the allocation for residential development through the new Local Plan, and agent advised that they are working to bring forward the site for development ○ agent for USS anticipates this site will be developed 2023-2032 ○ Housing trajectory includes 550 dwellings in new plan period (2020-2041) Subsequent investigations including a Land Registry search has highlighted that Cambridge City Council (freeholder) / USS (leaseholder) are not the only freeholders / leaseholders within this allocation. Contacting landowners has resulted in the following information on the other parcels: a. Clifton Court ○ agent on behalf of SJK has advised that they have no plans to make Clifton Court available as demand for office units is generally good (see Response 5 in Annex B) ○ agent has advised that they have not been party to any discussions or approached to engage in any discussions relating to the redevelopment of the site (see Response 5 in Annex B) b. Royal Mail sorting office ○ no response has been received from the Royal Mail Group c. Unit 2 Clifton Way (occupied by Pickfords) ○ no response has been received from X-Leisure	Yes, however, the redevelopment of this site to provide new homes will result in a significant loss of employment uses that would need to be relocated. Limited evidence that it will still come forward, and therefore will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041. These issues will be considered further as the draft Local Plan is prepared.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				d. Rustat House o USS acquired this site in December 2020 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Retain allocation, seek to maximise B1 employment floorspace given city centre location and requirements for office space. The existing Clifton Road Industrial Estate continues to perform well."	
M3	Michael Young Centre, Purbeck Road	1.3	50 dwellings 70 dph 0.5 ha employment	o 13/1250/OUT, 14/1648/REM and 14/0788/REM (teaching facilities, student accommodation, 95 dwellings and commercial development) – teaching facilities, commercial development, 126 student rooms and 95 dwellings completed 2014-2016	No, as development completed.
M5	82-88 Hills Road and 57-63 Bateman Street	0.50	20 dwellings Residential over 0.5 ha employment	Greater Cambridge Housing Trajectory (April 2021): o agent for Trinity hall anticipates site will be available before 2031, and has advised they are considering development options o agent anticipates that a planning application could be submitted and dwellings could be completed within the next 10 years o Housing trajectory includes 20 dwellings in new plan period (2020-2041) Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Consider removing allocation given level of development already on site."	Yes
R6	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road	1.01	75 dwellings 74 dph	Greater Cambridge Housing Trajectory (April 2021): o four landowners have been collaborating with the Council to establish a Statement of Principles (or development framework) for this allocation and the adjacent local centre, which will be a material consideration when determining planning applications o the Council understands that the Spiritualist Church are not currently interested in developing their land o agent for Cambridge City Council advise that they have no immediate plans to submit an application o unclear what the intentions are of Cambridgeshire County Council and The Churches Trust as they have not provided a response o Housing trajectory includes 75 dwellings in new plan period (2020-2041)	Yes, however have limited evidence that the site will come forward at the moment, and therefore will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041 for it to be included in the draft Local Plan.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
R21	315-349 Mill Road and Brookfields	2.9	78 dwellings 60 dph Up to 1 ha employment floorspace (including healthcare) and 0.6 ha for up to 270 student rooms	14/1496/FUL (student housing consisting of 270 rooms and communal areas) – "Cam Foundry" completed 2018-2019 Greater Cambridge Housing Trajectory (April 2021): ○ Cambridgeshire Community Services NHS Trust advise that they have been working with Cambridge City Council to look at redevelopment options for this site and adjoining land, and that a number of feasibility studies are being undertaken ○ landowner anticipates that the site will be available before 2031 ○ landowner anticipates the site will be developed 2025-2026 onwards ○ Housing trajectory includes 78 dwellings in new plan period (2020-2041)	Yes, as majority of the site is still to go through the planning application process.
M13	West Cambridge Site	66.90	Higher education, research, sports, shared facilities	C/97/0961 (development of 66.45 ha for University academic departments, research institutes, commercial research, sports centre, shared amenities, and university residential accommodation (200 units)) – granted in October 1999 Detailed planning applications permitted and completed or partially completed for computer sciences faculty (C/99/42/FP), nanofabrication building (C/99/0394/FP), commercial research building (C/99/1242/RM), academic/commercial research building (C/01/0526/RM), academic research building (13/0967/REM), sports building (C/01/1229/FP), residential accommodation (206 flats) and nursery (C/02/0257/RM), East Forum building – D1 use, café and B1b use (07/1061/REM), student resource centre (10/0474/REM), materials science and metallurgy building (10/0538/REM), chemical engineering and biotechnology (12/1138/REM), Data Centre (13/0034/REM), and new research facility (14/1337/REM). Detailed planning applications permitted for new equine building (C/01/0247), academic research buildings (C/04/0614, 07/0813/REM, 16/1811/FUL, 17/1799/FUL, 19/1763/FUL), and mixed use building (17/1896/FUL). 16/1134/OUT (up to 383,300 sqm of academic floorspace, commercial / research institute floorspace, nursery use, retail / food and drink uses,	Yes, as still going through planning application process and the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that the existing policy should be retained given development is ongoing.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				assembly and leisure uses, and sui generis uses (including Energy Centre and Data Centre) following demolition of existing buildings) – approved by planning committee in July 2021 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Major University research and development expansion area supporting commercial R&D, existing policy should be retained given development is ongoing."	
M14	Station Road West	8.77	Mixed uses including residential, and A and B classes and other amenities	08/0266/OUT (comprehensive redevelopment of the Station Road area, comprising up to 331 residential units, 1,250 student units, Class B1a (Office) floorspace, Classes A1/A3/A4 and/or A5 (retail) floorspace, a polyclinic, Class D1 (art workshop) floorspace, Class D1 (community room) floorspace, Class D1 and/or D2 (gym, nursery, student/community facilities) floorspace, use of block G2 as either student accommodation or doctors surgery, and a hotel, along with a new transport interchange and station square, a new multi storey cycle and car park) – granted in April 2010, but now lapsed The following has been completed: • office space (block E1, 10/0797/REM) – completed in 2012-2013 • 511 student units, student recreational facilities and retail space (blocks M1-M2 and M5-M6, 10/0810/REM) – completed in 2012-2013 • 232 student units and associated facilities (blocks M3-M4, 11/1537/REM) – completed in 2014-2015 • 169 dwellings, retail space and a community room (blocks L1-L4, and K2, 11/0633/REM) – completed in 2013-2014 • 354 student units (amended to 344 student units) and retail space (block H1, 12/1445/REM) – completed in 2014-2015 • 137 dwellings (blocks C1-C2, D1 and F1, 13/1034/REM) – completed 2015-2016 • office space (block J2, 12/1237/REM) – completed in 2015-2016 • office space, retail space, and café/restaurant space (blocks A1-A2, 12/1608/FUL) – completed 2016-2017 • hotel and multi-storey cycle park (block B1, 12/1622/FUL) – completed 2016-2017	Yes, as still going through planning application process and the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that the existing policy should be retained given the site is not yet fully developed.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				• hotel (13/1461/FUL) – completed in 2016-2017 The following are under construction: • 89 dwellings, office space, retail space and café/restaurant space (blocks I1 and K1, 15/1759/FUL) • office space, retail space and café space (block I2, 15/0906/FUL) • office space (block J1, 15/1522/FUL) The following have detailed planning permission but have not been started: • office space (block J3, 15/0864/FUL or 15/0865/FUL) - granted in January 2020 • office space (block J4, 15/2271/FUL) – granted in January 2020 A full planning application for blocks J3 & J4 (17/1550/FUL) is also being considered. Blocks B2, F2, G1 & G2 do not have detailed planning permission, however, a full planning application for blocks B2 & F2 (21/00264/FUL) is being considered. Greater Cambridge Housing Trajectory (April 2021): ○ Weston Homes is marketing the development, and the majority of the dwellings have been sold ○ Housing trajectory includes 89 dwellings in new plan period (2020-2041) Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain existing policy designation given site is not yet fully developed.”	
M15	Cambridge Biomedical Campus (including Addenbrooke’s Hospital)	68.21	Medical services and biomedical research	a. Phase 1 06/0796/OUT (up to 215,000 sqm of clinical research and treatment, biomedical and biotech research and development, higher education, sui generis medical research institute uses, and support activities) – granted in 2009	Yes, as still going through the planning application process

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				• Laboratory of Molecular Biology (07/0651/FUL) – completed in 2011-2012 • New Papworth Hospital (14/1411/REM) – completed 2018-2019 • AstraZeneca (14/1633/REM) – north plot buildings and initial south plot buildings completed in 2018-2019, additional reserved matters planning permissions granted for additional buildings for AstraZeneca on the south plot in January 2020 (19/1070/REM) and June 2021 (20/05027/REM) • Project Atria: Heart and Lung Research Institute (16/1523/REM) – completed in 2018-2019 • Plot 8 (16/0653/REM) – completed in 2018-2019 • Plot 9 (16/1078/OUT) – granted in February 2017 b. Phase 2 16/0176/OUT (up to 75,000 sqm of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1, ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2), and up to two multi storey car parks) – granted in September 2017 • ABCAM (16/0165/FUL) – completed in 2018-2019 • Laboratory and office building (20/03950/REM) – granted in January 2021	
E4	Church End Industrial Estate, Rosemary Lane	5.77	5.77 ha employment uses	4 Rosemary Lane: 18/0985/FUL (change of use from B8 to B1 (Business use) or B8 (Storage or distribution) in the alternative) – granted permission in September 2018, will lapse if not started by September 2021 Land adjacent to 4 Rosemary Lane: 20/01380/FUL (construction of warehouse/offices/RandD units - B1 or B8) – granted permission in August 2020 509 Coldham's Lane: 20/04306/CL2PD (change of use from B1(a) (offices) to 2 studio apartments and 31 1-bed units) – certificate	No, this is an existing employment site that it is important is protected for employment uses, therefore consider it should be de-allocated but be included as a protected industrial site.

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				granted in December 2020 20/03648/PRI03O (prior approval notification of proposed change of use from B1(a) (offices) to 33 flats) – deemed consent issued in September 2020 511 Coldham's Lane: 21/01137/FUL (demolition of existing buildings and erection of 2 buildings for use as a builders' merchant (sui generis)) – pending, submitted in March 2021 Greater Cambridge Housing Trajectory (April 2021) for 509 Coldham's Lane: ○ Kirly Ltd advised that building works have commenced and anticipate that the development will be completed in September 2021 ○ Housing trajectory includes 33 dwellings in new plan period (2020-2041)	
E5	1 and 7-11 Hills Road	1.40	1.40 ha employment uses	18/0640/FUL (Change of use of top floor of the building from office (B1(a)) to education (D1)) – not yet implemented, will lapse if not started by July 2021 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Consider removing allocation given level of development already on site."	No, as the redevelopment of this site is not considered to be deliverable and therefore the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is removed.
GB3 and GB4	Fulbourn Road, west 1 and 2	3.7	3.7 ha employment uses	GB3: 20/05040/FUL (erection of a new building comprising E(g) floorspace) – pending, submitted in December 2020 GB4: 15/0893/FUL (demolition of ARM2 and the construction of new buildings for B1 use and two multi-storey car parking structures) – completed 2017-2018 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Retain allocation."	Yes, as part of the site is still to go through the planning application process.
U1	Old Press/Mill Lane	2.00	Student accommodation: Indicative capacity of 350 student rooms; up to 6,000 m2 commercial use; up to 75 bedroom hotel and up to 1,000 m2 other uses	18/1930/FUL (redevelopment for 94 student rooms, 1,478 sqm of college offices, 1,773 sqm of teaching space, 1,004 sqm college leisure and community space, and 363 sqm of A1/A2/A3/A4 uses) – granted in March 2021, relates to the southern part of the allocation	Yes

Site	Address	Area (ha)	Capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
				The remainder of the site will be brought forward for a range of college and/or university uses including student accommodation. The Council understands that the University of Cambridge is in the process of relocating its uses from this site, before coming to an agreement with one or more of the colleges to bring forward the site for development. This will be kept under review as the Councils continue discussions with the University of Cambridge and the colleges, as part of the preparation of the Greater Cambridge Local Plan.	
U2	New Museums, Downing Street	1.97	Subject to detailed proposals for university-related uses	No relevant planning application(s) The Council understands that the University of Cambridge is looking to bring forward further development on this site within the next 3-5 years. This will be kept under review as the Councils continue discussions with the University of Cambridge and the colleges as part of the preparation of the Greater Cambridge Local Plan.	Yes
U3	Grange Farm off Wilberforce Road	1.22	120 student units	21/02052/FUL (demolition of existing buildings and erection of college accommodation) – pending, submitted in May 2021 [relates to a larger site than the allocation]	Yes, as going through the planning application process
RM1	Fen Road	0.98	Residential moorings use Capacity to be assessed	No relevant planning application(s) The Conservators of the River Cam have confirmed that they are unable to bring forward residential moorings on this site without new housing as well (see Response 6 in Annex B).	Yes, but to be kept under review when consider how to meet the identified need for residential moorings in the preparation of the draft Local Plan.

South Cambridgeshire Local Plan 2018

Chapter 3 Strategic Sites

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
SS/1	Orchard Park	Only parcels L2 and Com4 are not yet completed. a. parcel L2 S/1294/16/FL (63 dwellings, gym, and two commercial units) – lapsed in May 2021 20/03802/FUL (75 dwellings) – pending, submitted in September 2020 Greater Cambridge Housing Trajectory (April 2021): ○ Cambridge Investment Partnership (CIP) anticipate parcel L2 will be developed 2021-2023 ○ Housing trajectory includes 63 dwellings in new plan period (2020-2041) [based on extant permission]	Yes, as parcels still going through planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		b. parcel Com4 S/4191/19/FL (80 dwellings) – granted in August 2020, however alternative S/4243/19/FL (138 student rooms) has resolution to grant planning permission subject to completion of a s106 agreement Greater Cambridge Housing Trajectory (April 2021): ○ no response from Marchingdale Developments Limited, therefore unclear which of these two schemes will be implemented ○ Housing trajectory does not anticipate any dwellings in the new plan period (2020-2041)	
SS/2	Land between Huntingdon Road and Histon Road	No planning application(s) submitted yet. Greater Cambridge Housing Trajectory (April 2021): ○ Council has assumed that this development will follow on from the delivery of NIAB Main (Darwin Green 1)	Yes, as still to go through the planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		○ Housing trajectory includes 1,000 dwellings in new plan period (2020-2041)	
SS/3	Cambridge East	a. North of Newmarket Road S/2682/13/OL (up to 1,300 homes, a primary school, a food store, and community facilities) – granted in November 2016 Reserved matters application (S/1004/18/RM) permitted for infrastructure works for phase 1 – construction underway. Reserved matters applications (S/1096/19/RM and 20/02569/REM) for 547 dwellings permitted and under construction. Reserved matters application (21/02450/REM) for 421 dwellings pending, submitted in May 2021. No planning application(s) submitted yet for the non-residential uses. Greater Cambridge Housing Trajectory (April 2021): ○ Hill Marshall LLP advised that phases 1a and 1b with planning permission, and phase 2 that is	Yes, as still going through the planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		subject to pre-application discussions, will be delivered in construction parcels across the site up to 2030 ○ Housing trajectory includes 1,300 dwellings in new plan period (2020-2041) b. North of Cherry Hinton S/1231/18/OL and 18/0481/OUT (a maximum of 1,200 homes, retirement living facility, a local centre, primary and secondary schools, community facilities, and allotments) – granted in December 2020 Greater Cambridge Housing Trajectory (April 2021): ○ Bellway Homes are in pre-application discussions with the Councils, including on the drafting of a Planning Performance Agreement ○ agent on behalf of Bellway Homes advised they intend to submit a phase 1 infrastructure application in summer 2021	

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		○ agent anticipates that an application for phases 1 and 2 will be submitted in November 2021, and that construction will start on these dwellings in July 2022 ○ Housing trajectory includes 1,200 dwellings in new plan period (2020-2041)	
SS/5	Northstowe Extension	Part of this allocation has been completed as part of Phase 1 of Northstowe – S/0388/12/OL and S/1416/16/RM (92 dwellings) – completed in 2016-2019 20/02142/OUT (up to 1,000 dwellings, a primary school, and a secondary mixed use zone) – pending, submitted in May 2020 Greater Cambridge Housing Trajectory (April 2021): ○ Homes England progressing acquisition of land from Cambridgeshire County Council	Yes, as still going through the planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		○ Homes England anticipate that this phase of development will be built out later in delivery programme ○ Housing trajectory includes 1,450 dwellings on phase 3 in the new plan period (2020-2041), and this could include this part of the allocation Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Support a flexible approach to employment provision within the new town, supporting potential for development in the longer term to meet demand.”	
SS/6	Waterbeach New Town	S/0559/17/OL (for up to 6,500 dwellings, business, retail, community, leisure and sports uses, a hotel, and schools) – granted in September 2019 Reserved matters applications (20/01649/REM) permitted for green, grey and blue infrastructure for the northern part of key phase 1 – construction underway.	Yes, as still going through the planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		Reserved matters applications (21/01906/REM and 21/03083/REM) for temporary haul road and electricity substations pending, submitted in April and July 2021. Reserved matters application (21/02400/REM) for 89 dwellings granted in July 2021. S/2075/18/OL (up to 4,500 dwellings, business, retail, community, leisure and sports uses, new primary and secondary schools, and sixth form centre) – resolution to grant by planning committee in January 2021 subject to completion of a s106 agreement Greater Cambridge Housing Trajectory (April 2021): ○ agent on behalf of Urban and Civic advised that two housebuilder partners have been selected for the first two residential parcels ○ agent on behalf of Urban and Civic anticipates that the reserved matters planning applications for the first two parcels will be submitted in 2021-2022 and	

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		that construction will start on these dwellings in 2021-2022 ○ agent on behalf of RLW Estates anticipates that reserved matters applications for first residential parcels could be submitted within 1-2 years ○ Housing trajectory includes 4,580 dwellings in new plan period (2020-2041), with the remaining dwellings post 2041 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Support a flexible approach to employment provision within the new town, supporting potential for development in the longer term to meet demand.”	
SS/7	Bourn Airfield New Village	S/3440/18/OL (approximately 3,500 dwellings, employment, retail, hotel and leisure uses, residential institutions, education and community facilities, and open space) – resolution to grant by planning	Yes, as still going through the planning application process

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		committee in February 2021 subject to completion of a s106 agreement 20/02568/FUL (full planning permission for Phase 1 and outline planning permission for Phase 2 of the redevelopment of the former Gestamp Factory site for up to 26,757sqm of light industry, research and development, and warehouse and distribution, with supplementary restaurant and cafe, day nursery/creche, and gym) – granted in January 2021 Greater Cambridge Housing Trajectory (April 2021): ○ Countryside anticipate s106 agreement will be signed in June 2021 ○ Countryside advised that they would like to start construction on site as soon as practicable after the grant of outline planning permission; however, there are design codes, infrastructure and reserved matters applications to be produced and a	

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		workstream / programme for these needs to be agreed with the Council ○ Countryside anticipate that construction will start on site in spring 2022 ○ Housing trajectory includes 2,460 dwellings in new plan period (2020-2041), with the remaining dwellings post 2041 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Given the strategic location of the site, employment uses should be provided in accordance with the SPD.”	
SS/8	Cambourne West	a. Land north west of Lower Cambourne S/2903/14/OL (up to 2,350 dwellings, retail, offices/light industry, community and leisure facilities, and two primary schools and a secondary school) – granted in December 2017	Yes, as still going through the planning application process. However, the boundary should be amended to cover the full extent of the outline planning permission.

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		Reserved matters applications (S/1430/19/RM and S/4161/19/RM) permitted for strategic engineering and strategic landscaping for phase 1 – construction underway. Reserved matters applications (S/4537/19/RM, 20/01536/REM, 20/01640/REM and 20/02543/REM) for 826 dwellings permitted. No planning application(s) submitted yet for the non-residential uses. Greater Cambridge Housing Trajectory (April 2021): ○ Taylor Wimpey anticipate that construction will start on the first dwellings in February / March 2021 ○ Taylor Wimpey anticipates that the reserved matters application for the remaining 143 dwellings on phase 1 will be submitted in summer 2021, and that the reserved matters applications for residential development within the later phases of the development will be submitted in 2022 ○ Housing trajectory includes 2,350 dwellings in new plan period (2020-2041)	

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain allocation – provides a long term pipeline of employment floorspace along the A428 with planned housing and population growth.” b. Land within the Business Park Greater Cambridge Housing Trajectory (April 2021): ○ South Cambridgeshire Investment Partnership (SCIP) advised purchase of the land due to take place in April 2021 and anticipates that a planning application will be submitted in September 2021 ○ SCIP anticipates that construction will start on site in June 2022 and that it will be a 2-3 year build ○ Housing trajectory includes 240 dwellings in new plan period (2020-2041)	

Chapter 7 Delivering High Quality Homes

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
H/1:a	Sawston, Dales Manor Business Park	10.7 ha. 200 dwellings	Greater Cambridge Housing Trajectory (April 2021): ○ landowners (Salmon Harvester) of the north-western part of the site are implementing a detailed planning permission for business units and a wind turbine ○ unable to identify landowners of remainder of the site and therefore contact them ○ no dwellings anticipated from this site 2020-2041 in housing trajectory ○ an assessment of whether the site is considered to be deliverable and / or developable and therefore carried forward as an allocation into the new Greater Cambridge Local Plan will be	No, as part of the site brought forward for non-residential development and the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the employment uses should be retained.

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			undertaken as part of the plan making process Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: "Given the active commercial interest in the site and recent completions, the residential component is unlikely to be brought forward in full if not in entirety. A removal of the mixed use allocation should be considered and employment otherwise retained under the wider existing policy framework."	
H/1:b	Sawston, land north of Babraham Road (In Babraham Parish)	3.64 ha. 80 dwellings	S/3729/18/FL (158 dwellings) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ Hill anticipate that the development will be completed towards the end of 2022	No, as development under construction

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			○ Housing trajectory includes 158 dwellings in new plan period (2020-2041)	
H/1:c	Sawston, land south of Babraham Road (Part of the site is in Babraham Parish)	11.64 ha. 260 dwellings	Greater Cambridge Housing Trajectory (April 2021): ○ Redrow have started pre-application discussions with the Council and anticipate that a full planning application will be submitted in summer 2021 ○ Redrow anticipate that the development will be completed in 2023-2029 ○ Housing trajectory includes 260 dwellings in new plan period (2020-2041)	Yes, as still going through the planning application process
H/1:d	Histon and Impington, land north of Impington Lane	1.21 ha. 25 dwellings	S/1486/18/FL (26 dwellings) – allowed on appeal in June 2019 Greater Cambridge Housing Trajectory (April 2021): ○ Hill is advertising the development and offering the ability to register an interest	Yes, as although the site has planning permission, this has not yet started being implemented

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			○ the Council anticipates the development will be completed in 2021-2023 ○ Housing trajectory includes 26 dwellings in new plan period (2020-2041)	
H/1:e	Melbourn, land off New Road and rear of Victoria Way	3 ha. 65 dwellings	a. Land south west of Victoria Way S/2048/14/FL and S/4414/17/FL (67 dwellings) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ Granary Developments advised that the development would be completed in March 2021 ○ 62 dwellings were completed prior to 1 April 2020 ○ Housing trajectory includes 5 dwellings in new plan period (2020-2041) b. Land at 36 New Road	No, as development is either completed or under construction

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			S/2424/18/FL (demolition of the existing dwelling and the erection of 22 dwellings) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ Prime Crest Homes advised that the development would be completed in October 2022 ○ Existing dwelling demolished prior to 1 April 2020 ○ Housing trajectory includes 22 dwellings in new plan period (2020-2041)	
H/1:f	Gamlingay, Green End Industrial Estate	4.09 ha. 90 dwellings	S/2068/15/OL and S/4085/19/RM (demolition of 5 dwellings and industrial and office units, and the erection of 90 dwellings) – under construction	No, as development under construction

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			Greater Cambridge Housing Trajectory (April 2021): ○ Morris Homes advised that construction started on the foundations of the dwellings in February 2021 ○ Morris Homes anticipate that the development will be completed in February 2023 ○ Housing trajectory includes 85 dwellings (net) in new plan period (2020-2041)	
H/1:g	Willingham, land east of Rockmill End	2.12 ha. 50 dwellings	S/2833/15/OL and S/0122/18/RM (72 dwellings and relocation of allotments) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ Kier anticipate that the development will be completed in April 2021 ○ 34 dwellings were completed prior to 1 April 2020	No, as development under construction

Site reference	Address	Area (ha.) and indicative dwelling capacity	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
			○ Housing trajectory includes 38 dwellings in new plan period (2020-2041)	
H/1:h	Land at Bennell Farm, Comberton (In Toft Parish)	6.27 ha. 90 dwellings	S/1812/17/OL and S/4552/17/RM (90 dwellings) – under construction Greater Cambridge Housing Trajectory (April 2021): ○ the agent (for Mr and Mrs Arnold) anticipates the development will be completed in 2022 ○ Housing trajectory includes 90 dwellings in new plan period (2020-2041)	No, as development under construction.

Site reference	Address	Planning status (as at 31 July 2021)	Include as allocation in Greater Cambridge Local Plan?
H/2	Bayer CropScience Site, Hauxton	S/2308/06/O (up to 380 dwellings, up to 4,000 sqm of B1a office floorspace, no	Yes, as the Greater Cambridge Employment Land and Economic Development Evidence Study

		greater than 250 sqm A1 retail floorspace) – lapsed S/1911/14/RM (phase 1, 201 dwellings) – completed 2015-2020 S/0175/16/FL (phase 2, construction of 70 mixed tenure one and two bedroom extra care apartments with associated communal facilities and cafe) – completed 2018-2019 S/0410/15/RM (phase 3, 14 dwellings) – completed 2019-2020 No planning application(s) submitted for non-residential uses. Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain allocation.”	(November 2020) recommends that the allocation is retained, however as the residential development on the site has been completed, amend the boundary so that it only includes the land for non-residential uses.
H/3	Fulbourn and Ida Darwin Hospitals	S/0670/17/OL (203 dwellings and land for community provision) – granted permission in November 2019 20/05199/REM (203 dwellings and land for community provision) – pending, submitted in December 2020	Yes, as still going through the planning application process

		S/4469/18/PN (demolition of buildings) – first phase of demolition completed Greater Cambridge Housing Trajectory (April 2021): ○ Morris Homes advised that the reserved matters application is going through the statutory processes and are working with the Council to enable the determination of the application as soon as possible ○ Morris Homes anticipate the development will be completed in 2022-2026 ○ Housing trajectory includes 203 dwellings in new plan period (2020-2041)	
H/7	Residential Moorings	No relevant planning application(s) The Conservators of the River Cam have confirmed that they are unable to bring forward residential moorings on this site without new housing as well (see Response 6 in Annex B).	Yes, but to be kept under review when consider how to meet the identified need for residential moorings in the preparation of the draft Local Plan.

Chapter 8 Building a Strong and Competitive Economy

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
E/1	Cambridge Science Park	Land falls within the boundary of the North East Cambridge Area Action Plan. Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Seek intensification through the AAP for employment uses.”	No, as land is within the North East Cambridge AAP.
E/2	Cambridge Biomedical Campus Extension	No relevant planning application(s) Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain allocation for additional phase (South Cambridgeshire).”	Yes, as the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is retained.
E/3	Fulbourn Road East	21/00772/OUT (hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8	Yes, as still going through the planning application process and the Greater Cambridge Employment Land and Economic Development

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		(storage and distribution - limited to data centres) uses. Comprising outline application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, b) a full application for the first phase comprising the main access, one commercial building, a multi-decked car and cycle park, and c) a full application for the details of initial enabling works comprising site wide earth works and drainage) – pending, submitted in March 2021 Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Retain allocation.”	Evidence Study (November 2020) recommends that the allocation is retained.
E/4 (1)	North of Hattons Road, Longstanton	No relevant planning application(s) Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Given the	No, as the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is removed. The site

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		relative isolation and length of inactivity consideration should be given to removing the allocation.”	was first allocated in the South Cambridgeshire Local Plan 1993 and it has not come forward for employment uses. It does not warrant continued allocation given the alternative sites available.
E/4 (2)	West of Eastern Counties Leather, Pampisford	S/2284/17/OL (outline/full planning application for comprehensive redevelopment of the Sawston Trade Park and surrounding vacant land for new business park comprising (1) an outline planning application for new business park (Use Class B1) with ancillary "hub" building (Use Classes B1/A3/D1/D2) and associated car parking and (2) full planning application for refurbishment/repurposing of Unit H) – refurbishment of Unit H under construction at March 2020, S/1651/18/RM (decked car park) completed Greater Cambridge Employment Land and Economic Development Evidence Study	No, as the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is no longer required as the wider area has been substantially developed.

Site reference	Address	Planning status (as at 31 July 2021)	Is allocation is still required, and is the site deliverable for potential inclusion in the new Local Plan, subject to confirmation of its suitability?
		(November 2020) concludes that: “This site should be retained as an employment site through the existing policy framework and the allocation is no longer required.”	
E/5 (1)	Norman Way, Over	No relevant planning application(s) Understand that Cambridgeshire County Council will be submitting an application soon. Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) concludes that: “Maintain allocation and retain as established employment area.”	Yes, as still to go through the planning application process
E/5 (2)	Ermine Street South, Papworth Everard	S/1079/13/FL (proposed development for B8 Storage and Distribution Warehouse with Ancillary Offices and Parking) – phase 1 completed 2013-2014, phase 2 completed 2019-2020	No, as development completed

Annex A: Template Email

Cambridge Local Plan allocation – [Site]

Dear [Name]

As part of the process of preparing a new joint Local Plan for Greater Cambridge, we are currently undertaking an assessment of all the sites allocated in the Cambridge Local Plan that have not shown progress towards being delivered yet. Allocation [site] in the Cambridge Local Plan has not yet shown any progress towards delivery and as part of our process for gathering information each year for the housing trajectory we have had difficulties in identifying the current landowners of the different parcels within this allocation site.

We have now identified you as the landowner of [site] and this land forms part of allocation [site]. To help with our assessment of the deliverability and / or developability of allocation [site], the Councils would be grateful if you could provide written answers by **[date]** to each of the following questions:

[Questions]

The Councils will need to publish your answers as part of their evidence, and therefore if you feel that some of the information you provide is commercially sensitive please indicate this to us in your response.

If you would like to discuss any aspects of providing us with this information, please contact me using the details provided below.

Annex B: Responses

Response 1: Murketts, 137 Histon Road, Cambridge

From: Rapleys
Sent: 10 June 2021 16:00

1. What progress has been made towards delivery of 78 dwellings on the site?

Murketts, 137 Histon Road will be offered to the open market for sale by the end of June 2021, for residential development on a subject to planning basis.

2. When will the site become available?

From June 2021

3. Have there been any discussions between the different landowners on the site about bringing forward allocation R2 as a whole, or is the expectation that the individual landowners would bring forward their individual elements separately?

Discussions have been held regarding a joint sale with the owners of 143 Histon Road, but business objectives and timescales don't align. It has, however, been acknowledged by the owners of both 137 Histon Road and 143 Histon Road that the development of each site in isolation shouldn't fetter the ability for the other site to also be developed.

4. Are you undertaking any site assessment work to inform a planning application for housing on the site? If so, what assessments are being undertaken?

Not at this stage, an assessment will be undertaken independently by prospective purchasers of the site in due course.

5. How many dwellings do you anticipate could be delivered on the Murketts site, if it's brought forward separately to the rest of site R2? Is it 78 dwellings as suggested in your Call for Sites submission?

Once the site is marketed specific proposals will be prepared by developers, but it is anticipated the site could deliver between 60-95 dwellings subject to design and type of dwelling.

6. Has a development partner been appointed? If not, what are your intentions regarding securing a developer to bring forward the delivery of this site?

Partner expected to be appointed in August/September 2021, following the marketing of the site.

7. When do you anticipate that a planning application will be submitted? Will you submit a full planning application or an outline planning application?

It is anticipated a full application will be submitted. Likely to be Q4 2021 or Q1 2022.

8. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

All potential partners/purchasers will be aware of the site constraints, costs and other factors, so it is not anticipated they will be an obstacle to delivery of the development. However, grant of planning consent shall be needed for the development to be delivered.

9. When do you anticipate that construction of the first dwelling(s) will start on site?

We anticipate Q2 or Q3 2022 depending on the grant of planning consent

10. When do you anticipate that the first dwelling(s) will be completed?

We anticipate Q3 or Q4 2022

11. When do you anticipate that the development will be completed?

Late 2023 or early 2024

12. How many dwellings do you anticipate will be completed each year?

This is difficult to answer as it is likely to be an apartment scheme which are likely to be available on completion of the development.

13. What are the anticipated completions for each of the next five years?
    - 2021-2022:
    - 2022-2023:
    - 2023-2024: 60-95 units
    - 2024-2025:
    - 2025-2026:

14. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

No, the scheme will be completed by before this date

Response 2: ATS Euromaster, 143 Histon Road, Cambridge

From: ATS Euromaster
Sent: 09 June 2021 09:55

1. What progress has been made towards delivery of 78 dwellings on the site?

The site is currently (May/June 2021) being marketed to residential developers with a view to a sale, subject to planning consent for a residential development.

2. When will the site become available?

The site is currently available on the open market.

3. Have there been any discussions between the different landowners on the site about bringing forward allocation R2 as a whole, or is the expectation that the individual landowners would bring forward their individual elements separately?

Discussions have been held regarding a joint sale with the owners of 137 Histon Road, but timetables differ between owners for business operation reasons. It has been acknowledged by the owners of both 137 Histon Road and 143 Histon Road that independent development of their sites has to be to a design enabling a link into the other site giving the impression of comprehensive development.

4. Are you undertaking any site assessment work to inform a planning application for housing on the site? If so, what assessments are being undertaken?

Assessments are being undertaken independently by prospective purchasers of the site.

5. How many dwellings do you anticipate could be delivered on the 143 Histon Road site, if it’s brought forward separately to the rest of site R2?

Proposals are awaited from developers, but it is anticipated between 50-90 dwellings subject to design and type of dwelling.

6. Has a development partner been appointed? If not, what are your intentions regarding securing a developer to bring forward the delivery of this site?

Partner expected to be appointed in July 2021, following current marketing of the site.

7. When do you anticipate that a planning application will be submitted? Will you submit a full planning application or an outline planning application?

It is anticipated a full application will be submitted. Likely to be Q4 2021 or Q1 2022.

8. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

All potential partners/purchasers are aware of site constraints, costs and other factors, so it is not anticipated they will be an obstacle to delivery of the development. Grant of planning consent shall be needed for the development.

9. When do you anticipate that construction of the first dwelling(s) will start on site?

Q3 2022, subject to grant of planning consent.

10. When do you anticipate that the first dwelling(s) will be completed?

Q3/Q4 2023, subject to grant of planning consent.

11. When do you anticipate that the development will be completed?

2024, subject to grant of planning consent.

12. How many dwellings do you anticipate will be completed each year?

Not known until partner has been appointed and final design is known.

13. What are the anticipated completions for each of the next five years?
    - 2021-2022: 0
    - 2022-2023: 25
    - 2023-2024: 50
    - 2024-2025: -
    - 2025-2026: -

14. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

N/A

Response 3: 149B Histon Road, Cambridge

From: BPHA
Sent: 07 June 2021 15:27

1. What progress has been made towards delivery of 78 dwellings on the site?

21 apartments in construction on 149b Histon Road

2. When will the site become available?

n/a

3. Have there been any discussions between the different landowners on the site about bringing forward allocation R2 as a whole, or is the expectation that the individual landowners would bring forward their individual elements separately?

Assume separately

4. Are you undertaking any site assessment work to inform a planning application for housing on the site? If so, what assessments are being undertaken?

n/a

5. How many dwellings do you anticipate could be delivered on the 149b Histon Road site, if it's brought forward separately to the rest of site R2?

21 affordable rent, as per planning ref 17/0412/S73

6. Has a development partner been appointed? If not, what are your intentions regarding securing a developer to bring forward the delivery of this site?

n/a

7. When do you anticipate that a planning application will be submitted? Will you submit a full planning application or an outline planning application?

Full planning granted 3 November 2017

8. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

n/a

9. When do you anticipate that construction of the first dwelling(s) will start on site?

Started January 2021

10. When do you anticipate that the first dwelling(s) will be completed?

November 2021

11. When do you anticipate that the development will be completed?

November 2021

12. How many dwellings do you anticipate will be completed each year?

21

13. What are the anticipated completions for each of the next five years?
    - 2021-2022: 21
    - 2022-2023: n/a
    - 2023-2024: n/a
    - 2024-2025: n/a
    - 2025-2026: n/a

14. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

n/a

Response 4: Oil Depot, Ditton Walk, Cambridge

From: Motor Fuel Group (MFG)
Sent: 22 June 2021 15:08

At present the depot site is let to Certas who run it and their lease doesn't expire until 2036 so in the short term there isn't anything planned for the site. We have other depot sites that we are redeveloping for residential (we have planning submitted for 147 flats in Banbury) so it's highly likely that before 2041 we will bring the site forward for residential.

1. What progress has been made towards delivery of dwellings on the oil depot site?

Nothing to date as the site is let to Certas until 2036.

2. When will the site become available?

2036

3. Are you undertaking any site assessment work to inform a planning application for housing on the site? If so, what assessments are being undertaken? How many dwellings do you anticipate could be delivered on the oil depot site?

We will run a full pre-app process with the local authority nearer the time to establish suitable use, density and mix.

4. Has a development partner been appointed? If not, what are your intentions regarding securing a developer to bring forward the delivery of this site?

MFG would secure planning for a scheme and then sell to a developer to build out the scheme.

5. When do you anticipate that a planning application will be submitted?

Circa 2035

6. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

Clearly due to the current use of the site ground conditions and potential remediation would be a key consideration. MFG operate 900 fuel stations so we are well versed with dealing with contaminated land.

7. When do you anticipate that construction of the first dwelling(s) will start on site?

Post 2036, subject to planning and Certas vacating the site.

8. When do you anticipate that the first dwelling(s) will be completed?

TBC but 2037 onwards

9. When do you anticipate that the development will be completed?

TBC but circa 2037/38

10. How many dwellings do you anticipate will be completed each year?

TBC, subject to pre-app

11. What are the anticipated completions for each of the next five years?

None before 2036.

12. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

N/A

Response 5: Clifton Court, Cambridge

From: BYW Ltd
Sent: 25 June 2021 08:19

I confirm that BYW Ltd does manage Clifton Court on behalf of SJK.

Thus far SJK has not been involved with or undertaken any feasibility or viability work pertaining to the delivery of residential units at Clifton Court as part of an isolated or wider redevelopment masterplan.

1. What progress has been made towards the delivery of 550 dwellings on the site?

N/A

2. When will the site become available?

There are no plans to make it available as it is still occupied by office occupiers and demand for vacant units is generally good.

3. Have there been any discussions between the different landowners / leaseholders on the site about bringing forward allocation M2 as a whole, or is the expectation that the individual landowners / leaseholders would bring forward their individual elements separately?

We have not been party to any such discussions, nor have we been approached to engage in any.

4. Are you undertaking any site assessment work to inform a planning application for housing on the site? If so, what assessments are being undertaken?

No.

5. How many dwellings do you anticipate could be delivered on the Clifton Court site, if it is brought forward separately to the rest of site M2?

N/A

6. Has a development partner been appointed? If not, what are your intentions regarding securing a developer to bring forward the delivery of this site?

N/A

7. When do you anticipate that a planning application will be submitted? Will you submit a full planning application for an outline planning application?

N/A

8. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

N/A

9. When do you anticipate that construction of the first dwelling(s) will start on site?

N/A

10. When do you anticipate that the development will be completed?

N/A

11. How many dwellings for you anticipate will be completed each year?

N/A

12. What are the anticipated completions for each of the next five years?

N/A

13. Are the anticipated completions for 2026-2027 onwards until 2040-2041 at the same build out rate as anticipated in 2025-2026?

N/A

Response 6: Land at Fen Road, Cambridge

From: Conservators of the River Cam
Sent: 09 June 2021 13:34

We will not be able to deliver a marina on this site unless we receive planning approval for a combined marina and housing development, hence the proposal put forward in the call for sites. As an organisation, due to our statutes, we cannot raise capital against our assets, we cannot borrow the money required to construct a marina and we do not project having the available surplus capital to deliver the project at this time, or anytime in the future. We will come to a commercial arrangement with a developer to construct a marina and housing. We will then retain ownership of the marina and an agreed number of housing units. They keep the rest.

In short, we won’t be able to move forward with a marina on this site within the current local plan, nor future ones unless the housing is also allowed.

Appendix 2B: Assessment of Extant Planning Permissions and Adopted Allocations for Communal Accommodation (use class C2)

Introduction

National planning guidance sets out that communal (use class C2) accommodation provided in the form of bedspaces for students or older people can be counted towards delivering the housing requirement, based on the amount of accommodation those new bedspaces release to the wider housing market (National Planning Practice Guidance, published July 2019, Paragraph: 034 Reference ID: 68-034-20190722 and Paragraph: 035 Reference ID: 68-035-20190722).

The Greater Cambridge housing trajectory (April 2021) does not include any anticipated completions in 2020-2041 from communal (use class C2) accommodation provided in the form of bedspaces – either for students or older people – due to that housing trajectory being used to demonstrate how the Councils can deliver their adopted housing requirements. The Councils' adopted housing requirements were calculated based on a methodology that considered communal accommodation separately, and therefore the Councils have not been counting dwelling equivalents of communal accommodation towards delivering their housing requirements. The Greater Cambridge housing trajectory (April 2021) does include any self-contained dwellings for students or older people.

However, as the Councils' preferred option housing requirement for the new Greater Cambridge Local Plan has been calculated based on the standard methodology and considering anticipated economic growth scenarios, this is now consistent with the methodology set out in national planning policy and guidance. It is therefore appropriate for the Councils to count the dwelling equivalent of any communal (use class C2) accommodation anticipated to be delivered in 2020-2041 provided in the form of bedspaces for students or older people towards their preferred option housing requirement.

The Housing Delivery Test rulebook sets out the ratios to be used to convert bedspaces to dwellings for both student accommodation and older peoples accommodation. The Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, August 2021) has confirmed that the national ratios within the Housing Delivery Test rulebook are appropriate for Greater Cambridge.

For the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have therefore assessed the deliverability and / or developability of the communal (use class C2) accommodation for students or older people anticipated on any extant planning permissions and allocations.

Approach

The Councils have developed an approach to assess the deliverability and / or developability of communal (use class C2) accommodation for students or older people anticipated on any extant planning permissions and allocations, based on the approach used to assess the deliverability and / or developability of housing developments included in the Greater Cambridge housing trajectory (April 2021).

The Councils have considered any adopted allocations anticipated to deliver communal accommodation for students or older people and any extant planning permissions at 31 March 2020 or permitted between 1 April 2020 and 31 March 2021 for communal accommodation for either students or older people, where the dwelling equivalent would be a gain or loss of at least one dwelling. Any extant permissions that would equate to the gain or loss of less than one dwelling have not been considered.

For each site, an email was sent in May-July 2021 to the developer, landowner or agent asking them about progress being made towards the delivery of their site, and in particular what their current anticipated delivery timetable and build out rates are. A copy of the template email text is included in Annex A, and the list of questions sent to each site is included in Annex B along with the responses received.

The Councils have assessed the deliverability and / or developability of each site, for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, taking account of the definitions of deliverable and developable in the glossary of the National Planning Policy Framework (published in February 2019), and using the following evidence:

- information on the current planning status of the site – allocated, outline planning permission, detailed planning permission, or resolution to grant planning permission;
- a response from the developer, landowner or agent setting out some or all of the following: anticipated start on site, anticipated first completions, anticipated annual completions for the duration of the build, anticipated dates for planning applications being submitted or planning permissions being approved, and / or constraints and market or cost factors that have the potential to delay delivery of the development;
- the date of the submission or approval of planning applications, including full or reserved matters planning applications;
- progress towards the discharge of planning conditions;
- data collected in the annual survey of extant planning permissions carried out in summer 2020 and spring 2021 that records whether a site is under construction or not started, and the number of dwellings on each site that are completed, under construction or not started; and
- information on whether pre-application discussions have been undertaken.

The Councils have not solely relied on the information provided by the developer, agent or landowner in their response to assess the deliverability and / or developability of a site for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement. Where no response has been received, the Councils have assessed the deliverability and / or developability of the site based on data gathered from the other sources of information.

Assessment of Sites

Strategic sites

North West Cambridge (Eddington)

Eddington is a housing-led mixed-use development on the north western edge of Cambridge including land in both South Cambridgeshire and Cambridge City. The site was allocated in the North West Cambridge Area Action Plan (adopted in October 2009). The development, between Madingley Road and Huntingdon Road, will be predominantly for the long-term needs of Cambridge University, including 50% key worker housing for University staff, student housing, new faculty buildings and research facilities, a local centre and market housing.

Outline planning permissions (11/1114/OUT and S/1886/11) for up to 3,000 dwellings, up to 2,000 student bedspaces, employment floorspace, retail floorspace, up to 6,500 sqm of senior living (Class C2), community centre, indoor sports provision, police, health care, primary school, nurseries, hotel, energy centre, and open spaces were approved in February 2013.

Reserved matters planning permission (13/1400/REM) was approved in December 2013 for 325 student bedspaces for post graduate accommodation and these student bedrooms were completed in 2016-2017. The proposed development of up to 2,000 student bedspaces would equate to 800 dwellings based on a ratio of 2.5 bedspaces to a dwelling. Therefore, as 325 bedspaces (which equate to 130 dwellings) have already been completed, there are up to 1,675 student bedspaces remaining, and this would equate to 670 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

The Councils understand that the development of new student units at Eddington depends on the growth in student numbers in any individual college, and their ability to raise development finance, and therefore the delivery timetable for the student units is not wholly within the control of the University of Cambridge as the landowner. Through discussions with the University of Cambridge to inform the preparation of the Local Plan, the Councils understand that they are developing a ten year plan for the provision of purpose built student accommodation at Eddington and that they

would expect that planning applications for the remaining up to 1,675 student bedspaces will be submitted by 2033.

Until the Councils have more detailed information from the University of Cambridge on the delivery timetable for the remaining student units on this site, there is uncertainty regarding the delivery of these student units within the plan period, and therefore for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have taken a conservative approach and assumed that none of the remaining student units will be completed by 2041. This will be kept under review as the Councils continue discussions with the University of Cambridge and the colleges as part of the preparation of the Greater Cambridge Local Plan.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) the up to 1,675 student units (which equate to 670 dwellings) on this site are not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has outline planning permissions, the Councils have limited information on the delivery timetable for these student units as this depends on growth in student numbers in any individual college and their ability to raise development finance, and is therefore not wholly within the control of the landowner (University of Cambridge).

The Senior Care Needs Statement submitted with the outline planning application sets out that the facility of up to 6,500 sqm is sized sufficiently to allow for a senior care home or self-contained residential extra care units, however further details are then provided that explain that a senior care centre would provide 75 bedrooms, large lounges, restaurant, kitchens and other back of house services. The proposal for a 75 bedroom care home would equate to 41 dwellings based on the ratio of 1.8 bedspaces to a dwelling.

The Councils have no information on the intentions of the University of Cambridge regarding the delivery of a senior care facility or self-contained C2 residential units. The Councils have already included the maximum number of dwellings (up to 3,000 dwellings) for this site within the Greater Cambridge housing trajectory (April 2021), and have therefore for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement assumed no older peoples bedrooms or self contained C2 units will be delivered on this site in 2020-2041.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) the up to 6,500 sqm for a senior care home or self-contained residential extra care units on this site is not considered deliverable

or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has outline planning permissions, the Councils have no information on the intentions of the University of Cambridge regarding the delivery of a senior care facility or self-contained C2 residential units.

Cambridge East – North of Cherry Hinton

This land is allocated in the Cambridge Local Plan 2018 (adopted in October 2018, Policy 13 / Site R47) and in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/3) for 1,200 dwellings. The Cambridge East – North of Cherry Hinton SPD was adopted by both Councils in November 2018. Outline planning permissions (18/0481/OUT and S/1231/18/OL) for a maximum of 1,200 homes (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, and allotments were granted in December 2020.

The Planning Statement submitted with the outline planning applications refers to a retirement living facility of potentially 90 bedspaces, and this would equate to 50 dwellings based on the ratio of 1.8 bedspaces to a dwelling.

The agent (on behalf of Bellway Homes) has advised that any use class C2 older people's bedrooms would be part of the overall 1,200 dwellings on the site, and that whilst the developer has the option to deliver use class C2 accommodation there is no obligation to within the consent (see Response 1 in Annex B). The agent has advised that the developer's preference is to deliver all dwellings (use class C3) (see Response 1 in Annex B).

The Councils have therefore assumed for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, that no older peoples bedrooms will be delivered on this site in 2020-2041, and that all 1,200 dwellings on this site will be delivered as use class C3 as set out in the Greater Cambridge housing trajectory (April 2021).

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has outline planning permission for a maximum of 1,200 dwellings including a retirement living facility, the developer has advised that there is no obligation to deliver this as use class C2 accommodation and therefore all dwellings will be delivered as use class C3.

Bell School

Bell School is a housing development on the southern edge of Cambridge. The site was allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and has been carried forward into the Cambridge Local Plan 2018 (adopted in October 2018, Policy 18 / Site R42d). The site has detailed planning permission (06/0795/OUT and 13/1786/REM) for 270 dwellings, 100 bed student accommodation for Bell Language School, and public open space, which was granted in April 2014. At March 2021, no construction had started on the student accommodation. However, the 270 dwellings were completed in 2015-2020, and therefore the planning permission will not lapse. The proposed development would provide 100 student bedrooms, and this equates to 40 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

Adjacent to this site and within the Bell School campus, a full planning application (18/2051/FUL) for a 98 bed student accommodation building with ancillary facilities and warden's flat, following the demolition of 7 Red Cross Lane (6 student bedrooms) and associated outbuildings, was submitted in December 2018 and is being considered by the Council. The Planning Statement submitted with this application sets out that although the school has retained the adjacent land for up to 100 student bedrooms with extant planning permission, the requirements for the school have moved on since that planning permission was approved and therefore a review of their strategy for the whole campus, including accommodation, has been undertaken. The Design and Access Statement also sets out that a masterplan for the campus has been created, and explains that this full planning application is for phase 1. The masterplan proposes the site of the adjacent extant planning permission for informal open space.

It is unclear whether the extant planning permission for 100 student bedrooms will be implemented in light of Bell School’s proposed masterplan for their campus, and therefore for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Council has assumed that no student bedrooms will be delivered on this site in 2020-2041. The Council has not considered the deliverability and / or developability of the proposed student accommodation within the Bell School campus as this is only at the planning application stage.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has extant detailed planning permission for 100 student bedrooms it is unclear whether this permission will be implemented in light of the proposed masterplan for the whole campus.

Waterbeach New Town

The site is allocated in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/6) for a sustainable new town of approximately 8,000 to 9,000 dwellings. The Waterbeach New Town Supplementary Planning Document (SPD) was adopted in February 2019. Outline planning permission (S/0559/17/OL) for up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports uses, a hotel, schools, and open spaces, on the western part of the site was granted in September 2019. The Council's planning committee in January 2021 gave officers delegated powers to approve an outline planning application (S/2075/18/OL) for up to 4,500 dwellings (including up to 450 units within use class C2), business, retail, community, leisure and sports uses, new primary and secondary schools and sixth form centre, and public open spaces on the eastern part of the site, subject to the completion of a s106 agreement.

As the proposed residential institutional units on both parts of the site are within the overall number of dwellings for the development, for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have assumed that no older peoples bedrooms will be delivered on this site in 2020-2041, and that all 11,000 dwellings on this site will be delivered as use class C3 as set out in the Greater Cambridge housing trajectory (April 2021).

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has outline planning permission and a resolution to grant outline planning permission, the residential institution units are included within the overall dwellings for the site and the Councils have assumed that all dwellings will be delivered as use class C3 as set out in the Greater Cambridge housing trajectory (April 2021).

Bourn Airfield New Village

The site is allocated in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/7) for a new village of approximately 3,500 dwellings. The Bourn Airfield New Village Supplementary Planning Document (SPD) was adopted in October 2019. The Council's planning committee in February 2021 gave officers delegated powers to approve an outline planning application (S/3440/18/OL) for approximately 3,500 dwellings, employment, retail, hotel and leisure uses, residential institutions (up to 250 units of C2 use), education and community facilities, and open space, subject to the completion of a s106 agreement.

The developer (Countryside Properties) has advised that work is continuing on the s106 agreement and therefore they have not proceeded to detailed design as yet; however, they anticipate that the early phases of development adjacent to the village centre will include the provision of some C2 uses (see Response 2 in Annex B). The developer has advised that a planning application including C2 uses could be submitted in 2022-2023 (see Response 2 in Annex B). The developer has assumed that any residential institution units will be in addition to the approximately 3,500 dwellings in use class C3 and has advised that the type of provision of the C2 units either as bedspaces or self-contained dwellings will be market dependant (see Response 2 in Annex B).

If the proposed 250 units of residential institutions are provided as bedspaces for older people, this would equate to 138 dwellings based on a ratio of 1.8 bedspaces to a dwelling. However, if the proposed units are provided as self-contained dwellings this would be an additional 250 dwellings. As there is uncertainty regarding the type of provision that will be delivered, and as the Councils have already assumed the maximum delivery from this site for 2020-2041 in terms of dwellings based on their conservative approach as set out the Greater Cambridge housing trajectory (April 2021), for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have assumed that no older peoples bedrooms will be delivered on this site in 2020-2041.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has a resolution to grant outline planning permission, it is unclear how the residential institution units will be provided, and the Councils have already assumed the maximum delivery in 2020-2041 from this site in terms of dwellings based on their conservative approach as set out the Greater Cambridge housing trajectory (April 2021).

Northstowe

Northstowe is a new settlement of up to 10,000 dwellings to the north west of Cambridge, adjacent to the villages of Longstanton and Oakington. The new town was originally planned in the Northstowe Area Action Plan (adopted in July 2007) with an area of reserve land to the west of the town. The reserve land is allocated in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/5) to provide flexibility for the phasing and delivery of the new town.

Phase 1: outline planning permission (S/0388/12/OL) for up to 1,500 dwellings, a primary school, a mixed-use local centre, leisure, community, residential institutions, health and employment uses, a household recycling centre, recreational space, infrastructure works and the demolition of existing buildings and structures, was granted in April 2014. The application form for this planning application includes 1,500 sqm of C2 uses. Reserved matters planning applications have been granted for all of the 1,500 dwellings, however, no reserved matters planning application(s) has been submitted for residential institutions.

Phase 2: outline planning permission (S/2011/14/OL) for up to 3,500 dwellings, a secondary school, two primary schools, a town centre including employment uses, and sports hub, was granted in January 2017. The Planning Statement for this application sets out that an element of C2 use (either student accommodation or supported housing) will be provided, but that exact numbers will not be known until the reserved matters application stage.

Phase 3a: an outline planning application (20/02171/OUT) for up to 4,000 homes, two primary schools, a local centre, secondary mixed use zones, open space and landscaped areas, sports pitches, and associated engineering and infrastructure works was submitted in May 2020 and is being considered by the Council. The Planning Statement for this application sets out that the residential uses will include use classes C2 (residential institutions), C3 (dwellings) and C4 (houses in multiple occupation) but that the mix is unknown at this outline application stage.

Phase 3b: an outline planning application (20/02142/OUT) for up to 1,000 homes, a primary school, secondary mixed use zone, open space and landscaped areas, and engineering and infrastructure works was submitted in May 2020 and is being considered by the Council. The Planning Statement for this application sets out that the residential mix is unknown at this outline application stage.

It is unclear exactly when any communal accommodation (Use Class C2) will be started and completed on phase 1 as Homes England has not provided a response. However, as no reserved matters planning application has been submitted, for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Council has therefore assumed that no student or older people’s bedrooms will be delivered on this site in 2020-2041. As the proposed residential institutional units on phases 2, 3a and 3b of the site appear to be within the overall number of dwellings for these phases of the development, for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, the Councils have assumed that no older peoples or student bedrooms will be delivered on these phases in 2020-2041, and that all 8,500 dwellings on these phases will be delivered as use class C3 as set out in the Greater Cambridge housing trajectory (April 2021).

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has outline planning permissions or outline planning applications submitted, for phase 1 it is unclear when any communal accommodation will be delivered and for phases 2, 3a and 3b any residential institution units will be included within the overall dwellings for these phases and the Councils have assumed that all dwellings will be delivered as use class C3 as set out in the Greater Cambridge housing trajectory (April 2021).

Non-strategic sites for student accommodation (C2 use)

90-92 Regent Street, Cambridge

The site has full planning permission (18/0154/FUL) for change of use from A4 and A3 on the ground floor to a flexible A1/A2/A3 use, change of use from offices on upper floors to student accommodation, and a rear extension to building, which was granted in June 2018. The development will provide 24 student bedrooms, and this equates to 9 dwellings based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, the development was under construction. The agent (on behalf of Downing College) has advised that the development is well underway, and is due to complete in November 2021 (see Response 3 in Annex B). The agent has advised that the development will complete as a whole (see Response 3 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 24 student bedrooms (which equate to 9 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, the development is under construction, and the agent anticipates that the development will be completed in November 2021. There is no evidence that the site will not be delivered within five years.

John Banks Honda, 444 Newmarket Road, Cambridge

The site has full planning permission (19/0340/FUL) for the demolition of the existing buildings and the erection of student accommodation, comprising of 154 student bedrooms and ancillary accommodation, which was granted in December 2019. The development will provide 154 student bedrooms, and this equates to 61 dwellings based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, no construction had started on site.

The agent (on behalf of Southern Grove Cambridge Ltd) has advised that the site is under offer by a developer who they understand intends to develop it for student accommodation (see Response 4 in Annex B), however as part of the sale there is a delayed completion of up to 12 months from exchange. The agent anticipates that the development will be completed in a single phase and that this could potentially be from Q3 2022 to the end of 2023 (see Response 4 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 154 student bedrooms (which equate to 61 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission for 154 bedrooms, the site is under offer to a developer, and the agent anticipates that the development will be completed by the end of 2023. There is no evidence that the site will not be delivered within five years.

Whittinghame Lodge, 44 Storeys Way, Cambridge

The site has full planning permission (19/0753/FUL) for a two storey rear extension and refurbishment following demolition of existing single storey building to increase from 16 student rooms to 19 student rooms, which was granted in August 2019. The development will provide 3 additional student bedrooms, and this equates to 1 dwelling based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, no construction had started on site.

It is unclear exactly when this planning permission will be started and completed as Churchill College has not provided a response. However, the accommodation information for Churchill College records that there are 13 student bedrooms in Whittinghame Lodge that are newly refurbished and that there are 3 student bedrooms in the attached Whittinghame Cottage that were renovated in 2020. This implies that the existing 16 student bedrooms have been recently refurbished and that the planning permission will not be implemented. The Council has therefore for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, assumed that no additional student bedrooms will be delivered on this site in 2020-2041.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has full planning permission it appears that Churchill College have refurbished the existing student bedrooms suggesting that they are unlikely to implement the planning permission.

St Regis House and 108 Chesterton Road, Cambridge

The site has full planning permission (17/0970/FUL) for the erection of college accommodation (providing 85 student units) and 14 dwellings following demolition of the existing buildings, which was granted in May 2018. The 14 dwellings have already been considered and counted in the Greater Cambridge housing trajectory (April 2021). The development will provide 85 student units, comprising of 61 student bedrooms (of which 8 student bedrooms already exist and are being refurbished), 9 student flats and 15 studios for students, and this equates to 21 dwellings based on the ratio of 2.5 bedspaces to a dwelling for the 53 new student bedrooms and a further 24 dwellings for the self-contained student flats and studios.

At March 2021, all 85 student units had been completed, however the dwellings were still under construction. The agent (on behalf of Clare College) advised as part of their response for the Greater Cambridge housing trajectory that by March 2021 the 85 student units had been completed (see Response 61 in Appendix D of the Greater Cambridge Housing Trajectory and Five Year Land Supply document, April 2021).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 85 student units (which equate to 45 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as the site has full planning permission and the student units have been completed in 2020-2021. There is no evidence that the site will not be delivered within five years.

6-18 King Street, Cambridge

The site has full planning permission (17/1497/FUL) for 64 student bedrooms, student kitchens, college offices, music practice room and seminar rooms, and a commercial unit (386 sqm), that was allowed on appeal in October 2019. The development will provide 64 student bedrooms, and this equates to 25 dwellings based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, works had started on site.

The agent (on behalf of Christ's College) has advised that substructure work started in February 2021 and that construction of the first buildings will start in October 2021 (see Response 5 in Annex B). The agent anticipates that the development will be completed in November 2022 (see Response 5 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 64 student bedrooms (which equate to 25 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, the agent has advised that substructure work started on site in February 2021, and the agent

anticipates that the development will be completed in November 2022. There is no evidence that the site will not be delivered within five years.

Cambridge Union Society, 9a Bridge Street, Cambridge

The site has full planning permission (17/1541/FUL) for demolition of existing buildings (including 13 student rooms) and construction of new building with ground floor restaurant (Use Class A3) with 45 post-graduate student rooms above (Use Class C2) together with basement storage and services, which was granted in February 2018. The development will provide 32 student bedrooms (net), and this equates to 13 dwellings (net) based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, the development was under construction. The agent (on behalf of Trinity College and the Cambridge Union Society) has advised that the development was completed in June 2021 (see Response 6 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 32 student bedrooms (net, which equate to 13 dwellings, net) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission and the agent has advised that the development was completed in June 2021. There is no evidence that the site will not be delivered within five years.

St Edmund's College, Cambridge

The site has full planning permission (16/1864/FUL) for the erection of extensions to Norfolk Building for common room, 16 student bedrooms, college offices and research space, cafe and kitchens, the erection of 6 family accommodation units, landscaping, and cycle parking, and the demolition of 6 maisonettes, which was granted in June 2017. The 6 family accommodation units and the demolition of the 6 maisonettes have already been considered and counted in the Greater Cambridge housing trajectory (April 2021). The development will provide 16 student bedrooms, and this equates to 6 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

At March 2021, no construction had started on the demolition of the maisonettes or the construction of the new buildings, however, the cycle parking had been completed. The Council has confirmed through its discharge of condition 1 (16/1864/COND1) of the planning permission that a material start has been made on the planning permission, and therefore it will not lapse.

The Council understands that St Edmunds College are not intending to take this proposal forwards imminently, however, as the planning permission will not lapse, they could still bring forward the development within the plan period. Until the Councils have more detailed information on the delivery timetable for the student units on this site, there is uncertainty regarding the delivery of these units within the plan period, and therefore for the purposes of understanding how existing

commitments will contribute towards delivering the preferred option housing requirement, the Councils have taken a conservative approach and assumed that none of the remaining student units will be completed by 2041. This will be kept under review as the Councils continue with the preparation of the Greater Cambridge Local Plan.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, as although the site has full planning permission that will not lapse, there is uncertainty regarding the delivery of these student units within the plan period.

Land between 21 and 29 Barton Road (including 27 Barton Road and Croft Gardens), Cambridge

The site has full planning permission (18/1993/FUL) for the erection of college accommodation (including 24 new family apartments), the refurbishment and extension of 27 Barton Road, and the demolition of demolition of the existing buildings (including 15 dwellings), which was granted in October 2019. The 24 family apartments and the demolition of 15 dwellings have already been considered and counted in the Greater Cambridge housing trajectory (April 2021). The development will provide 60 graduate rooms, and this equates to 24 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

At March 2021, the existing 15 dwellings had been demolished, and the new dwellings and student units were under construction. The agent (on behalf of King's College) advised as part of their response for the Greater Cambridge housing trajectory that the development will be completed in June 2022 (ready for occupation in the academic year beginning September 2022) (see Response 66 in Appendix D of the Greater Cambridge Housing Trajectory and Five Year Land Supply document, April 2021).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 60 graduate rooms (which equate to 24 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as the site has full planning permission, the development is under construction and the agent anticipates that the development will be completed in June 2022. There is no evidence that the site will not be delivered within five years.

Old Press / Mill Lane, Cambridge

The site was originally allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and the allocation has been carried forward into the Cambridge Local

Plan 2018 (adopted in October 2018, Site U1). The site is allocated for 350 student rooms, up to 6,000 sqm of commercial uses, a hotel and up to 1,000 sqm of other uses. The indicative capacity for the allocation is 350 student bedrooms, and this would equate to 140 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

The southern part of the site has full planning permission (18/1930/FUL) for the redevelopment for 94 student rooms, 1,478 sqm of college offices, 1,773 sqm of teaching space, 1,004 sqm college leisure and community space, and 363 sqm of A1/A2/A3/A4 uses, which was granted in March 2021. The development will provide 94 student bedrooms, and this equates to 37 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

Discharge of conditions applications are being considered by the Council. Pembroke College website sets out that the college hope to do the renovation and building work needed to complete this development by 2023-2024.

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 94 student bedrooms (which equate to 37 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, discharge of conditions applications are being considered by the Council, and the college's website sets out that they hope this development will be completed by 2023-2024. There is no evidence that the site will not be delivered within five years.

For the remainder of the site, the Council understands that the University of Cambridge is in the process of relocating its uses, before coming to an agreement with one or more of the colleges to bring forward the site for development. The Council is unclear on the delivery timetable of any student units on this remainder of the site and therefore for the purposes of understanding how existing commitments will contribute towards delivering the preferred option housing requirement, have assumed that no student bedrooms will be delivered on this remainder of the site in 2020-2041. This will be kept under review as the Councils continue discussions with the University of Cambridge and the colleges as part of the preparation of the Greater Cambridge Local Plan.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF (published in February 2019) this remainder of the site is not considered deliverable or developable for the purposes of understanding how existing commitments will contribute towards delivering the preferred housing requirement, as although the site is allocated in the Cambridge Local Plan 2018, the Councils have no clear evidence on the delivery of student bedrooms on this remainder of the site.

Grange Farm, off Wilberforce Road, Cambridge

The site was originally allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and the allocation has been carried forwarded into the Cambridge Local Plan 2018 (adopted in October 2018, Site U3). The indicative capacity for the allocation is 120 student bedrooms, and this would equate to 48 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

A full planning application (21/02052/FUL) for demolition of existing buildings and erection of college accommodation was submitted in May 2021, and is being considered by the Council. This proposed development relates to a larger site than the allocation, and would provide 245 student bedrooms, which would equate to 98 dwellings based on the ratio of 2.5 bedspaces to a dwelling.

The landowner (St John's College) has advised that the application has been subject to extensive pre-application discussions, including presentations to the Design and Conservation Panel and Disability Review Panel, and that the application has been subject to extensive community engagement (see Response 7 in Annex B). The landowner anticipates that construction will start on site in early 2022, subject to securing planning permission (see Response 7 in Annex B). The landowner anticipates that the development will be completed in April/May 2024 ready for occupation in September 2024 (see Response 7 in Annex B).

The principle of student accommodation on this site has been agreed through its allocation in the Cambridge Local Plan 2018. The allocation is identified as having a capacity of 120 student bedrooms based on an initial assessment as part of the plan making process, however the Cambridge Local Plan 2018 recognises that the final number may be greater or smaller depending on detailed assessment and detailed design. However, for the purposes of understanding how existing commitments will contribute towards delivering the preferred housing requirement, until a planning permission is granted, the Council has only assumed this site will provide 120 student bedrooms (which equate to 48 dwellings).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 120 student bedrooms (which equate to 48 dwellings) on this site fall within part (b) of the definition of deliverable. This site is considered deliverable as: the site is allocated within the Cambridge Local Plan 2018, a planning application is being considered by the Council, the landowner has advised that extensive pre-application discussions have been undertaken on the planning application, and the landowner anticipates that the development will be completed in April/May 2024. There is clear evidence that housing completions will begin on site within five years.

St Chads, 48 Grange Road, Cambridge

The site has full planning permission (19/1212/FUL) for the demolition of the existing octagonal building and erection of two new student accommodation buildings comprising 23 student bedrooms, the replacement of the existing gardeners' accommodation with free-standing gardeners' building, and the replacement of cycle storage, which was granted in April 2020. The development will provide 23 student bedrooms, and this equates to 9 dwellings based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, no construction had started on site.

St Catherine's College website sets out that the planning permission requires works to start within three years, but that the college are already undertaking works to remodel spaces within the college's main 'island' site, and therefore that the timing of bringing forward this proposal on the St Chad's site will take into account the disruption caused by both coronavirus pandemic and also those existing works.

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 23 student bedrooms (which equate to 9 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, and the college's website recognises that works need to start within three years but that the exact timing needs to take account of existing disruption from other remodelling works and the coronavirus pandemic. There is no evidence that the site will not be delivered within five years.

New South Court, Emmanuel College, St Andrews Street, Cambridge

The site has full planning permission (19/1651/FUL) for the provision of student accommodation, a student bar, lecture and education facilities, and associated landscaping works, which was granted in August 2020. The development will provide 50 student bedrooms, and this equates to 20 dwellings based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, works had started on site.

The agent (on behalf of Emmanuel College) has advised that site preparation and enabling works commenced on site in November 2020 (see Response 8 in Annex B). The agent anticipates that construction will start on the first bedrooms in September 2021, and that the development will be completed in December 2022 (see Response 8 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 50 student bedrooms (which equate to 20 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, the agent has advised that site preparation and enabling works have commenced, and the agent

anticipates that the development will be completed in December 2022. There is no evidence that the site will not be delivered within five years.

Lucy Cavendish College, Lady Margaret Road, Cambridge

The site has full planning permission (20/03342/FUL) for demolition of the Barmore building (including 11 student bedrooms) and erection of a new building providing student accommodation (72 student bedrooms), college café and social learning space, which was granted in December 2020. The development will provide 61 student bedrooms (net), and this equates to 24 dwellings (net) based on the ratio of 2.5 bedspaces to a dwelling. At March 2021, the development was under construction.

The agent (on behalf of Lucy Cavendish College) has advised that work commenced on site in February 2021 (see Response 9 in Annex B). The agent has advised that the delivery programme has been delayed by the discovery of Great Crested Newts and the archaeological investigations, but that these issues are being overcome by working closely with the College and appointed contractor (see Response 9 in Annex B). The agent anticipates that the development will be completed in August 2022 (see Response 9 in Annex B)

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 61 student bedrooms (net, which equate to 24 dwellings, net) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, the development is under construction, and the agent anticipates that the development will be completed in August 2022. There is no evidence that the site will not be delivered within five years.

Non-strategic sites for older peoples accommodation (C2 use)

Hinton Grange Nursing Home, Bullen Close, Cambridge

The site has full planning permission (17/2196/FUL) for demolition of the existing care home buildings (56 bedrooms) and redevelopment of the site to provide a replacement care home (68 bedrooms), with associated car parking, landscaping and amenity space, which was granted in June 2018. The development will provide 12 bedrooms (net), and this equates to 6 dwellings (net) based on the ratio of 1.8 bedspaces to a dwelling.

At March 2021, the existing care home had been demolished, and the new care home had been completed. The new care home is being marketed by CareUK as Heathlands House Care Home, and their website states that the new care home will open in August 2021 and that the marketing suite is already open.

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 12 bedrooms (net, which equate to 6 dwellings, net) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission and the new care home has been completed and is due to open in August 2021. There is no evidence that the site will not be delivered within five years.

Land at Fulbourn Social Club, Capital Park, Fulbourn

The site has planning permission (S/3418/17/FL) for demolition of the existing Fulbourn social club and construction of a new 72-bedroom care home, which was approved in November 2018. The development will provide 72 bedrooms, and this equates to 40 dwellings based on the ratio of 1.8 bedspaces to a dwelling. At March 2021, no construction had started on site.

A variation of conditions application for amendments to the approved plans was granted in June 2021, and the covering letter for that application explains that the proposed amendments are necessary following a detailed design review of the care home ahead of commencement of the development and to ensure that the design of the care home will be in line with Care Quality Commission regulations. Two pre-commencement conditions were discharged in May 2021.

The developer (Hamberley Care Homes) has advised that they are in the process of discharging pre-commencement conditions (see Response 10 in Annex B). The developer anticipates that demolition of the existing building will occur in August 2021, that construction will start on the new care home in September 2021, and that the new care home will be completed in April 2023 (see Response 10 in Annex B). The developer has advised that the project remains viable due to the demand for care beds in the area, even though construction prices have increased due to Brexit and the coronavirus pandemic (see Response 10 in Annex B).

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 72 bedrooms (which equate to 40 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, pre-commencement conditions are being discharged, the developer anticipates that construction will start on the new care home in September 2021, and the developer anticipates the development will be completed in April 2023. There is no evidence that the site will not be delivered within five years.

2 Station Road, Great Shelford

The site has planning permission (S/3809/19/FL) for demolition of existing buildings and structures and the erection of a 63-bed care home, which was approved in September 2020. The development will provide 63 bedrooms, and this equates to 35 dwellings based on the ratio of 1.8 bedspaces to a dwelling. At March 2021, no construction had started on site.

One pre-commencement condition was discharged in April 2021, and applications relating to four further pre-commencement conditions are being considered by the Council.

In accordance with the definition of deliverable in the glossary of the NPPF (published in February 2019) the 63 bedrooms (which equate to 35 dwellings) on this site fall within part (a) of the definition of deliverable. This site is considered deliverable as: the site has full planning permission, and pre-commencement conditions are being discharged. There is no evidence that the site will not be delivered within five years.

Housing Trajectory for Communal Accommodation (use class C2)

Strategic sites with student or older peoples accommodation (C2 use)

Site	Outstanding Dwellings Equivalent	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
North West Cambridge (Eddington) - student accommodation	670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North West Cambridge (Eddington) - older peoples accommodation	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge East - North of Cherry Hinton	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bell School	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waterbeach New Town	583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bourn Airfield New Village	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Northstowe	not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1,522**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Non-strategic sites for student accommodation (C2 use)

Site	Outstanding Dwellings Equivalent	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
90-92 Regent Street, Cambridge	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
John Banks Honda, 444 Newmarket Road, Cambridge	61	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
Whittinghame Lodge, 44 Storeys Way, Cambridge	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St Regis House and 108 Chesterton Road, Cambridge	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
6-18 King Street, Cambridge	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Cambridge Union Society, 9a Bridge Street, Cambridge	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
St. Edmund's College, Cambridge	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land between 21 and 29 Barton Road (including 27 Barton Road and Croft Gardens), Cambridge	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Old Press / Mill Lane, Cambridge	140	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
Grange Farm, off Wilberforce Road, Cambridge	48	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48

Site	Outstanding Dwellings Equivalent	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
St Chads, 48 Grange Road, Cambridge	9	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
New South Court, Emmanuel College, St Andrews Street, Cambridge	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Lucy Cavendish College, Lady Margaret Road, Cambridge	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	**425**	**45**	**22**	**154**	**37**	**48**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**315**

Non-strategic sites for older peoples accommodation (C2 use)

Site	Outstanding Dwellings Equivalent	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	2040/ 2041	Plan period (2020-2041)
Hinton Grange Nursing Home, Bullen Close, Cambridge	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
Land at Fulbourn Social Club, Capital Park, Fulbourn	40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
2 Station Road, Great Shelford	35	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Total	**112**	**37**	**0**	**0**	**40**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**

Conclusion

The Councils' assessment of the deliverability and / or developability of extant planning permissions and adopted allocations for communal accommodation for the purposes of understanding how existing commitments will contribute towards delivering the preferred housing requirement has resulted in the equivalent of 427 dwellings being anticipated to be delivered in 2020-2041.

Annex A: Template Email

Greater Cambridge Housing Supply – [Site]

Dear [Name]

Cambridge City Council and South Cambridgeshire District Council are preparing a new joint Greater Cambridge Local Plan. As part of developing the evidence base to support the new plan, the Councils would like to understand the anticipated delivery of student bedrooms, care home bedrooms, and any other communal accommodation (C2 use) bedrooms within Greater Cambridge.

The Councils are writing to you as the landowner, agent, or developer for a site allocated or with planning permission for C2 use bedrooms. The Councils would like to understand from you what progress has been made towards delivery of the C2 use bedrooms on [site]? In particular, the Councils would be grateful for written answers by [date] to each of the following questions:

[Questions]

The Councils will need to publish your answers as part of their evidence of the deliverability and / or developability of the site, and therefore if you feel that some of the information you provide is commercially sensitive please indicate this to us in your response.

If you would like to discuss any aspects of providing us with this information, please contact me using the details provided below.

Annex B: Responses

Response 1: Cambridge East – North of Cherry Hinton

From: Strutt and Parker
Sent: 01/07/2021 13:26

The C2 use is part of the overall requirement of the 1,200 dwellings on the site. Whilst we have the option to deliver C2 use, there is no obligation to within the consent.

With that in mind for now I would assume that C2 is not likely to be delivered, as I believe the applicants preference is for C3 dwellings.

The questions sent to Strutt and Parker were:

1. What progress has been made towards the delivery of 90 bedrooms on the site?

2. Are the proposed 90 bedrooms part of the outline permission for 1,200 dwellings? And if so, by how much will this reduce the number of C3 dwellings you propose to deliver?

3. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

4. When do you anticipate that a planning application for the C2 bedrooms will be submitted?

5. When do you anticipate that construction of the first bedroom(s) will start on site?

6. When do you anticipate that the first bedroom(s) will be completed?

7. When do you anticipate that the bedrooms will be completed?

8. How many bedrooms do you anticipate will be completed each year?

9. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023:
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:

10. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Response 2: Bourn Airfield New Village

From: Countryside Properties
Sent: 15/06/2021 09:22

1. What progress has been made towards the delivery of 250 units of residential institutional uses (C2 use) on the site?

We are continuing to work on the S106 agreement, so have not proceed to detailed design as yet. We would envisage the early phases of development, which we expect to be adjacent to the village centre, would include the provision of some C2 uses.

2. Are the 250 units within or additional to the overall 3,500 dwellings within S/3440/18/OL?

We have assumed that these would be in additional to the 3500 dwellings.

3. Will the 250 units comprise 250 bedspaces or 250 self contained dwellings? If the proposal is for 250 bedspaces within the 3,500 dwellings what will this reduce the C3 dwellings figure to?

We have not come to a conclusion on this at the current time, the type of provision will be market dependant.

4. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

At the present time the major constraints to development are transport related – both restrictions related to C2C and the uncertainty of EWR proposals. At this present time we do not consider that there are any market constraints which would affect the delivery of C2 uses.

5. When do you anticipate that a planning application for the residential institutional uses will be submitted?

We anticipate including C2 uses in the early phases of the development. An application is likely in 2022/2023.

6. When do you anticipate that construction of the first bedroom(s) will start on site?

Construction would likely start within 12 months of the grant of reserved matters applications.

7. When do you anticipate that the first bedroom(s) will be completed?

This is not currently known.

8. When do you anticipate that the bedrooms will be completed?

This is not currently known.

9. How many bedrooms do you anticipate will be completed each year?

This is not currently known; however provision would likely occur in 2 separate development clusters rather than continually through the development.

10. What are the anticipated completions for each of the next five years?
    - 2021-2022: 0
    - 2022-2023: 0
    - 2023-2024: 60
    - 2024-2025: 60
    - 2025-2026: 0

11. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

No this will be in a later phase of development which is not yet known.

Response 3: 90-92 Regent Street, Cambridge

From: Turley
Sent: 25 June 2021 10:38

The development is well underway, and due to complete in November this year, if not before. The project will complete as a whole. The project started in August last year.

The questions sent to Turley were:

1. What progress has been made towards the delivery of 24 student bedrooms on the site?
2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?
3. When did construction of the first bedroom(s) start on site?
4. When do you anticipate that the first bedroom(s) will be completed?
5. When do you anticipate that the bedrooms will be completed?
6. How many bedrooms do you anticipate will be completed each year?
7. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023:
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:
8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Response 4: John Banks Honda, 444 Newmarket Road, Cambridge

From: Eddisons
Sent: Tue 25/05/2021 11:01

1. What progress has been made towards the delivery of 154 student bedrooms on the site?

The site is under offer for sale to a developer who we understand intends to develop for student accommodation as per the current planning consent. As part of the sale there is a delayed completion of up to 12 months from exchange.

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

Not aware of any

3. When do you anticipate that construction of the first bedroom(s) will start on site?

Potentially anytime from Q3 2021 to end of 2022.

4. When do you anticipate that the first bedroom(s) will be completed?

Potentially from Q3 2022 to end of 2023

5. When do you anticipate that the bedrooms will be completed?

-

6. How many bedrooms do you anticipate will be completed each year?

154 rooms – built in single phase

7. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023: 154
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:

8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

No, not for this site.

Response 5: 6-18 King Street, Cambridge

From: Turley
Sent: Fri 28/05/2021 14:26

1. What progress has been made towards the delivery of 64 student bedrooms on the site?

Substructure works started on February 2021

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

No

3. When do you anticipate that construction of the first bedroom(s) will start on site?

October 2021

4. When do you anticipate that the first bedroom(s) will be completed?

August 2022

5. When do you anticipate that the bedrooms will be completed?

November 2022

6. How many bedrooms do you anticipate will be completed each year?

All bedrooms are planned to be completed together in November 2022

7. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023: 64 bedrooms in November 2022
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:

8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Response 6: Cambridge Union Society, 9a Bridge Street, Cambridge

From: Bidwells
Sent: 20/05/2021 15:49

1. What progress has been made towards the delivery of 45 student bedrooms and loss of 13 existing student bedrooms on the site?

Complete

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

None

3. When did construction of the first bedroom(s) start on site?

2019

4. When do you anticipate that the first bedroom(s) will be completed?

June 2021

5. When do you anticipate that the bedrooms will be completed?

June 2021

6. How many bedrooms do you anticipate will be completed each year?

All rooms completed June 2021

7. What are the anticipated completions for each of the next five years? N/A
   - 2021-2022:
   - 2022-2023:
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:

8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

N/A

Response 7: Grange Farm, off Wilberforce Road, Cambridge

From: St John's College
Sent: Tue 25 May 2021 18:08

1. What progress has been made towards the delivery of 120 student rooms on the site?

Over the last 15 months a college accommodation scheme has been designed comprising 245 bedrooms in 39 townhouses on the site, together with some adjoining land (taking only the area of the Local Plan allocation, the number of bedrooms proposed amounts to 108 bedrooms, which is similar to the 120 bedrooms Local Plan allocation). A planning application has now been submitted.

The application proposal has benefitted from extensive pre-app discussions with the Council including conservation, landscape, trees, urban design, energy/sustainability

and planning policy. A first pre-app meeting was held on 18 June 2020; it was presented to the Design and Conservation Panel on 8 August, receiving 4 greens and 1 amber (and 1 abstention); a meeting focusing on landscape and trees was held on 3 September; and a follow pre-app meeting was held on 27 October. The scheme was also presented to the Access Officer on 20 October and the Disability Review Panel on 1 December. Throughout the pre-app process discussions have been held directly with relevant officers and statutory consultees on specific topics. The outcome of this extensive pre-app discussions is reflected throughout the application.

The Design and Conservation Panel strongly supported the application proposal, giving it 4 greens and 1 amber (and 1 abstention).

The application proposal has also benefitted from extensive community engagement. The current social distancing measures have prevented the Applicant from holding traditional face-to-face consultation events. As a result, the Applicant opted to undertake a digital consultation so that the local community had a chance to view the plans, ask questions and provide feedback in a safe manner. The scheme was presented to Newnham ward councillors on 14 January 2021 and the North Newnham Residents Association (NNRA) on 20 January followed by a “Virtual Village Hall” with local residents on 26 January 2021. This process, the comments received and the responses is set out in the Statement of Community Engagement within the planning application documents.

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

There are a number of site constraints (including heritage, trees, flooding) that the scheme has overcome. There are no market or cost factors that we anticipate will prevent delivery of the development.

3. When do you anticipate that a planning application for student bedrooms will be submitted? Will you be submitting an outline planning application or full planning application?

A full planning application was submitted on the 28th April 2021 and is currently waiting to be validated.

4. When do you anticipate that construction of the first bedrooms will start on site?

Subject to planning consent, early 2022.

5. When do you anticipate that the first bedrooms will be completed?

April/May 2024 ready for occupation in September 2024

6. When do you anticipate that the bedrooms will be completed?

April/May 2024 ready for occupation in September 2024

7. How many bedrooms do you anticipate will be completed each year?

All 245 bedrooms to be completed in April/May 2024

8. What are the anticipated completions for each of the next five years?

All 245 bedrooms to be completed in April/May 2024

9. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Not applicable

Response 8: New South Court, Emmanuel College, St Andrews Street, Cambridge

From: Bidwells
Sent: 17/05/2021 12:35

1. What progress has been made towards the delivery of 50 student bedrooms on the site?

Site preparation and enabling works commenced on site on 2 November 2020.

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

No

3. When do you anticipate that construction of the first bedroom(s) will start on site?

September 2021

4. When do you anticipate that the first bedroom(s) will be completed?

December 2022

5. When do you anticipate that the bedrooms will be completed?

December 2022

6. How many bedrooms do you anticipate will be completed each year?

All bedrooms are planned to be completed together in December 2022.

7. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023: 50 bedrooms in December 2022
   - 2023-2024:
   - 2024-2025:
   - 2025-2026:

8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Response 9: Lucy Cavendish College, Lady Margaret Road, Cambridge

From: Bidwells
Sent: 25/06/2021 10:08

1. What progress has been made towards the delivery of 72 student bedrooms and demolition of 11 existing student bedrooms?

We previously reported to the Case Officer the works commenced on site on 22 Feb.

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

The discovery of Great Crested Newts and the archaeological investigations are affecting programme. These are being overcome by working closely with College and the appointed Contractor.

3. When do you anticipate that construction of the first bedroom(s) will start on site?

As per question 1 above.

4. When do you anticipate that the first bedroom(s) will be completed?

26 August 2022.

5. When do you anticipate that the bedrooms will be completed?

26 August 2022.

6. How many bedrooms do you anticipate will be completed each year?

72 bedrooms are anticipated to be completed on 26 August 2022.

7. What are the anticipated completions for each of the next five years?

As per item 6 above.

8. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

N/A

Response 10: Land at Fulbourn Social Club, Capital Park, Fulbourn

From: Hamberley Care Homes
Sent: 07 July 2021 14:56

1. What progress has been made towards the delivery of 72 bedrooms on the site?

We are in the process of satisfying pre-commencement conditions. Demolition of the existing structure is anticipated to occur in August and construction of the care home will begin in September (subject to the requisite sign off on planning conditions, no problems / delays are anticipated in this regard).

2. Are there any constraints or market and cost factors that are affecting the delivery of the development? If there are, how do you anticipate that they will be overcome?

Construction prices have increased significantly in the past 12-18 months. This appears to be driven by a shortage of labour and materials, partially driven by Brexit and then exacerbated by Covid and associated challenges with supply chains / reduced manufacturing. However, and notwithstanding this, the project remains

viable for us. Currently there is sufficient demand for care beds in the catchment area for this to be a viable project for us but as new beds are delivered this will put the market into equilibrium which may make it less attractive for organisations to invest in the delivery of further care beds in the area.

3. When do you anticipate that construction of the first bedroom(s) will start on site?

Construction for all bedrooms will start in September 2021 (subject to the satisfaction of any pre-commencement conditions).

4. When do you anticipate that the first bedroom(s) will be completed?

Currently we anticipate practical completion of the care home (all bedrooms) to be delivered in April 2023.

5. When do you anticipate that the bedrooms will be completed? How many bedrooms do you anticipate will be completed each year?

As above – all bedrooms will be delivered at the same time.

6. What are the anticipated completions for each of the next five years?
   - 2021-2022:
   - 2022-2023:
   - 2023-2024: 72 bedrooms.
   - 2024-2025:
   - 2025-2026:

7. Are the anticipated completions for 2026-2027 onwards at the same build out rate as anticipated in 2025-2026?

Not applicable.

Appendix 2C: Review of sites to inform identification of new allocations

Introduction

More than 700 sites were tested by the councils through the Greater Cambridge Housing and Employment Land Availability Assessment (2021) (HELAA), in a wide range of locations across Greater Cambridge. The testing of sites for possible inclusion in the First Proposals development strategy and through sustainability appraisal has focused on sites informed by the emerging preferred strategy option, and the testing carried out via the HELAA as to where a site was suitable, available and achievable for development.

This Review therefore draws on information included within:

- Greater Cambridge Housing and Employment Land Availability Assessment (2021)
- Appendix 2A: Review of Adopted Allocations in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018), which whether or not existing allocations allocation is still required to support as yet uncompleted development, and if so, whether it would be deliverable were it found to be suitable for inclusion into the new Local Plan
- Appendix 2D: Review of arguments made by promoters of employment sites, which assesses the limited number of substantive economic arguments made by employment site promoters relating to sites listed below.

Approach taken to identifying sites for assessment

Using the categorisation of broad strategy choices used to inform plan making, the following approach has been taken to identify sites for assessment.

Densification of existing urban areas: Cambridge urban area

All sites tested in the HELAA and identified as potential development options have been subject to site specific consideration for allocation, and for sustainability appraisal. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to appraisal, as they are not considered reasonable options.

Edge of Cambridge – outside Green Belt

All sites tested in the HELAA and identified as potential development options have been subject to site specific consideration for allocation, and for sustainability appraisal.

Edge of Cambridge - Green Belt

The HELAA process identified that most sites would result in significant landscape impacts. However, the edge of Cambridge performs well in many aspects of sustainability due to its proximity to the jobs, homes and infrastructure of the city.

The National Planning Policy Framework requires that Strategic policy making authorities consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

It was therefore determined that all individual sites on the edge of Cambridge including those in the green belt should be subject to site specific consideration for allocation, and for sustainability appraisal.

New settlements

No sites were identified as potential development options through the HELAA, and further new settlements do not form part of the preferred option for the plan following consideration of new settlements through the strategic options testing process. Therefore, no sites were considered for allocation, or for site specific sustainability appraisal.

Expanding a growth area around transport nodes

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific site has therefore been rejected. However, individual sites in this area have been subject to SA site assessment, to inform the general appraisal of this broad location.

Rural Southern Cluster

All sites tested in the HELAA and identified as potential development options in the locations below have been subject to site specific consideration for allocation, and for sustainability appraisal. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to appraisal, as they are not considered reasonable options.

This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport. Sites

at other villages on the corridor were not considered reasonable options, as they would not provide sustainable locations to allocate development. Residential proposals which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for development.

Rural Centres

- Great Shelford and Stapleford
- Sawston

Minor Rural Centres

- Linton

Group Villages with very good Public Transport Access

- Babraham
- Great Abington
- Little Abington
- Duxford
- Whittlesford

Rest of the rural area

All sites tested in the HELAA and identified as potential development options in the better served villages have been subject to site specific consideration for allocation, and for sustainability appraisal.

This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport. Sites at other villages were not considered reasonable options, as they would not provide sustainable locations to allocate development.

Residential proposals which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for development. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to site specific consideration for allocation, and for sustainability appraisal, as they are not considered reasonable options.

Rural Centres

- Histon and Impington

Minor Rural Centres

- Bar Hill
- Bassingbourn-cum-Kneesworth
- Comberton
- Cottenham
- Fulbourn
- Gamlingay
- Girton
- Melbourn
- Milton
- Papworth Everard
- Swavesey
- Waterbeach
- Willingham

Group Villages with very good Public Transport Access

- Foxton
- Hardwick
- Highfields Caldecote
- Longstanton
- Meldreth
- Oakington and Westwick

A more flexible approach was taken to employment proposals, acknowledging that they may be located in rural areas, for example with good access to the road network for warehousing and distribution. Sites tested in the HELAA and identified as potential development options have been subject to site specific sustainability appraisal. See also Appendix 2D, which reviews the substantive economic arguments made by employment site promoters.

Site Selection – the Preferred Options

Reasons for the preferred development strategy have been addressed separately. The following sections provide a summary of why sites subject to appraisal were included in the First Proposals as preferred options, and why other sites were not included.

Proposed allocations

Densification of existing urban areas

New allocations

Land south of Coldham’s Lane, Cambridge / South of Coldham's Lane Area of Major Change

Site details

- HELAA reference: 40134a (and OS123)
- Policy reference: S/C/SCL
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Former landfill, the site is contaminated land. Not suitable for residential development. Part of the South of Coldham’s Lane area of major change is suitable for commercial development, to be delivered as part of a masterplan for the wider site, which will include opportunities to deliver new open space.

Garages between 20 St. Matthews Street and the Blue Moon Public House, Cambridge

Site details

- HELAA reference: 44108a (amended boundary from 44108)
- Policy reference: S/C/SMS
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site providing opportunity to improve the character of an existing garages site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.

Existing allocations

137 and 143 Histon Road, Cambridge

Site details

- HELAA reference: 40385a
- Policy reference: S/C/R2
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location.

Land south of Wilberforce Road, Cambridge

Site details

- HELAA reference: 40298
- Policy reference: S/C/U3
- Proposed land use: Residential

Reasons for inclusion in preferred approach

The First Proposals proposes to carry forward Cambridge Local Plan 2018 Site allocation U3, which identifies the site as suitable for student accommodation. This site is considered to remain suitable for this use. A planning application has been submitted.

Travis Perkins, Devonshire Road (Policy 27 - R9)

Site details

- HELAA reference: OS036
- Policy reference: S/C/R9
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location.

Police Station, Parkside (Policy 27 - M4)

Site details

- HELAA reference: OS037
- Policy reference: S/C/M4
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. There is potential for development whilst considering the heritage value of the site.

Clifton Road Area (Policy 27 - M2)

Site details

- HELAA reference: OS043
- Policy reference: S/C/M2
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

The redevelopment of this site to provide new homes will result in a significant loss of employment uses that would need to be relocated, and we have limited evidence that it will still come forward, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041. These issues will be considered further as the draft Local Plan is prepared.

82 - 90 Hills Road & 57 - 63 Bateman Street (Policy 27 - M5)

Site details

- HELAA reference: OS044
- Policy reference: S/C/M5
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver a mixed use development in a sustainable location.

315 - 349 Mill Road and Brookfields (Policy 27 - R21)

Site details

- HELAA reference: OS046
- Policy reference: S/C/R21
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver a mixed use development in a sustainable location.

Old Press/Mill Lane, Cambridge

Site details

- HELAA reference: OS258
- Policy reference: S/C/U1
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

Allocated in the adopted local plan, the site remains suitable for student accommodation and other commercial uses in the heart of Cambridge.

New Museums, Downing Street, Cambridge

Site details

- HELAA reference: OS259
- Policy reference: S/C/U2
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

Allocated in the adopted local plan, the site remains suitable for university related uses.

Henry Giles House, 73-79 Chesterton Road, Cambridge

Site details

- HELAA reference: 40103
- Policy reference: S/C/R4
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site provides an opportunity for redevelopment to improve on the existing building's contribution to the character of its immediate location, in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.

Clifton Road Industrial Park, Cambridge

Site details

- HELAA reference: 48068
- Policy reference: S/C/M2

- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. The First Proposals includes carrying forward the allocation on the wider site Clifton Road allocation included in the Cambridge Local Plan 2018. However, there may be challenges in developing this part of the site suggested through the call for sites in isolation for residential development on its own due to adjoining industrial uses.

Land south of Bateman Street, Cambridge

Site details

- HELAA reference: 51485
- Policy reference: S/C/M5
- Proposed land use: Residential

Reasons for inclusion in preferred approach

The First Proposals proposes to carry forward Cambridge Local Plan 2018 Site allocation M5, which would seek to maintain this location for a mix of uses, in a highly sustainable location.

Travis Perkins, Devonshire Road, Cambridge

Site details

- HELAA reference: 51615
- Policy reference: S/C/R9
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. Site is deliverable and proposed to continue to be allocated for development.

Willowcroft, 137-143 Histon Road (Policy 27 - R2)

Site details

- HELAA reference: OS035
- Policy reference: S/C/R2
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location. Site is deliverable and proposed to continue to be allocated for development.

Henry Giles House, 73-79 Chesterton Road (Policy 27 - R4)

Site details

- HELAA reference: OS038
- Policy reference: S/C/R4
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site providing opportunity for redevelopment to improve on the existing building's contribution to the character of its immediate location, in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.

Camfields Resource Centre & Oil Depot (Policy 27 - R5), 137-139 Ditton Walk

Site details

- HELAA reference: OS039
- Policy reference: S/C/R5
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location.

636 - 656 Newmarket Road (Policy 27 - R6)

Site details

- HELAA reference: OS045
- Policy reference: S/C/R6
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This site provides an opportunity for development in Cambridge. However, we have limited evidence that the site will still come forward at the moment, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041 for it to be included in the draft Local Plan.

Shire Hall, Castle Street, Cambridge

Site details

- HELAA reference: 40083
- Policy reference:
- Proposed land use: Employment / Mixed use, housing and employment

Reasons for inclusion in preferred approach

The area around Shire Hall has potential for improvement, whilst being careful to protect heritage and green space assets. Rather than including as an allocation, the First Proposals identifies the site as an opportunity area, which will enable policy guidance to be included in the new local plan.

Edge of Cambridge: non-Green Belt

New allocations

North East Cambridge Area Action Plan - Amended Boundary, Sept 2019 (SS/5)

Site details

- HELAA reference: OS062
- Policy reference: S/NEC
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

This edge of Cambridge site is one of the last few remaining significant brownfield sites within the city, where comprehensive redevelopment will support new homes and jobs as part of a new city district in a highly accessible location.

Cambridge East (Safeguarded Land)

Site details

- HELAA reference: OS213
- Policy reference: S/CE
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

Site previously removed from the Green Belt and safeguarded for development should the airport site become available. Provides the opportunity for a new urban quarter for Cambridge that can be served by high quality public transport and support active modes of travel.

Existing allocations

West Cambridge (M13 Designated Site)

Site details

- HELAA reference: OS161
- Policy reference: S/WC
- Proposed land use: Employment

Reasons for inclusion in preferred approach

The University's West Cambridge site provides an opportunity to contribute to meeting development needs, including the creation of an innovation district. Cambridge City Council recently resolved to grant planning permission for a revised masterplan for the site. The First Proposals includes a policy proposal which would guide future development on the site.

Fulbourn Road East (Fulbourn) (Policy E/3)

Site details

- HELAA reference: OS055
- Policy reference: S/EOC/E/3
- Proposed land use: Employment

Reasons for inclusion in preferred approach

This land was removed from the Green Belt and allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for employment development on the edge of Cambridge at the Peterhouse Employment site, adding to the cluster of development in this sustainable location, and warrants continued allocation.

Cambridge Biomedical Campus extension (Policy E/2)

Site details

- HELAA reference: OS056
- Policy reference: S/CBC/E/2
- Proposed land use: Employment

Reasons for inclusion in preferred approach

This land was removed from the Green Belt and allocated for development by the South Cambridgeshire Local Plan 2018. Site constraints such as drainage, and relationship with the Nine Wells nature reserve are capable of being appropriately addressed. It provides an opportunity for further development and to meet the future needs of the Campus.

Fulbourn Road West 1 & 2, Cambridge

Site details

- HELAA reference: OS260
- Policy reference: S/EOC/GB3-4
- Proposed land use: Employment

Reasons for inclusion in preferred approach

This land was removed from the Green Belt and allocated for development by the Cambridge Local Plan 2018. It provides an opportunity for employment development on the edge of Cambridge at the Peterhouse Employment site, adding to the cluster of development in this sustainable location, and warrants continued allocation. Part of the site has already been developed.

North West Cambridge (Eddington)

Site details

- HELAA reference: S/NWC
- Policy reference: S/EOC/GB3-4

- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

The development, now known as Eddington, is becoming a thriving urban quarter. Identified for development through the North West Cambridge Area Action Plan, there is now opportunities to deliver additional residential development within the site, which provides a sustainable location for future development.

North West Cambridge (NW/4)

Site details

- HELAA reference: OS022
- Policy reference: S/NWC
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

The development, now known as Eddington, is becoming a thriving urban quarter. Identified for development through the North West Cambridge Area Action Plan, there is now opportunities to deliver additional residential development within the site, which provides a sustainable location for future development.

Land between Huntington Road and Histon Road (SS/2)

Site details

- HELAA reference: OS024
- Policy reference: S/EOC/SS/2
- Proposed land use:

Reasons for inclusion in preferred approach

This land was removed from the Green Belt and allocated for development originally by the Site Specific Policies DPD, and then reviewed by the South Cambridgeshire Local Plan 2018. It continues to provide a suitable location for development on the edge of Cambridge, with sustainable transport opportunities. A secondary school and country park are also planned.

Edge of Cambridge: Green Belt

New allocations

Cambridge Biomedical Campus Extension (North of Granham's Road)

Site details

- HELAA reference: OS217
- Policy reference: S/CBC/A
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

There is an opportunity to create a new comprehensive green edge to the city in tandem with the development taking place at Worts Causeway on the opposite side of Babraham Road. So long as it does not extend further south than the Worts Causeway sites and is contained to the lower land away from White Hill, there is potential to focus development on a smaller area of land to support the Campus. The Greater Cambridge Green Belt Study (2021) identifies an area adjoining Babraham Road where the harm of release would be lower than other land in this area, although this is still acknowledged as a high level of harm. Given the national importance of the Campus in health, life-sciences and biotechnology, and the significant public transport infrastructure investment into the area with the new Cambridge South Railway Station, it is considered that it may be possible to demonstrate a case for exceptional circumstances for a limited release of land from the Green Belt in this location.

Existing allocations

Land at Fen Road, Cambridge

Site details

- HELAA reference: 40394

- Policy reference: S/LAC/RM1-H/7
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This site has been identified for boat moorings in the adopted Local Plans. The level of need is currently under review, and the inclusion of this site for moorings will be considered at the draft plan stage.

However, the call for sites proposal includes residential development to accompany the moorings, which would have a greater landscape impact. It would also increase development on the east side of the fen road railway crossing. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. The proposals for residential development has therefore bene rejected.

Growth around transport nodes: Cambourne Area

No sites selected.

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Rural Southern cluster

New allocations

Land between Hinton Way and Mingle Lane, Great Shelford

Site details

- HELAA reference: OS216
- Policy reference: S/RSC/HW
- Proposed land use: Residential

Reasons for inclusion in preferred approach

The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. Opportunity to provide a landscaped edge to the village, very well located in relation to existing railway station, with resulting excellent access to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South station is open, providing the exceptional circumstances required for Green Belt release.

Comfort Cafe, Four Wentways, Little Abington

Site details

- HELAA reference: 40125
- Policy reference: S/RSC/CC
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Brownfield site meeting evidenced demand for start-up and grow on space close to existing research parks, in a sustainable location with close proximity to the proposed future travel hub for the South East Cambridge Transport Scheme.

The Babraham Research Campus, Cambridge

Site details

- HELAA reference: 51604a
- Policy reference: S/BRC
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. Support for continued growth of nationally important research campus meeting evidenced needs for additional space, provides justification for the exceptional circumstances required to release this land from the Green Belt, including providing policy support for key worker housing in this location.

Land at Maarnford Farm, Hunts Road, Duxford

Site details

- HELAA reference: 40558
- Policy reference: S/RSC/MF
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Well related to existing village – close to school, and within walking distance of Whittlesford Parkway Station. Site is supported by the parish council.

Existing allocations

Land south of Babraham Road, Sawston (H/1(c))

Site details

- HELAA reference: OS030
- Policy reference: S/RSC/H/1 (c)
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This land was removed from the Green Belt and allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for development one of the most sustainable villages in the district, providing homes identified in the area referenced as the southern cluster in the emerging local plan.

Rest of the Rural Area

New allocations

Land at Mansel Farm, Station Road, Oakington

Site details

- HELAA reference: 40190a
- Policy reference: S/RRA/MF
- Proposed land use: Residential

Reasons for inclusion in preferred approach

The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. Site in very close proximity to Cambridgeshire Guided Busway stop, providing excellent public transport access and enhancing the approach to the stop for pedestrians, providing the exceptional circumstances required for Green Belt release.

Land at Highfields (phase 2), Caldecote

Site details

- HELAA reference: 51599a
- Policy reference: S/RRA/H
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site with lapsed planning permission in close proximity to proposed Cambourne to Cambridge Public Transport Scheme stop.

East of bypass, Longstanton

Site details

- HELAA reference: OS219

- Policy reference: S/RRP/L
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site Proposed as opportunity area, to support a range of uses include residential, older people housing, and open space, and to support completion of community facilities in the village.

Land adj to Buckingway Business Park, Swavesey

Site details

- HELAA reference: 40455
- Policy reference: S/RRA/BBP
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Site meeting evidenced demand for warehousing and distribution units around Cambridge connected to the strategic road network, as an extension to an existing employment location. Subject to demonstrating access via the business park internal road and appropriate odour assessment.

Land to the north of St Neots Road, Hardwick

Site details

- HELAA reference: 40224
- Policy reference: S/RRA/SNR
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

Site provides an opportunity for local employment opportunities near to Bourn Airfield New Village, in close proximity to proposed Cambourne to Cambridge Public Transport Scheme stop.

Land to the north of St Neots Road, Hardwick

Site details

- HELAA reference: 40224
- Policy reference: S/RRA/SNR
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Site provides an opportunity for local employment opportunities near to Bourn Airfield New Village, in close proximity to proposed Cambourne to Cambridge Public Transport Scheme stop.

Old Highways Depot, Twenty Pence Lane, Cottenham

Site details

- HELAA reference: 40384
- Policy reference: S/RRA/OHD
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Existing employment site of mostly brownfield land within the village framework of Cottenham. Opportunity for development to make best use of the site.

The Moor, Moor Lane, Melbourn

Site details

- HELAA reference: 40215
- Policy reference: S/RRA/ML
- Proposed land use: Residential

Reasons for inclusion in preferred approach

Site in Minor Rural Centre with a number of village services, and also benefiting from Meldreth Railway Station. Site is bounded by development on three sides, with screening provided by existing vegetation.

Land to the south of the A14 Services

Site details

- HELAA reference: OS250
- Policy reference: S/RRA/S
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Site previously uses as depot for the A14 works, provides an opportunity to meet needs for industry and warehousing, well related to the highway network, and accessible to the cycle bridge to Northstowe. Landscape issues can be appropriately addressed**.**

Bayer CropScience Site, Hauxton

Site details

- HELAA reference: OS254
- Policy reference: S/RRA/H/2
- Proposed land use: Employment

Reasons for inclusion in preferred approach

Whilst the development in this area is almost complete, an area of planned for commercial development has yet to be developed. This provides an opportunity to support local jobs and is proposed to be allocated to so that it is retained for employment uses.

Land to the west of Cambridge Road, Melbourn

Site details

- HELAA reference: 40490a

- Policy reference: S/RRA/CR
- Proposed land use: Mixed use, housing and employment

Reasons for inclusion in preferred approach

This enclosed site, which would have limited landscape impacts, provides an opportunity for mixed use development next to Melbourn Science Park, providing for future site needs as well as providing opportunities to housing. Melbourn also benefits from Meldreth railway station, which will provide access to the Cambridge railway stations.

Land to the west of Cambridge Road, Melbourn

Site details

- HELAA reference: 40490
- Policy reference: S/RRA/CR
- Proposed land use: Residential

Reasons for inclusion in preferred approach

This enclosed site would have limited landscape impacts. Whilst it has been put forward for residential development through the call for sites, it provides an opportunity for mixed use development next to Melbourn Science Park, providing for future site needs as well as providing opportunities to housing. Melbourn also benefits from Meldreth railway station, which will provide access to the Cambridge railway stations.

Existing allocations

Over, Norman Way (residue) (Policy E/5(1))

Site details

- HELAA reference: OS057
- Policy reference: S/RRA/E/5 (1)
- Proposed land use: Employment

Reasons for inclusion in preferred approach

This small area of land forms the residue of the land allocated for this industrial estate. It is integral to the site and represents a logical opportunity to complete the site and provides capacity for industrial or storage uses. The landowner indicate that the site is available for development.

Rejected sites

1. Densification of existing urban areas

Telephone Exchange south of 1 Ditton Lane

Site details

- HELAA reference: OS140
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

There is uncertainty whether this site will be available for development in the plan period. As deliverability is not certain it is not proposed to be allocated.

Parkside Subdivisional Police Headquarters, Parkside, Cambridge

Site details

- HELAA reference: 40111
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. There is potential for

development whilst considering the heritage value of the site. However, the site proposal as submitted through the call for sites implies site clearance which would not take account of existing heritage value.

SJC Innovation Park, Cowley Road, Cambridge

Site details

- HELAA reference: 40480
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

This area will form part of the North East Cambridge area, which is proposed to be identified for development, and guided by the North East Cambridge Area Action Plan. A standalone allocation for this part of the site is therefore not proposed.

Abbey Stadium, Newmarket Road, Cambridge

Site details

- HELAA reference: 40123
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Abbey Stadium is protected open space. Its loss will impact on formal sports provision for Cambridge United FC. Alternative site needed, or for a scheme to demonstrate how the use will be retained. An opportunity area is proposed by the First Proposals consultation which could provide further policy guidance in the new local plan.

Land on north side of Station Road, Cambridge

Site details

- HELAA reference: 40133
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development of the site would cause substantial harm, or severe or significant "Less than substantial harm" to a designated heritage asset or the setting of a designated heritage asset which cannot be reasonably mitigated. Site does not warrant specific allocation. Proposed to continue to be part on an opportunity area.

Land south of Coldham’s Lane, Cambridge

Site details

- HELAA reference: 40134
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Former landfill, the site is contaminated land. This call for sites proposal includes residential development, which is not suitable for this site. Part of the South of Coldham’s Lane area of major change is suitable for commercial development subject to detailed site considerations, to be delivered as part of a masterplan for the wider site. This has been addressed separately.

North Cambridge Academy, Arbury Road, Cambridge

Site details

- HELAA reference: 40018
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Whilst within the urban area of Cambridge, the site is part of school site. Further evidence needed that it is not needed for education uses, and how it could be successfully developed when clearly integrated within the current school grounds. If issues are resolved the site is capable of coming forward as a windfall development.

100-112 Hills Road, Cambridge

Site details

- HELAA reference: 40214
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

The First Proposals proposes to carry forward Cambridge Local Plan 2018 Site allocation M44 allocated for mixed use development including residential use. The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. The preferred approach is to maintain as a mixed use allocation to help create a vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange. An allocation purely for employment has therefore not been taken forward**.**

Land west of Baldock Way, Cambridge

Site details

- HELAA reference: 40168
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Only front of site considered suitable for development. This would reduce capacity below HELAA threshold. Not considered suitable for allocation.

Trumpington Park and Ride site, Trumpington

Site details

- HELAA reference: 40171
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Current proposals for the South West Travel hub include the existing site remaining as a park and ride, therefore there is not sufficient evidence that it will be available during the plan period to justify and allocation for an alternative use. Part of the site is included in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land at Cambridge North

Site details

- HELAA reference: 51486
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This area will form part of the North East Cambridge area, which is proposed to be identified for development, and guided by the North East Cambridge Area Action Plan. A standalone allocation is therefore not proposed.

137 Histon Road, Cambridge

Site details

- HELAA reference: 40385
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site forms part of a larger allocation proposed for inclusion in the First Proposals, addressed separately.

Land at Wolfson Court, Clarkson Road, Cambridge

Site details

- HELAA reference: 40390
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The First Proposals consultation identifies that further work will be undertaken prior to the draft plan with the higher-education institutions in Cambridge to identify their student accommodation growth needs over the next ten years, including the different types of accommodation such as self-contained accommodation for post-graduate students and their families. This will inform whether additional allocations are required.

379 - 381 Milton Road (Policy 27 - M1)

Site details

- HELAA reference: OS033
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This site falls within the North East Cambridge area, and is therefore not proposed to be carried forward as a standalone allocation. Future uses will be considered through the Area Action Plan. A standalone allocation for tis site is therefore no longer proposed.

Land south of 8-10 Adams Road, Cambridge

Site details

- HELAA reference: 40391
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This site was not considered suitable by the HELAA process as suitable site access was not available.

Cherry Hinton Telephone Exchange, 152 Coleridge Road, Cambridge

Site details

- HELAA reference: 40100
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This is an existing allocation in the Local Plan 2018, but there is uncertainty regarding availability of the site and whether it will come forward for residential uses by 2041, and therefore it is not considered deliverable at this point. Could potentially come forward through development management process as a windfall site if it became available.

100-112 Hills Road, Cambridge

Site details

- HELAA reference: 40214
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

The First Proposals proposes to carry forward Cambridge Local Plan 2018 Site allocation M44 allocated for mixed use development including residential use. The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. The preferred approach is to maintain as a mixed use allocation to help create a vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange. An allocation purely for employment has therefore not been taken forward.

Addenbrookes Hospital Extension, Cambridge

Site details

- HELAA reference: 50505
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This call for sites proposal relates to development within the Cambridge Biomedical Campus. A policy is proposed which would guide development within the site, and a specific allocation within the site has not been taken forward.

Kett House and 10 Station Road, Cambridge

Site details

- HELAA reference: 51605
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-

use areas of the city. These policies are proposed to be carried forward, and site proposals can be considered in that context.

The Paddocks, 347 Cherry Hinton Road (Policy 27 - R7)

Site details

- HELAA reference: OS032
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This is an active site of mixed commercial uses and in reviewing whether the allocation should be carried forward, it is considered more appropriate to retain the site for the existing uses, rather than it being redeveloped for residential uses. No evidence that it will still come forward for residential uses.

BT Telephone Exchange & Car Park, Long Road (Policy 27 - R14)

Site details

- HELAA reference: OS034
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

There is uncertainty whether this site will still come forward site for residential uses by 2041. As deliverability is not certain it is not proposed to be allocated.

149 Cherry Hinton Road and Telephone Ex (Policy 27 - R8)

Site details

- HELAA reference: OS040
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

There is uncertainty whether this site will still come forward site for residential uses by 2041. As deliverability is not certain it is not proposed to be allocated.

Horizons Resource Centre, 285 Coldham's Lane (Policy 27 - R11)

Site details

- HELAA reference: OS041
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

There is uncertainty whether this site will still come forward site for residential uses by 2041. As deliverability is not certain it is not proposed to be allocated.

CPDC, Foster Road (Policy 27 - R16)

Site details

- HELAA reference: OS042
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

There is uncertainty whether this site will still come forward site for residential uses by 2041. As deliverability is not certain it is not proposed to be allocated.

2. Edge of Cambridge: non-Green Belt

No sites rejected. See sites selected.

3. Edge of Cambridge: Green Belt

Land south of Worts Causeway, Cambridge

Site details

- HELAA reference: 40139
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Babraham Road, Shelford Bottom

Site details

- HELAA reference: 40140
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Granham's Road, Cambridge

Site details

- HELAA reference: 40138
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This site is similar to that assessed as OS217, although it includes the narrow field to the south of the Addenbrooke's site, allocated in the previous local plan (OS056). However, it also includes an additional area to the west beyond the hedgerow boundary that would encroach onto White Hill, and should not be included in any Green Belt release.

Land at Chandos Farm, Cherry Hinton Road, Shelford Bottom

Site details

- HELAA reference: 40141
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst adjoining existing development, proposals for residential development would have an adverse impact to the settlement character, and although near to the Park and Ride the development would be relatively isolated. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt, due to the development that already exists. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land west of Trumpington Road, Cambridge

Site details

- HELAA reference: 40142
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Addenbrooke's Road, Trumpington

Site details

- HELAA reference: 40143
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of M11 and west of Hauxton Road, Trumpington

Site details

- HELAA reference: 40048
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development of the site for residential and mixed uses would have a significant adverse impact upon the wide and local landscape character, views, and the setting of Cambridge. The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground providing a gateway to the City. The removal of this landscape buffer between Trumpington Meadows and the M11 by extending development closer to the M11 would mean that the development uses the motorway as an enclosing element to Cambridge as it does to the northeast of the city with the A14. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of A14 and south of Milton Road, Impington

Site details

- HELAA reference: 40096
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Development would result in the built development beyond the A14 and significantly altering the gap between Histon & Impington and Milton. Development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Gazelle Way and west of Teversham Road, Teversham

Site details

- HELAA reference: 40250
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development would amalgamate Cambridge, Teversham and Fulbourn and encroach into the rural countryside. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at and adjacent to Cambridge Airport, Newmarket Road, Cambridge

Site details

- HELAA reference: 40306
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This proposal includes the safeguarded land outside the Green Belt at the airport which is proposed for allocation. However, this call for sites proposal includes land beyond Airport Way in the Cambridge Green Belt. The development proposal encompasses a number of land parcels identified by the Cambridge Green Belt Study (2021), with parts identified as very high harm, and parts as high level of harm to the Green Belt if released for development. The proposed development strategy has identified alternative locations to meet development needs, including the significant supply of land available through the safeguarded land. It is not considered that there are exceptional circumstances for a Green Belt release in this location.

Cambridge South (Cambridge Biomedical Campus) – East

Site details

- HELAA reference: OS214
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Development of this site as proposed would result in significant landscape impacts. It would encroach onto the chalk hills, and consolidate development with Babraham Park and Ride. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. A policy is proposed for the Biomedical Campus, including the potential for smaller Green Belt release adjoining the campus site.

Cambridge South (Cambridge Biomedical Campus) – East

Site details

- HELAA reference: OS214
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development of this site as proposed would result in significant landscape impacts. It would encroach onto the chalk hills, and consolidate development with Babraham Park and Ride. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. A policy is proposed for the Biomedical Campus, including the potential for smaller Green Belt release adjoining the campus site.

Cambridge South (Cambridge Biomedical Campus) – West

Site details

- HELAA reference: OS215

- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Site would consolidate development between Cambridge and Great Shelford, and result in significant landscape impacts. Other sites are available to deliver development on the edge of Cambridge outside the Green Belt which are accessible to the Biomedical Campus. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. A policy is proposed for the Biomedical Campus, including the potential for a Green Belt release adjoining the campus site.

Land to the east of Ditton Lane, Fen Ditton

Site details

- HELAA reference: 40217
- Policy reference:
- Proposed land use:

Reasons for Rejection

Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Fulbourn Road and north of Worts Causeway, known as Cambridge South East

Site details

- HELAA reference: 40058
- Policy reference:

- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development would cause harm to the landscape and the setting of the City. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2021), identified as very high harm to the Green Belt if released for development. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Addenbrooke's Road and east of M11, Cambridge South

Site details

- HELAA reference: 40064
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This site assessment considers two large sites as a single proposal. Development south of Addenbrookes Road would consolidate development between Cambridge and Great Shelford, and result in significant landscape impacts. Development south of the Biomedical Campus as proposed would result in significant landscape impacts. It would encroach onto the chalk hills, and consolidate development with Babraham Park and Ride. Other sites are available to deliver development on the edge of Cambridge outside the Green Belt which are accessible to the Biomedical Campus, including residential developments that are accessible to the site. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This Cambridge South proposal is not proposed for allocation. A policy is proposed for the Biomedical Campus, including the potential for a smaller Green Belt release adjoining the campus site.

Land north of Barton Road and Land at Grange Farm, Cambridge

Site details

- HELAA reference: 52643

- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The site allows for extensive views to the west of Cambridge. Development at the fringes of west Cambridge would alter this setting creating a conurbation of urban development closer to the M11 thereby removing the city's countryside setting that is so highly valued. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2021), with parts identified as very high harm, and parts as high level of harm to the Green Belt if released for development. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of Huntingdon Road, Girton

Site details

- HELAA reference: 40486
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Although the site benefits from a location close to Cambridge, it would cause significant landscape harm, and is located adjoining the A14 resulting in a poor environment for development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the west of the M11 and north of Madingley Road, Madingley

Site details

- HELAA reference: 40491
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

Development in this location would be separated from Cambridge by the M11. Development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

West of Ditton Lane, Fen Ditton.

Site details

- HELAA reference: 40516
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development in this location would have a significant impact on the character of Fen Ditton by consolidating the different part of the village. Development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of Cherry Hinton Caravan Club, Limekiln Road, Cambridge

Site details

- HELAA reference: 40528
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development in this location would have significant negative impacts on biodiversity. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the east of Horningsea Road, Fen Ditton

Site details

- HELAA reference: 47647
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development in this location would have a significant impact on the character of Fen Ditton by filling in the gap between the village and the M11. Development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Cherry Hinton Road and south of Worts Causeway, Cambridge

Site details

- HELAA reference: 47648
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development in this location would be some distance from Cambridge, in the hills to the south of the city, and would result in significant negative landscape impacts. The

Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Milton, north of A14, Milton

Site details

- HELAA reference: 47943
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development of this site would remove the landscape separation between Milton and Cambridge which is considered important to retain. Forming a narrow strip adjoining the A14, it is not considered an appropriate site for allocation to meet our aim of creating great places. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Capital Park, Fulbourn

Site details

- HELAA reference: 40087
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Capital Park is an existing employment development, sited at a sensitive location between Cambridge and Fulbourn. The removal of the site from the Green Belt is not supported, as the gap between Cambridge and Fulbourn is important to maintain. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet

development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of A14 and south of Milton Road, Impington

Site details

- HELAA reference: 40087
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development would result in the built development beyond the A14 and significantly altering the gap between Histon & Impington and Milton. Development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Cabbage Moor, Great Shelford

Site details

- HELAA reference: 40110
- Policy reference:
- Proposed land use:

Reasons for Rejection

Development upon this site would have a significant adverse impact to the landscape character. It would be an encroachment into the rural countryside and amalgamate the village of Great Shelford with the City of Cambridge. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

4. Growth around transport nodes: Cambourne Area

Land west of Broadway, South of Beaufort Road, Cambourne

Site details

- HELAA reference: 40131
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land north of Cambourne, Knapwell

Site details

- HELAA reference: 40114
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land south of School Lane, east of A1198, Cambourne

Site details

- HELAA reference: 40132
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land at Grange Farm, Caxton

Site details

- HELAA reference: 40447
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land to north-east of the junction of A1198 and A428 at Caxton Gibbet

Site details

- HELAA reference: 40473
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land south west of Caxton Gibbet

Site details

- HELAA reference: 40076
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land at Vine Farm and to the south of Caxton, Caxton

Site details

- HELAA reference: 48054
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land at Crow's Nest Farm, Papworth Everard

Site details

- HELAA reference: 48096
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land south of A428 and west of the A1198, Caxton

Site details

- HELAA reference: 51601
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land north east of Bourn

Site details

- HELAA reference: 51612
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

Land north and south of Cambridge Rd, Eltisley

Site details

- HELAA reference:51668
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The preferred development strategy identifies Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. The location of the station has not yet been established and will be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific area or quantity of growth has therefore been rejected.

5. Rural Southern cluster

Land at 120 Cambridge Road, Great Shelford

Site details

- HELAA reference: 40117
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Whilst the site is between existing development on the Cambridge road frontage, limiting its wider landscape impacts, it would be challenging to create a quality development with consideration of the surrounding uses, and the number of dwellings would be very small. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land west of High Street, Great Abington

Site details

- HELAA reference: 40118
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Part of this site falls within the Granta Park Masterplan area, identified for landscaping in association with the continued development of that site. The allocation of land is intended to provide landscaping for the park. Even if this area were excluded, development would reduce separation between the village and the park. Additional development at the Group village was planned through the last round of plan making, and has recently taken place. There are other sites considered more appropriate for allocation.

Deal Farm, Cambridge Road, Sawston

Site details

- HELAA reference: 40534
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

This is an agricultural site, policies support the development of agricultural buildings for employment use in appropriate circumstances, and the site has recently gained planning permission for business uses. It does not warrant allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt.

Land South of Common Lane, Sawston

Site details

- HELAA reference: 40150
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development and focused on the road frontage where there is existing development, with strengthened boundaries, would avoid significant landscape impacts, and is outside the Green Belt. However, the wider site would encroach into the countryside and remove some of the landscape buffer between the village and the A1301 Sawston bypass. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land north of A505 - Site A2 (east of M11 and west of Hill Farm Road), Duxford

Site details

- HELAA reference: 51660
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

This site in the Green Belt already includes a range of industrial buildings; it is not unusual to find such sites in the Green Belt. It is not considered that exceptional circumstances exist for removing the site from the Green Belt and allocating for development. Other employment land supply is available.

Whittlesford Highways Depot, Station Road, Whittlesford

Site details

- HELAA reference: 40165
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

Very well located in relation to existing railway station, with resulting excellent access to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South station is open, but wider station area requires comprehensive redevelopment. The First Proposals proposes a policy to support a comprehensive approach to redevelopment opportunities in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing, in line with the principles set out in work completed to date via the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise.

Dales Manor Business Park [element of site not included in HELAA OSOS Employment Allocation]

Site details

- HELAA reference: OS208
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Existing employment site. Does not require allocation.

Land on the north side of Pampisford Road, Great Abington

Site details

- HELAA reference: 40256
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

It is possible that a development scheme could address landscape and heritage issues, and development is close to Granta Park, but it is not well related to public transport. Additional development at the Group village was planned through the last

round of plan making, and has recently taken place. There are other sites considered more appropriate for allocation.

Deal Farm, Cambridge Road, Sawston

Site details

- HELAA reference: 40534
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This is an agricultural site, policies support the development of agricultural buildings for employment use in appropriate circumstances, and the site has recently gained planning permission for business uses. It does not warrant allocation.

Land north of A505 - Site A1 (east of Hill Farm Road), Duxford

Site details

- HELAA reference: 40534
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development throughout the site would result in a significantly adverse impact to the wide and local landscape character. However, development could be possible if restricted to the south of the site, with significant landscape mitigation measures. This isolated location is not suitable for residential development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. Given the availability of alternative committed and proposed land supply there is no justification for exceptional circumstances required for Green Belt release.

Land off Balsham Road, Linton

Site details

- HELAA reference: 40336
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Landscape impacts restrict the amount of the site that could be developed. There are a number of sites already coming forward on the eastern edge of Linton. There are other sites considered more appropriate for allocation.

Land north of A505 - Site A2 (east of M11 and west of Hill Farm Road), Duxford

Site details

- HELAA reference: 51660
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This site in the Green Belt already includes a range of industrial buildings, it is not unusual to find such sites in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that exceptional circumstances exist for removing the site from the Green Belt and allocating for development. Other employment land supply is available.

Land to the south of Babraham Road and east of site H1c, Sawston

Site details

- HELAA reference: 40509
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Most of site would not relate well to the village edge. Part of the site adjoins South Cambridgeshire Local Plan allocation H/1c, which along with H1b were identified to create a new village edge. Further release of Green Belt beyond that boundary is not necessary to achieve the goals of the original allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land at Common Lane, Sawston

Site details

- HELAA reference: 40525
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Whilst limited development may be possible on the frontage similar to adjoining development, there are other sites considered more appropriate for allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

The Babraham Research Campus, Cambridge

Site details

- HELAA reference: 51604
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Support for continued growth of nationally important research campus meeting evidenced needs for additional space, provides justification for the exceptional

circumstances required to release this land from the Green Belt, including providing policy support for key worker housing in this location. However, the proposal submitted through the call for sites seeks to identify a larger area, including an area detached from the main campus. These areas are not considered suitable for removal from the Green Belt as isolated parcels. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt, although the detached area sites are in an area identified as high harm.

6. Rest of Rural Area

Land West of Over Road, Longstanton

Site details

- HELAA reference: OS157
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This small site was identified as a potential site through the previous Strategic Housing Land Availability Assessment, and was considered to warrant testing through the HELAA. However, it is not considered desirable to extend the built up areas of the village out to the bypass. There is also no evidence that it is available for development.

Scotland Farm, Dry Drayton

Site details

- HELAA reference: 51607
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

This proposal would seek to add to the employment uses at the Dry Drayton Industries site. Whilst a sensitively developed scheme could address landscape issues, it would require development in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. Other employment locations are available or proposed to be allocated, and it is not considered that the exceptional circumstances exist to remove land in this location.

Land at Evolution Business Park, Milton Road, Impington

Site details

- HELAA reference: 40260
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Evolution Business Park is located in the Green Belt between Histon and Milton, and developed from former agricultural buildings. Other employment locations are available or proposed to be allocated, and it is not considered expectational circumstances exist to remove land in this location.

Scotland Farm, Dry Drayton

Site details

- HELAA reference: 51607
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

This proposal would seek to add to the employment uses at the Dry Drayton Industries site. Whilst a sensitively developed scheme could address landscape issues, it would require development in the Green Belt. Other employment locations are available or proposed to be allocated, and it is not considered expectational circumstances exist to remove land in this location.

19a Fowlmere Road, Foxton

Site details

- HELAA reference: 40382
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Small site to the rear of properties on Fowlmere Road, would yield only a small number of dwellings, and create an undesirable form of back land development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land r,o no. 7 St Georges Close, Impington

Site details

- HELAA reference: 40409
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development would add to the existing development for in the area limiting wider impacts, but consolidating this form of back land development is not considered desirable. There are other sites considered more appropriate for allocation. It is almost 1.5km from the guided busway. The site is also located in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land off Royston Road, Foxton

Site details

- HELAA reference: 40418

- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site forms the grounds of a large property. Access is proposed from the A10 rather than within the village. There are other sites considered more appropriate for allocation.

93 Impington Lane, Impington

Site details

- HELAA reference: 40102
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Whilst relatively contained and adjoining existing and planned development, it would require releasing Green Belt land to enable further intensification of development to the rear of Impington Lane. Further intensification of development in this location is not considered desirable. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land south of Hattons Road, east of Home Farm Drive, Longstanton

Site details

- HELAA reference: 40518
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Much of the site near to the village lies in flood zones 2 and 3. the remaining land would be some distance from the village and its facilities. There are other sites considered more appropriate for allocation.

Land at Evolution Business Park, Milton Road, Impington

Site details

- HELAA reference: 40260
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Evolution Business Park is located in the Green Belt between Histon and Milton, and developed from former agricultural buildings. Other employment locations are available or proposed to be allocated, and it is not considered expectational circumstances exist to remove land in this location. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land at Fenny Lane Farm, Meldreth

Site details

- HELAA reference: 40277
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Agricultural site at the northern edge of the village, that has been subject to a number of developments and conversions. Site retains a rural character in the edge of the village. There are other sites considered more appropriate for allocation.

44 North End and Land at Bury End Farm, North End, Meldreth

Site details

- HELAA reference: 40284
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Agricultural business at the northern edge of the village, site is capable of development but is some distance from the railway station, and services of Meldreth. There are other sites considered more appropriate for allocation.

Land on the south side of Cambridge Road, Waterbeach

Site details

- HELAA reference: 40071
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development of the site would have an urbanising effect on the semi-rural character of the south-west entrance to the village unless restricted to the Cambridge Road frontage with landscape mitigation. Parts of this area are also impacted by surface water flood risk. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land off Whitecroft Road, Meldreth

Site details

- HELAA reference: 40338
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

Landscape impacts restrict the amount of the site that could be developed, and much of the site also lies in the flood zone. There are other sites considered more appropriate for allocation.

Land to the south of Denny End Road, Waterbeach

Site details

- HELAA reference: 56211
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Whilst it may be possible to deliver additional development in parts of this site with limited impacts on the wider landscape, it would consolidate development with the industrial estate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation. It does not merit release from the Green Belt and allocation.

Willow Tree Stables, 110-112 Whitecroft Road, Meldreth

Site details

- HELAA reference: 47535
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

As a standalone site this would create an isolated form of development separated from the built form and out of character with the village. There are other sites considered more appropriate for allocation.

Land to the rear of 124 High Street, Meldreth

Site details

- HELAA reference: 56132
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Garden site to rear of existing properties and heavily treed. Would create an undesirable form of back land development.

Land between A428 and St Neots Road, Hardwick

Site details

- HELAA reference: 40550
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Whilst similar in nature to the site proposed to be allocated, this site is further from the Bourn Airfield site, sitting between Hardwick and Caldecote. There are other sites considered more appropriate for allocation.

Land between A428 and St Neots Road, Hardwick

Site details

- HELAA reference: 40550
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Whilst similar in nature to the site proposed to be allocated, this site is further from the Bourn Airfield site, sitting between Hardwick and Caldecote. There are other sites considered more appropriate for allocation.

Land east of Cambridge Road, Hardwick

Site details

- HELAA reference: 40414
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site would result in a substantial expansion of Hardwick village towards Cambridge. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land north of Home Close and west of Moat Way, Swavesey

Site details

- HELAA reference: 40415
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development potential of this site is severely limited by flood risk. These areas are predominantly those capable of being developed in landscape terms. The site is therefore not suitable for allocation.

Oakington Road, Cottenham

Site details

- HELAA reference: 40014
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the recently adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are other sites considered more appropriate for allocation.

Land west of Church Street, Haslingfield

Site details

- HELAA reference: 40028
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site in Green Belt at infill village, does not merit allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land adj (north) to 69 Long Road, Comberton

Site details

- HELAA reference: OS154
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This small site was identified as a potential site through the previous Strategic Housing Land Availability Assessment, and was considered to warrant testing through the HELAA. Whilst impacts of development would be low, it would place development on the edge of the village, some distance from facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. There are other sites considered more appropriate for allocation. There is also no evidence that it is available for development.

Land to the north of Meadow Road, Willingham

Site details

- HELAA reference: 51649
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site on the northern edge of Willingham adjoining a planned development of 25 homes which has yet to be completed further into the countryside to the north of the village, some distance from the core of the village. Other developments offer more sustainable development opportunities.

Land off Longstanton Road, Over

Site details

- HELAA reference: 40427
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

Land at Potton Road, Gamlingay

Site details

- HELAA reference: 40544
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Potton Road has a number of small scale employment and residential uses south of the village, maintaining a very rural character. Whilst low key development of a similar style may be possible it is not considered appropriate for allocation to meet the employment needs identified for the plan.

Ramphill Farm, Rampton Road, Cottenham

Site details

- HELAA reference: 40151
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the recently adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are other sites considered more appropriate for allocation.

Land to the south of the A14 Services, Boxworth

Site details

- HELAA reference: 45107
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Site previously uses as depot for the A14 works, provides an opportunity to meet needs for industry and warehousing, well related to the highway network, and accessible to the cycle bridge to Northstowe. Landscape issues can be appropriately addressed. However, it is considered that the site boundary could be extended, and a larger proposal is considered under site OS250.

Madingley Mulch, Madingley Road, Cambridge

Site details

- HELAA reference: 40158
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Whilst there may be potential for the site to evolve through the application of Green Belt policies regarding infill, the site does not warrant removal from the Green Belt to enable an allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Gamlingay First School, Green End, Gamlingay

Site details

- HELAA reference: 40163
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site is part located on protected open space. Potential to impact the character and significance of the Conservation Area and the significance and setting of the Grade II Listed Building. There are other sites considered more appropriate for allocation.

Land west of South End, Bassingbourn

Site details

- HELAA reference: 40164
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development is largely enclosed from the wider landscape, but there is potential to affect the setting of the Listed Building, and the character and appearance of the Conservation Area. Development would create a back land development to the rear of South End. There are other sites considered more appropriate for allocation.

Land at Belsar Farm, Sponge Drove, Willingham

Site details

- HELAA reference: 40179
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

Site on the northern edge of Willingham which would extend a planned development of 25 homes which has yet to be completed further into the countryside to the north of the village, some distance from the core of the village. Other developments offer more sustainable development opportunities.

Land off Longstanton Road, Over

Site details

- HELAA reference: 40427
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

Land at Beach Road, Cottenham

Site details

- HELAA reference: 40251
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development of this site would continue village edge extensions along Beach Road. Whilst landscape issues are capable of being addressed, it would extend the village beyond Long Drove, into the more open landscape outside the village edge. There are other sites considered more appropriate for allocation.

Land at Bennell Farm (west), West Street, Comberton

Site details

- HELAA reference: 40253
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The purpose of inclusion of this land within the allocation in the South Cambridgeshire Local Plan 2018 was to enable provision of community facilities, in particular open space. This part of site has extensive areas of surface water flood risk. There are other sites considered more appropriate for allocation.

Land east of Balsham Road, Fulbourn

Site details

- HELAA reference: 40271
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This Green Belt site is well enclosed by existing vegetation, but it falls on the edge of the village, which would extend development along Balsham Road. There are other sites considered more appropriate for allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land east of Balsham Road, Fulbourn

Site details

- HELAA reference: 40272

- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This Green Belt site is well enclosed by existing vegetation, but it falls on the edge of the village, which extend development along Balsham Road. There are other sites considered more appropriate for allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land at Potton Road, Gamlingay

Site details

- HELAA reference: 40544
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Potton Road has a number of small scale employment and residential uses south of the village, maintaining a very rural character. Whilst low key development of a similar style may be possible it is not considered appropriate for allocation to meet the employment needs identified for the plan.

Bird Farm, Cambridge Road, Fulbourn

Site details

- HELAA reference: 40286
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Development of parts of this site may be possible, but the contours on the village edge make avoiding significant landscape harm, and avoiding negative impacts on

the setting of the listed mill challenging. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land to the south of the A14 Services, Boxworth

Site details

- HELAA reference: 45107
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Site previously uses as depot for the A14 works, provides an opportunity to meet needs for industry and warehousing, well related to the highway network, and accessible to the cycle bridge to Northstowe. Landscape issues can be appropriately addressed. However, it is considered that the site boundary could be extended, and a larger proposal is considered under site OS250.

Land to the south of Oakington Road, Cottenham

Site details

- HELAA reference: 40296
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

There are a number of large sites already committed in the southern part of Cottenham. A further large allocation in this village proposed to be downgraded to a Minor Rural Centre is not considered appropriate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land to the west of Oakington Road, Girton

Site details

- HELAA reference: 40329
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site would require careful design to mitigate landscape impacts. It forms an area of rural separation between the edge of the village and buildings to the north, and would have the impact of extending development into the countryside. There are other sites considered more appropriate for allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. There are other sites considered more appropriate for allocation**.**

Madingley Mulch, Madingley Road, Cambridge

Site details

- HELAA reference: 40158
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

Whilst there may be potential for the site to evolve through the application of Green Belt policies regarding infill, the site does not warrant removal from the Green Belt to enable an allocation.

Ely Road, Milton

Site details

- HELAA reference: 40345
- Policy reference:

- Proposed land use: Residential

Reasons for Rejection

The footgolf centre is relatively enclosed, but is separated from the northern edge of the village of Milton, meaning residents would be distant from village services and facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land to The South Of Station Road, Gamlingay, Sandy, Beds SG19 3HE

Site details

- HELAA reference: OS009
- Policy reference:
- Proposed land use: Mixed use, housing and employment

Reasons for Rejection

Mixed Residential and Employment Use, with part of site identified for commercial uses, which has not been developed. Site remains suitable for commercial development.

Land south of Priest Lane, Willingham

Site details

- HELAA reference: 40468
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site on the eastern edge of the village would extend the built up area of the village into the countryside, consolidation development with the Gypsy and Traveller pitches. There are other sites considered more appropriate for allocation.

Land to the west of Cambridge Road, Melbourn

Site details

- HELAA reference: 40489
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Landscape impacts favour only developing fields adjoining Cambridge Road. The southern part of the site has come forward as an alternative proposal and is considered separately.

Land off Bourney's Manor Close, Willingham

Site details

- HELAA reference: 40549
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

The site is a field made up of a series of 'back gardens' associated with dwellings along the main street frontage. Development lies to the rear of the conservation and a number of listed buildings, which would impact on setting. There are other sites considered more appropriate for allocation.

Cockerton Road, Girton

Site details

- HELAA reference: 40555
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Whilst the site is enclosed by vegetation, development would extend this cul-de-sac further into the countryside beyond the current built form of the village. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land south of Cambridge Road, Melbourn

Site details

- HELAA reference: 47903
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

This site is considerably more open that the site to the north of Cambridge road which has been identified as a proposed allocation, and would have a greater impact on the landscape. There are other sites considered more appropriate for allocation.

Land to the rear of 38 Histon Road, Cottenham

Site details

- HELAA reference: 40108
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Site on edge of Cottenham, capable of being developed with limited landscape impacts, but would consolidate development to rear of Histon Road with further areas of back land development. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

29 Station Rd, Shepreth

Site details

- HELAA reference: 56169
- Policy reference:
- Proposed land use: Residential

Reasons for Rejection

Existing employment development. There are other sites considered more appropriate for allocation.

Longstanton: N of Hattons Road (Policy E/4(1))

Site details

- HELAA reference: OS058
- Policy reference:
- Proposed land use: Employment

Reasons for Rejection

This site was first identified in the 1993 Local Plan, as part of the Home Farm development. It has not come forward for employment uses, and does not warrant continued allocation given the alternative sites available. However, part of the site is being proposed as a new policy area for residential development and open space (see S/RRP/L).

Appendix 2D: Review of issues raised by promoters of employment sites

A number of employment led sites submitted as part of the Call for Sites include more detailed economic cases. These cases are assessed below.

Site

Land south of Fulbourn Road and north of Worts Causeway, known as Cambridge South East (id: 40058)

Summary of employment land proposals

Option 1: 7.5ha incremental expansion of Peterhouse Technology Park

Option 2: 18.5ha Peterhouse Technology Park Strategic Expansion

Other options are for mixed use development.

Wider economic case provided in submission

The submission states that the success of the Cambridge economy is built on a spatial concentration of activity in the centre and fringe of Cambridge City itself: a pattern typical of clusters of high value, knowledge- based activities. Employment growth has been less effective where the attempt has been made to disperse it to locations outside Cambridge beyond the Green Belt. The Council's spatial strategy for growth needs to work with the grain of the local economy. Many existing premises are full and there is high demand for additional floorspace (evident through waiting lists); businesses typically wish to be located close to Cambridge to take full advantage of links to the University, labour market and other businesses - supported by the fact that virtually all research organisations in the Cambridge cluster are found within the city centre. Few research organisations are located outside of Cambridge. Limited housing is affordable within walking/cycling distance.

Research by Bidwells: companies want to grow and remain in Cambridge and office space in the city centre is being increasingly converted for residential use, including student accommodation, further increasing demand for floorspace which is available for commercial use. To maximise the benefits that companies gain from being located in or near Cambridge, including access to a highly skilled labour force, other businesses and the university, employment land needs to be located if not in the city then as close as possible, i.e. on the edge of Cambridge.

Response to economic case

The ELR identifies a need for additional office/R&D space for use by businesses in the ICT and professional services sectors. It also states that the role and mix of North East Cambridge Area Action Plan in providing a growth overspill function is

essential. The NEC policy within the First Proposals document reflects the importance attached to the area in terms of employment development.

It is considered that there are potential alternative locations, such as North East Cambridge, that would be attractive to knowledge-based businesses where they are in a sustainable location and support cluster development, therefore there is no justification for exceptional circumstances required for Green Belt release.

The Housing and Employment Land Availability Assessment also highlights landscape impacts, which have been considered separately.

Site

Land east of M11, west of Duxford (id: 40095)

The submission includes:

AviTech1, a smaller site that crosses the western boundary of the Imperial War Museum site.

AviTech2, which lies to the east of the M11 and the south of the A505 and is part of a sustainable extension of Duxford Village for 800 new homes, associated social infrastructure, green links from Whittlesford Parkway to IWM Duxford and a new 40 ha Country park

Summary of employment land proposals

The two sites form part of an overall plan for a mixed-use development to the East of the M11. It is proposed that the new jobs will be largely within a proposed centre of excellence for UK aviation research and development.

Wider economic case provided in submission

The submission states that there is a clear gap in the market with no established centre for excellence for firms developing new technologies in the General Aviation and Urban/Advanced Mobility sectors that specialise in sustainable and carbon friendly forms of affordable aviation in the UK. There are however centres abroad therefore this is an urgency for similar in the UK. There is already a strong concentration of aviation and aerospace businesses in and surrounding Cambridge and in the surrounding region however, the new proposal would provide a currently unfulfilled focus for clustering. It would also be close to key supporting tech sector businesses. The IWM and Cambridge brands would be attractive to potential tenants. The University of Cambridge would be interested in locating some R&D there and there is business support for the proposal. The Government has identified aviation as a key sector. There is synergy between the AviTech and IWM proposals.

Response to economic case

The AviTech 1 employment proposal on the western parcel is supported by the continuation of the existing policy - S/RRP/E/7: Imperial War Museum, Duxford. The current policy includes the following "…any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum." Subject to a policy compliant detailed planning application, there is potential for an aviation related employment uses to be considered as complementary.

The Employment Land Review has identified Advanced Manufacturing as a key economic cluster in Greater Cambridge and recommended the allocation of new floorspace in an accessible location. As such, new industrial and warehousing and distribution allocations are proposed at or close to the Swavesey junction of the A14, with further industrial uses expected with the development of East Cambridge and Cambourne.

The proposed aviation technology cluster is extremely nascent, and it is not considered that there is a sufficiently strong argument to allocate additional land for this sector at this point. The proposed AviTech 2 would also be a significant development in the countryside with very significant landscape impacts.

Site

Land north of A14 and south of Milton Road, Impington (id: 40096)

Summary of employment land proposals

Cambridge Science Park North (CSN) would be an expansion of the Cambridge Science Park (CSP) up to around 185,000 m2 to principally provide Mid-tech space.

Wider economic case provided in submission

The submission states that the site would create world leading centre of excellence in skilled manufacturing & development, and jobs in industry sectors needed to expand and diversify Cambridge economy. It would create well paid jobs in local companies that do not require a University education. It is close to CRC and more deprived areas of Greater Cambridge and has significant scope for apprenticeships.

There is a need to be able to foster and promote new areas of science to maintain Cambridge's worldwide reputation. Proximity to CSP would enable benefits of clustering/ agglomeration – supply chain, market access, collaboration – key ingredients to success of tech clusters. CSP has the supporting infrastructure to facilitate cluster benefits. Clusters needs to be created planned way to enable growth. The site would benefit from close links and global brand of CSP. It would

need to remain close to Cambridge for proximity to University and other like-minded businesses.

Growing number of companies in science and tech sectors require manufacturing and prototyping space – mid tech space. This larger flexible footplate is not available at CSP or within the local market with land lost to residential and denser employment uses. Mid-tech space is under supplied but in high demand. Generally on city fringes. Existing sites in Cambridge do not meet requirements. High and mid tech sectors highly productive and strong exporters. 3 scenarios of growth modelled based on previous growth indicate need of between 80,000m2 and 450,000 m2.

Response to economic case

The Employment Land Review has identified the need for additional R&D, and industrial space to facilitate traditional industries as well as supporting advanced industries within the Greater Cambridge area. The Study reports that agents noted that more companies are utilising lab space on the ground floor with a mezzanine, warehousing, or first floor office addition. Whilst the report highlights the benefits that clustering can bring, it does not single out a specific need for mid-tech space on the scale that is proposed at Cambridge Science Park North. It also notes that this type of hybrid space is proposed at the Bourn Quarter and exists at Cambridge Research Park and Evolution Business Park.

Separately, it is reported that the nine mid tech Enterprise Units at Cambridge Research Park, on the edge of Waterbeach, that were launched in May 2018 are now all fully let.

Our research has not highlighted sufficient need for the scale of development proposed at Cambridge Science Park North therefore it is considered that there is no justification for exceptional circumstances required for Green Belt release. The Housing and Employment Land Availability Assessment also highlights environmental impacts, which have been considered separately.

Site

Land on north side of Station Road, Cambridge (id: 40133)

Summary of employment land proposals

Three scenarios are presented in the vision document. One is do nothing and the other 2 are different scales of redevelopment. Scenario 1: Retention of the Salisbury Villas with new development to the rear. Scenario 2: Demolition and redevelopment of the Salisbury Villas.

Wider economic case provided in submission

The Employment Needs Appraisal highlights importance of AI to national and local economy and Cambridge's key role on this. Analyses business sectors represented in the Core City District (around Cambridge Station) and highlights growing specialisms in legal and accounting, computer consultancy, publishing and HQs. Supports the CPIER higher growth forecasts and cites the CPCA doubling growth commitment.

Highlights the growth in Grade A office stock in Cambridge but also the constraint in the Cambridge Station area with increases in space only available from densification. Reports research indicating the main draws for knowledge intensive businesses are: recruitment; connectivity; availability of property to grow; local amenities. Key connections to London area key. Cambridge Station area hosts major cluster of R&D, AI and business space. Demand for space is high and to maintain its position more space is required. Station area best due to clustering; supports expansion of productive industries; sustainable location and strategic approach to infrastructure development.

Response to economic case

The Employment Land Review highlights the ICT and Professional Services sectors as key sectors for the Greater Cambridge economy. It also highlights the increasing draw for this sector to be located close to a train station with connectivity to London.

The ELR identifies a need for additional office/R&D space for use by businesses in the ICT and professional services sectors. It states that the role and mix of North East Cambridge Area Action Plan in providing a growth overspill function is essential. Cambridge North Station is reported as having been identified as a catalyst for further economic development. The NEC policy within the First Proposals document reflects the importance attached to the area in terms of employment development.

It is considered that there are potential alternative locations beyond Cambridge Train Station that would be attractive to knowledge-based businesses where they are in a sustainable location that would also enable clustering.

The Housing and Employment Land Availability Assessment identifies concerns with the proposals with regard to the impact of the development on a designated heritage asset.

It is proposed that the site continue to be part on the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area.

Site

Land north of A14, Bar Hill (id: 40244)

Summary of employment land proposals

A mixed-use 50+ ha business park encompassing B1 (c) light industrial, B8 Storage and Distribution and B2 General Industrial uses.

Wider economic case provided in submission

The submission describes the success of the Greater Cambridge economy and the generally positive performance of the industrial market locally with an increasing focus on the mid-tech sector. It states industrial demand is high and stock low in part due to lack of designations. B8 demand is for readily accessible sites on core regional distribution routes outside of the congested areas of Cambridge. Cites sites location on strategic road network and within the 'golden triangle'.

Response to economic case

The Employment Land review considered the findings of the CPIER report in its forecasts for job growth and the resultant employment floorspace need in Greater Cambridge.

The Employment Land review has identified a need for industrial and warehousing space in Greater Cambridge with preferred locations for industrial sites both in reasonable proximity to the city itself as well, enabling commuting and potential access to customers, as well as in the wider city hinterland, with good accessibility. A 50ha site is substantially more than is identified within the report, even taking into account the flexibility that is built into the allocation of employment floorspace in Greater Cambridge.

This site was assessed through the Housing and Employment Land Availability Assessment, but it was not taken forward for further consideration. Factors considered in this assessment include landscape and heritage impacts, flooding and accessibility.

Site

Land at Slate Hall Farm, Bar Hill (id: 40248)

Summary of employment land proposals

The proposal is for a major (100+ ha) industrial development of a range of B1(c), B2 and B8 uses. The site lies outside the Green Belt to the north of the A14 between the Bar Hill and Oakington junctions.

Wider economic case provided in submission

The economic case is made that the industrial market is characterised by a lack of stock in part due to a lack of previous allocations and as a result of the conversion of sites in Cambridge to residential uses. There is positive demand for this space, although this has been tempered by lack of availability, particularly of larger premises. Much of the growth is driven by growth in knowledge-based businesses that need a supply chain operating from B1c, B2 and B8 premises. The CPIER report is cited indicating that growth is actually going to be higher than ONS forecasts. Sites within clusters should be prioritised for knowledge intensive businesses with sites outside these areas allocated for more footloose businesses. The A14 is cited as a favoured location due to motorway connections and access to a labour close by. Considers that the allocation of this site would support the CPIER target.

Response to economic case

The Employment Land Review identified a need for industrial and warehousing space in Greater Cambridge with preferred locations for industrial sites both in reasonable proximity to the city itself, enabling commuting and potential access to customers, as well as in the wider city hinterland, with good accessibility. It also makes the link between the success of the sector and its links to research and knowledge intensive sectors. A 100ha site is substantially more than is recommended within the report, even taking into account the flexibility that is built into the allocation of employment floorspace in Greater Cambridge.

This site was assessed through the Housing and Employment Land Availability Assessment, but it was not taken forward for further consideration. Factors considered in this assessment include landscape and heritage impacts, flooding and accessibility.

Site

Land adjacent to A10 and Royston Road, Melbourn (id: 40262)

Summary of employment land proposals

A mixed-use scheme with a new 11 ha (approximately) Business Park (B1 and B2 uses) as the predominant land use. Other uses include a care village, road side services, leisure uses and battery storage.

Wider economic case provided in submission

The promotor cites strong existing office demand in Cambridge area and good demand for industrial given limited supply/designations. Cambridge is key driver of

UK economy. Melbourn is considered a good location for offices due to strong public transport and highways links and existing high-tech hubs. New industrial users expected to be attracted from Royston, Cambridge and wider by the good transport links.

Response to economic case

The Employment Land Review identifies a need for additional office / R&D space and industrial and warehousing space. Preferred locations for industrial sites are both in reasonable proximity to the city itself, enabling commuting and potential access to customers, as well as in the wider city hinterland, with good accessibility.

Melbourn has two existing active employment sites identified in the ELR providing the village and its surrounding areas with a good mix of employment types.

The proposed site was assessed through the Housing and Employment Land Availability Assessment, but it was not taken forward for further consideration. Factors considered in this assessment include landscape and heritage impacts, flooding and accessibility.

Site

Land to the west of Stirling Way, Papworth Everard (Parcel C) (id: 40429)

Summary of employment land proposals

The submission comprises 3 parcels of land in Papworth. Site C is proposed as an extension to the Business Park with B1, B2 and B8 uses. The site area is 4.28ha. The other 2 parcels are proposed for residential and an extension to the primary school.

Wider economic case provided in submission

With the relocation of Papworth Hospital there is a need to redress the balance between housing and jobs. There is a market demand to increase the amount of employment floorspace in the submitted location. The business park is an attractive area for businesses with the greatest demand being for light industrial uses. The business park should continue to be protected but should also include land to the east to provide for its expansion.

Flexible commercial space in urban and rural areas supports the growth of local businesses and local supply chains. It can provide opportunities for different jobs. Availability of suitable sites and premises in excellent locations outside of Cambridge is a key factor in spreading the economic growth. Sites which support clusters are necessary and could be urban, edge of town or rural. Locations with high levels of public transport access should be identified for businesses with high employment

densities. Non-knowledge intensive businesses are more footloose and typically locate where premises are rather than building bespoke premises. Would help to spread Cambridge effect.

Response to economic case

It is proposed to continue the Papworth Hospital Policy that seeks healthcare uses for a marketing period of no less than 2 years and, if this is not successful, other business uses compatible with this location. It is expected therefore that alternative job opportunities will become available on the former hospital site.

Even if that were not the case, the Employment Land Review identifies Papworth as a well performing village but does not identify any requirement for additional space. There also other employment sites coming forward in the area, and future opportunities proposed at Cambourne.

This site was assessed through the Housing and Employment Land Availability Assessment, but it was not taken forward for further consideration. Factors considered in this assessment include landscape and heritage impacts, flooding and accessibility.

Site

Land to east of A1301, Hinxton and north of A505, near Whittlesford

40441 (in total), 52057 (Option 1), 52058 (Option 2) and 52059 (Option 3)

Summary of employment land proposals

The development of an AgriTech technology park comprising up to 112,000 m2 (gross) employment floorspace including office, laboratory and workshop space, central facilities, demonstration plots and field trial facilities.

Wider economic case provided in submission

The site submission directs the reader to the submitted planning application S/4099/17/OL. AgriTech is key growth sector in UK. An enabling sector in tackling global challenges e.g. malnutrition, food security. The UK and East of England are well known for world class research base in food and drink sector but poor at commercialisation – not fully exploiting a potential market.

Proposed site creates potential to increase technology exports and reduce need for imports. It would be UK's first bespoke AgriTech Technology Park and help to deliver local and national policies. Location within area of internationally renowned science parks would help to generate innovation as opportunities to bring together life science and AgriTech companies. Also, within East of England, with significant

concentration of crops and plant science excellence, and within several innovation corridors and an area with the highest concentration of farmland in the UK.

Co-location/clustering is key to delivering collaboration and commercialisation. Knowledge transfer and research collaboration strongly influenced by distance. Campus environment with central facilities fosters informal networks and knowledge sharing. A critical mass is required to maximise opportunities for open innovation.

An assessment of sites does not identify alternative site of this nature and scale within South Cambridgeshire or the region.

Response to economic case

The Employment Land Review considers key economic clusters within Greater Cambridge. It concludes that whilst there are Agri-Tech strengths across the wider region, the concentration is less distinctive in Greater Cambridge and clustering is less apparent compared to other sectors.

It refers to the Inspector's findings from the appeal on planning application S/4099/17/OL where it is considered and accepted that AgriTech businesses occupy a range of existing business parks or locations and the cluster is dispersed throughout the area, which is not dependent on, nor does it require, co-location on a single site.

The ELR does not identify a need for an additional site in Greater Cambridge to enable the clustering of AgriTech businesses.

The Inspector for the planning appeal found that that the benefits of the proposed AgriTech park could only be realised if an effective user restriction was imposed to ensure the occupiers complied with specified AgriTech requirements so that the development did not become a general business park, which would be of limited benefit. They went on to find that none of the proposed conditions to restrict occupation would meet the tests of necessity, reasonableness and precision, and that the absence of an appropriate mechanism to control occupation of the park diminishes the weight that can be given to the claimed benefits of the development. The need for and expected benefits of the development would be of minor significance.

The proposed development would have an adverse effect on the character and appearance of an area of substantial significance. There would also be harm to both designated and non-designated heritage assets and the loss of best and most versatile (BMV) agricultural land.

Site

Scotland Farm, Dry Drayton (id: 51607)

Summary of employment land proposals

10,000m2 of flexible employment space alongside a petrol filling station with associated ancillary uses in connection with proposed Scotland Farm Park and Ride Facility, together with open space and associated infrastructure.

Wider economic case provided in submission

The devolution commitment to doubling the economic output of the area (over 25 years) needs to be a factor at the heart of the Plan. A wide variety of space by location, size, function and price needs to be available. Flexible commercial space in urban and rural areas to support growth of local businesses and strengthen opportunities for local supply chains. Cambridge lacks a distribution hub where goods are consolidated into loads for last mile (5 mile) delivery, thereby reducing the volume of HGVs moving in and through the city and reducing air pollution. Locations with high levels of public transport access should be identified for businesses with high employment densities. Non-knowledge intensive businesses are more footloose and typically locate where premises are rather than building bespoke premises, while some companies expand from humbler often rural beginnings in converted buildings. Deeper networks on smaller clusters on the periphery of Cambridge could help to spread Cambridge effect.

Response to economic case

The Employment Land Review identifies a need for additional office / R&D space and industrial and warehousing space. Preferred locations for industrial sites are both in reasonable proximity to the city itself, enabling commuting and potential access to customers, as well as in the wider city hinterland, with good accessibility.

A number of site allocations have been proposed that fulfil this need, therefore it is not considered that the exceptional exist to remove this site from the Greenbelt.

This site was assessed through the Housing and Employment Land Availability Assessment, but it was not taken forward for further consideration. Factors considered in this assessment include landscape and heritage impacts, flooding and accessibility.

Appendix 3: First Conversation Feedback

This section of the topic paper provides a summary of the feedback from the First Conversation related to this theme, and how comments have been taken into account. A report on the consultation, and full details of the comments received can be found on the Greater Cambridge Planning website.

Q1. How do you think we should involve our communities and stakeholders in developing the Plan?

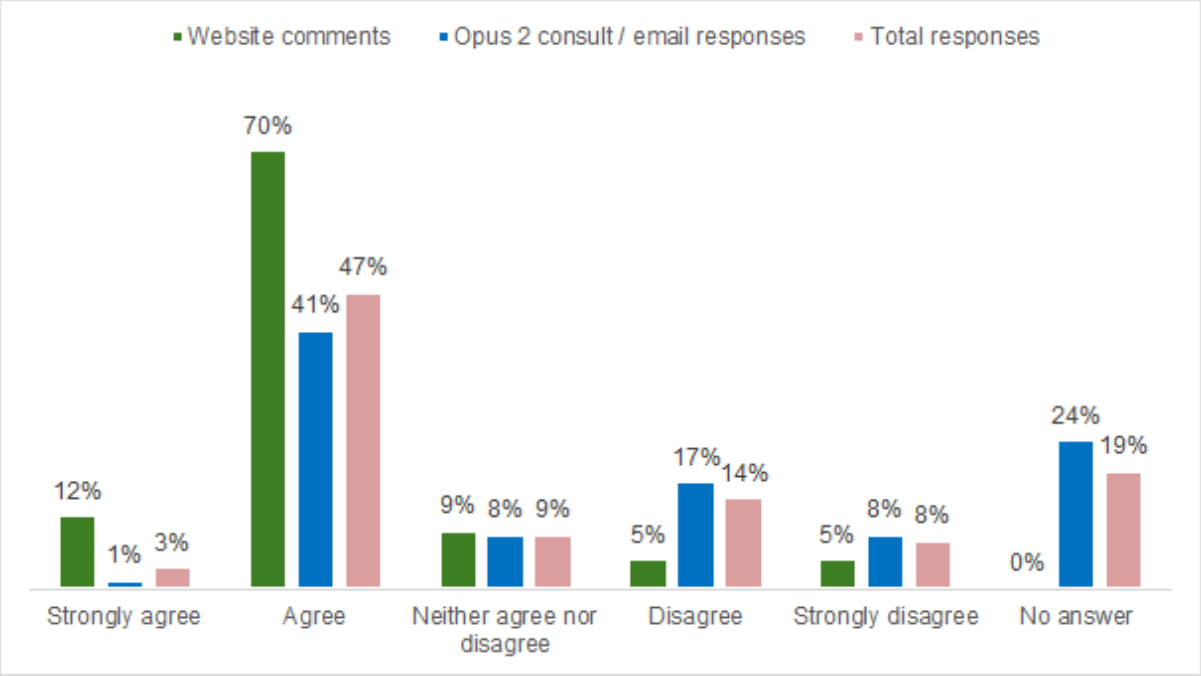
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
The presentation of the Plan	Present the positive aspects of growth	Noted. Development can help meet the needs of communities, and support delivery of environmental, social and economic objectives. We will endeavour to highlight this.
The presentation of the Plan	Provide summaries of Local Plan documents.	Noted. Plan documents are necessarily complex, particularly as we more to the later stage of the plan making process, but we will endeavour to provide summary documents, and use graphics and media to explain proposals.
The presentation of the Plan	Identify areas of new Local Plan directly relevant for local communities to facilitate consultation.	Noted. We will endeavour to highlight issues that may be of particular interest to local communities.
The presentation of the Plan	Shorter and easy to understand consultation documents.	Noted. Plan documents are necessarily complex, particularly as we move to the later stages of the plan making process, but we will endeavour to provide summary documents, and use graphics and media to explain proposals.
The presentation of the Plan	The Local Plan document title should be consistent across platforms.	Noted. We will seek to ensure consistency across platforms.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green infrastructure	The Local Plan should promote the delivery of a strategic green infrastructure network	Noted. The Green Infrastructure theme proposes priority green infrastructure projects, identified following extensive consultation with stakeholders.
Vision	Develop a vision for the Local Plan.	Noted. The preferred options report proposes a vision and objectives.
Consultation approach	Support additional consultation throughout the Local Plan production process.	Noted. The preferred options stage is an additional stage to allow comment before the local plan itself is drafted.
Consultation approach	Use simpler consultation questions.	Noted. Plan documents are necessarily complex, particularly as we more to the later stages of the plan making process when detailed policies are being considered, but we will endeavour to provide summary documents, and use graphics and media to explain proposals, as well proving a range of ways for people to people to feedback.
Consultation approach	Consult residents at early stages of the new Local Plan.	Noted. The preferred options stage is an additional stage to allow comment before the local plan itself is drafted.
Climate change	Local Plan policies should support the transition to a zero carbon society.	Noted. The climate change theme in the preferred options consultation proposes a comprehensive suite of policies to address this issue.
Sustainable transport	Prioritise active travel over cars in the new Local Plan.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable transport	Support the provision of cycling infrastructure.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues, including cycle parking.
Sports facilities	Provide indoor and outdoor spaces for skateboarding.	Noted. We will be exploring the infrastructure needs of new development proposals as the plan is developed. We will also be updating our evidence regarding indoor sports facilities.
Sports facilities	Provide a public space for skateboarding.	Noted. We will be exploring the infrastructure needs of new development proposals as the plan is developed. We will also be updating our evidence regarding open space standards.
New development proposals	Support development at South West Cambridge.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land north of Barton Road in Cambridge.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Q4. Do you agree that planning to 2040 is an appropriate date in the future to plan for? If not, what would be a more appropriate date and why?



43 website comments and 165 Opus 2 Consult/email responses were received to this question.

Most people agreed with this question, among respondents across all channels. 50% either agreed or strongly agreed with the question.

14% of website commenters (6 in total) and 96% of Opus 2 Consult/email respondents (165) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local Plan period - general	Address strategic requirements up to 2050 in the new Local Plan, while site specific policies should extend to 2040.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local Plan period - general	The new Local Plan should look ahead to long term scenarios such as 50 and 25 years, in addition to detailed planning for 10 to 15 years.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - general	Review the plan period if the Local Plan production timeframe is delayed.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - general	The Local Plan should set achievable short term goals and set milestones for 2025, 2030 and 2035.	Noted.
Local Plan period - general	The Local Plan should include a long term vision for growth.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - general	Do not support a plan period up to 2040.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - general	Support a plan period of 15 years from the adoption of the new Plan, and reflect national planning guidance	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local Plan period - general	Support a plan period up to 2032, 2040, 2043 or 2050.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - beyond 2040	The Local Plan vision should extend to 2050.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - beyond 2040	Plan timetable may slip so end date should give flexibility.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - beyond 2040	Timescales for the Greater Cambridge Local Plan and Government aspirations for further economic and housing growth to 2050 should be aligned, to support infrastructure planning. e.g. the Combined Authority's Non-Statutory Spatial Strategy, the national requirement to achieve target net carbon zero by 2050 and the economic potential of the Cambridge-Oxford Arc, which look forward towards 2050	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local Plan period - beyond 2040	The initial review of the new Local Plan should consider a longer plan period to promote large scale strategic sites.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period.
Local Plan period - less than 2040	The plan period should be shorter.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, to ensure it covers a sufficiently long time period for strategic planning. It will be reviewed regularly in the intervening period.
Local Plan start date	The Plan period should start at 2020	Noted, the plan period is now proposed to start at 2020.
Local Plan start date	Explain why the start date is 2017.	Noted, the plan period is now proposed to start at 2020.
Local Plan start date	The Local Plan timetable should set the possible adoption year for 2024.	Noted. The timetable for the plan making process is set out in the Local Development Scheme. This explains the proposed timeline, including how it relates to the process regarding north east Cambridge.
Local Plan flexibility	Ensure the Local Plan is flexible enough to respond to national and regional spatial strategies.	Noted, reflecting government policy the plan will aim to have a degree of flexibility to respond to unexpected circumstances, but it will also continue to be reviewed regularly. The plan will need to take account of the Ox Cam framework.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local Plan flexibility	The Local Plan should have flexibility to accommodate additional growth which comes through the Oxford-Cambridge arc and other corridors.	Noted, reflecting government policy the plan will aim to have a degree of flexibility to respond to unexpected circumstances, but it will also continue to be reviewed regularly. The plan will need to take account of the Ox Cam framework.
Local Plan flexibility	Ensure the new Local Plan has review mechanisms in cases of housing delivery shortfalls, economic changes and climate change.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period. It will also be reviewed regularly.
Short and long-term plans	Produce a long term plan for sustainability.	Noted. The preferred options report has considered a range of sustainability in the development of the proposals.
Short and long-term plans	Produce short, medium and long term plans.	Noted. The Councils consider that 2041 is an appropriate date to plan towards, although strategic developments proposed in the preferred options may continue beyond that period. It will also be reviewed regularly.
Climate change	Carbon and car reduction strategies should be implemented in the next 5 to 10 years.	Noted. Policies proposed in the climate change theme would require changes of approach to development upon plan adoption.
Climate change	Consider and prioritise climate change issues including aquifers, air pollution, carbon sinks and flooding.	Noted, there are policy proposals in the preferred options report related to all of these issues.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Climate change	Consider the National Statutory and Interim Climate Change targets (2050 Net Zero and 2030 Clean Growth Strategy).	Noted. The Plan has been informed by a Net Zero Carbon study, and the preferred option includes a range of policy proposals to address carbon emissions and climate change.
Sustainable transport	Transition transport to sustainable modes in the Local Plan before 2040.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues. The proposed options report is also accompanied by a transport study exploring the impact and opportunities of the proposals.
Sustainable transport	Development should support sustainable transport and Green Belt development should be accessible only by sustainable transport modes.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues. The proposed options report is also accompanied by a transport study exploring the impact and opportunities of the proposals.
Sustainable transport	Provide improved sustainable public transport.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues. The proposed options report is also accompanied by a transport study exploring the impact and opportunities of the proposals.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable transport	Provide cycle paths and cycle superhighways.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues. The Local Transport plan is also relevant to this issue, as well as the programme of transport improvements being planning by the Greater Cambridge Partnership.
Sustainable transport	Limit car parking and car use, and convert road space for sustainable transport.	Noted. The availability of sustainable transport choices has informed the proposed development strategy. The infrastructure theme proposes policies regarding a range of transport issues. The Local Transport plan is also relevant to this issue, as well as the programme of transport improvements being planning by the Greater Cambridge Partnership.
Carbon neutrality	Plan for net zero carbon.	Noted. The Plan has been informed by a Net Zero Carbon study, and the preferred option includes a range of policy proposals to address carbon emissions and climate change.
Carbon neutrality	Only approve carbon neutral development.	Noted. The Plan has been informed by a Net Zero Carbon study, and the preferred options includes a range of policy proposals to address carbon emissions and climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Carbon neutrality	Set a carbon reduction target for 2040 to support the 2050 net zero carbon target.	
Carbon neutrality	Set shorter targets for carbon neutrality, such as 2030 or 2040.	
Carbon neutrality	Hold public events to support the transition to net zero carbon.	Noted. This is beyond the scope of the plan, but both Councils have climate change strategies which address a range of wider issues.
Natural Environment	Growth should support and contribute to the proposed Greater Cambridge Nature Recovery Network.	Noted. The Green Infrastructure theme proposes priority green infrastructure projects, identified following extensive consultation with stakeholders.
Natural Environment	Restore and enhance green spaces, habitats and green infrastructure networks.	Noted. The Green Infrastructure theme proposes priority green infrastructure projects, identified following extensive consultation with stakeholders.
Design	Improve building standards	Noted. A range of policies are proposed regarding buildings standards and design.
Inequality	Reduce homelessness and deprivation.	Noted. An important role of the plan is to seek to deliver a range of accommodation including affordable housing. The health and wellbeing theme proposes other measures which would seek to support healthy communities and spread the benefits of development.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Consultation	Host themed workshops to inform the production of the Local Plan.	Noted. We have hosted a range of stakeholder workshops in particular leading up to the first conversation, during the consultation, and then in November 2020 when initial evidence was published. We have also held a number of online events. We will continue with further events during the preferred options consultation.
New development proposals	Support development of Dry Drayton Road, Oakington.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land south of Cambourne.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

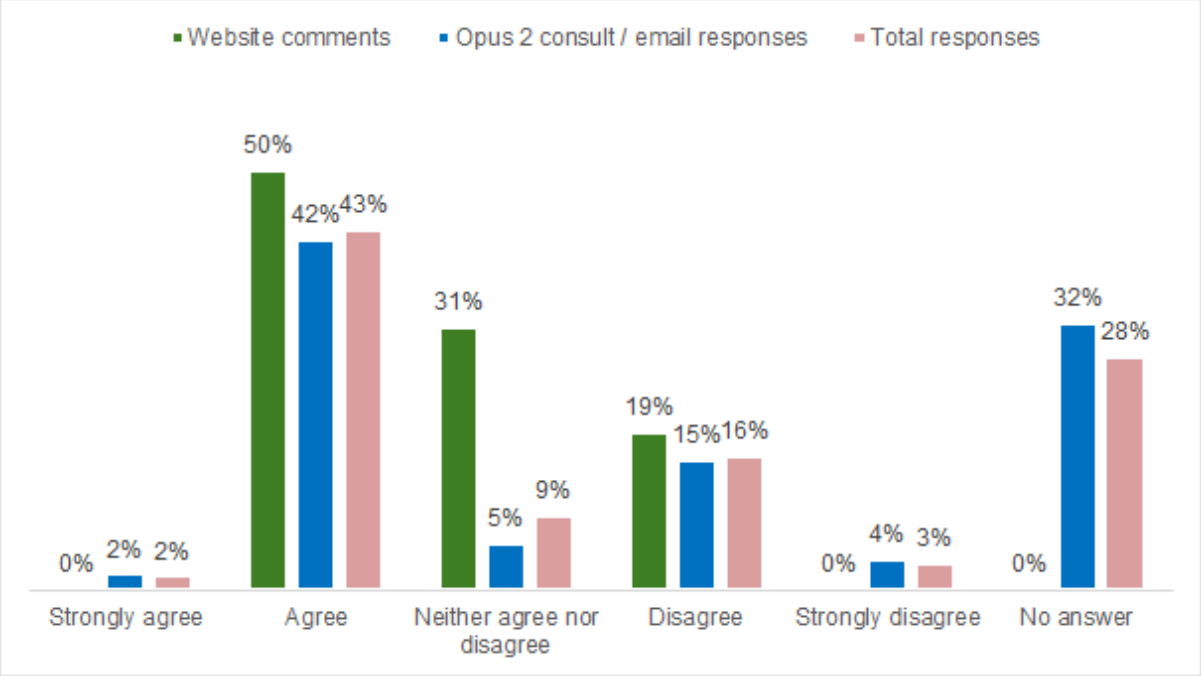
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land south of High Street in Balsham.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of site at Boxworth End.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of site at Kingfisher Way, Cottenham.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of site at Priest Lane, Willingham.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of site at Waterbeach.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of site to north east of Cottenham.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of the U&I site, Cambourne West.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
Growth strategy	Amend village boundaries to accommodate growth.	Noted. The strategy section of the preferred options report was based on consideration of a range of strategy options available to the plan, including the pros and cons of developing in a range of locations. A range of evidence has informed the preferred options report, and the preferred options report provides the opportunity to respond to the approach proposed for the new local plan.
Growth strategy	Do not develop the Green Belt.	Noted. The strategy section of the preferred options report was based on consideration of a range of strategy options available to the plan, including the pros and cons of developing in a range of locations. A range of evidence has informed the preferred options report, and the preferred options report provides the opportunity to respond to the approach proposed for the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support small and medium growth.	Noted. The strategy section of the preferred options report was based on consideration of a range of strategy options available to the plan, including the pros and cons of developing in a range of locations. A range of evidence has informed the preferred options report, and the preferred options report provides the opportunity to respond to the approach proposed for the new local plan.

Q5. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?



16 website comments and 110 Opus 2 Consult/email responses were received to this question.

More people agreed than disagreed with the question, with 45% answering 'agree' or strongly agree overall. Website commenters were less decided, but few website comments were received to this question. but 31% answering 'neither agree nor disagree' and 19% 'disagree – no-one strongly agreed or strongly disagreed. There was no significant difference between anonymous and named responses.

56% of website commenters (9 in total) and 91% of Opus 2 Consult/email respondents (100 in total) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Commuting	Increase local commuting to reduce long-distance commuting.	Noted, the relationship between homes and jobs has been considered when identifying the preferred development strategy for the First Proposals.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Commuting	Study the number of London commuters living in Cambridgeshire.	Noted, evidence has been commissioned to inform plan making which considers the development needs of Greater Cambridge, which takes into account existing commuting patterns.
Commuting	Reduce the need for travel to lower carbon emissions.	Noted. The preferred strategy considers the location of homes in relation to employment and sustainable transport opportunities.
Commuting	Add commuting, and connectivity and movement as cross boundary issues.	Noted, transport issues are an important cross boundary issue.
Highways and rail	Add the East-West corridor, the A14 towards the Midlands and via A1, the North as well as Eastern section of East-West Rail and the A14 towards Ipswich and Felixstowe, as cross boundary issues.	Noted. The councils are engaging with strategic transport bodies including Highways England during preparation of the local plan.
Highways and rail	Consider strategic and major road networks, the Ipswich to Cambridge rail line and Cambridge station under cross-boundary transport issues.	Noted. The councils are engaging with strategic transport bodies including Highways England and Network Rail during preparation of the local plan.
Highways and rail	Consider the East West Rail Preferred Route E in the spatial strategy.	Noted. East West Rail has been considered when developing the preferred Strategy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Highways and rail	Seek to provide more sustainable transport options for those travelling from Haverhill and not support businesses that generate disproportionate amounts of HGV	Noted, although this is largely beyond the scope of the plan given the representation focuses on growth that has happened in Haverhill. Connections to Haverhill are a matter for the local transport plan.
Public transport	Improve the bus service from Cambridge Station.	Noted. Whilst transport improvements will be required in association with developments proposed, general issues regarding bus routes is a matter for the Local Planning Authority.
Public transport	Add faster and reliable public transport as a cross-boundary issue.	Noted, transport issues are an important cross boundary issue.
Sustainable transport	Create a dedicated cycleway between Papworth and Cambourne.	Noted, this is primarily a matter for the local transport authority, but improvements to local transport are likely to be required in association with the proposed development strategy, particularly given the identification of Cambourne as a broad location for future development.
Sustainable transport	Add sustainable transportation as a cross boundary issue	Noted, transport issues are an important cross boundary issue.
Sustainable transport	Provide sustainable transport in Haverhill.	Noted, although this is largely beyond the scope of the plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth strategy	Plan must take into account rapid economic growth happening in the area.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth, and the proposed developments in the First proposals seek to respond to those development needs.
Economic growth strategy	Add creating an inclusive society where economic growth works for everyone as a cross-boundary issue.	Noted. The First Proposals Wellbeing and Social Inclusion Theme seeks to address this topic, and the Councils have included health and social infrastructure as a potential strategic cross-boundary matter in the Statement of Common Ground, albeit no substantive cross-boundary issues on these topics have to date been identified.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth strategy	Add doubling Greater Cambridge's economic growth in the next 25 years as a cross boundary issue.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth, and the proposed developments in the First proposals seek to respond to those development needs. The Councils have also engaged with partners though the Duty to Cooperate.
Economic growth strategy	The new Local Plan should acknowledge and plan for the Cambridgeshire and Peterborough Combined Authority ambition to double GVA over 25 years.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth, and the proposed developments in the First proposals seek to respond to those development needs. The Councils have also engaged with partners though the Duty to Cooperate.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth strategy	Consider existing economic centres outside of Greater Cambridge when preparing the growth strategy, and recognise the role towns and employment sites in adjacent authorities play in servicing communities, including Royston, in Greater Cambridge.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth including understanding Greater Cambridge's role, and the proposed developments in the First proposals seek to respond to those development needs. The Councils have also engaged with partners though the Duty to Cooperate.
Economic growth strategy	Consider the potential for economic growth in market towns such as Ely, Newmarket, Mildenhall, Haverhill, Saffron Walden, Royston, St. Neots, Huntingdon when engaging with neighbouring authorities.	Noted. The Councils have engaged with neighbouring authorities on this issue though the Duty to Cooperate. It is however important to note that the Council's economic evidence prepared to inform the First Proposals Plan suggests that the economic growth likely to arise in Greater Cambridge is in great part unique to the area, and is unlikely to arise elsewhere.
Economic growth strategy	Add business, parks, employment areas, key employment locations, leisure centres as cross-boundary issues.	Noted, the Councils have and will continue to engage adjoining authorities regarding future development locations.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth strategy	Add economic growth, employment and jobs as cross boundary issues.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth, and the proposed developments in the First proposals seek to respond to those development needs. The Councils have also engaged with partners though the Duty to Cooperate.
Economic growth strategy	Address the aspirations of the Local Industrial Strategy in the new Local Plan.	Noted. The councils commissioned evidence on the needs of the economy to inform plan making, which has included exploring past and anticipated future economic growth, and the proposed developments in the First proposals seek to respond to those development needs. The Councils have also engaged with partners though the Duty to Cooperate.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth corridors	Add Oxford-Cambridge; London-Stansted-Cambridge; Cambridge-Norwich; and Cambridge-Peterborough as cross-boundary issues.	Noted, the First Conversation consultation acknowledged that Cambridge was an important element of a number of economic corridors. Since then proposals for the Ox-Cam corridor have evolved significantly, and the Councils are engaging with government and other Councils on the corridor as the Ox can Framework emerges.
Economic growth corridors	Consider the strategic role of Felixstowe.	Noted. The Councils have engaged with Highways England and Network Rail during plan making.
Economic growth corridors	Harness the potential and cross boundary opportunities of the Cambridge – Oxford Arc for Greater Cambridge and include policies which encourage growth along the arc.	Noted. The Local Plan will be required to take into account the Ox Cam Framework that is being prepared by the government.
Economic growth corridors	Consider the growth corridors Cambridge/Ipswich, Cambridge/Kings Lynn and Cambridge/Peterborough/Birmingham when identifying growth options.	Noted. Transport corridors was an option considered when developing a testing strategy option which as informed the preferred strategy. Further information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economic growth corridors	Do not support development along economic corridors Oxford-Cambridge and London-Stansted-Cambridge. Growth should be directed to their area of the country.	Noted. The Local Plan will be required to take into account the Ox Cam Framework that is being prepared by the government.
Economic growth corridors	Figure 7 in the new Local Plan should contain further reference to the London-Stansted-Cambridge Corridor and how the objectives may influence the emerging strategy.	Noted, the London Stansted Cambridge Corridor reflects the importance of economic links across the area, and this will continue to be explored and acknowledged.
Economic growth corridors	Produce an evidence base study on employment and the Duty to Cooperate in relation to the Oxford Cambridge Arc.	Noted. The Ox Cam framework will be exploring these issues.
Landscape	Consider cross-boundary landscape characteristics when identifying growth options.	Noted, the Councils have commissioned a landscape character assessment to inform the plan.
Landscape	Add infrastructure and landscape character as a cross-boundary issue.	Noted, infrastructure is an important cross boundary issue, and will be considered through the duty to cooperate.
Protection of agricultural land	Protect farm land.	Noted. The issue is considered in the sustainability appraisal, and policy approaches are included in the jobs theme to protect important agricultural land.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Protection of agricultural land	Add farmland protection as a cross-boundary issue.	Noted. The issue is considered in the sustainability appraisal, and policy approaches are included in the jobs theme to protect important agricultural land. The Councils do not currently consider that this is a strategic cross-boundary matter requiring engagement with neighbouring authorities.
Water supply and quality	Support existing South Cambridgeshire Development Control water related policies.	Noted. Water is addressed in the climate change theme of the First Proposals Plan.
Water supply and quality	The Local Plan should not reduce water quality through over-abstraction or wastewater.	Noted, this has been a key consideration for the First Proposals Plan, informed by the Integrated Water Management Study.
Water supply and quality	Consider water related issues including water level and flood risk management, water resources, and treated foul effluent water disposal, in the new Local Plan. Engage with bodes such as Internal Drainage Boards, the Lead Local Flood Authority and Anglian Water.	Noted. The new Strategic Flood Risk Assessment and Integrated Water Management Study have been informed by engagement with key bodies. This includes engagement with the Environment agency, the water companies, and Water Resources East.
Water supply and quality	Encourage developers to aim for lower levels of daily water use by person.	Noted. Water efficiency is addressed in the climate change theme of the preferred options.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Water supply and quality	Consider the long term viability of water supply for new development. Given the water stress of the area as detailed above, we would also wish to see the Councils encouraging developers to aim for even higher levels of water efficiency (80 litres per person per day). However in the absence of legislative back up for this, it should not be relied upon in assumptions.	Noted, this has been a key consideration for the First Proposals Plan, informed by the Integrated Water Management Study.
Water supply and quality	Add water efficiency as a cross boundary issue	Noted, this has been a key consideration for the First Proposals Plan, informed by the Integrated Water Management Study.
Waste and recycling	Add 'material efficiency and waste reduction' as a cross boundary issue, to encourage cross-boundary sharing of material resources, increase opportunities for upcycling of waste, reduction of the embodied carbon from construction and consumables by reducing transportation distances, creating new local economies, and building regional databases that include supply chain and environmental information e.g. material passports.	Noted, the First Proposals includes a policy in the climate change theme regarding waste reduction, and the Councils will continue to engage with the County Council as the waste management authority.
Healthcare	Add NHS services and catering for an older population as cross boundary issues.	Noted. The NHS has been consulted through the duty to cooperate process.
Population migration	Add population migration as a cross-boundary issue.	Noted. The Council's economic and housing evidence takes population migration into account.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Tourism	Add tourism impact on visitor destinations and neighbouring villages such as Fenstanton and Houghton and Wyton as a cross boundary issue	Noted. The Councils identify tourism as a potential strategic cross-boundary matter in the First Proposals Duty to Cooperate Compliance Statement, albeit no substantive cross-boundary issues on this topic has to date been identified.
Carbon reduction and neutrality	Add carbon neutrality and clean growth as cross boundary issues.	Noted, the councils are engaging with other authorities, including the combined authority and their climate commission.
Carbon reduction and neutrality	Ensure a sufficient supply of homes and jobs locally to reduce carbon emissions.	Noted, the Councils have sought to identify the development needs of Greater Cambridge and identify how they should be met through the First Proposals.
Carbon reduction and neutrality	Agree carbon reduction targets across authorities.	Noted, the councils are engaging with other authorities, including the combined authority and their climate commission. However, specific policies are a matter for the other authorities.
Climate change	The Local Plan should focus on climate change.	Noted. Climate change is an important theme, and has been an important factor when determining the preferred development strategy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Historic environment	Add the potential implications of growth on designated and undesignated heritage assets as a cross boundary issue.	Noted. The impact of development proposals on the edge of Greater Cambridge on heritage assets outside the area is being considered via the Strategic Heritage Impact Assessment.
Green and blue infrastructure	Include Wicken Fen Vision Area in the context of green infrastructure as a cross boundary issue.	Noted, the councils engaged with partners through the Green Infrastructure Opportunity mapping process, and continue to do so through the local nature partnership.
Green and blue infrastructure	Add the potential implications of growth on the Great River Ouse and the Ouse Washes, the Fens and South East Claylands as cross boundary issues.	Noted, the councils engaged with partners through the Green Infrastructure Opportunity mapping process, and continue to do so through the local nature partnership.
Green and blue infrastructure	Add the protection and enhancement of green and blue infrastructure corridors and linkages to the benefit of flora, fauna and recreational uses as a cross boundary issue.	Noted, the councils engaged with partners through the Green Infrastructure Opportunity mapping process, and continue to do so through the local nature partnership.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green and blue infrastructure	Create a cross-boundary green infrastructure network.	Noted, the councils engaged with partners through the Green Infrastructure Opportunity mapping process, and continue to do so through the local nature partnership.
Digital infrastructure	Include a policy relating to digital infrastructure in the new Local Plan to ensure the delivery of high quality gigabit capable digital connectivity.	Noted, this is addressed in the Infrastructure theme.
Education	Include education, and early years and childcare as a cross-boundary issue.	Noted. Education is an important infrastructure issue, and the Councils engage with the Local Education Authority when planning for new development.
Allotment provision	Development near Greater Cambridge should provide allotments regardless of administrative boundaries. Add allotments as a cross-boundary issue.	Noted. Open spaces like allotments will be needed to support development locally, the representation highlights cross boundary issues between Cambridge and south Cambridgeshire, which will be resolved by having a new joined up policy in the Greater Cambridge Local Plan.
Local Plan policies	Draft strategic policies should set out clear strategic priorities for the area, including the important cross-boundary issues.	Noted. The preferred options provide policy approaches regarding the development strategy and important issues to allow consultation before the draft plan is prepared.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Duty to Cooperate engagement	Approach consultation with wider partnerships, particularly other local authorities and the ox cam arc.	Noted, the range of bodies engaged is captured in the Duty to Cooperate Compliance Statement which accompanies the First Proposals report.
Local Plan flexibility	Build in flexibility in the new Local Plan to respond to development in cross-boundary infrastructure.	Noted, the plan will aim to have a degree of flexibility to respond to unexpected circumstances, but it will also continue to be reviewed regularly. The Councils have not been asked to meet needs by adjoining districts at this point.
Local Plan flexibility	Build flexibility in the spatial strategy to respond to growth, including unmet need from neighbouring authorities.	Noted, the plan will aim to have a degree of flexibility to respond to unexpected circumstances, but it will also continue to be reviewed regularly. The Councils have not been asked to meet needs by adjoining districts at this point.
Growth strategy	Provide housing to meet affordable, first time buyer, renting, and senior housing needs.	Noted. Policies in the housing them have been informed by studies looking at the range of accommodation that is needed.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Reduce growth in Cambridgeshire.	Noted. The Local Plan seeks to continue to support the important Cambridge economy, whilst also considering housing and other infrastructure needs, as well as the impact on the environment. A range of evidence has informed the First Proposals Plan, and the First Proposals Plan provides the opportunity to respond to the approach proposed for the new local plan.
Growth strategy	Add housing and employment growth locations as a cross boundary issue	Noted, the Councils have and will continue to engage adjoining authorities regarding future development locations.
Growth strategy	Balance housing provision for London commuters with Green Belt protection.	Noted. Evidence has been prepared to identify the development needs of Greater Cambridge.
Growth strategy	The Local Plan should take a flexible approach to the siting of new development by combining the different growth strategies.	Noted. The development strategy proposed in the First Proposals Plan has considered the alternatives available. Details regarding how the approach was identified can be found in the strategy topic paper.

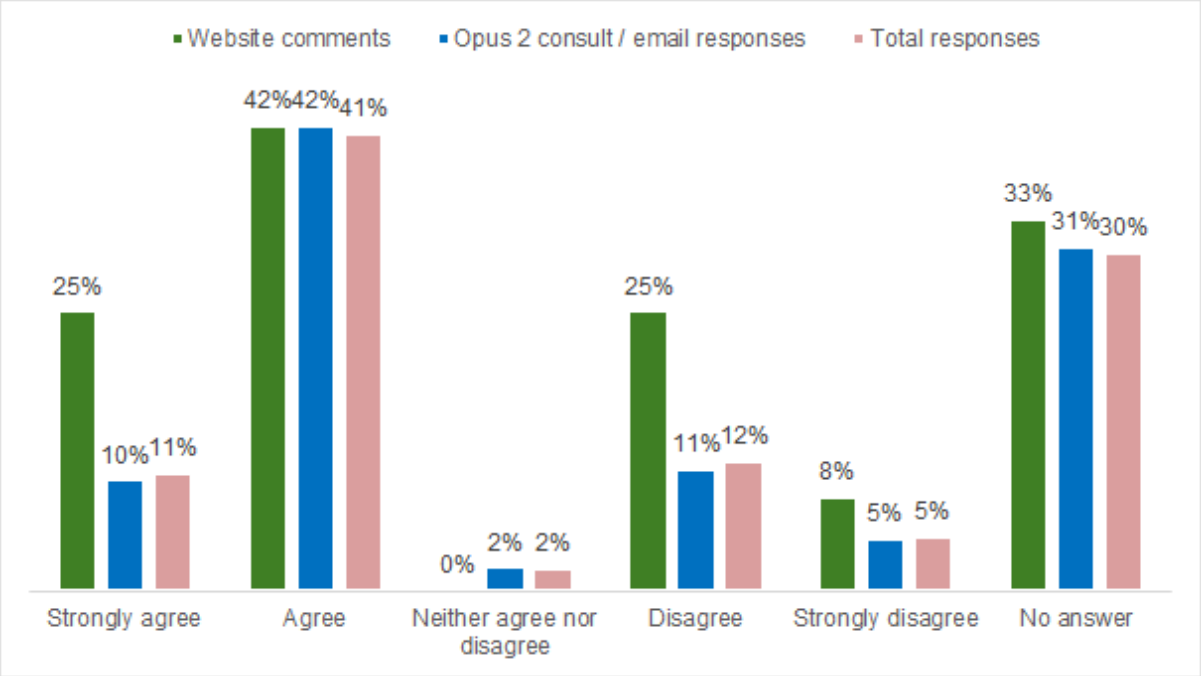
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support development in villages.	Noted. The development strategy proposed has identified an element of growth in villages, but the majority of growth is focused in urban areas, where there are opportunities to deliver growth on brownfield land with sustainable transport opportunities. Details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support growth in Cambourne.	Noted. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and does propose to identify Cambourne as a broad location for future development. Details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the allocation of growth in Gamlingay	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the First Proposals Plan. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land north of Chestnut Road, Bassingbourn-cum-Kneesworth.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the First Proposals Plan. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land south of New Road, Guilden Morden.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the First Proposals Plan. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of residential mooring along river adjacent to Fen Road.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the First Proposals Plan. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land east of the A505 Royston.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the First Proposals Plan. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
Governance	The complexity of regional and local authorities is confusing.	Noted. We will seek to be clear on the roles of different organisations in the local plan and consultation material.

Q6. Do you agree with the potential big themes for the Local Plan?



12 website comments and 142 Opus 2 Consult/email responses were received to this question.

Most respondents agreed, with 52% either agreeing or strongly agreeing overall. It drew few neutral answers, and a significant minority of website commenters disagreed.

67% of website commenters (8 in total) and 86% of Opus 2 Consult/email respondents (166) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Natural environment	Protect trees from removal.	Noted. A policy proposal regarding trees is included in the Green Infrastructure theme.
Natural environment	Refer to green infrastructure as green space instead.	Noted. Green Infrastructure is used as it includes a wider range of matters than just spaces, although it's acknowledged we need to present material in the local plan that is clear and accessible.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Natural environment	The vision for the Plan should be the protection and enhancement of the natural environment.	Noted. A vision and objectives are now proposed for consultation.
Natural environment	A compulsory ratio of development should be set aside for green space and tree planting.	Noted, these issues are addressed in the Green Infrastructure theme of the preferred options report.
Provision of community facilities	A statement of provision of community centres and shops should be required for every new development of 50 dwellings or more.	Noted. The plan will be informed by an Infrastructure Delivery Plan, which will seek to identify what is needed, when, how much it costs and how it will be delivered.
Economy	The big themes should address the implications on the local economy, including job growth, of the goal of doubling the total economic output of the Cambridgeshire and Peterborough area over 25 years.	Noted, the First Proposals and the evidence informing it have sought to consider growth needs and how they should be addressed.
Economy	The big themes should address spreading the benefits of growth and inequality.	Noted. Issues are addressed in the Health and Social inclusion and the jobs themes.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economy	Add fostering a world-leading hi-tech cluster as a big theme.	Noted. The needs of the Greater Cambridge Economy have been carefully considered when developing the preferred options. The Councils commissioned a Greater Cambridge Employment Land Review (2020) which explored potential jobs growth, and the need for different types of employment land in terms of quantity, type and location. This includes consideration of the needs of the high tech clusters that form part of the Cambridge economy. The proposed options respond to the most likely jobs growth outcome identified in the study. It also identifies potential land allocations which would add to the committed land supply to meet those needs.
Economy	Add economic growth, economic viability and employment as big themes.	Noted. These issues are addressed by the strategy and the jobs themes.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Economy	The new Local Plan should support the growth of the knowledge-based economy.	Noted. The needs of the Greater Cambridge Economy have been carefully considered when developing the preferred options. The Councils commissioned a Greater Cambridge Employment Land Review (2020) which explored potential jobs growth, and the need for different types of employment land in terms of quantity, type and location. This includes consideration of the needs of the high tech clusters that form part of the Cambridge economy. The proposed options respond to the most likely jobs growth outcome identified in the study. It also identifies potential land allocations which would add to the committed land supply to meet those needs.
Economy	Balance economic growth within Greater Cambridge and the aspirations for boosting growth within surrounding market towns through the Combined Authority's Prospectuses for Growth programme.	Noted. The Councils will continue to engage with the combined authority during plan making. The Local Plan seeks to respond to identified needs for greater Cambridge.
Transport	Add transport, including active travel as a big theme.	Noted. Transport issues are addressed under the Infrastructure theme.
Transport	Provide a rail station in Cambourne.	Noted. This is part of the East West Rail proposals.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport	Reduce commute times by providing local services and infrastructure and making outer villages self-contained.	Noted. However, boosting self-containment meaningfully would require significant levels of growth to enable large increases in services and local employment. The strategy proposed is considered in the preferred options is considered the appropriate approach for the area when compared against reasonable alternatives. Further information is included in the strategy topic paper.
Climate change	Add climate resilient infrastructure as a big theme.	Note, this is not considered a standalone theme, but climate change will need to be considered when planning for new infrastructure.
Climate change	The big themes should have targets equivalent to net zero carbon.	Noted, measures to respond to climate change are proposed in the climate change theme.
Climate change	The big themes should address efficiency for residents.	Noted, measures to respond to climate change are proposed in the climate change theme, although addressing existing homes is beyond the scope of the plan.
Climate change	Climate change should be a central theme of the new Local Plan.	Noted, it is considered that it is a central theme.
Climate change	The big themes should address immediate challenges and not net zero carbon.	Noted but disagree, climate change does present an immediate challenge that the local plan is required to address.
Climate change	Refer to climate change as climate heating instead.	Noted but disagree, climate change presents other challenges as well as heating, such as potential increased flooding events.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Proposed additional big themes (miscellaneous)	Link the big themes to jobs, homes and infrastructure.	Noted, the preferred options seeks to highlight linkages and cross cutting themes.
Proposed additional big themes (miscellaneous)	Add infrastructure as a big theme.	Noted, infrastructure is included as a theme.
Proposed additional big themes (miscellaneous)	Add flood risk planning as big themes.	Noted. Flood risk is addressed by the climate change theme.
Proposed additional big themes (miscellaneous)	Add an ageing population under one of the four big themes.	Noted, community is cross cutting, but picked up primarily under homes, and wellbeing and social inclusion.
Proposed additional big themes (miscellaneous)	Add local energy production as a big theme.	Noted. Flood risk is addressed by the climate change theme.
Proposed additional big themes (miscellaneous)	Add materials, waste and waste reduction as a big theme.	Noted. Flood risk is addressed by the climate change theme.
Proposed additional big themes (miscellaneous)	The big themes should address community.	Noted, community is cross cutting, but picked up primarily under great places, and wellbeing and social inclusion.
Proposed additional big themes (miscellaneous)	The big themes should address happiness.	Noted, happiness feels like a cross cutting issue, contributed by wellbeing, having great places and green infrastructure available for example.
Proposed additional big themes (miscellaneous)	Cover quality of life under the big theme wellbeing and social inclusion.	Noted, quality of life feels like a cross cutting issue, contributed by wellbeing, having great places and green infrastructure available for example.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Proposed additional big themes (miscellaneous)	Include a policy relating to Digital Infrastructure in the new Local Plan to ensure the delivery of high quality gigabit capable digital connectivity.	Noted, this issue is addressed by the Infrastructure theme.
Proposed additional big themes (miscellaneous)	Emphasise design in the new Local Plan.	Noted, this issue is addressed by the Great Places theme.
New Local Plan strategy / approach	The new Local Plan should be bold and innovative.	Noted, it is hoped that people will consider that the preferred options are bold an innovative, but comments are welcomed.
New Local Plan strategy / approach	The next stage of the Local Plan should go into more detail on the growth options.	Noted, this is addressed in the preferred options by the strategy section.
New Local Plan strategy / approach	Do not support the vision in the new Local Plan.	Noted.
Objection to big themes	Do not agree with the big themes.	Noted.
Objection to big themes	Themes are so vague, overarching and overlapping as to be virtually meaningless.	Noted. It is considered they provide a useful framework for capturing important issues for the plan. It is acknowledged there is overlap and linkages between the themes.
Objection to big themes	The big themes should be more narrowly defined.	Noted, the preferred options now attribute specific policy proposals to each theme.
Support for big themes	Agree with the four big themes identified in the new Local Plan.	Noted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Connections between the big themes	Recognise that economic, environmental and social issues are interrelated.	Noted, this is reflected in the vison for the plan put forward in the preferred options report.
Connections between the big themes	Recognise the interconnectedness of the four big themes.	Noted.
Connections between the big themes	Measures to address one big theme should not negatively impact another theme.	Noted, it is agreed they all have an important role to play, and the preferred options seeks to deliver an appropriate policy framework for all of them.
Balancing and prioritising the big themes	Balance the four big themes.	Noted, it is agreed they all have an important role to play, and the preferred options seeks to deliver an appropriate policy framework for all of them.
Balancing and prioritising the big themes	Prioritise the four big themes, do not rank.	Noted, it is agreed they all have an important role to play, and the preferred options seeks to deliver an appropriate policy framework for all of them.
Balancing and prioritising the big themes	Do not prioritise the big themes.	Noted, it is agreed they all have an important role to play, and the preferred options seeks to deliver an appropriate policy framework for all of them.
Childcare provision	Improve childcare provision.	Noted. The plan will be informed by an Infrastructure Delivery Plan, which will seek to identify what is needed, when, how much it costs and how it will be delivered.
Childcare provision	Establish school breakfast clubs.	Noted, this is beyond the scope of the local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Education	Address education in the new Local Plan.	Noted. The plan will be informed by an Infrastructure Delivery Plan, which will seek to identify what is needed, when, how much it costs and how it will be delivered.
Supporting homeworking	Local Plan policies should consider increased homeworking.	Noted, proposals under the homes theme seek to address home working. The impact of the Covid19 pandemic on long term trends will continue to be monitored.
Growth Strategy	Growth should be stopped. Climate Change is the most pressing issue of our time. However, all the other themes are predicated upon 'growth' and growth has to be halted in a controlled manner if climate change is to be minimised without unacceptable effects on the poorer and more vulnerable people in our society.	Noted. Climate change is an important issue, but the plan also has to respond to needs of the area. By seeking to apply strong policies regarding the form of growth, the preferred options seeks to continue to meet needs whilst responding to the challenges of climate change.
Growth Strategy	Emphasise growth in the four big themes.	Noted. The proposals in the preferred options report have sought to identify and respond to growth needs whilst also considering environmental and social issues.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable growth	Themes inappropriately provides emphasis towards environmental sustainability, which results in a reducing the value of social and economic sustainability and the associated contribution to realigning environmental benefit. A more positive approach would be for these factors to be attributed equal significance.	Noted. The proposals in the preferred options report have sought to identify and respond to growth needs whilst also considering environmental and social issues.
Sustainable growth	Emphasis should be on creating new sustainable growth in the right locations, rather than conserving and protecting areas from new growth.	Noted. The proposals in the preferred options report have sought to identify and respond to growth needs whilst also considering environmental and social issues.
Sustainable growth	Explain further how sustainable development is the overarching theme of the big themes in the new Local Plan	Noted, the First Proposals has sought to explain the reasons behind the proposed approach, and provide a clear set of objectives.
Impacts of growth	Consider the conflict between growth pressures and environmental capacity in the big themes.	Noted, the implications of growth have been explored through a range of evidence which has informed the proposed strategy. This includes understanding and seeking appropriate mitigation for identified environmental impacts.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Impacts of growth	Consider the impact of growth on residents and Cambridge.	Noted, the implications of growth have been explored through a range of evidence which has informed the proposed strategy. This includes understanding and seeking appropriate mitigation for identified environmental impacts.
Impacts of growth	Include a theme on balancing growth pressures and protecting the historic environment.	Noted. The representor seeks a 5th theme to consider the impact of growth particularly on the heritage of Cambridge. Whilst the importance of the issue is acknowledged, and has been explored through evidence informing the plan, it is not considered that it warrants a standalone theme as it is covered by those already identified.
Impacts of growth	Add growth and its implications as a big theme.	Noted, the implications of growth have been explored through a range of evidence which has informed the proposed strategy.
Green and blue infrastructure	Create a Greater Cambridge Nature Recovery Network to contribute to the Nature Recovery Network and deliver connected habitats for wildlife across Greater Cambridge and wider landscape.	Noted. The Green Infrastructure theme proposes priority green infrastructure projects, identified following extensive consultation with stakeholders.
Great Places theme	Define 'Great' in the big theme 'Great Places'.	Noted, the great places theme now proposes a strategic vision for design.
Great Places theme	Reference the historic environment under the big theme Great Places.	Noted. Heritage has been addressed under this theme.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Great Places theme	Rename the big theme 'Great Places' for more clarity.	Noted, the preferred options now attributes specific policy proposals to each theme, which should clarify what is proposed to be addressed.
Climate change	Policies in the new Local Plan should support climate change resilience.	Noted, measures to respond to climate change are proposed in the climate change theme.
Climate change	Prioritise climate change above the other three big themes.	Noted. Robust policy proposals have been proposed, recognising the importance of the issue.
Climate change	Prioritise the climate change and biodiversity big themes.	Noted. Policy proposals have been proposed which are considered to reflect this importance of these issues.
Climate change	The big themes should address water related issues.	Noted, water issues have been considered in the development of the preferred options, informed by an integrated water study.
Climate change	Build new development to Passivhaus standards of insulation.	Noted, the climate change theme includes policies that would require significant improvements to building standards.
Accessibility	Add achieving greater accessibility as a big theme.	Noted. Accessibility is addressed in a range of the policy proposals, including design requirements.
Accessibility	Provide flat footpaths to increase accessibility for people of all abilities.	Noted. Accessibility is addressed in a range of these policy proposals, including design requirements.
Housing	The big themes should address the housing crisis.	Noted. The preferred options strategy section identifies how many homes are needed, and where they would be delivered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Housing	The big themes should address affordable housing.	Noted, proposals under the homes theme seek to address affordable housing needs.
Housing	Provide appropriate housing to meet housing needs, including for seniors, in the new Local Plan.	Noted, proposals under the homes theme propose approaches to specific types of housing needs, including housing for older people.
Housing	Reference meeting housing and affordable housing need under the 'Wellbeing and social inclusion' theme.	Noted, proposals under the homes theme seek to address affordable housing needs.
New development proposals	Support development at Comberton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development at Trumpington South.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development at Whittlesford.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of Bennell Farm, Comberton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land adjacent to Balsham Road, Linton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Ambrose Way, Impington.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land at Bedlam Farm.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land at Fishers Lane, Orwell.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Gas Field, Madingley Road.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land at Kneesworth.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land at Long Lane, Fowlmere.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land east of Long Road, Comberton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land off Beach Road, Cottenham.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land off Fulbourn Old Drift in Fulbourn.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land south of Comberton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land south of Hattons Road, Longstanton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land to the east of Ditton Lane, Fen Ditton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land to the North of Kneesworth Road, Meldreth.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land to the north of Main Street, Shudy Camps.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land to the North of Wilson's Road, Longstanton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land to the rear of Fisher's Lane, Orwell.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land to the west of Cambridge Road, Melbourn.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of land to the west of Mill Street, Gamlingay.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of Six Mile Bottom.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Q7. How do you think we should prioritise these big themes?

Question 7 – How do you think we should prioritise these big themes?

Overall, climate change was ranked highest by respondents, with 46 responses placing it highest, followed by wellbeing, which was ranked highest by 19 respondents. Great Places was ranked highest by 9 respondents and Biodiversity and Green Spaces ranked highest by 8 respondents.

Most respondents (37) ranked Great Places as their lowest priority.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
The big themes cannot be prioritised	The big themes cannot be ranked as they do not reflect sustainable development.	Noted. It is acknowledged that sustainability has an economic, social and environmental dimension.
The big themes cannot be prioritised	All four themes should be used to inform the strategy. They are all equally important	Noted. It is useful to understand priorities, but all are important, and have been informed by a range of evidence prepared to support the local plan.
Defining the big themes	Provide better definitions for the big themes.	Noted. The themes now have policy proposals attributed to them, which should make their role clearer.
Prioritisation of the big themes	The environment is the/a key priority for the big themes.	Noted.
Prioritisation of the big themes	The priority for the big themes is housing delivery and securing the role of Greater Cambridge in the national economy.	Noted.
Prioritisation of the big themes	Wellbeing and social inclusion is a key priority for the big themes.	Noted.

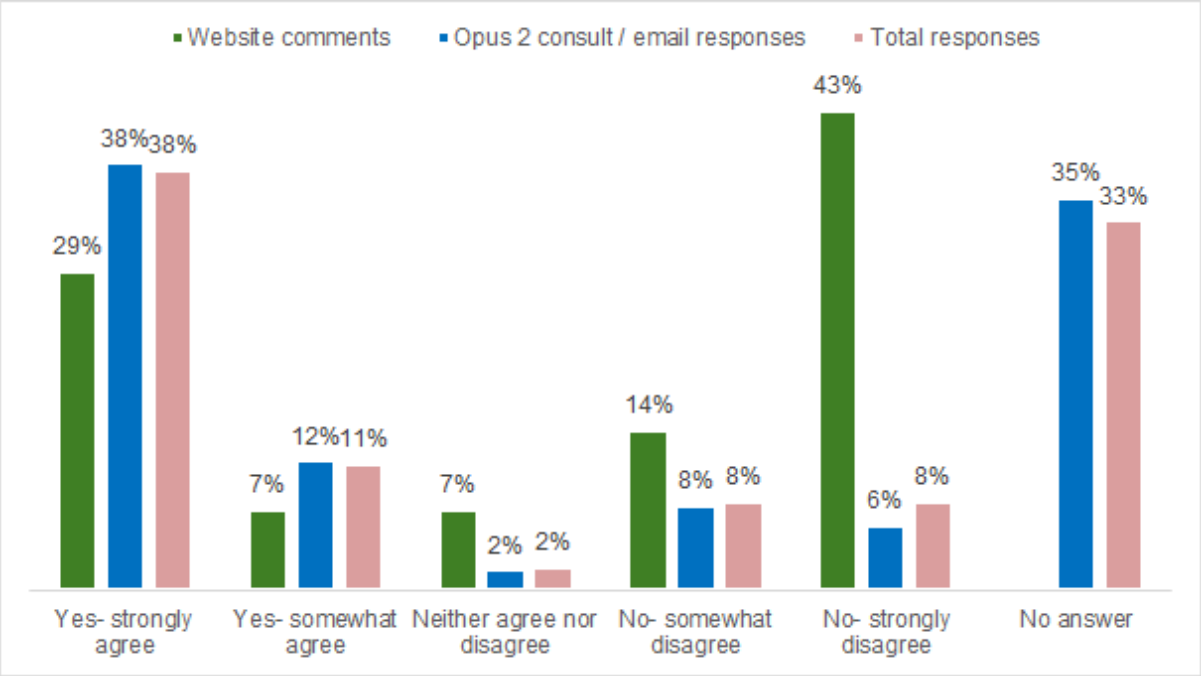
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Prioritisation of the big themes	Prioritise the big themes by conclusions from the evidence base.	Noted. It is useful to understand priorities, but all are important, and have been informed by a range of evidence prepared to support the local plan.
Prioritisation of the big themes	Climate change' and 'biodiversity and green spaces' are the key priorities among the big themes.	Noted.
Prioritisation of the big themes	Great Places is a key priority among the big themes.	Noted.
Water supply	Ensure sufficient levels of water supply.	Noted, this has been a key consideration for the preferred options report, informed by the Integrated Water Management Study.
Additional big themes	Include economics, housing, employment and infrastructure in the big themes.	Noted, they are all important elements of the preferred options.
Local Plan overarching vision	The overarching vision for the Plan should be the protection and enhancement of the natural environment.	Noted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of 104-112 Hills Road	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of Cambridge Science Park North.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of Grange Farm, Girton.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Capital Park, Fulbourn.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of Papworth.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.
New development proposals	Support development of Trumpington South.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support for development at Comberton, which is considered to support the approach of the big themes.	Noted. Site proposals have been considered through the Housing and Employment Land Availability Assessment which accompanies the preferred options report. The development strategy proposed in the First Proposals Plan has considered the alternatives available, and details regarding how the approach was identified can be found in the strategy topic paper.

Q32. Do you think we should plan for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?



14 website comments and 225 Opus 2 Consult/email responses were received to this question.

Overall, more respondents agreed than disagreed with the question, with 49% of comments answering either strongly or somewhat agree. However, website commenters were heavily split, with 43% strongly disagreeing, and 29% strongly agreeing.

71% of website commenters (10 in total) and 96% of Opus 2 Consult/email respondents (217) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Objection to a higher housing target	No, Greater Cambridge should not plan for higher growth.	Noted. The Local Plan needs to identify and respond to the development needs of Greater Cambridge unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework. The preferred options sets out how development needs could be met, and they are being subject to consultation before the local plan is drafted.
Objection to a higher housing target	Limit development.	Noted. The Local Plan needs to identify and respond to the development needs of Greater Cambridge unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework. The preferred options sets out how development needs could be met, and they are being subject to consultation before the local plan is drafted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Objection to a higher housing target	Plan for the standard method housing figure only.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Support	Yes, Greater Cambridge should plan for higher growth.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Support	Yes, Greater Cambridge should plan for higher growth where this is supported by adequate infrastructure.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Support	Yes, Greater Cambridge should plan for higher growth where it does not harm the environment.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support	Plan for higher growth to meet affordable housing needs, economic and employment growth and the needs of an older population.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Housing target recommendations	Build 2,900 homes per annum to deliver a total of 66,700 dwellings between 2017-2040.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Housing target recommendations	Apply a 5% buffer to the LHN.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Housing target recommendations	Consider whether any unmet needs from other authorities in the housing market area can be met within the new Local Plan.	Noted, the Councils have prepared a statement on the results so far of its discussion with surrounding authorities. They have not been asked a t this point to meet any need arising from surrounding areas.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Housing target recommendations	Allocate small sites such as 10% of the overall housing figure.	Noted, the approach to small sites is set out in the Strategy topic paper. Overall the plan includes policy to deliver a range of small sites over the 10% figure, but it is also aware of the need to balance strategy approaches with the need to plan to reduce carbon and deliver a sustainable development strategy.
Housing target recommendations	Disperse employment and housing growth outside of Greater Cambridge, including to the North or to urban centres with good transport connections in neighbouring authorities.	Noted. The Local Plan needs to identify and respond to the development needs of Greater Cambridge unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework. The preferred options sets out how development needs could be met, and they are being subject to consultation before the local plan is drafted.
Housing target recommendations	Do not support housing for population working in London.	Noted, whilst an element of the population will inevitably commute to London the focus of need is from population growth and the success of the greater Cambridge economy.
Growth strategy	Support development in villages, in key settlements, in sustainable locations near public transport and facilities, to the west or south of Cambridge, of brownfield sites and densification.	Noted, the Councils have considered a range of strategy options and a large number of sites before determining the preferred approach to the development strategy. Further information on the reasoning behind the preferred approach can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support a flexible growth strategy.	Noted, the preferred approach seeks to deliver a flexible land supply able to respond to development needs.
Growth strategy	Housing growth must be complemented by adequate employment allocations.	Noted, an employment land review has been completed to inform plan making. A significant amount of employment land is already committed, and the First Proposals strategy has sought to complement this with additional supply responding to the quantitative and qualitative issues identified.
Growth strategy	Do not build on farm land.	Noted, the development strategy proposed has sought to focus on brownfield land opportunities, but given the limited brownfield opportunities available an element of agricultural land is likely to be needed in order to meet development needs.
Growth strategy	The housing assessment should be based on a blended economic growth rate of 2.8% per annum.	Noted, the council has commissioned and published evidence which has informed what are considered to be the objectively assessed needs for homes and jobs in the area. This identifies a level of development higher that the standard method responding to anticipated economic growth.
Policy recommendations	Provide a range of housing types and tenures.	Noted, Housing mix and site allocation related policies in the new Local Plan will require new development proposals to provide a mix of housing types which meets the needs of the area.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Recommend a new Local Plan policy barring new housing from speculative investment.	Noted. It is not possible for the local plan to dictate who can buy homes which have been built.
Policy recommendations	Remove the criteria restricting the provision of new student accommodation to those attending a full-time course of one year or more from student housing related policies.	Noted. It is, however, important that new student accommodation is linked to a higher-education institution, to ensure that it meets the identified student growth needs for the respective institutions. Furthermore, this ensures that the accommodation is used for the purpose it is intended for. It should also be noted that the associated S106 legal agreement which secures this restriction normally applies a 'cascade' approach allowing the accommodation to be used by alternative users when there is no demand for the accommodation by students. An example includes people attending conferences. Furthermore, these restrictions normally only apply during term-time.
Policy recommendations	Consider a Local Plan review before the required five years after adoption to assess the plan in light of the economic situation following the exit from the European Union.	Noted. The Local Plan will include monitoring indicators to determine the need for a review of the Plan. The performance of the policies within the new Local Plan will be assessed regularly by the Council using monitoring indicators agreed through the production of the Plan

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure	Unclear where funding for significant infrastructure to meet needs from higher levels of growth will be secured.	Noted, The Infrastructure Delivery Plan will consider how and when infrastructure should be delivered to support growth proposed in the Plan. Site allocation related policies and the growth strategy within the new Local Plan will seek to ensure that growth is supported by appropriate new improved infrastructure, services and facilities.
Infrastructure	Concern infrastructure will not be able to cope with higher levels of growth.	Noted, The Infrastructure Delivery Plan will consider how and when infrastructure should be delivered to support growth proposed in the Plan. Site allocation related policies and the growth strategy within the new Local Plan will seek to ensure that growth is supported by appropriate new improved infrastructure, services and facilities.
Infrastructure	Infrastructure should be in place on occupation.	Noted, The Infrastructure Delivery Plan will consider how and when infrastructure should be delivered to support growth proposed in the Plan. Site allocation related policies and the growth strategy within the new Local Plan will seek to ensure that growth is supported by appropriate new improved infrastructure, services and facilities.

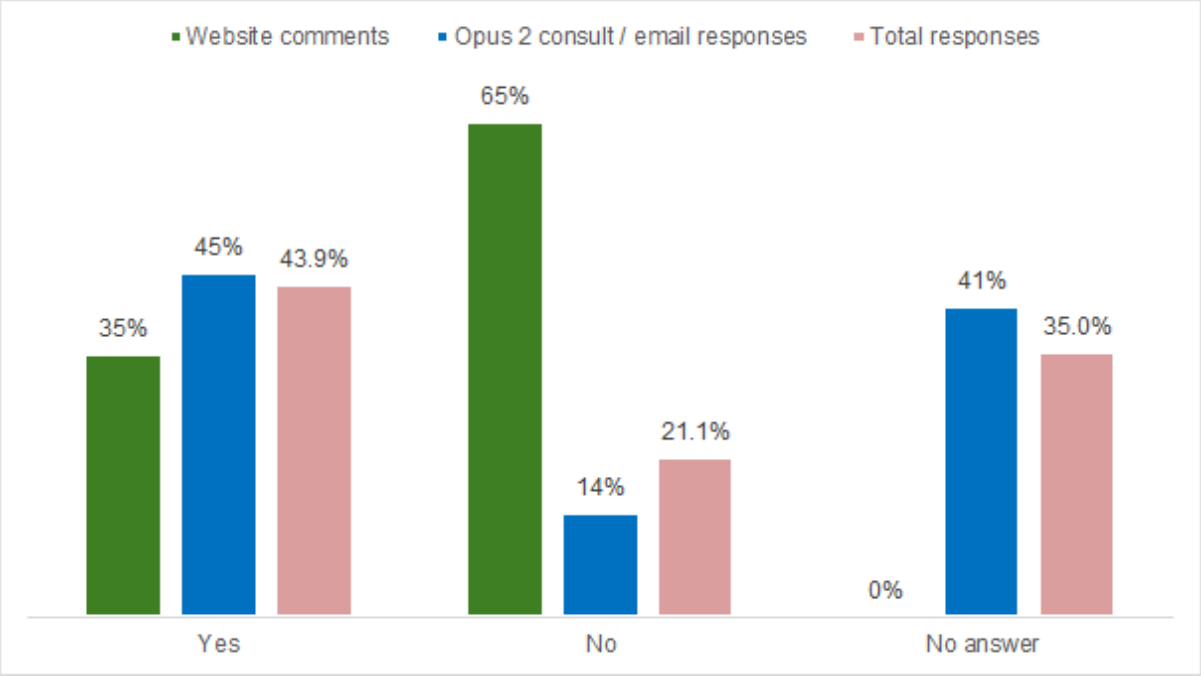
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure	Provide high quality sustainable public transport.	Noted, a range of transport improvements are being planned in the area, as set out in the Local Transport Plan. The growth strategy in the First Proposals has considered the availability of sustainable travel opportunities.
Evidence base	Inform the new Local Plan with a robust evidence base.	Noted, a range of evidence has been commissioned to inform the plan making process and consider the impacts of options being considered.
Evidence base	Publish the evidence base at Regulation 19.	Noted, the Councils are not waiting for the regulation 19 to publish evidence, but are publishing evidence at each stage of the plan making process instead.
Evidence base	Draw from the 2021 census instead of the 2011 census.	Noted. The Local Plan evidence base will use the most up to date information at the time of production. The majority of data from the 2021 Census is unlikely to be available until 2022/23.
Evidence base	Assess the impact of the proposed levels of growth.	Noted, The Local Plan evidence base is seeking to comprehensively assess the appropriateness and impacts of proposed growth in the area.
Evidence base	Study the capacity of the area in terms of the natural and historic environment, infrastructure capacity and planning constraints to handle higher levels of growth.	Noted, a range of evidence has been commissioned to inform the plan making process and consider the impacts of options being considered. This includes a strategic heritage impact assessment and infrastructure delivery study.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Evidence base	Assess proposed growth levels through a SA and HRA.	Noted, the local plan process is being accompanied by sustainability appraisal and habitats regulations assessment, to ensure that sustainability impacts of proposals are fully understood.
Evidence base	Conduct a SHLAA review of sites submitted through the Call for Sites.	Noted, the Council have produced a Housing and Employment Land Availability Assessment.
Evidence base	Publicise the data behind the housing requirement.	Noted, a range of evidence was published in November 2020 relating to development needs. The strategy topic paper details how this has informed the preferred approach set out in the First Proposals.
Evidence base	Consider the concealed households for under 35 year olds when assessing housing need.	Noted, the plan is being informed by a housing needs study which identifies the needs for different kinds of homes.
Evidence base	Consider the level of housing affordability needed to attract and retain employees.	Noted, the proposals in the First Proposals report seek to identify and respond to housing needs and secure a high level of affordable housing provision.
Evidence base	Provide evidence for the deliverability of proposed levels of growth.	Noted, the local plan process is being informed by a Housing Delivery Study, which considers issues such as the ability for the market to absorb levels of new development.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Impact of higher growth levels on the natural and historic environment	Higher growth levels should not impact the environment and climate change mitigation/adaptation priorities of the new Local Plan.	Noted, the First Proposals provides a range of policy measure that would seek to respond to the challenges of climate change. The development strategy proposed seeks to focus growth where there are opportunities for sustainable travel, and access to jobs and services.
Impact of higher growth levels on the natural and historic environment	Concern that water supply cannot support higher levels of growth.	Noted, The Integrated Water Management Study commissioned to inform the local plan has highlighted the challenges of providing water sustainably to higher levels of development. The first Proposals highlights that water infrastructure is needed to ensure the aquifer is appropriately protected.
Impact of higher growth levels on the natural and historic environment	Concern higher levels of growth will be vulnerable to flooding.	Noted, a Strategic Flood Risk Assessment has been commissioned to inform the Local Plan. Developments will also be required to include sustainable drainage systems to manage water effectively.
Impact of higher growth levels on the natural and historic environment	Concern higher levels of growth will lead to loss of green space, countryside and Green Belt.	Noted, the Biodiversity and Green Infrastructure theme identifies proposals that would invest in green infrastructure and require biodiversity net gain to be achieved from developments.
Impact of higher growth levels on the natural and historic environment	Concern higher levels of growth will lead to loss and harm of the historic environment.	Noted, historic environment issues have been considered when developing the preferred strategy approach for the First Proposals.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Impact of higher growth levels on the natural and historic environment	Concern higher levels of growth will lead to biodiversity loss.	Noted, the Biodiversity and Green Infrastructure theme identifies proposals that would invest in green infrastructure and require biodiversity net gain to be achieved from developments.
Mooring rights	Increase mooring rights beyond the urban stretch of the River Cam and make these sites available on a rent or charge basis for daily or monthly use.	Noted, Needs assessment is currently being prepared which will consider the need for moorings, and will be used to inform the draft local plan stage.
Gypsy and Traveller sites	Provide hygiene and laundry facilities at Gypsy and Traveller sites.	Noted. It is proposed to include policies regarding site design in the new local plan.

Q39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us reduce our climate impacts?



26 website comments and 154 Opus 2 Consult/email responses were received to this question.

More respondents answered 'Yes' than 'No' overall, with 44% answering yes. However, this was heavily skewed by the large number Opus 2 Consult/email responses of which 45% answered 'Yes' while of the relatively smaller number of website comments, 65% answered 'No'.

69% of website commenters (18 in total) and 95% of Opus 2 Consult/email respondents (147) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transportation	Improve sustainable transport infrastructure and public transportation.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transportation	Provide transport corridors through the Green Belt, linked to new settlements and Cambridge.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Employment	Increase rural employment land.	Noted, a number of sites are proposed in the rural areas, in addition to policy proposals which would seek to support applications for rural employment in appropriate locations.
Character	Protect the character of Cambridge.	Noted, sites identified for development by the first proposals are considered capable of being developed whilst protecting the character of Cambridge.
Town centres	Improve new town centres.	Noted, Northstowe and Waterbeach have planned town centres which have yet to be completed. Development at Cambourne in association with the new railway station could provide the opportunity to enhance the services and facilities available to the town.
Coalescence	Support Green Belt release only where a clear separation between settlements exists.	Noted, proposals for green belt identified in the First proposals would not result in coalescence of settlements.
Green Belt review	A review of the Green Belt should be undertaken to ensure identified Green Belt areas remain appropriate.	Noted, a review of the entire Cambridge green belt was commissioned to inform the local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development in the countryside (not on Green Belt)	Allocations on the edge of non-Green Belt areas should be considered before Green Belt development.	Noted, this approach has been applied through the proposed development strategy, which focus particularly on brownfield land opportunities outside the green belt.
Development in the countryside (not on Green Belt)	Focus growth towards satellite towns outside of the Green Belt.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper. The existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.
Development in the countryside (not on Green Belt)	Support the development of areas near Cambridge which are not surrounded by Green Belt.	Noted, areas on the edge of Cambridge but not in the green belt are suggested for development in the First Proposals consultation.
Development in the countryside (not on Green Belt)	Potential development sites next to roads and on the edges of villages should be considered before proposing the release of Green Belt sites for development.	Noted, development proposals in the First Proposals have focused on areas outside green belt, with only a limited number of releases proposed.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development in the countryside (not on Green Belt)	Recommend the development of areas outside the Green Belt in the first instance.	Noted, development proposals in the First Proposals have focused on areas outside green belt, with only a limited number of releases proposed.
Development in sustainable locations	Recommend a blended approach to the growth strategy, which include both Green Belt release in sustainable locations, and the allocation of sites in areas outside the Green Belt which have good sustainable transport links.	Noted, a blended approach to the development strategy has been proposed, with most development focused on areas outside the green belt, where there are opportunities for sites to benefit from sustainable transport opportunities.
Development in sustainable locations	Recommend a growth strategy which allocates development outside of Cambridge on sustainable rapid transport routes.	Noted, a blended approach to the development strategy has been proposed, with most development focused on areas outside the green belt, where there are opportunities for sites to benefit from sustainable transport opportunities.
Development in sustainable locations	New development should be allocated in accessible locations	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development in sustainable locations	Areas beyond the Green Belt should not be assumed to be unsustainable. New and existing transport links can support the sustainable development of areas beyond the Green Belt.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Support brownfield development	Brownfield sites in the urban area should be developed in the first instance.	Noted, a blended approach to the development strategy has been proposed, with most development focused on areas outside the green belt, where there are opportunities for sites to benefit from sustainable transport opportunities.
Support densification	Support densification.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support Green Belt release	Support Green Belt release where this would deliver growth in sustainable locations as a last resort.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Support Green Belt release	Circumstances that led to green belt release in 2018 local plans still remain, and further releases should be made.	Noted, however the Cambridge east site, north east Cambridge, and development associated with the opportunities provided by East West rail mean that there are opportunities to meet the development needs identified without significant further release of green belt land.
Support Green Belt release	Support Green Belt release where this would deliver growth in sustainable locations with sustainable transport options and consider environmental constraints.	Noted, development proposals in the First Proposals have focused on areas outside green belt, with only a limited number of releases proposed.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support Green Belt release	Support infill development in the Green Belt.	Noted, development proposals in the First Proposals have focused on areas outside green belt, with only a limited number of releases proposed.
Opposition to Green Belt release	Do not support the release of Green Belt land.	Noted, development proposals in the First Proposals have focused on areas outside green belt, with only a limited number of releases proposed.
Opposition to Green Belt release	Protect the following areas from development: (1) the green corridor between Trumpington Meadows, Hauxton Road and the M11; (2) the land to the south of Addenbrooke's Road, between the M11 and the west side of Shelford Road; (3) land to the west of Trumpington Road, from Trumpington village to Latham Road; (4) land to the south of Addenbrooke's Road, between the east side of Shelford Road and Granham's Road; and (5) land to the south east of the Cambridge Biomedical Campus, including White Hill towards Granham's Road and the approaches to Magog Down	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart form in in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper. Objection to development south of Cambridge is noted, however, it is considered that exceptional circumstances may existing to justify a limited release to meet the continued needs of the nationally important campus.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Biodiversity net gain	Green Belt release should include the provision of land for wildlife and green sites.	Noted. The First proposals includes requirements for biodiversity net gain and enhancement of the green infrastructure network.
Biodiversity net gain	If green belt is released equivalent land should be added to the outside	Noted, however the land on the outside edge is unlikely to offer the same level of contribution to green belt purposes, and it is more appropriate to seek compensatory measures such as improvements to biodiversity of public access to remaining areas of green belt.
Biodiversity net gain	Only support Green Belt release where there are nature compensation areas created which result in overall benefits for nature.	Noted. The First proposals includes requirements for biodiversity net gain and enhancement of the green infrastructure network.
Biodiversity net gain	Improvements to the Green Belt should be implemented to improve biodiversity and nature in Green Belt areas. Proposals for the Green Belt should support and contribute to the proposed Greater Cambridge Nature Recovery Network.	Noted. The First proposals includes requirements for biodiversity net gain and enhancement of the green infrastructure network.
Reducing carbon	The only development allowed in Green Belt areas should relate to CO2 capture.	Noted, the green infrastructure theme includes a number of proposals in the green belt. A limited number of green belt releases are proposed to meet development needs.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Additional land should be released to support Cambridge Biomedical Campus.	Noted. It is considered that exceptional circumstances may existing to justify a limited release to meet the continued needs of the nationally important campus, although the scale of release proposed by the campus is not supported. Further information can be found in the strategy topic paper.
New development proposals	Recommend the allocation of sites in Gamlingay	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Recommend the allocation of sites in Meldreth and Melbourn	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Recommend the allocation of sites in Croxton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development of land off Station Road, Harston	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Recommend the allocation of sites in Abington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support for the development of land at Priest Lane, Willingham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the development of land South of High Street, Hauxton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development of land near the centre of Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of Bennell Farm.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the development of land at Fen End, Willingham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the development of land at Priest Lane, Willingham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of land at the Dairy Farm site at Boxworth End, Swavesey.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land adjacent to Cambridge Science Park North for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Bannold Road, Waterbeach, for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at Cambridge Road, Great Shelford, for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Dry Drayton Road, Oakington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Scotsdales Garden Centre, Great Shelford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at 113 Cottenham Road in Histon for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Ambrose Way, Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Capital Park.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at Comberton for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Ely Road, Milton, for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Fen Road, Cambridge, for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at Foxton for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Fulbourn Road, Teversham for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Greenhedge Farm, Stapleford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at Milton and Fulbourn for employment growth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Park Farm for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Park Street, Dry Drayton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at South West Cambridge for new development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at the Gas Field, Madingley Road.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at the Mill Land Site, Sawston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land at Trumpington South.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Whittlesford Parkway for the development of a transport hub.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land at Whittlesford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land between Hinton Way and Haverhill Road.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land east of Cambridge.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land east of Cambridge Road, Hardwick.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

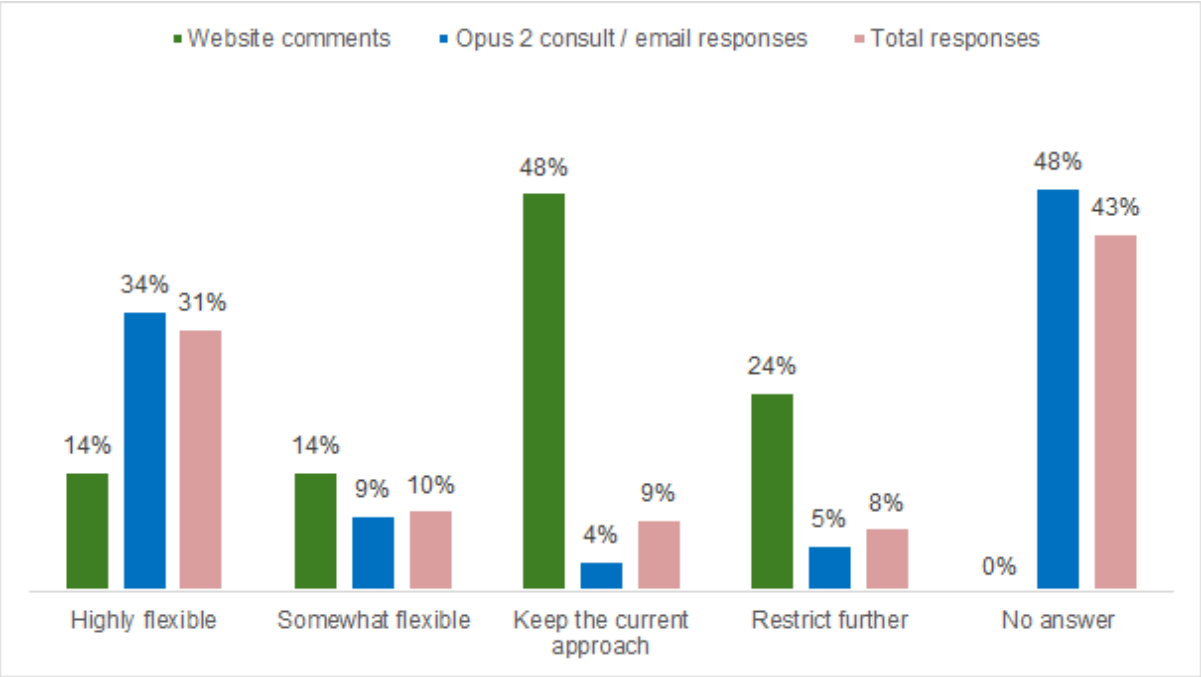
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land east of Cambridge Road, Sawston and land east of Haverhill Road, Stapleford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land east of Long Road, Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land north of Common Lane, Sawston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land off Balsham Road in Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land off Beach Road, Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land off Cabbage Moor in Great Shelford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land off Home End in Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land off Limekiln Road in Cambridge.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land South of Milton Road, Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the release of Green Belt land to the east of Ditton Lane, Fen Ditton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support the release of Green Belt land west of Station Road, Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	The North East Cambridge Plan (sewerage site) could allocate a conference / concert hall facility with affordable housing, but densities should not be too high. Transport access needs to resolved, including access to Fen Road.	Noted. The north east Cambridge site will include a range of services and facilities, although a concert hall is not proposed. Transport at North East Cambridge has been explored through a detailed transport study, and a trip budget approach is proposed.

Q40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?



21 website comments and 164 Opus 2 Consult/email responses were received to this question.

There were a large number of Opus 2 Consult/email responses which did not answer the quantitative element to this question. Of the responses received, overall flexibility was favoured, with 41% supporting a highly or somewhat flexible approach. This resulted from the larger number of Opus 2 Consult/email responses, as from website commenters, 48% favoured keeping the current approach and 24% restricting further, with only 28% supporting flexibility in some form.

57% of website commenters (12 in total) and 98% of Opus 2 Consult/email respondents (160) left a written comment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for sustainable development	Support for development that can be delivered in a sustainable manner, where there is good access by walking and cycling to services and facilities and public transport connections.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and around Cambourne. Site opportunities within this strategy result in a particular focus on the Public Transport Corridors and the Western Corridor hybrid strategic options.
Support for sustainable development	Support for development in sustainable villages.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy.
Support for sustainable development	Support development in villages where it reduces the need for people to travel to access homes, jobs, services and facilities.	Noted. The revised proposed settlement hierarchy considers the sustainability of settlements based on access to jobs, shop and services.
Support for sustainable development	Support growth in villages where new sustainable transport links (Greenways) can be provided.	Noted. The importance of sustainable transport links to connect villages to Cambridge and other larger settlements outside of the district was considered as part of the development strategy and when considering the revised proposed settlement hierarchy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for the growth of villages	It is critical that villages are provided with the opportunity to grow in a sustainable manner.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy.
Support for the growth of villages	The new Local Plan should allocate growth on the edge of sustainable villages.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy.
Support for the growth of villages	Support for development outside of settlement boundaries where the proposals meet local business or community needs.	Noted. Edge of village sites have been considered as part of the development strategy in the most sustainable villages as part of the growth strategy.
Support for the growth of villages	Support for the increased flexibility in village settlement boundaries in the new Local Plan	Noted. The emerging Greater Cambridge Local Plan is proposed to include a policy on Development Frameworks. The current development frameworks will be reviewed as part of the ongoing work to develop this policy.
Support for the growth of villages	Avoid blanket protection policies as they may act to unnecessarily stifle sustainable growth opportunities on the edge of settlements	Noted. However, development frameworks play an important role in defining the built up area of settlements and in preventing sprawl. Sites abutting the development framework have been considered as potential allocations in the emerging local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for the growth of villages	Support development abutting settlement boundaries outside of the Green Belt. The new Local Plan should be more flexible in supporting growth in these locations.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and around Cambourne. Site opportunities within this strategy result in a particular focus on the Public Transport Corridors and the Western Corridor hybrid strategic options.
Support for the growth of villages	Support for development in villages only where there will be no detrimental impact on the environment.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy.
Support for the growth of villages	The Plan should support windfall development in village locations	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy. Windfall development allowance are informed by the settlement hierarchy which is proposed to be revised and is being consulted on as part of the First Proposals consultation.
Support for the growth of villages	Support development on the edge of villages, subject to the protection of environmental and heritage assets.	Noted. Windfall development allowance are informed by the settlement hierarchy which is proposed to be revised and is being consulted on as part of the First Proposals consultation.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for the growth of villages	Scale of development should reflect the size of the village.	Noted. Windfall development allowance are informed by the settlement hierarchy which is proposed to be revised and is being consulted on as part of the First Proposals consultation.
Support for the growth of villages	The new Local Plan should identify the benefits which new development can bring to a village.	New development will be supported in the most sustainable village locations. The role of new development in supporting village communities and economies is noted.
Support for the growth of villages	Support for growth at Rural Centres and Minor Rural Centres as identified in the adopted South Cambridgeshire Local Plan, as these would be the most sustainable locations for growth.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy. Windfall development allowance are informed by the settlement hierarchy which is proposed to be revised and is being consulted on as part of the First Proposals consultation. This includes amendments to the Rural Centres and Minor Rural Centres categories as well as the introduction of Towns as a categorisation.
Support for the growth of villages	Support for the growth of existing and established rural employment areas to support the rural economy.	Proposed policy J/RE: Supporting the Rural Economy will set out the approach to re-use and replacement of rural buildings, and proposals related to land-based enterprises.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for the growth of villages	Flexibility in allowing small developments in rural areas would support the new Local Plan in allocating 10% of development on small sites under 1 hectare.	Noted. The aim of the settlement hierarchy is to direct development to the most sustainable locations in the district. Revisions are proposed to the settlement hierarchy as part of the First Proposals Consultation.
Support for the growth of villages	Support the densification of central areas in villages, providing more sustainable development closer to village services, facilities, and existing communities.	Noted. The role of sustainable development in villages to ensure the long term sustainability of the village was considered as part of the development strategy.
Support for the growth of villages	Support for the development of small and medium sized sites along transport corridors	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and around Cambourne. Site opportunities within this strategy result in a particular focus on the Public Transport Corridors and the Western Corridor hybrid strategic options
Objection to growth in villages	Objection to further growth in Fulbourn until the impacts of recent planning approvals on the village can be fully assessed.	Concerns about further growth in Fulbourn are noted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Objection to growth in villages	Support the approach to managing growth in villages in the existing local plan, with 4 groupings of village types and thresholds setting the amount of development which will be allowed.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district.
Objection to growth in villages	Objection to any growth. The focus of the new Plan should be on the climate change crisis.	Noted, although this is outside the scope of the local plan.
Objection to growth in villages	Objection to the growth of villages. Concern that it would have a significant detrimental impact on the character of villages.	Noted. Although the role of development in the long-term sustainability of villages is recognised. he proposed preferred option development strategy is a blended strategy focusing growth at a range of the best performing locations including in particular Cambridge urban area, edge of Cambridge non-Green Belt, and around Cambourne. Some development in sustainable villages is also proposed in particular in villages on Public Transport Corridors.
Objection to growth in villages	The most sustainable locations for growth are in Cambridge City. This is where allocations should be identified in the first instance.	Noted. The proposed development strategy allows for unrestricted growth in Cambridge city while focusing some growth to the most sustainable villages.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development strategy	Support for an agglomeration strategy, allocating employment growth in Cambridge City close to other businesses. This approach is considered to be the most economically advantageous.	Noted. The proposed development strategy focuses growth in and around Cambridge city while focusing some growth to the most sustainable villages.
Development strategy	Support for locating employment where it is accessible by walking or cycling to homes	Noted. The preferred option seeks to focus employment in Cambridge and within or close to towns and villages.
Development strategy	The development strategy in the new Local Plan should include a range of options, including the development of villages.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations.
Development strategy	The identification of allocations in the new Local Plan should take the views of existing local residents	Noted. Local Parish Councils were consulted on sites put forward as part of the Call for Sites process. Residents will have the opportunity to provide their views on proposed allocations as part of the First Proposals consultation.
Development strategy	Support for dispersing growth to villages with good access to major roads such as the A14.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations. Climate change is one of the big themes of the plan and therefore the strategy focuses on public transport corridors rather than major roads.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development strategy	The allocation of growth in the new Local Plan should seek to avoid the coalescence of villages.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations. The preferred option recognises the importance of development frameworks in defining built up areas of a settlement and preventing sprawl.
Development strategy	Objection to the dispersal of growth throughout the villages. Development should be focused on appropriate sustainable locations.	Noted. The proposed preferred option development strategy is a blended strategy to meet a variety of needs, focusing growth at a range of the best performing locations.
Development strategy	Housing growth should match jobs growth	Noted. Housing growth proposed as part of the preferred option is based on job forecasting. We also have to ensure that the plan is deliverable and that any environmental impacts can be addressed appropriately.
Development strategy	Brownfield sites should be developed in the first instance, before considering development on the edge of villages.	Noted. Development of brownfield sites within villages will be supported and preferable to development on the edge of settlements.
Development strategy	Support development in villages where this maintains facilities and services.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development strategy	Support high quality development in villages.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.
Development strategy	Support limited development in villages in proximity to new settlements.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.
Development strategy	Support small infill development in villages only.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.
Development strategy	Support the development of small sites in villages.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.
Development strategy	The Local Plan should be highly flexible to the development of jobs and homes on the edge of villages.	Noted. However, development frameworks play an important role in defining the built up area of settlements and in preventing sprawl. Sites abutting the development framework have been considered as potential allocations in the emerging local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Development strategy	The Local Plan should be somewhat flexible to the development of jobs and homes on the edge of villages.	Noted. However, development frameworks play an important role in defining the built up area of settlements and in preventing sprawl. Sites abutting the development framework have been considered as potential allocations in the emerging local plan.
Development strategy	The Local Plan should keep the current approach to the development of jobs and homes on the edge of villages.	Noted. Development frameworks play an important role in defining the built up area of settlements and in preventing sprawl. However, sites abutting the development framework have been considered as potential allocations in the emerging local plan.
Development strategy	The Local Plan should restrict the current approach to the development of jobs and homes on the edge of villages.	Noted. Development frameworks play an important role in defining the built up area of settlements and in preventing sprawl. However, sites abutting the development framework have been considered as potential allocations in the emerging local plan.
Employment	Support flexibility in supporting jobs growth	Noted. Policy J/NE: New employment development proposals will set out the criteria that will determine whether proposals for employment development in urban areas, villages, and the countryside are acceptable.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure	Any growth of villages should be supported by a comparable increase in the provision of infrastructure.	Noted. The Infrastructure Delivery Plan will assess the needs for new and improved infrastructure to support growth proposed in the new Local Plan. Policy I/ID: Infrastructure and delivery will set out how necessary infrastructure to support development should be delivered.
Evidence base	It is recommended that the Council reassess the potential for growth in villages throughout the area, taking into account the existing accessibility of villages, and considering proposed transport improvements.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district.
Evidence base	The Council should undertake an up to date assessment of key facilities in all settlements, to establish how sustainable each area is, and how appropriate the current classification for the settlement is within the settlement hierarchy.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district.
Policy recommendations	The new Local Plan should update the settlement hierarchy to ensure all classifications are up to date and accurate.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	New development should be support by appropriate infrastructure.	Noted. This will be considered through the Integrated Development Programme (IDP).
Policy recommendations	The new Local Plan should clarify what scale of development would be appropriate in rural areas.	Noted. The settlement hierarchy is proposed to be updated to reflect the form of development in the district. This controls windfall development in villages and directs development to the most sustainable settlements.
Policy recommendations	Support for the provision of a wide range of housing types and tenures in site allocations.	Noted. Policy H/HM: Housing mix will set out the housing mix that should be provided by new developments.
Policy recommendations	Development in villages should consider the settlement character and identity. New development should seek to conserve the historic environment.	Noted. Policy GP/PP: People and place responsive design will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas.
Policy recommendations	Support for the approach taken by the West Norfolk and Kings Lynn Borough Council Local Plan, which has included Policy LP26 (Residential Development Adjacent to Existing Settlements) providing more flexibility to development adjacent to settlements.	Noted. However, the role of development frameworks in defining the built up area of settlements and in preventing sprawl is recognised. Sites abutting the development framework have been considered as potential allocations in the emerging local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Support for development of self-build housing to be supported in all areas.	Noted. National planning policy requires the housing needs of particular groups, including those who wish to commission or build their own homes, to be reflected in planning policies. The preferred option plan proposes policy H/CB Self and Custom Build Homes which proposed that 5% of all new homes in residential developments of 20 dwellings or more will be required to be custom and/or self-build, provided that the Greater Cambridge self and custom build register is recording a demand for self and/or custom build homes when a planning application for 20 or more homes is considered
Policy recommendations	Only affordable housing should be provided outside of settlement boundaries. Support for 100% affordable schemes.	Noted. The preferred option plan proposes policy H/ES Exception Sites for Affordable Housing. This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need.
Policy recommendations	Support for the use of rural exception sites to allow development in rural areas.	Noted. The preferred option plan proposes policy H/ES Exception Sites for Affordable Housing. This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Objection to having a flexible policy. Instead, settlement boundaries should be amended as required.	Noted. Development framework boundaries will be considered in the work towards the Greater Cambridge Local Plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Planning policy should support development in villages within the following requirements: a. Ensuring development is sustainable assessed in accordance the social, economic and environmental benefits of The Framework. b. Quality design that is appropriate for the specific location c. Homes for local people where sites above 10 dwellings should reflect the tenure requirement of a particular settlement needs. IE If not identified as an allocation such a policy would give the added benefit to the rural community. d. Heating needs to be from renewable energy and not fossil fuels e. Can be serviced reasonably utilising existing infrastructure.	Noted. The settlement hierarchy is proposed to be updated. This directs development to the most sustainable villages. Policy GP/PP: People and place responsive design will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas. Policy H/AH: Affordable housing will set out how affordable housing will be delivered. Policy CC/NZ: Net zero carbon new buildings will set the levels of energy use that will be allowed for new development, how renewable energy should be used to meet that energy need, and how whole-life carbon emissions should be considered. Policy /ID: Infrastructure and delivery will set out how necessary infrastructure to support development should be delivered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Any growth should be accompanied by biodiversity and water security improvements.	Noted. Policy BG/BG: Biodiversity and geodiversity will control the biodiversity impacts from development, including the approach to Biodiversity Net Gain. Policy CC/WE: Water efficiency in new developments will set the standards of water efficiency that new developments must comply with.
Support removal of site thresholds	Recommend the removal of site size thresholds for developments in rural areas, which were largely irrelevant and ineffective.	Noted. However, site thresholds based on a villages place in the settlement hierarchy directs growth to the most sustainable villages.
Support removal of site thresholds	The removal of site thresholds in rural areas would allow the achievement of more affordable housing, where currently the limit of 10 dwellings does not obtain any affordable units on those sites.	Noted. However, site thresholds based on a villages place in the settlement hierarchy directs growth to the most sustainable villages. The preferred option plan proposes policy H/ES Exception Sites for Affordable Housing. This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need.
Miscellaneous	The new Local Plan should support working from home and the creation of small incubator spaces for new businesses.	Noted. The First Proposals consultation includes policy J/RW: Enabling remote working and policy J/AW: Affordable workspace and creative industries.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Miscellaneous	Infrastructure should be in place before building houses.	Noted. The emerging local plan will consider the need to ensure infrastructure is in place in a timely manner. The first proposals consultation includes policies such as I/ST: Sustainable transport and connectivity which seeks to ensure new development links with transport infrastructure and WS/MU: Meanwhile uses during long term redevelopments which promotes short terms uses to help build community as major developments are being built.
Affordable housing	Development in villages should be restricted to affordable housing for people with a local connection.	Noted, although this is outside the scope of the local plan. The First Proposals consultation includes policy H/ES Exception Sites for Affordable Housing. This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need.
Sustainable transport	Improve public transport in Cottenham, including a link to the guided bus and a park and ride.	Noted, although this is outside the scope of the local plan.
Housing mix	New housing should be put up for sale and not for rent.	Noted, although this is outside the scope of the local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green infrastructure and biodiversity	Increase tree cover in villages.	Noted. Policy BG/TC: Improving tree canopy cover and the tree population seeks to protect existing trees and hedgerows and promote the provision of new trees and woodland as part of new development.
Green infrastructure and biodiversity	Protect wildlife corridors in villages.	Noted. Policy BG/GI: Green infrastructure seeks to protect and enhance existing green infrastructure.

Q41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure	Fund local services.	Noted. The Infrastructure Delivery Plan will assess the needs for new and improved infrastructure, services and facilities, to support growth proposed in the new Local Plan. The conclusions of the IDP will inform the new Local Plan.
Infrastructure	Contributions from small scale developments should be raised to help fund infrastructure projects.	Noted, the local plan infrastructure theme addresses the approach to infrastructure funding. Government are currently reviewing the mechanisms for securing developer funding. We will await the outcome of this review before determining the precise mechanisms of how the local plan will address developer contributions.
Sustainable transport	Provide sustainable transportation in villages.	Noted. This is primarily an issue for the Local Transport Plan.
Character	Development within village boundaries should be sensitive to settlement character and identity.	Noted. A range of policy proposals, particularly in the great places theme, would require development to be sensitive to village character.
Character	Limit growth in villages to retain village character.	Noted. A range of policy proposals, particularly in the great places theme, would require development to be sensitive to village character.
Sustainable design	Support low-carbon and sustainably designed development.	Noted. Policy regarding sustainable building design is included within the climate change theme.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Approach to the settlement hierarchy	Support the recategorization of villages in South Cambridgeshire in a new settlement hierarchy to reflect existing and potential levels of sustainability.	Noted. A review of the settlement hierarchy has been undertaken, and the outcome has informed policy proposals in the strategy section.
Approach to the settlement hierarchy	Maintain settlement hierarchy designation of Steeple Morden.	Noted. A review of the settlement hierarchy has been undertaken, and the outcome has informed policy proposals in the strategy section.
Local Plan policies	Policies should be criteria based to evaluate proposals according to local context and sustainable development.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Evidence base	South Cambridgeshire District Council should commission a settlement assessment to identify key facilities at each settlement and consider planned transport improvements.	Noted. A review of the settlement hierarchy has been undertaken, and the outcome has informed policy proposals in the strategy section. This has included consideration of transport improvement opportunities.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Objection to a blanket protection policy, with a preference for levels of growth to be identified by criteria based policies.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	Identify levels of growth on a site by site basis.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	Identify levels of growth according to the historic environment.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Identify levels of growth according to the sustainability of villages.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Growth strategy	Levels of growth should be design-led.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	Objection to an inclusion of maximum dwelling numbers in villages.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support development in sustainable village locations, with high levels of services, infrastructure and facilities, and outside of the Green Belt.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Growth strategy	Support development of sustainable communities.	On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	Do not support coalescence as a result of large scale development in villages.	Noted, the impact on landscape and townscape of proposals have been considered through the site assessment process.
Growth strategy	Support Green Belt release to accommodate more growth.	Noted. Green Belt has been appropriately considered through the plan making process in line with national planning policy. The proposed options include a number of limited green belt releases, responding to site specific circumstances.
Growth strategy	Support residential development in villages	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support small, medium and large scale development in sustainable rural locations and villages.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	The density/HA of new development should reflect existing settlement patterns.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Growth strategy	Support a mixed growth strategy approach to housing delivery in the Local Plan.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Growth strategy	Support the current approach to growth in villages.	Noted. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support a highly flexible approach to sustainable development in village boundaries.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Growth strategy	Support sustainable development inside and outside of village boundaries.	Noted.
Reserve Sites	The Local Plan should identify Reserve Sites.	Noted. National Planning Policy and guidance supports the inclusion of a review policy in the Plan, which includes monitoring indicators to determine if a review of the Plan is required. Monitoring indicators can include allocated sites not coming forward as expected.
Level of growth within villages	Support moderate growth within village boundaries.	Noted. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Level of growth within villages	Support limited growth in villages.	Noted. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Level of growth within villages	The Plan should not be prescriptive about the amount of development which would be appropriate in particular settlements. This should be determined through discussions with applicants.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Level of growth within villages	Support increased flexibility about the size of developments allowed within Duxford's village boundary.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Level of growth within villages	The Local Plan should not be more flexible about the size of development within village boundaries.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Level of growth within villages	Restrict the size of development in villages further.	Noted. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.
Amending village boundaries	Support amendments to village boundaries, according to their sustainability and ability to accommodate more growth.	Noted. The relative sustainability of villages has informed the settlement hierarchy, as well as consideration of development strategy and site proposals.
New development proposals	Support densification of Cottenham's centre.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support densification of village centres.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development at Melbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development of Hardwick.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

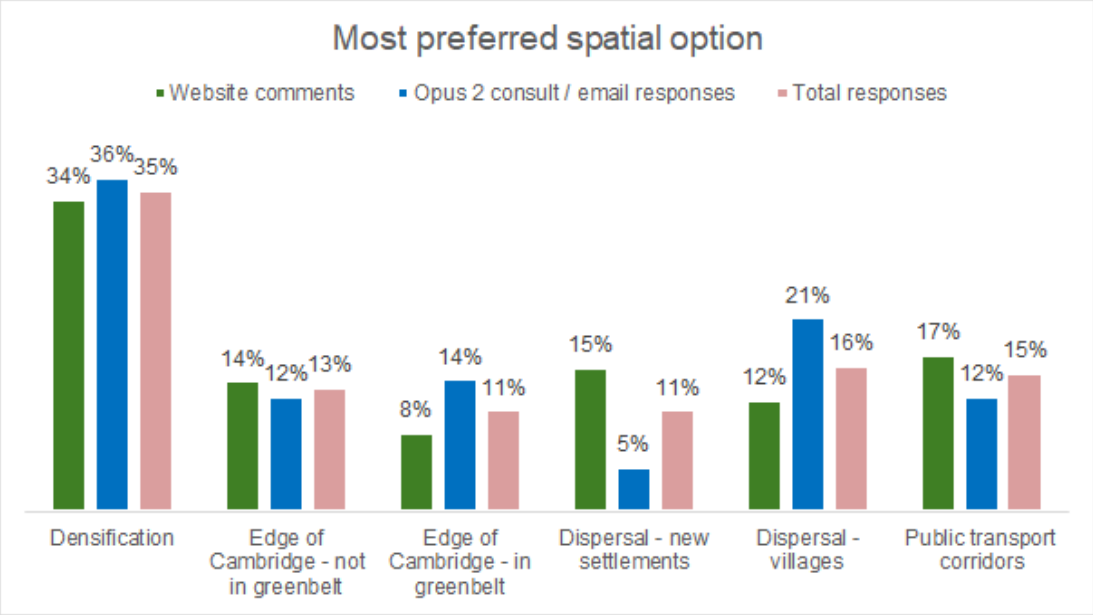
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Do not support the development of Kennett Garden Village.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development of Linton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support development at Impington and Histon.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development at Orwell.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support high density development at Gamlingay	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support new residential development at Bennell Farm, Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support new residential development at land south of Hattons Road, Longstanton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support new residential development at land south of Station Road, Harston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support new residential development in Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

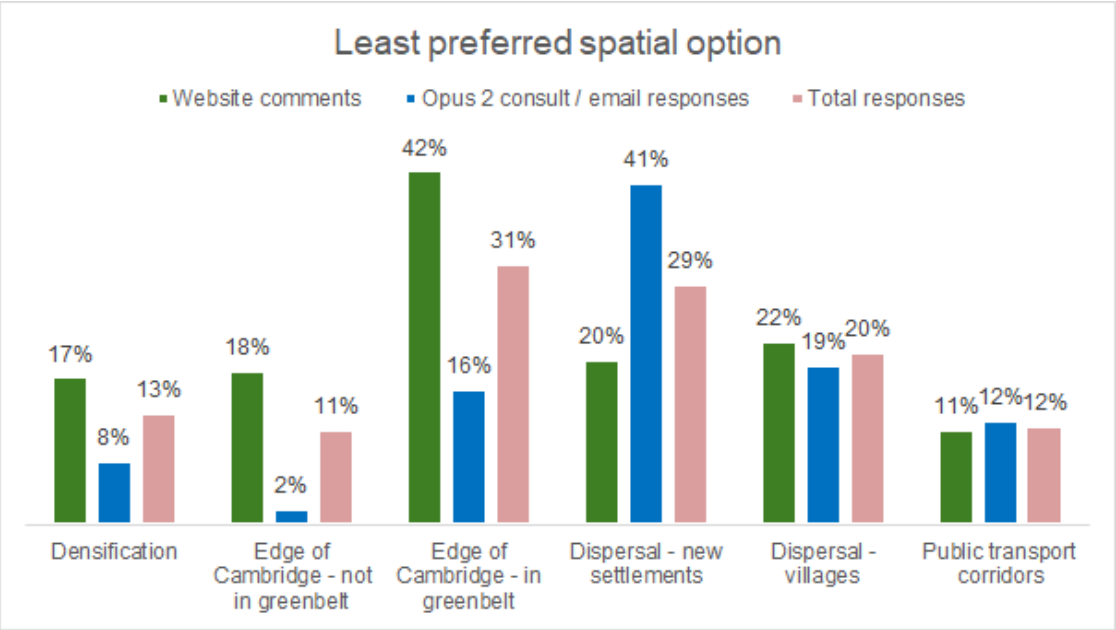
Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support new residential development through a village extension at Fowlmere.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.
New development proposals	Support new residential development through a village extension at Papworth	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why sites have been identified as preferred options and why others have not been taken forward.

Q42. Where should we site new development?



119 website comments and 224 Opus 2 Consult/email responses were received to this question.

Densification was ranked as the preferred location by 35% of respondents overall. There was little disagreement between respondents on different channels. Where respondents would least like to see development was somewhat more divided. Overall, the edge of Cambridge in the Greenbelt, and dispersal in new settlements, were least favoured, but website commenters strongly disfavoured greenbelt sites while Opus 2 Consult/email respondents strongly disfavoured new settlements.



Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development	New development should be in sustainable locations.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Sustainable development	The Local Plan should consider Minerals and Waste safeguarded land when allocating sites.	Noted. The Minerals and Waste Local Plan has been considered through the Housing and Employment Land Availability Assessment process.
Sustainable development	Support development in sustainable locations with infrastructure in place.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Near services and facilities	The Local Plan should consider the availability of services and facilities when siting new development.	Noted, a range of issues were considered through the consideration of development strategy options, including the availability of services and facilities.
Near employment / areas of economic growth	New development should be located near employment opportunities to reduce commutes.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Near employment / areas of economic growth	New development should be located near industrial clusters.	Noted, a range of issues were considered through the consideration of development strategy options, and the testing of potential development sites. The proposals have sought to respond to the needs identified the Employment Land Review Study, with additional allocations which add to the substantial level of employment land supply already committed in the greater Cambridge area.
Near employment / areas of economic growth	Development should be near major economic investment opportunities.	Noted, a range of issues were considered through the consideration of development strategy options, and the testing of potential development sites. The proposals have sought to respond to the needs identified the Employment Land Review Study, with additional allocations which add to the substantial level of employment land supply already committed in the greater Cambridge area.
Near employment / areas of economic growth	Support employment development near housing.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Near sustainable transport options	New development should have access to sustainable and public transport options.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Near sustainable transport options	The Local Plan should consider proximity to public transport for the commute between Essex and Cambridgeshire when allocating sites.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Near sustainable transport options	The Local Plan should consider sustainable transport when siting new development.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Near sustainable transport options	The Local Plan should consider transport infrastructure when allocating sites to reduce car dependency.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Near sustainable transport options	New development should be located along and near transport corridors.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Near sustainable transport options	Village expansion must be met by increased public transport.	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Infrastructure provision	The Local Plan should consider the implications of the growth strategies on sewerage infrastructure, Milton Water Recycling Centre and other areas.	Noted, an Integrated Water Management study has been commissioned to inform the local plan.
Infrastructure provision	The Local Plan should consider the provision of adequate infrastructure, in particular secondary education, when allocating sites.	Noted, the plan will be supported by an Infrastructure delivery plan, which will identify what is needed, when it is needed, and how it will be funded, this will include consideration of education.
Infrastructure provision	Large-scale development should be sustainable with adequate infrastructure provision.	Noted, the plan will be supported by an Infrastructure delivery plan, which will identify what is needed, when it is needed, and how it will be funded.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure provision	Provide a public leisure centre and supermarket in South Cambridgeshire, address parking and school capacity in Whittlesford and provide safe cycle paths and pedestrian crossing points on Duxford Road, Whittlesford.	Noted, the plan will be supported by an Infrastructure delivery plan, which will identify what is needed, when it is needed, and how it will be funded.
Duty to Cooperate	Avoid negative impacts from development by meeting the Duty to Cooperate.	Noted, however the local plan should seek to meet the development needs of the area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The proposed development strategy is considered to offer a sustainable development strategy which is able to respond to development needs taking account of environmental, social and economic issues.
Transport / Transport infrastructure	Ban cars from Cambridge.	Noted. The infrastructure theme includes policy approaches regarding parking, which seek a design led approach, including reduced levels of parking where alternative modes of transport are available.
Transport / Transport infrastructure	Provide safe and high quality cycling and public transport infrastructure.	Noted, the development strategy has been influenced by opportunities to deliver sustainable transport.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport / Transport infrastructure	Transport infrastructure should support employment sites.	Noted, the development strategy has been influenced by opportunities to deliver sustainable transport.
Transport / Transport infrastructure	New development should be supported by new strategic transport infrastructure	Noted, a range of issues were considered through the consideration of development strategy options, including the proximity of homes to jobs as well as the availability of high quality public transport and opportunities for active travel.
Support Green Belt development	Green Belt land should be released to accommodate new development as a last option.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made on the edge of Cambridge given the other options available apart from in in the specific circumstance identified at the Biomedical Campus. A limited number of releases are also proposed in the rural area. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support Green Belt development	Green Belt land should be released to accommodate new development.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made on the edge of Cambridge given the other options available apart from in in the specific circumstance identified at the Biomedical Campus. A limited number of releases are also proposed in the rural area. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support Green Belt development	New development should be on the edge of Cambridge in the Green Belt.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made on the edge of Cambridge given the other options available apart from in in the specific circumstance identified at the Biomedical Campus. A limited number of releases are also proposed in the rural area. More information can be found in the strategy topic paper.
Support Green Belt development	Support Green Belt release where it is sustainable.	Noted, the merits of green belt release have been compared with other strategy options.
Support Green Belt development	Green Belt release should be counterbalanced by expanding the Green Belt elsewhere in Cambridge.	Noted, where green belt is released improvements to other parts of the green belt will also be considered.
Opposition to development	Do not support development on greenfield land.	Noted, whilst the preferred development strategy focuses heavily on previously developed land, an element of green field development is considered appropriate.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to development	Do not support development on the edge of Cambridge.	Noted, however development has been identified at North East Cambridge and Cambridge East, as these areas are considered to offer sustainable development opportunities to meet development needs.
Opposition to development	Do not support development on the Green Belt.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made on the edge of Cambridge given the other options available apart from in in the specific circumstance identified at the Biomedical Campus. A limited number of releases are also proposed in the rural area. More information can be found in the strategy topic paper.
Opposition to development	Do not support development in villages.	Noted.
Opposition to development	Protect and enhance green spaces.	Noted, the Green Infrastructure theme proposes policies which would seek to protect and enhance open spaces.
Opposition to development	Do not support suburban development.	Noted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Bassingbourn can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward.
New development proposals	Cambourne can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Foxton can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Linton can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Longstanton can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Marshalls land at the Cambridge Airport and the sewerage works can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Melbourn can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Orwell can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Sawston and Great Shelford with Stapleford can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Shudy Camps can contribute to growth in the Local Plan.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
Dispersal approach across villages	New development should be dispersed and as extensions to existing villages.	Noted, however a dispersed growth strategy performed least well when compared with a range of other development strategy options, as has not been taken forward.
Dispersal approach across villages	New development should be located in small and medium sites in villages and on village edges.	Noted, however a dispersed growth strategy performed least well when compared with a range of other development strategy options, as has not been taken forward.
Develop car parks	Develop car parks.	Noted, a number of identified development areas, particularly in and on the edge of Cambridge provide opportunities for more efficient land where they benefit from high quality alternative forms of transport.
Support for development in the countryside (not in the Green Belt)	New development should be on the edge of Cambridge outside of the Green Belt.	Noted, the plan proposes development at the Cambridge airport site.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for development in the countryside (not in the Green Belt)	Support development extending into the countryside from existing settlements surrounded by green space and cycle paths.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Growth strategy - densification	Support densification with green space provision and non-car dependent development.	Noted, development proposals in the first proposals seek to achieve high quality developments supported by green infrastructure and with opportunities for active travel.
Growth strategy - densification	Encourage the densification of employment sites.	Noted, policies are included on a range of major employment sites which would seek to support making best use of the land available.
Growth strategy - densification	Densify Cambridge along with increased transport capacity and without harming heritage assets.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Growth strategy	Support brownfield development.	Noted. The proposed development strategy includes proposals to develop a number of significant brownfield sites.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	The Local Plan should allocate a wide range of sites for development in terms of location and size. This will maximise output from a range of developers.	Noted. Existing commitments combined with the proposals in the First Proposals mean that there will be a range of sites available in Greater Cambridge, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, including reflecting the opportunity provide d by East West Rail, in order to focus development in accessible locations, and respond to the challenges of climate change.
Growth strategy	Combine the different growth strategies.	Noted, the preferred development strategy does include elements of development from a number of the strategic approaches available.
Growth strategy	Support the expansion of new settlements and development on the edge of existing settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper. The existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support new settlements, including Garden City scale new settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Growth strategy	The development approach *dispersal: new settlements* should include an option for the expansion of existing settlements.	Noted. The strategy options have considered a wide range of development options.
Flood risk	Consider flood risk and water level management.	Noted. The plan has will be inform ed by a new strategic flood risk assessment, and policies are proposed regarding flooding and water management.
Housing mix	Support varied housing sizes and design reflecting the BBBB report.	Noted, policies in the housing theme address housing mix, seeking a range of housing to meet identified needs.
Housing mix	Provide more affordable housing.	Noted, policies are proposed which would seek a significant proportion of development to be affordable.
Housing mix	The Local Plan should allocate land for C2 specialist housing.	Noted, approaches to specialist housing are set out in the homes theme.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Energy efficiency	Support energy independent and efficient homes.	Noted, the climate change theme includes policy related to net zero carbon homes, which would seek to meet energy needs on site where possible.
Residential mooring	Include an allocation for residential mooring.	Noted. A site is identified in the current local plans to provide residential moorings for house boats. We will keep this under review when we consider how to meet the need identified for boat dwellers in the preparation of the draft Local Plan, including taking account of the needs assessment that has been commissioned.
Housing trajectory	List the phasing of each site's development.	Noted a housing trajectory has been prepared to accompany the First Proposals consultation.
Evidence base / supporting documents	The Sustainability Appraisal should consider all development scenarios.	Noted, the sustainability appraisal has considered a range of development strategy options to inform plan making.
Evidence base / supporting documents	Site allocations in the Local Plan should be informed by an ecological network map of key green spaces.	Noted, plan making has been informed by a green infrastructure opportunity mapping exercise, and policies are proposed in the Green Infrastructure theme.
Evidence base / supporting documents	Complete a Green Belt Review.	Noted, a green belt study of the entire Green Belt has been carried out to support the local plan.

Q43. What do you think about densification?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Health and wellbeing	Densification should not adversely affect health and wellbeing.	Noted, health and wellbeing are important themes for the plan.
Green infrastructure protection	Densification should not result in the loss of open green spaces, including protected green spaces.	Noted, policies proposed would seek to protect green spaces, and ensure any proposals on private gardens were appropriately considered.
Green infrastructure protection	Densification should not result in the loss of green spaces, including private gardens.	Noted, policies proposed would seek to protect green spaces, and ensure any proposals on private gardens were appropriately considered.
Green infrastructure protection	Greenfield land should be preserved.	Noted, the proposed development strategy seeks to use brownfield land when available, but some greenfield land will be needed in order to meet development needs.
Opposition to densification	Objection to densification as a growth strategy	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to densification	Densification should be avoided in existing residential neighbourhoods.	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Opposition to densification	Densification should be controlled.	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Opposition to densification	Do not support densification in Cambridge.	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to densification	Objection to densification based on concerns regarding overcrowding.	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Development will also need to be supported by appropriate services and facilities do that needs can be met.
Opposition to densification	Objection to high density development in rural areas	Noted, policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Opposition to densification	Densification at Cambridge Science Park North would be inappropriate.	Noted. This proposal is located in the green belt, and has not been included as a preferred development option.
Opposition to densification	Densification in Cambridge should be avoided.	Noted, the proposed development strategy seeks to use opportunities for densification, but this must be balanced with issues including impact on local character and heritage. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to densification	Densification is not a reliable strategy.	Noted. The development strategy proposed has sought to identify deliverable options which will enable needs identified to be met.
Densification support	Prioritise densification in industrial clusters.	Noted, the proposals in the local plan will seek densification in appropriate locations.
Densification support	Prioritise densification in new settlements.	Planned new settlements already include higher densities around transport notes, the policy proposal regarding existing new settlements seeks to highlight potential opportunities to explore further opportunities as they are developed.
Densification support	Prioritise densification in public transport corridors.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Densification support	Support the densification of existing campus sites to facilitate new development	Noted, policies have been proposed on campus sites which would seek to support their development and make best use of these sites.
Densification support	Densification should complement other growth strategies.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Densification support	Prioritise densification in the larger villages.	Noted, the development strategy has considered a range of options, including considering a wide range of village sites, further in information can be found in the strategy topic paper.
Densification support	Prioritise densification on brownfield land.	Noted, the proposed development strategy has sought to utilise the available brownfield land opportunities.
Densification support	Prioritise densification on the edge of Cambridge.	Noted, developments are proposed at North East Cambridge and Cambridge east which will support higher densities around transport nodes.
Densification support	Prioritise higher densities in new settlements.	Planned new settlements already include higher densities around transport notes, the policy proposal regarding existing new settlements seeks to highlight potential opportunities to explore further opportunities as they are developed.
Densification support	Prioritise urban densification.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Densification support	Support densification as a growth strategy alongside other options	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Densification support	Support densification in Cambridge.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Densification support	Support densification in urban area, however in villages new sites should be identified	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.
Densification support	Densification should be concentrated through a series of small sites	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Densification support	Densification should be concentrated.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Densification support	Support densification where infrastructure improvements are provided.	Noted, the local plan will be informed by an infrastructure delivery plan, which will identify the infrastructure needed, when it is needed, and how it will be funded.
Character and design	Support densification where it does not have detrimental impact on the character of the surrounding area.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered.
Character and design	The success of densification is dependent upon the quality of design and the long term maintenance of urban areas.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Proposals in the Great Places theme seek to ensure that high quality design would be achieved.
Character and design	Densification should be well-designed.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Proposals in the Great Places theme seek to ensure that high quality design would be achieved.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Character and design	Densification should be accompanied by opportunities for creative redesign of streets and buildings.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Proposals in the Great Places theme seek to ensure that high quality design would be achieved.
Character and design	Densification should enhance historic character.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Proposals in the Great Places theme seek to ensure that high quality design would be achieved, which includes consideration of the historic environment.
Character and design	Tall buildings as a result of densification are discouraged in inappropriate areas. Support for the Councils existing tall buildings policy	Noted. The Great Places theme includes proposed approaches to design, including tall buildings.
Character and design	Densification in villages should respond to local character.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Proposals in the Great Places theme seek to ensure that high quality design would be achieved.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development	Support development in sustainable locations, through a range of growth options	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Sustainable development	Support GB release where this would deliver growth in sustainable locations.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Local new development near accessible sustainable transport options	Higher densities in locations served by public transport, including rail stations.	Noted, Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. The development strategy proposed has focused don areas where access to high quality public transport can be achieved.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local new development near accessible sustainable transport options	New development should be located near sustainable transport options and employment.	Noted, Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. The development strategy proposed has focused on areas where access to high quality public transport, cycling and walking can be achieved.
Local new development near accessible sustainable transport options	Higher densities of high quality designed development in accessible locations.	Noted, Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. The development strategy proposed has focused on areas where access to high quality public transport, cycling and walking can be achieved.
Local new development near accessible sustainable transport options	Densification should be accompanied by cycle routes and public transportation.	Noted, Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. The development strategy proposed has focused on areas where access to high quality public transport, cycling and walking can be achieved.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Local new development near accessible sustainable transport options	Higher densities of residential and employment land uses in locations served by public transport, including rail stations.	Noted, Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. The development strategy proposed has focused on areas where access to high quality public transport, cycling and walking can be achieved.
Growth strategy, not densification	The Local Plan should pursue the development of greenfield land outside the green belt instead of densification.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.
Growth strategy, not densification	Support development in towns near Cambridge.	Noted, however the local plan should seek to meet the development needs of the area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The proposed development strategy is considered to offer a sustainable development strategy which is able to respond to development needs taking account of environmental, social and economic issues.
Growth strategy, not densification	The Local Plan should pursue development dispersed on the edge of Cambridge instead of densification.	Noted, the blended strategy proposed in the First Proposals document seeks to use densification as part of the strategy, but balanced with a number of other strategies.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Biodiversity	The Local Plan should consider biodiversity net gain when planning for densification.	Noted, proposals regarding biodiversity net gain are included in the green infrastructure theme.
New development proposals	104-112 Hills Road can contribute to growth in the Local Plan.	Noted. The First Proposals includes retailing the opportunity area at Cambridge Railway Station, Hills Road Corridor to the City Centre, and Area of Major Change at Station Areas West and Clifton Road. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.
New development proposals	Densification of Cambridge Biomedical Campus can contribute to growth in the Local Plan.	Noted. A policy approach is proposed which would seek to make best use of the exiting campus.
New development proposals	Densification of land near the Cambridge Train Station can contribute to growth in the Local Plan.	Noted, the it is proposed to continue to identify the area as an area of major change and guide the continued evolution of this area.
New development proposals	Kett House and 10 Station Road can contribute to growth in the Local Plan.	Noted. The First Proposals includes retailing the opportunity area at Cambridge Railway Station, Hills Road Corridor to the City Centre, and Area of Major Change at Station Areas West and Clifton Road. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Land to the north of Station Road, Cambridge can contribute to growth in the Local Plan.	Noted. The First Proposals includes retailing the opportunity area at Cambridge Railway Station, Hills Road Corridor to the City Centre, and Area of Major Change at Station Areas West and Clifton Road. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.
New development proposals	Support for development on land at Park Street, Dry Drayton	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.
New development proposals	The Eddington development in North West Cambridge can contribute to growth in the Local Plan.	Note, the proposed development strategy includes development at his site which would seek to make best use of the opportunity it provides.
New development proposals	The land south of Bateman Street, Cambridge can contribute to growth in the Local Plan.	Noted. The First Proposals includes retailing the opportunity area at Cambridge Railway Station, Hills Road Corridor to the City Centre, and Area of Major Change at Station Areas West and Clifton Road. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.
New development proposals	Trumpington South can contribute to growth in the Local Plan.	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Employment densification at West Cambridge and housing densification at North West Cambridge can contribute to growth in the Local Plan.	Noted. The First proposals includes policy approaches which would seek to make best use of these sites.
New development proposals	The Travis Perkins site can contribute to growth in the Local Plan.	Noted, the capacity of this site has been reviewed to inform the proposals for this site.
Infrastructure provision	Adequate infrastructure provision should be delivered to meet higher demand from densification.	Noted, the local plan will be informed by an infrastructure delivery plan, which will identify the infrastructure needed, when it is needed, and how it will be funded.
Policy approach	Allocation policies in the Local Plan should provide appropriate density levels.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Development levels for proposed allocations have also considered these issues.
Policy approach	Densification in rural villages should have a positive impact on the surrounding area.	Noted. Policy proposals in the housing theme seek to guide development density, seeking opportunities for higher densities in accessible areas but also ensuring that local character is considered. Development levels for proposed allocations have also considered these issues.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Protection of the environment	Caution against harm to designated assets in Wicken Fen from densification at Waterbeach.	Noted, any development proposals would need to consider the impact on biodiversity assets. The local plan will be accompanied by a Habitats Regulations assessment.

Q44. What do you think about developing around the edge of Cambridge on land outside the Green Belt?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Flood risk	Concerns regarding future flood risk	Noted, development identified in these areas are in flood zone 1, and detailed measures will be required to ensure they are safe form flooding and do not increase flood risk elsewhere.
Green infrastructure provision	Development around the edge of Cambridge outside of the Green Belt should be accompanied by an appropriate amount of recreational green spaces.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt. North East Cambridge and Cambridge East will need to include a range of open spaces which contribute to making great places.
Green infrastructure provision	Development around the edge of Cambridge outside of the Green Belt should be accompanied by green corridors.	Noted. Green corridors represent important part of the Cambridge green belt, and the approaches set out in the First proposals seek to maintain these.
Green infrastructure provision	Development around the edge of Cambridge outside of the Green Belt should be accompanied by green infrastructure.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt. North East Cambridge and Cambridge East will need to include a range of open spaces which contribute to making great places.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green infrastructure provision	Development around the edge of Cambridge outside of the Green Belt should be accompanied by green spaces in the north east of Cambridge.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt. North East Cambridge and Cambridge East will need to include a range of open spaces which contribute to making great places.
Green infrastructure provision	Development around the edge of Cambridge outside of the Green Belt should be accompanied by green spaces.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt. North East Cambridge and Cambridge East will need to include a range of open spaces which contribute to making great places.
Green infrastructure provision	Land should be allocated for a new forest in Cambridge.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt.
Transport	Development on the edge of Cambridge outside of the Green Belt should be accessible by public transport and cycling infrastructure.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Transport	Development around the edge of Cambridge outside of the Green Belt should be situated along the East West Rail scheme.	Noted, the broad location proposed at Cambourne has sought to recognise the opportunity provided by East West Rail.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport	Development around the edge of Cambridge outside of the Green Belt should be accompanied by sustainable transportation options.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Transport	Development around the edge of Cambridge outside of the Green Belt should have adequate transportation options.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Transport	Prioritise Green Belt development with sustainable transport connections.	Noted. Developments in these areas outside the green belt provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Impact on the environment, flora and fauna	Development around the edge of Cambridge outside of the Green Belt should not adversely affect the environment.	Noted. Developments proposed will be required to achieve biodiversity net gain, and support the delivery of green infrastructure.
Impact on the environment, flora and fauna	Development around the edge of Cambridge outside of the Green Belt should not harm the Green Belt.	Noted. Developments proposed will be required to achieve biodiversity net gain, and support the delivery of green infrastructure.
Impact on the environment, flora and fauna	Development around the edge of Cambridge outside of the Green Belt should be accompanied by wildlife areas.	Noted. Developments proposed will be required to achieve biodiversity net gain, and support the delivery of green infrastructure.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Impact on the environment, flora and fauna	Development on the edge of Cambridge outside of the Green Belt should not result in the loss of valuable habitats.	Noted. Developments proposed will be required to achieve biodiversity net gain, and support the delivery of green infrastructure.
Impact on the historic environment	Development should be sensitive to the Conservation Area at Teversham.	Noted, the form of development will be informed by a heritage impact assessment to ensure impacts are fully considered.
Design	Development around the edge of Cambridge outside of the Green Belt should be of a high standard.	Noted. A range of policies are suggested in the First Proposals consultation which would seek to ensure that development is of a high quality.
Cambridge Airport	Development at Cambridge Airport should be viewed as a long-term solution to meet employment needs in the science and technology sectors.	Noted. Proposals for the site would require provision of a range of employment opportunities.
Cambridge Airport	Development of Cambridge Airport should be a long-term strategy, and should therefore not be included in the Plan as an allocation	Noted, however, it is anticipated that the site will become available during the plan period, and this is reflected in the proposed development strategy.
Cambridge Airport	Realistic timescales for the relocation and redevelopment of Cambridge Airport must be considered in the Plan.	Noted, however, it is anticipated that the site will become available during the plan period, and this is reflected in the proposed development strategy.
Cambridge Airport	Support development at Cambridge Airport.	Noted.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Cambridge Airport	Wyton Airfield is not available for relocation of Cambridge Airport.	Noted.
Opposition to development	Avoid development in the Green Belt.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The befits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart form in in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Opposition to development	Do not support development around the edge of Cambridge outside the Green Belt.	Noted, however following consideration of the development needs, and the alternative approaches to meeting those needs it is considered that land on the edge of Cambridge outside the green belt should form part of the future development strategy.
Opposition to development	Object to development on the edge of Cambridge outside of the Green Belt.	Noted, however following consideration of the development needs, and the alternative approaches to meeting those needs it is considered that land on the edge of Cambridge outside the green belt should form part of the future development strategy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to development	Development outside of the green belt forming an arc of urban development is discouraged.	Noted, however following consideration of the development needs, and the alternative approaches to meeting those needs it is considered that land on the edge of Cambridge outside the green belt should form part of the future development strategy.
Support for densification	Densification should be the first growth strategy.	Noted. Policy proposals in the First Proposals housing section seek to ensure developments deliver higher densities where appropriate to local character and where sustainable transport opportunities are available. A number of developments are identified in Cambridge, and in areas on the edge of Cambridge which provide opportunities for development, including areas of higher densities.
Growth strategy	Development on the edge of Cambridge outside of the Green Belt should complement other growth strategies.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. More information can be found in the strategy topic paper.
Growth strategy	Prioritise development east of Cambridge outside of the Green Belt.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Prioritise development in or near the Green Belt in close proximity to Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. More information can be found in the strategy topic paper.
Growth strategy	Prioritise development in villages in proximity to Cambridge.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
Growth strategy	Prioritise development in villages in proximity to employment opportunities.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
Growth strategy	Prioritise development south of Cambridge outside of the Green Belt.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. A range of alternative strategies were considered. More information can be found in the strategy topic paper.
Growth strategy	Development should be dispersed in villages.	Noted, a range of strategy approaches were considered. A dispersed strategy performed poorly in regard to a range of issues, and has not been taken forward as a preferred approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Development opportunities west and south of Cambridge should be explored.	Noted, a range of strategy approaches were considered, including further development in the green belt. However, these option shave not been identified as the preferred development strategy.
Growth strategy	Development around the edge of Cambridge outside of the Green Belt should be in proximity to Cambridge.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	Support development around the edge of Cambridge outside of the Green Belt in sustainable communities.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	Support development around the edge of Cambridge outside the Green Belt in sustainable locations within certain suitable villages.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
Growth strategy	Support development around the edge of Cambridge outside the Green Belt in sustainable locations.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	Support development around the edge of Cambridge outside the Green Belt where green infrastructure is provided.	Noted, development will be required to be accompanied by infrastructure to meet the needs generated.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support development around the edge of Cambridge outside the Green Belt.	Noted, the development strategy includes site proposals.
Growth strategy	Support development dispersed in the Green Belt.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
Growth strategy	Support development of brownfield land.	Noted, the development strategy identified includes brownfield land on the edge of Cambridge.
Growth strategy	Support development on the edge of Cambridge outside of the Green Belt in sustainable locations.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	Support development to the east of Cambridge outside the Green Belt in sustainable locations.	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	Support new development along key public transport corridors in close proximity to Cambridge	Noted. Developments in these areas provide opportunities to focus development where high quality public transport is available, as well as supporting travel by walking and cycling.
Growth strategy	There should not be an over-reliance on one approach, a range of growth strategies should be included in the new Plan.	Noted, the First Proposals is accompanied by a housing trajectory showing how these sites could contribute to meeting needs in the latter part of the plan period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	To provide an appropriate mix of housing, and range of growth strategies should be included in the new Plan.	Noted, the First Proposals is accompanied by a housing trajectory showing how these sites could contribute to meeting needs in the latter part of the plan period. They will form part of a wider strategy which will ensure a range of sites are available to deliver homes and jobs.
Affordable housing provision	The Local Plan should allocate sites able to deliver policy compliant levels of affordable housing.	Noted, the plan is subject to an ongoing infrastructure delivery plan and viability assessment process.
New development proposals	Development of Land to the east of Cambridge outside the Green Belt and around Cambridge North station can contribute to growth in the Local Plan.	Noted, the development strategy includes site proposals.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support for the extension of the CUH campus into the Green Belt to accommodate growth in hospital facilities	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The befits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart form in in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper. It is considered that exceptional circumstances may existing to justify a limited release to meet the continued needs of the nationally important campus.
New development proposals	The new Local Plan should consider Teversham when identifying growth proposals	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.
New development proposals	Trumpington Park and Ride can contribute to growth in the Local Plan.	Noted, the existing Trumpington Park and Ride site is intended to continue to operate alongside the new facility being planned nearby.
New development proposals	Development at Station Fields can contribute to growth in the Local Plan.	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Development in Duxford can contribute to growth in the Local Plan.	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.
New development proposals	The Dairy Farm can contribute to growth in the Local Plan.	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.
New development proposals	The Brickyard Farm site can contribute to growth in the Local Plan.	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.
New development proposals	Support development on the fringe of Cambridge, and at Ickleton	Noted, the strategy topic paper details how a range of development strategy options were considered prior to identification of the preferred approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development around Cambridge Biomedical Campus.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The befits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart form in in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper. It is considered that exceptional circumstances may existing to justify a limited release to meet the continued needs of the nationally important campus.
New development proposals	Expansion of Northstowe can contribute to growth in the Local Plan.	Noted, the existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.

Q45. What do you think about developing around the edge of Cambridge in the Green Belt?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to Green Belt development	Do not support the allocation of (1) the green corridor between Trumpington Meadows, Hauxton Road and the M11; (2) the land to the south of Addenbrooke's Road, between the M11 and the west side of Shelford Road; (3) land to the west of Trumpington Road, from Trumpington village to Latham Road; (4) land to the south of Addenbrooke's Road, between the east side of Shelford Road and Granham's Road; and (5) land to the south east of the Cambridge Biomedical Campus, including White Hill towards Granham's Road and the approaches to Magog Down as development sites in the new Local Plan.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper. Objection to development south of Cambridge is noted, however, it is considered that exceptional circumstances may existing to justify a limited release to meet the continued needs of the nationally important campus.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to Green Belt development	Do not support the release of Green Belt land around the edge of Cambridge and in Fulbourn.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Opposition to Green Belt development	Do not support the release of Green Belt land around the edge of Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to Green Belt development	Do not support the release of Green Belt land to the west.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Opposition to Green Belt development	Green Belt development increases commuting. Do not therefore support the release of Green Belt land around the edge of Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to Green Belt development	Support for protection of Green Belt land with high biodiversity and landscape value.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Opposition to Green Belt development	Do not support the release of Green Belt land.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Sustainable design	Encourage the use of timber to provide carbon neutral development	Noted. Policy proposals in the climate change theme would require net zero carbon homes.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport	Support developing guided bus route stations.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered, this includes consideration of sustainable transport opportunities.
Green infrastructure provision	Green spaces linking Cambridge City Centre with the edge of the city should be provided	Noted. Green corridors represent important part of the Cambridge green belt, and the approaches set out in the First proposals seek to maintain these.
Support for sustainable development	Support a mixed strategy with development in sustainable locations.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for sustainable development	Support development in sustainable locations.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Seek improvements to the Green Belt	Enhance the use of the Green Belt.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for development linked to transport connections	Support development in the Green Belt along transport corridors.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Support for development linked to transport connections	Support for urban extensions on the edge of Cambridge, linking to existing transport networks	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for development linked to transport connections	Support Green Belt release along transport corridors.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Support for development linked to transport connections	Support Green Belt release near train lines to support sustainable travel	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support for development linked to transport connections	Support Green Belt release where appropriate sustainable transport links will be provided	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Green Belt release should be adopted after all alternatives have been exhausted.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development dispersed in villages.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements.
Preferred growth strategy	Support development dispersed in ring of woodland around edge of Cambridge.	Noted, the green infrastructure theme identifies a range of projects which could enhance the area, which include improvements to areas of green belt.
Preferred growth strategy	Support development in and outside the Green Belt around the edge of Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support development in sustainable villages in and outside of the Green Belt on the edge of Cambridge.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development in the Green Belt around the edge of Cambridge	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support development in the Green Belt around the edge of Cambridge when all other options have been assessed.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development in the Green Belt around the edge of Cambridge where garden towns and villages are built.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support development in the Green Belt around the edge of Cambridge where sustainable and with green spaces.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development in the Green Belt around the edge of Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support for GB release where new GB areas are identified where necessary to avoid coalescence.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support Green Belt release and avoid coalescence.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support garden towns.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development of small towns.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Preferred growth strategy	Support Green Belt release in existing villages.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
Preferred growth strategy	Support Green Belt release on the edges of South Cambridgeshire villages before releasing Green Belt land on the edge of Cambridge.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge particularly on land outside the green belt.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support Green Belt release where this would deliver growth in sustainable locations.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support Green Belt where this would not harm the environment.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support sustainable development in the Green Belt around the edge of Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Preferred growth strategy	Support the sustainable development of villages in the area	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements. The applying settlement boundaries policies is also proposed to continue.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Sustainable options outside the Green Belt should be considered in the first instance	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
Support densification	Support higher density development in urban areas through taller buildings in Cambridge. This approach is preferred instead of Green Belt release.	Noted. Policy proposals in the First Proposals housing section seek to ensure developments deliver higher densities where appropriate to local character and where sustainable transport opportunities are available. A number of developments are identified in Cambridge, and in areas on the edge of Cambridge which provide opportunities for development, including areas of higher densities.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support densification	Support increased densities and building heights near to sustainable transport	Noted. Policy proposals in the First Proposals housing section seek to ensure developments deliver higher densities where appropriate to local character and where sustainable transport opportunities are available. A number of developments are identified in Cambridge, and in areas on the edge of Cambridge which provide opportunities for development, including areas of higher densities.
New development proposals	Support development in Teversham Village.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support Green Belt release for development between Cambridge and the M11.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of Cambourne.	Noted, Cambourne has been identified in the proposed strategy as a broad location for future development in association with the proposed railway station.
New development proposals	Support the development of Green Belt land east of Ditton Lane, near Fen Ditton	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support the development of Green Belt land west of South Street, Comberton	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of Trumpington South.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support the release of land at Maarnford Farm in Duxford.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support the release of Green Belt land at Whittlesford and Whittlesford Bridge.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development in the north east of Cottenham.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of a new garden village at Croxton.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support development of Boxworth End, Swavesey.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development of Cambridge Science Park North.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of Fulbourn.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development of Gas Field, east of the M11.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development of Kingfisher Way Cottenham.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development of land at Ely Road, Milton.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Fen Road, Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development of land at Fulbourn Road, Teversham.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Horningsea Road.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development of land at Park Street, Dry Drayton.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Thorpe, Huntingdon road	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development of land north of Barton Road	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land of Cabbage Moor at Great Shelford.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development in Great Shelford.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development of the Marleigh site.	Noted, this development was removed from the green belt through the previous local plan, and is being developed.
New development proposals	Support development off Comberton Road, Toft.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development off Limekiln Road in Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.
New development proposals	Support development along Dry Drayton Road.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development and expansion of the Cambridge Biomedical Campus into the Green Belt.	Noted, the strategy topic paper details how it is considered that there may be exceptional circumstances for a limited green belt release.
New development proposals	Support development around the Biomedical Campus.	Noted, the strategy topic paper details how it is considered that there may be exceptional circumstances for a limited green belt release.
New development proposals	Support development at Bannold Road, Waterbeach.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development at Fen End, Willingham.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development at Histon.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development at Priest Lane, Willingham.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development at Sawston.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.
New development proposals	Support development at South West Cambridge.	Noted. The proposed options focuses additional development beyond existing commitments onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. The benefits of further development on the edge of Cambridge were considered in the comparison of the different strategy options available to the plan, but it not considered that further green belt release should be made given the other options available apart from in the specific circumstance identified at the Biomedical Campus. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development at Stow-cum-Quy.	Noted, the strategy topic paper details how options in the green belt at the more sustainable villages have been considered.

Q46. What do you think about creating planned new settlements?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Housing should be provided through a mixed strategy, including a range of site sizes.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Growth strategy	Support expanding existing settlements and infrastructure.	Noted. Opportunities to improve infrastructure will be supported, but a distribute strategy of growth in villages would be less sustainable by the preferred strategy.
Growth strategy	Support expanding existing villages.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements. The applying settlement boundaries policies is also proposed to continue.
Growth strategy	Develop land at Cambridge Airport.	Noted, the proposed development strategy includes the Cambridge Airport site.
Growth strategy	Support growth areas on the edge of Cambridge in the Green Belt.	Noted, the proposed development strategy focuses development of opportunities for development outside the Green Belt. Whilst the sustainability benefits of the edge of Cambridge are acknowledged, it is considered that other sites are available that can deliver a sustainable development strategy without requiring large scale green belt release ion the edge of the City.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Growth strategy	Support new growth areas on the edge of Cambridge.	Noted, the proposed development strategy focuses development of opportunities for development outside the Green Belt. Whilst the sustainability benefits of the edge of Cambridge are acknowledged, it is considered that other sites are available that can deliver a sustainable development strategy without requiring large scale green belt release ion the edge of the City.
Growth strategy	New settlements can be effective in supporting housing delivery, but should not be the only approach within the strategy.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Densification	Support high density development near sustainable transportation.	Noted, the availability of sustainable transport opportunities has been a key consideration when determining the preferred development strategy.
Affordable housing	Support development which provides policy compliant levels of affordable housing.	Noted, the plan is subject to an ongoing infrastructure delivery plan and viability assessment process.
Green infrastructure provision	Support Green Belt release where green corridors are kept.	Noted. Green corridors represent important part of the Cambridge green belt, and the approaches set out in the First proposals seek to maintain these.
Historic environment	Support planned new settlements where sensitive to the historic environment.	Noted, impact on the historic environment has been considered when testing potential strategy and site options.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Coalescence	Support planned new settlements with clear settlement separation from villages.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Transport and accessibility to services and facilities	Support planned new settlements with existing transport links.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Transport and accessibility to services and facilities	Support planned new settlement where they form part of public transport corridors.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport and accessibility to services and facilities	Support planned new settlements with facilities and public transport access.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Transport and accessibility to services and facilities	Services and facilities should be accessible by walking	Noted, the availability of sustainable transport opportunities has been a key consideration when determining the preferred development strategy. However, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Transport and accessibility to services and facilities	Support planned new settlements with sustainable transport options.	Noted, the availability of sustainable transport opportunities has been a key consideration when determining the preferred development strategy. However, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport and accessibility to services and facilities	Support sustainable planned new settlements where public transport and other infrastructure is provided.	Noted, the availability of sustainable transport opportunities has been a key consideration when determining the preferred development strategy. However, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Infrastructure provision	New settlements should be supported by appropriate infrastructure provision.	Noted. Whilst further new settlements are not proposed, the plan will be accompanied by a range of evidence regarding the deliverability of the strategy it proposes, including evidence regarding infrastructure and viability.
Infrastructure provision	Support improving infrastructure of existing villages before creating planned new settlements.	Noted. Opportunities to improve infrastructure will be supported, but a distribute strategy of growth in villages would be less sustainable by the preferred strategy.
Accessibility to employment	Support development in proximity to employment.	Noted, proximity to employment and sustainable transport opportunities have been key considerations for the proposed development strategy. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development	Support planned new settlements where sustainably connected to Cambridge.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Sustainable development	Support development that delivers sustainable growth.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Sustainable development	Support planned new settlements where sustainable with appropriate services and facilities.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development	Support growth in sustainable locations near Cambridge.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Sustainable development	Support settlements which accommodate a diverse community, providing housing, services and facilities which accommodate a range of needs.	Noted, the policy proposals in the First Proposals consultation include a range of measures that would seek to deliver a mix of housing, supported by appropriate services and infrastructure.
Sustainable design	Support sustainably-designed new development.	Noted, the policy proposals in the First Proposals consultation include a range of measures that would require buildings and developments to be sustainable.
Sustainable design	Encourage the use of timber to provide carbon neutral development	Noted, the policy proposals in the First Proposals consultation include a range of measures that would require buildings and developments to be sustainable.
Oppose new settlements	Do not support planned new settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support new settlements	Support the completion and expansion of planned new settlements approved in the 2018 Local Plan.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper. The existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.
Support new settlements	Support well-planned new settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	Support planned new settlements and expanding existing settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support new settlements	Support planned new settlements and other growth strategies.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	Support planned new settlements on brownfield land only.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	Support new settlements which support the delivery of Garden City principles in new development.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	Support completing existing settlements, particularly north of Cambridge.	Noted, the existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Support new settlements	Large scale settlements can support the delivery of infrastructure and the development of low/zero carbon lifestyles	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	New settlements can support the delivery of Garden City principles in new development	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
Support new settlements	Support planned new settlements.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Evidence base	Demonstrating the delivery of new settlements within a LP can be difficult	Noted. Whilst further new settlements are not proposed, the plan will be accompanied by a range of evidence regarding the deliverability of the strategy it proposes, including evidence regarding infrastructure and viability.
Evidence base	The outcome of existing planned new settlements should be assessed before further creating planned new settlements.	Noted, the existing planned new settlements now either have planning permissions, or have been resolved to grant.
New development proposals	Support allocating sites at Shepreth, Sawston and Whittlesford Parkway.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the extension of existing new settlements at Waterbeach, Northstowe and Cambourne/Bourn airfield.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper. The existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support joining Linton and Abington with a new settlement.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support joining Linton and Hildersham with a new settlement.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support expanding Linton.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support expansion of the Cambridge Biomedical Campus.	Noted, the future of the Biomedical Campus has been considered in the Strategy topic paper, and proposed approaches regarding land allocations are included in the First Proposals consultation.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support growth and a new rail link between Cambridge and Cambourne, Northstowe, Bourn and Waterbeach.	Noted. A new rail link is proposed by East West rail which would include a station at Cambourne, the future opportunities provided by this have been recognised in the proposed development strategy.
New development proposals	Support development of Station Fields.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support expanding Duxford.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support development of Cambourne.	Noted. A new rail link is proposed by East West rail which would include a station at Cambourne, the future opportunities provided by this have been recognised in the proposed development strategy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Croxton.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support development of land at Park Street, Dry Drayton.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.
New development proposals	Support development of land north of the A428, Cambourne.	Noted. A new rail link is proposed by East West rail which would include a station at Cambourne, the future opportunities provided by this have been recognised in the proposed development strategy.
New development proposals	Support development at Northstowe, Waterbeach and Bourn.	Noted, the existing planned new settlements such as Northstowe, remain an important part of the development strategy for the area and will continue delivering new homes during the plan period. The representor seeks further developments in association with rail provision at Northstowe, but that is not the approach proposed by East West Rail.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New settlement proposals	Support a new town in the East-West arc.	Noted, issues regarding planning across the arc will be considered by the Ox Cam Framework.
New settlement proposals	Support planned new settlement at Six Mile Bottom.	Noted. Whilst the potential of further new settlements was considered though the strategy options assessments, the proposed options focuses additional development onto brownfield sites on the edge of Cambridge, and in the future at Cambourne where a new railway station is planned. This approach is considered more sustainable, and responds to evidence, including regarding transport and net zero carbon. More information can be found in the strategy topic paper.

Q47. What do you think about growing our villages?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green Belt review	A review of the Green Belt (GB) should be undertaken to ensure identified GB areas remain appropriate.	Noted, a green belt study of the entire Green Belt has been carried out to support the local plan.
Opposition to development	Do not support growth in Fulbourn until the impacts of recent permission are fully understood	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements. Applying settlement boundaries policies is also proposed to continue.
Opposition to development	Do not support the growth of villages through a dispersal strategy. Support for developing homes and businesses in the city centre	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements. Applying settlement boundaries policies is also proposed to continue.
Opposition to development	Do not support the growth of villages, existing development boundaries should be maintained.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements. Applying settlement boundaries policies is also proposed to continue.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Opposition to development	Do not support the growth of villages.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements.
Opposition to development	Do not support the release of GB land	Noted. Green Belt has been appropriately considered through the plan making process in line with national planning policy. The proposed options include a number of limited green belt releases, responding to site specific circumstances.
Opposition to development	Villages lack adequate facilities and infrastructure to support growth.	Noted. The site allocation process has considered the level of services available at villages, more information can be found in the Strategy topic paper.
Character and design	Growth in villages should reflect local character.	Noted, impact on townscape, landscape and heritage have been important considerations in the site testing process through the Strategic Housing Land Availability Assessment.
Historic environment protection	Growth of villages should consider the historic environment.	Noted, impact on townscape, landscape and heritage have been important considerations in the site testing process through the Strategic Housing Land Availability Assessment.
Affordable housing	Prioritise affordable housing in Cambridge.	Noted, the proposals put forward in the consultation would enable the delivery of significant levels of affordable housing in and on the edge of Cambridge.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Meeting local housing needs	Prioritise housing for the local community.	Noted, a range of policies in the housing theme seek to respond to local housing needs.
Sustainable design	Support carbon neutral developments in villages.	Noted. Policy proposals in the climate change theme would require net zero carbon homes.
Densification	Support densification of sites close to village centres.	Noted. Policies in the Great Places theme seek to enable higher densities particular in accessible locations.
Employment	Support allocation of employment sites in rural areas.	Noted, the proposals include a number of small allocations near to villages, and the jobs theme include policies that would support appropriately scaled proposals coming forward through planning applications at villages.
Preferred growth strategy	Support a mixed growth strategy of growth in Cambridge city and in surrounding villages	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support a mixed growth strategy approach to housing delivery in the Local Plan.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support development of minor rural and rural centres.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Development of villages should be limited to rural centres, minor rural centres and new settlements only after the consideration of more sustainable options.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support development on village edges.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development ibn accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support growth in villages in and near settlement boundaries.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support growth in villages which is determined through local consultation.	Noted. The councils are seeking to engage with communities during the local plan preparation.
Preferred growth strategy	Support the development of villages outside of the Green Belt	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support growth of villages in the Green Belt.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change. Many of the most sustainable villages are located in the Green Belt, and this has been fully considered when developing the proposed strategy.
Preferred growth strategy	Support the growth of existing settlements.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support limited development in villages	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support sensitive development of villages.	Noted. The proposed options include a number of village sites, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support sustainable development in villages for small to medium sized growth	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support the growth of infill villages to make services more sustainable.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change. Growing infill villages is challenging, as they have very few services, and the scale of growth required to significantly enhance services would be significantly larger than the villages currently are. Policies are included to support infill within the villages, or rural exception site s to help meet local housing need.
Preferred growth strategy	The Local Plan growth strategy should include a range of sites, including small sites and medium sites in villages as part of the strategy.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change. A range of sites should be included, but this needs to be balanced with the need to deliver a sustainable development strategy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Preferred growth strategy	Support the growth of villages with development meeting diverse housing needs.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Growth should take place in villages to a size which can support new employment, services and facilities	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.
Preferred growth strategy	Support the growth of villages located close to Cambridge, employment, transport corridors, and have good services and facilities	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Policy approach	The existing policies concerning village growth should be retained.	Noted, approaches to settlement hierarchy and settlement boundaries are proposed in the strategy section of the First Proposals report.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Provision of sustainable transport links	Expanding villages should be connected by walking cycling infrastructure.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	Growth in villages should be accompanied by public transport.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	Support the development of larger villages with public transportation.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	Support large scale growth of villages with good public transport connections.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	Support growth of villages along and near transport corridors.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	Support the growth of villages, especially in south Cambridgeshire where there are good sustainable transport links.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Provision of sustainable transport links	The Local Plan should only propose development in sustainable locations, with sustainable transport links	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	The Local Plan should only propose development in sustainable locations, with sustainable transport links and good access to services and facilities	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	The Local Plan should only propose development in sustainable village locations, with good access to transport corridors and infrastructure.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of sustainable transport links	The Local Plan should only propose development in sustainable village locations, with good access to transportation.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of infrastructure, services and facilities	Development of villages should only take place where infrastructure will be improved appropriately to accommodate growth	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Provision of infrastructure, services and facilities	Support the development of villages with the provision of infrastructure, green spaces and community facilities.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Provision of infrastructure, services and facilities	Support the growth of villages, to provide more services and facilities within the villages.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Sustainable development	Support the growth of villages in sustainable locations.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Sustainable development	The Local Plan should only propose development in sustainable village locations with an appropriate social mix.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Sustainable development	The Local Plan should only propose development in sustainable village locations, with good access to essential services.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development	The Local Plan should only propose development in sustainable village locations, with good access to infrastructure, services and facilities.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Sustainable development	The LP should only propose development in sustainable village locations, with adequate infrastructure.	Noted, the site selection process has considered the services facilities and transport available at settlements. More information can be found in the strategy topic paper.
Sustainable development	Support growth in sustainable village locations which supports local jobs.	Noted, the proposals include a number of small allocations near to villages, and the jobs theme include policies that would support appropriately scaled proposals coming forward through planning applications at villages.
Settlement boundaries review	The Local Plan should reconsider the settlement boundaries of villages according to their potential for sustainable growth.	Noted. The proposed options include a number of village sites in addition to existing commitments, but the overall balance of proposals seek to allocate a greater focus of growth on Cambridge and new settlements, in order to focus development in accessible locations, and respond to the challenges of climate change.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Settlement hierarchy	The new Local Plan should reclassify Cambourne within the settlement hierarchy as a town.	Noted, the settlement hierarchy proposed in the strategy section would include Cambourne as a town.
Settlement hierarchy	The new Local Plan should update the settlement hierarchy based on sustainability criteria.	Noted. A review of the settlement hierarchy has been undertaken, and the outcome has informed policy proposals in the strategy section.
New development proposals	Support the growth of Linton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Longstanton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of medium sized villages like Longstanton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Melbourn and Meldreth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Milton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Orwell.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Papworth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Shepreth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Steeple Morden.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Swavesey	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of the Cambourne West development.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of the Cambridge Biomedical Campus.	Noted, the future of the Biomedical Campus has been considered in the Strategy topic paper, and proposed approaches regarding land allocations are included in the First Proposals consultation.
New development proposals	Support the development of land off Halsham Road, Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the further growth of Waterbeach.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Balsham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Cambridge East.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Coton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Croxton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Duxford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Great Abington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Great Chishill.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Great Shelford and Stapleford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Greater Chesterford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of group villages like Histon and Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of group villages like Orwell.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Guilden Morden.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the growth of Histon, Impington and Girton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Ickleton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the growth of Impington and Histon.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the allocation of land at 13 Newton Road, Little Shelford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the delivery of market and affordable housing in villages.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the development of land at the 'Moor', Melbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of land at Triangle Farm, Fowlmere.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the development of land east of Ditton Lane, Fen Ditton	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the development of land off Home End, Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support the development of land on the West side of South Street, Comberton	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the development of land south of Dry Drayton Road, Oakington	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support the development of land to the south of The Causeway, Kneesworth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support growth of Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support growth of land rear of 113 Cottenham Road in Histon.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of site 178, Land east of Sawston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of Whittlesford Bridge.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support developments in villages including Bassingbourn, Guilden Morden, Steeple Morden, Foxton, Landbeach, Sawston and Shepreth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of Crow's Nest Farm to the south of Papworth Everard.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of Fen Drayton Road, Swavesey.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land adjacent to Balsham Road, Linton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Albert Road, Stow-cum-Quay.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Ambrose Way, Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Beach Road, Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Bennell Farm, Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Fen End, Willingham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of Land at Fishers Lane, Orwell.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Fulbourn Road, Teversham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Horningsea Road, Fen Ditton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Long Lane, Fowlmere	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of Land at Maarnford Farm, Hunts Road, Duxford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Meadow Drift, Elsworth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Mill Lane, Sawston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Park Lane in Dry Drayton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land at Park Street, Dry Dayton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land at Two Mill Field and land to the north of Oakington Road in Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land east and west of St Mary's Lane in Great Abington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land east of Cambridge Road, Hardwick.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land east of Hinton Way and land west of Haverhill Road in Stapleford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of Land east of Long Road, Comberton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land north of Common Lane in Fulbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land north of Oakington Road, Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land of Beach Road, Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land off Ashwell Road, Steeple Morden.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off Bury Farm, Meldreth.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off Cambridge Road, Great Shelford.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land off Comberton Road, Toft.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off High Street in Balsham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off Leaden Hill in Orwell.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land off Poplar Farm Close, land off Elbourn Way, and, land off The Causeway.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off Royston Road in Foxton	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land off Shepreth Road, Foxton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of Land south of Common Lane, Sawston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land south of Fowlmere.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land south of Hattons Road, Longstanton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land south of Milton Road, Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land south of Oakington Road, Cottenham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land south of Old House Road in Balsham.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land south of St Neots Road, Eltisley.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land south of Station Road, Harston.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land to the east of the Ridgeway and Old Pinewood Way, Papworth Everard	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land to the north of Main Street, Shudy Campus.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land to the north of Park Lane and to the west of Croft Close, Histon.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land to the rear of Woodcock Close and St George's Way, Histon and Impington.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land to the west of Cambridge Road, Melbourn.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land west of Linton.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,
New development proposals	Support development of land west of Station Road, Cambridge.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
New development proposals	Support development of land to the west of Mill Street, Gamlingay.	Noted. Site options suggested have been tested through the Housing and Employment Land Availability Assessment, which has considered their availability, suitability and deliverability. The consideration of development strategy options and sites is detailed in the Strategy Topic Paper. This identifies why site shave been identified as preferred options and why others have not been taken forward,

Q48. What do you think about siting development along transport corridors?

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Growth impacts	Consider the impact of large park and ride areas on existing settlements, particularly in relation to increased traffic	Noted. The traffic impacts of Park and Ride proposals are considered when the schemes are being developed, including those schemes being development by the Greater Cambridge Partnership.
Growth impacts	Mitigate the impact on transport corridors from new development.	Noted. The local plan is being informed by a transport study, which is considering the transport impacts of new development and mitigation measures that would be required.
Growth impacts	Development along transport corridors should consider the impact on public transportation outside of Cambridge.	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Growth impacts	Development along transport corridors should not impact on the growth of market towns through the Combined Authority's Prospectuses for Growth programme.	Noted, the Councils have and will continue to engage with the combined authority during development of the local plan.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Growth impacts	Support development along transport corridors where there are no impacts from pollution on communities.	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Opposition to development	Do not support development along transport corridors in south Cambridgeshire.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Opposition to development	Do not support development along transport corridors where it results in Green Belt release.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. In a small number of cases sites are proposed in the Green Belt. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Opposition to development	Do not support development along transport corridors where this introduces public transportation in villages.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Opposition to development	Do not support development along transport corridors.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Opposition to development	Do not support development in Melbourn.	Noted. The Councils have fully considered development strategy options and sites when considered site allocations for the First Proposals.
Opposition to development	Do not support development near roads with considerable traffic.	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Opposition to development	Do not support development of infill villages.	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. A dispersed development strategy, or significant growth at infill villages, have not been included in the First Proposals.
Village development	Support development of villages along highway corridors.	Noted, although whilst highway access is important, a key consideration has been access to public transport, walking and cycling opportunities.
Village development	Support development of villages along transport corridors which are not in the Green Belt.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. In a small number of cases sites are proposed in the Green Belt. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Village development	Support development of villages south of Cambridge.	Noted, a wide range of development strategy and site options were considered, including development in villages south of Cambridge.
Village development	Support development of villages west of Cambridge.	Noted, a wide range of development strategy and site options were considered, including development in villages west of Cambridge.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Development patterns	Support clustered developments along public transport corridors.	Noted, whilst growth is proposed in a number of villages, the First Proposals has focused on key development opportunities at North East Cambridge, Cambridge East and at Cambourne.
Development patterns	Growth should be located in settlements rather than ribbon style developments along transport routes.	Noted, whilst growth is proposed in a number of villages, the First Proposals has focused on key development opportunities at North East Cambridge, Cambridge East and at Cambourne.
Coalescence	The new Local Plan should ensure development along transport corridors does not result in coalescence.	Noted. Landscape issues, and impact on green belt, have been considered in evidence informing the first proposals.
Growth strategy	Support development in or near Cambridge.	Noted, whilst growth is proposed in a number of villages, the First Proposals has focused on key development opportunities at North East Cambridge, Cambridge East and at Cambourne.
Growth strategy	Support housing in existing settlements with transport links.	Noted, a number of small sites are proposed in addition to those already committed, but the focus of development is large brownfield site opportunities on the edge of Cambridge
Growth strategy	Support small and medium sized growth.	Noted, a number of small sites are proposed in addition to those already committed, but the focus of development is large brownfield site opportunities on the edge of Cambridge

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Growth strategy	Support dispersed development across Cambridge.	Noted, although a dispersed strategy across Greater Cambridge did not perform well when compared with other development strategy options.
Growth strategy	The new Local Plan should include a growth strategy with a range of options, including development along transport corridors	Noted, the preferred option includes a range of locations, but is particularly focused don previously developed land on the edge of Cambridge.
Growth strategy	The growth strategy in the new Local Plan should link to proposed transport infrastructure improvements	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver development where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Growth strategy	Support development along existing transport corridors.	Noted, the development strategy has considered the opportunities provided by existing and planned transport corridors.
Growth strategy	Support the development of towns and large villages.	Noted, whilst growth is proposed in a number of villages, the First Proposals has focused on key development opportunities at North East Cambridge, Cambridge East and at Cambourne. The opportunities provide d by these locations are considered more sustainable than creating more new settlements beyond those already planned.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Growth strategy	Balance Green Belt protection with public transport provision when identifying development along transport corridors.	Noted. A range of strategy choices were considered. This included considering the merits of green belt release. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Sustainable development	Support development along transport corridors in sustainable locations with sustainable transport links, access to services, facilities and employment.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Sustainable development	Development along transport corridors should be served by and integrated with public transportation.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Sustainable development	Support development along transport corridors where cycle infrastructure is included.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Sustainable development	Support development along transport corridors where priority areas in the nature recovery network and high value nature conservation sites are avoided.	Noted, testing of sites has considered impacts on important biodiversity sites, as well as opportunities to deliver new green infrastructure.
Sustainable development	Support development along transport corridors where there is already transport infrastructure in place.	Noted, the development strategy has considered the opportunities provided by existing and planned transport corridors.
Sustainable development	Support development along transport corridors with adequate capacity.	Noted, the development strategy has considered the opportunities provided by existing and planned transport corridors, and continue to engage with the local highways and transport authorities.
	Development to the north and east of Cambridge should be fully integrated with the A14.	Noted, Highways England were consulted inform the site testing process.
	Support development along cycle corridors.	Noted. Opportunities for walking and cycling have been considered when developing the preferred strategy options.
	Support development along East-West Rail and the northern approach into Cambridge.	Noted, Cambourne has been identified as a broad location for future development in association with the opportunities provided by east west rail. The route selection process is outside the scope of the local plan.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
	Support development along new transport corridors away from Cambridge and its road network.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
	Support development along public transport and cycling corridors.	Noted. Opportunities for walking and cycling, and access to public transport, have been considered when developing the preferred strategy options.
	Support development along rail corridors.	Noted, existing and planned rail corridors have been considered when identifying the preferred development strategy.
	Support development along the A428 corridor running due west of Cambridge to Cambourne and St Neots.	Noted, Cambourne has been identified as a broad location for future development in association with the opportunities provided by east west rail.
	Support development along transport corridors alongside the delivery of public transport and infrastructure.	Noted. A range of strategy choices were considered. Transport corridors are considered an important opportunity to deliver growth where travel needs can be met via sustainable modes. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
	Support development along transport corridors following their completion.	Noted, existing and future transport corridors have been considered when identifying the preferred development strategy.
	Support the development of public transport corridors where large-scale development is planned.	Noted, existing and future transport corridors have been considered when identifying the preferred development strategy. The Infrastructure Delivery Plan and transport evidence will consider when infrastructure is needed.
	Connect development to the Cambridge South East Transport - Better Public Transport Project.	Noted, existing and future transport corridors have been considered when identifying the preferred development strategy.
	Support large development in sustainable village locations along transport corridors.	Noted, existing and future transport corridors have been considered when identifying the preferred development strategy. The Infrastructure Delivery Plan and transport evidence will consider when infrastructure is needed.
	Support development of existing communities along transport corridors.	Noted, existing and future transport corridors have been considered when identifying the preferred development strategy. The Infrastructure Delivery Plan and transport evidence will consider when infrastructure is needed.
Transport infrastructure	Create a Rural Travel Hub, providing sustainable transport connections.	Noted, the Greater Cambridge Partnership have been exploring delivery of a number of rural travel hubs.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Transport infrastructure	Provide direct public transport services to places of employment.	Noted, evidence has considered the relationship between homes and jobs, and the availability of public transport.
Transport infrastructure	Public transportation along transport corridors should be upgraded to meet demand from proposed development.	Noted. The IDP will outline infrastructure requirements associated with new development allocated in the new Local Plan. Developer contributions related policies in the new Local Plan will require contributions to be in accordance with the recommendations of the IDP.
Transport infrastructure	Investment in transport infrastructure should match demand from increased development.	Noted. The IDP will outline infrastructure requirements associated with new development allocated in the new Local Plan. Developer contributions related policies in the new Local Plan will require contributions to be in accordance with the recommendations of the IDP.
Transport infrastructure	Support electric buses or biofuel buses that link villages.	Noted, this is primarily a matter for the local transport authority, by this plan an assist by supporting delivery of appropriate infrastructure.
Transport infrastructure	Support improved cycling and pedestrian routes.	Noted, policy proposals in the infrastructure theme seek to support travel by sustainable modes.
Transport infrastructure	Support improvements to rail service.	Noted. The councils are seeking to engage with infrastructure providers during preparation of the plan.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Transport infrastructure	Support a reduction in commuting.	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Employment land	Support the allocation of employment land close to existing and proposed areas of housing growth and infrastructure improvements	Noted. The development strategy proposed has considered the relationship between homes and jobs, as well as access to sustainable forms of transport. Further information can be found in the strategy theme of the First Proposals report, and the accompanying strategy topic paper.
Net zero carbon	Support delivering sustainable growth to reach net zero carbon by 2050.	Noted, the climate change theme includes a range of proposals which seek to respond to climate change.
Green infrastructure	Deliver green space and biodiversity targets alongside development.	Noted, the Biodiversity and Green infrastructure theme of the First Proposals include a policy approach that would seek 20% biodiversity net gain.
Allocation	Support the development of Lolworth's 100ha employment / logistics site.	Noted.

Q49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 11 Development in the City Centre Primary Shopping Area	Review and update the policy according to the review of the Retail and Leisure Study.	Noted. Recommendations from the review of the Retail and Leisure Study will inform retail and leisure related policies in the draft plan.
Policy 11 Development in the City Centre Primary Shopping Area	Remove the 70% requirement for A1 uses.	Noted. Class A1 was replaced by Class E in September 2020. The Council has outlined its approach towards retail centres in the preferred options report. Recommendations from the review of the Retail and Leisure Study will inform retail and leisure related policies in the draft plan.
Site Allocation Policies for Areas of Major Change	Refer to the acceptability of D1 uses.	Noted. This representation seeks to recognise that education uses may be needed in these areas. Specific consideration has been given to the need for schools in these areas, a general reference to D1 is not required.
Policy 14 Areas of Major Change and Opportunity Areas	Review and update the policy to reflect further work on development.	Noted. The policy is proposed in the preferred options to be continued in the new local plan. The need for the policy and any amendments will be considered as we prepare the draft plan.
Policy 15 Cambridge Northern Fringe East and new railway station Area of Major Change	Review and update the policy to reflect further work on development.	Noted. The Area Action Plan has moved forward since these comments were made, and explores the potential of this area in detail.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 21 Station Areas West and Clifton Road Area of Major Change	Review boundaries of the Area of Major Change to include land south of Bateman Street and land north of Station Road.	Noted. The policy is proposed in the preferred options to be continued in the new local plan. The need for the policy and any revisions to the identified area will be considered as we prepare the draft plan.
Policy 24 Mill Road Opportunity Area	Retain the policy and increase the indicative density for the Travis Perkins site.	Noted. This site has moved forward since this comment was made, and the capacity has been updated.
Policy 25 Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area	Having regard to the potential land uses identified under Policy 21 (Site M44) the Site Allocation provisions should recognise the key opportunities that exist in the redevelopment of this high profile site and provide flexibility.	Noted. The policy is proposed in the preferred options to be continued in the new local plan. The policy seeks to support the continued and complete regeneration of vibrant, mixed-use areas of the city.
Policy 25 Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area	Retain the policy and review boundaries of the Opportunity Area to include 10 Station Road, which has an important role to play in the continuing redevelopment and revitalisation of the emerging central business district along Station Road.	Noted. The policy is proposed in the preferred options to be continued in the new local plan and the site boundaries will be considered as we prepare the draft plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 28 Carbon reduction, community energy networks, sustainable design and construction, and water use	Set higher sustainability requirements for new development.	Noted. The climate change theme of the preferred options report proposes a range of measures which would strengthen the approach.
Policy 31 Integrated water management and the water cycle	Part G is difficult for developers to demonstrate compliance and further detail may be required on part K for what is considered 'reasonably practicable'.	Noted, views are sought on the approach proposed through the preferred options consultation, and detailed wording will be considered at the draft plan stage.
Policy 32 Flood risk	Strengthen the policy to reflect non-statutory technical standards and require previously developed sites to come down to greenfield surface water runoff rates and volumes where practicable.	Noted, views are sought on the approach proposed through the preferred options consultation, and detailed wording will be considered at the draft plan stage.
Policy 32 Flood risk	Part c) could state ‘up to and including a 1 in 100 year event’.	Noted, views are sought on the approach proposed through the preferred options consultation, and detailed wording will be considered at the draft plan stage.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 41 Protection of business space	Allow for change of use to community uses and social infrastructure, without the need for marketing tests or viability evidence.	Noted. While it is acknowledged that community uses and social infrastructure is important, the purpose of the policy requirement is to protect business space and to enable new businesses to locate in the area. The preferred options report does not propose to make this change, but provides a further opportunity to comment.
Policy 43 University development	Remove the spatial differentiation for university development in and outside Cambridge city centre to support the development of ARU's East Road site.	Noted. It is important that all University faculty growth proposals are located in sustainable and accessible locations. The Councils are working with both the University of Cambridge and Anglia Ruskin University to understand their development needs and how this can be supported in the draft plan stage.
Policy 46 Development of student housing	Allow more flexibility for new student accommodation.	Noted, however it is considered important that student accommodation does not result in the loss of existing dwellings, or compromise the delivery of allocations identified in the local plan.
Policy 60 Tall buildings and skyline in Cambridge	Set a height limit for new development.	Noted. It would not be appropriate to set a specific limit for the area, but height is an important design issue, addressed in the design policy approaches proposed in the preferred options, and evidence including the Heritage Impact Assessment.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 61 Conservation and enhancement of Cambridge's historic environment	Lack of any Historic Environment Strategy should be a source of embarrassment for an historic city like Cambridge	Noted. The Great Places theme, and the supporting Topic Paper explore how heritage has been addressed in the preferred options report.
Policy 67 Protection of open space	Reword the policy to maintain Protected Open Spaces to ensure it is workable. There is a challenge to the requirement for relocated POS to be within 400m of the existing site.	Note. Open space policies in the new Local Plan will continue to seek to protect open space. The preferred options consultation provides opportunities to comment on the approach.
Policy 67 Protection of open space	Do not require relocation of open space within 400m of the original site and reword the policy to allow for more flexibility for development. Emmanuel College Sports Ground is surplus to requirements and should not be protected	Noted. It is reasonable to seek reprovision where it is accessible to the community it was serving. It is important that University Colleges are able to provide for their recreational sports needs not just for existing students but future needs, the reason why these types of sites are protected. The Councils will be working with the University of Cambridge Colleges to understand their development needs and how this can be supported in the draft plan stage.
Policy 69 and 70	Combine policies with South Cambridgeshire LP policies NH/4, NH/5, NH/6 & NH7.	Noted. The preferred options report proposes a range of policy areas which may be combined into policies in the draft plan stage.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 73 Community, sports and leisure facilities	Reference skateboarding facilities.	Noted. The need for openspace and sporting facilities are being explored through evidence which will inform the draft plan stage.

Policy 74 Education facilities	Change the policy wording to: ‘New or enhanced education facilities will be permitted if: a. the scale, range, quality and accessibility of education facilities are improved; d. they comply with the strategic objectives of the Children’s Services Authority and National Policy regarding the delivery of school places; The Council will work with the Children’s Services Authority and the Department for Education to provide high quality and convenient local education services in all parts of Cambridge, but particularly in areas of population growth. Developers should engage with the Children’s Services Authority at the earliest opportunity and work cooperatively to ensure the phasing of residential development and appropriate mitigation is identified in a timely manner to ensure appropriate education provision can be secured. Planning permission will be granted for new education facilities in locations accessible by	Noted. This detailed policy wording will be considered at the draft plan stage.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
	walking, cycling and public transport, where this will meet an existing deficiency, and support regeneration or new development or achieve wider educational needs for quality enhancement and/or specialist provision.’	
Policy 77 Development and expansion of visitor accommodation	Limit Air BnBs and hotels.	Noted. Proposals to address impact of visitor accommodation including short term lets are proposed in the Jobs theme of the preferred options.
Policy 80 Supporting sustainable access to development	The policy should prioritise cycling and walking in new development, and should not prioritise roads.	Noted, policy approaches are proposed in the Infrastructure theme which would seek to support cycling and walking.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy 82 Parking management	Update policy 82 and Cycle Parking Guide SPD to cover the entire GCLP area.	Noted, policy approaches are proposed in the Infrastructure theme which would seek to support cycling and walking, and include approaches to cycle parking that could be applied across greater Cambridge.
Policy: South Cambridgeshire Local Plan 2018	-	-
S/5 Provision of New Jobs and Homes	Support strategic growth allocations.	Noted.
S/6 The Development Strategy to 2031	Take a flexible approach to development in or near Rural Centres.	Noted. The development strategy proposed has been informed by a range of evidence. Evidence in our net zero carbon study highlighted the importance of focusing growth where there is access to services, facilities and employment and sustainable transport opportunities. It also means controlling levels of growth where these are not present. Views are sought on the approach proposed through the preferred options consultation.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
S/6 The Development Strategy to 2031	Remove the restriction limiting residential development and redevelopment of up to 30 dwellings in Minor Rural Centres.	Noted. The policy seeks to restrict the scale of developments taking place in villages with limited services and facilities. The plan needs to continue to focus development on more sustainable locations, and these restrictions remain a necessary part of that strategy. Placing a cap on village growth within villages, to allow no development beyond a specific figure would not be reasonable, but controlling scheme size provides an appropriate element of control against larger scales of development coming forward in unsustainable locations.
Policies S/6, S/7, S/8, S/9, and S/10.	Policies too restrictive on growth and the settlement hierarchy should be reviewed. Reduced sustainable transport opportunities should not simply be used as a reason to rule out growth which may have greater benefits in terms of enhancing the vitality of rural communities.	Noted. The policy seeks to restrict the scale of developments taking place in villages with limited services and facilities. The plan needs to continue to focus development on more sustainable locations, and these restrictions remain a necessary part of that strategy. Further information on this issue is provided in the strategy topic paper.
S/8 Rural Centres	Histon and Sawston should remain as Rural Cites	Noted. The settlement hierarchy has been subject to a review, and comments are now sought on the proposed approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
S/8 Minor Rural Centres	Development at Fulbourn, Willingham, Linton, Waterbeach, Swavesey, should not be limited by its minor rural centre status, and should be higher in the settlement hierarchy.	Noted. The settlement hierarchy has been subject to a review, and comments are now sought on the proposed approach.
S/10 Group Villages	Do not replicate this policy in the GCLP.	Noted. The settlement hierarchy has been subject to a review, and comments are now sought on the proposed approach.
S/10 Group Villages	Whittlesford, Duxford, Balsham, Orwell, should be upgraded reflecting its sustainability.	Noted. The settlement hierarchy has been subject to a review, and comments are now sought on the proposed approach.
S/10 Group Villages	Reword this policy to be more flexible for development on village edges.	Noted. The policy seeks to restrict the scale of developments taking place in villages with limited services and facilities. The plan needs to continue to focus development on more sustainable locations, and these restrictions remain a necessary part of that strategy. Further information on this issue is provided in the strategy topic paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
S/11 Infill Villages	Take a more flexible approach to village infill development.	Noted. The policy seeks to restrict the scale of developments taking place in the smallest settlements which do not have even basic services available, resulting in a high likelihood of travel by car. The plan needs to continue to focus development on more sustainable locations, and these restrictions remain a necessary part of that strategy.
SS/8 Cambourne West	Update the policy to reflect committed developments and carry forward Cambourne West.	Noted. The policy is proposed to be carried forward and updated.
SS/8 Cambourne West	Amend criterion 7 to state “Land south of the Business Park access road will be developed for more than 250 dwellings as well as offices and small-scale shops and other town centre uses to serve the needs of the residents and the adjoining Business Park”.	Noted. The policy is proposed to be carried forward and updated.
CC/8 Sustainable Drainage Systems	Strengthen points on green roofs and permeable paving.	Noted. The policy approach supports the use of green roofs.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
CC/8 Sustainable Drainage Systems	Do not require SuDS for development in fen-edge villages.	Noted, views are sought on the approach proposed through the preferred options consultation, and detailed wording will be considered at the draft plan stage.
CC/8 Sustainable Drainage Systems	Include further detail in Section C on what is considered 'practicable to do so'.	Noted, views are sought on the approach proposed through the preferred options consultation, and detailed wording will be considered at the draft plan stage.
HQ/2 Public Art and New Development	Exempt schools from the requirement for development over 1,000 sqm to provide or contribute to the provision of public art.	Noted, views are sought on the approach proposed to infrastructure provision are sought through the preferred options consultation, and requirements will be considered through the Infrastructure Delivery Plan.
NH/2 Protecting and Enhancing Landscape Character	Do not retain this policy. Adds nothing to the requirements of NPPF	Noted. This is an important issue that is proposed to continue to be included in the local plan, and adds a local dimension to national policy.
NH/3 Protecting Agricultural Land	Do not retain this policy. Adds nothing to the requirements of NPPF	Noted. This is an important issue that is proposed to continue to be included in the local plan.
NH/4 Biodiversity	Set a local target of 20% biodiversity net gain.	Noted. Proposals regarding the approach to biodiversity net gain are included in the Biodiversity and Green infrastructure theme.
NH/4 Biodiversity	Require all development to deliver biodiversity net gain	Noted. Proposals regarding the approach to biodiversity net gain are included in the Biodiversity and Green infrastructure theme.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
NH/4 Biodiversity	Require off-site biodiversity net gain where applicable.	Noted. Proposals regarding the approach to biodiversity net gain are included in the Biodiversity and Green infrastructure theme.
NH/4 Biodiversity	Incorporate the South Cambridgeshire Biodiversity SPD in the policy.	Noted. The Councils are producing a biodiversity SPD to support the adopted local plans, this would need to be updated to reflect new policies when the Greater Cambridge Local Plan is adopted.
NH/6 Green Infrastructure	Identify local requirements for green spaces.	Noted. The Biodiversity and Green infrastructure theme includes significant proposals regarding enhancement of the green infrastructure network.
NH/13 Important Countryside Frontage	Review the Important Countryside Frontage designation to accommodate development.	Noted. The preferred options report proposes to continue to recognise important countryside frontages due to their contribution to village character.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
H/3 Fulbourn and Ida Darwin Hospitals	Extend the Ida Darwin Hospital redevelopment to include land at Capital Park.	Noted. Policy H/3 of the South Cambridgeshire Local Plan 2018 states that, 'The redevelopment of the existing built footprint of the Ida Darwin Hospital into a different configuration, comprising residential redevelopment on the eastern part of the Ida Darwin site and the transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities will be permitted.' This link was created for specific purposes. The inclusion of capital park within this policy approach is not appropriate. The removal of the site from the Green Belt is not supported, as the gap between Cambridge and Fulbourn is important to maintain.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
H/3 Fulbourn and Ida Darwin Hospitals	Support Green Belt release to develop mental health facilities at Fulbourn Hospital.	Noted. Policy H/3 of the South Cambridgeshire Local Plan 2018 states that, 'The redevelopment of the existing built footprint of the Ida Darwin Hospital into a different configuration, comprising residential redevelopment on the eastern part of the Ida Darwin site and the transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities will be permitted.' This link was an important part of the policy and should be maintained, and therefore the policy is proposed to be carried forward into the new local plan. The removal of the Fulbourn hospital site from the Green Belt is not supported, as the gap between Cambridge and Fulbourn is important to maintain.
H/11 Rural Exception Site Affordable Housing	Remove references to ‘adjoining’ and instead use located within walking distance from the village centre.	Noted. The proposed approach is to continue to support exception sites in appropriate locations, typically adjoining existing settlements, to ensure sites are accessible to the village and do not encroach into the countryside.
H/15 Countryside Dwellings of Exceptional Quality	The policy should extend to more than a single dwelling.	Noted. The policy approach is proposed to be continued by the preferred options report, as it reflects national planning policy.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
H/16 Development of Residential Gardens	Reword the policy to allow for development of residential gardens outside of development frameworks.	Noted. Development frameworks are defined to take into account the present extent of the built-up area, and planned development. Extensive gardens are not included where they are not considered part of the built up area.
E/5 Allocations for Class B1, B2 and B8 Employment Uses	Retain policy allocation for Papworth Business Park and expand the allocation to include land east of the Business Park.	Noted. However, the existing allocation is fully developed, and therefore no longer required.
E/7 Imperial War Museum at Duxford	Retain the policy.	Noted. The policy is proposed to be retained by the preferred options report.
E/9 Promotion of Clusters	Retain the policy.	Noted, the plan will seek to continue to support cluster development consistent with policies that will guide the location of development.
E/11 Large Scale Warehousing and Distribution Centres	The policy should be flexible to allow for more B8 uses.	Noted. Evidence commissioned to inform the plan has indicated an additional need for local warehouses, and additional allocations are proposed.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
E/11 Large Scale Warehousing and Distribution Centres	Permit large scale warehousing and distribution centres.	Noted. Evidence commissioned to inform the plan has indicated an additional need for local warehouses, but given the pressures on land in Greater Cambridge it would not be appropriate to provide large areas of land for regional or national distribution centres.
E/12 New Employment Development in Villages	The policy should be clearer.	Noted. At this stage the preferred approach proposes to continue with a similar approach, but clarity of wording can be explored at the draft plan stage.
E/13: New Employment Development on the Edges of Villages	The policy should be less restrictive for development and remove the requirement to market employment sites.	Noted. The preferred options report proposes to carry forward the broad approach to E/13 into the new local plan, providing support to employment on the edges of villages were criteria are met. The preferred options consultation provides opportunities to comment on this approach.
E/14 Loss of Employment Land to Non Employment Uses	Reword the policy to allow flexibility and not present unreasonable constraints. Amend to take into account commercial viability of redeveloping existing employment sites to meet modern employment requirement.	Noted. The current policy seeks to protect employment uses subject to a number of criteria. It is proposed to carry forward a similar approach due to the importance of protecting this important resource. The preferred options consultation provides opportunities to comment on this approach.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
E/16: Expansion of Existing Businesses in the Countryside	Remove the criteria for a named operator and two years of operation.	Noted the representor questions a number of the criteria in the adopted local plan. The preferred options report proposes to carry forward a similar approach, due to the need for development in the countryside to be controlled. The preferred options consultation provides opportunities to comment on this approach.
SC/8 Protection of Existing Recreation Areas, Allotments and	Differentiate between publicly accessible open space and playing fields, and school playing fields. It is important that the Local Plan allows flexibility to allow the provision of educational facilities, where there is a clear overall benefit in terms of enhanced facilities provision (taking into account local needs), despite a potential limited loss in the quantity of existing facilities.	Noted. Open space policies in the new Local Plan will continue to seek to protect open space. It is important that all development makes the best use of land and minimises any loss of open space especially school playing fields. However, in certain circumstances, the loss of low quality amenity open space may be permissible in order to meet an identified educational need. The preferred options consultation provides opportunities to comment on the approach.
TI/2 Planning for Sustainable Travel	The policy should commit to walking and cycling.	Noted. Transport has been an important consideration when considering the development strategy, and detailed policy proposals are included in the infrastructure theme, which seek to promote walking and cycling.

TI/9 Education facilities	Change the wording to: 1. ‘a. Improve the scale, range, quality and accessibility of education provision; b. Be appropriately located to for the existing and future communities they serve; c. Be delivered and phased appropriately alongside Mitigate the impact of any associated residential development; and d. Comply with the strategic objectives of Cambridgeshire County Council, the local Children’s Services Authority, National Policy regarding the delivery of school places and/or the ambition of the community they serve.2. The Council will work with the County Council and the Department for Education to provide high quality and convenient local education services in all parts of the district, but particularly in areas of population growth. 3. Developers should engage with the Children’s Services Authority at the earliest opportunity and work co-operatively to ensure the phasing of residential development and appropriate mitigation is	Noted. This detailed policy wording will be considered at the draft plan stage.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
	identified in a timely manner to ensure appropriate education provision can be secured.'	
Policy Map	Update the policy map to reflect the extent of Cambourne West development.	Noted. The policies map will be produced at the draft plan stage.
Evidence base	Identify need for school places and new schools in the IDP and relate this to the IFS and Cambridgeshire County Council school place planning document.	Noted. Education will be explored by the Infrastructure Delivery Plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Evidence base	Incorporate anticipated needs and costs of education provision at the outset to inform site selection and infrastructure priorities.	Noted. Education will be explored by the Infrastructure Delivery Plan.
Evidence base	Address the cross-boundary movement of pupils between the two Greater Cambridge authorities and engage with Cambridgeshire County Council in the Statement of Common Ground.	Noted. Education will be explored by the Infrastructure Delivery Plan, and the County council is being consulted during its preparation.
SPD	Develop or update a Planning Obligations SPD.	Noted. The plan will be supported by an Infrastructure Delivery Plan, which will inform policies which could be supported by supplementary guidance.
Plan period	The strategic policies in the new Local Plan should extend to 2050.	Noted. The plan period identified in the preferred options is 2041, but a number of major sites will continue development beyond that period.
2018 Local Plans	Unclear how the Inspector's recommendations and main modifications for the adopted South Cambridgeshire Local Plan are implemented and monitored.	Noted. The main modifications required by the inspectors are now part of the adopted local plans. The councils are responding to issues, including by undertaking this early review of the local plans. The review will seek to address the issues raised by the inspectorate which prompted the requirement for an early review.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
2018 Local Plans	Status of the adopted Local Plans is unclear for decision making.	Noted. The Status of the Adopted Local Plans is considered to be clear, they form part of the development plan for the area.
Miscellaneous	Allocate small and medium sites.	Noted. The development strategy put forward in the preferred options has sought to balance development and includes a number of small allocations in villages.
Miscellaneous	Allocate industrial and warehouse land.	Noted. Evidence commissioned to inform the plan has indicated an additional need for local warehouses, but given the pressures on land in Greater Cambridge it would not be appropriate to provide large areas of land for regional or national distribution centres.
Miscellaneous	Do not support the paving of front gardens for car parking.	Noted. Proposals for loss of front gardens need to avoid negative impact on the character and setting of the area. Design policies are addressed in the Great Places theme.
Miscellaneous	Meet with Deloitte to discuss the development of Cambridge city centre and Policy 11.	Noted. In April/May 2021, additional stakeholder engagement with Cambridge's three shopping centres (Lion Yard, Grand Arcade and the Grafton Centre) was undertaken to better understand their future growth ambitions including the impact of Covid-19.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Miscellaneous	Work with Anglian Water to develop water related policies.	Noted. The Councils have engaged with Anglian Water though the preparation of the Integrated Water Management study.
Miscellaneous	Invest in enforcement and regulation of planning policies.	Noted. This is beyond the scope of the local plan.
Miscellaneous	Representations to the new Local Plan should not be dismissed for the sake of time.	Noted. All representations to the Local Plan consultation have been considered.
Miscellaneous	Consider a review of CIL rates.	Noted. The approach to infrastructure needs and funding is explored in the preferred option report infrastructure theme.
Miscellaneous	Do not support high density village infill.	Noted. The Housing theme include the proposed approach towards density, which seeks to balance requirements to make efficient use of land, with reflecting local character.
Miscellaneous	Support the allocation of police station, Parkside.	Noted, the proposed options report proposes to continue with this allocation. The representation addresses a number of detailed issues regarding the form of development. These detailed issues can be explored at the draft plan stage.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Miscellaneous	Increase the capacity of Grange Farm off Wilberforce Road and change the allocated use to college accommodation.	Noted. The Councils will be working with the University of Cambridge Colleges to understand their development needs and how this can be supported in the draft plan stage.
Miscellaneous	Do not support growth.	Noted. In accordance with the requirements of national planning policy and guidance, the new Local Plan should seek to meet the growth needs of the area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The plan has been informed by a range of evidence, including considering the impact of development on the environment.
Miscellaneous	The presumption of sustainable development should not apply if the new Local Plan were to be delayed or be withdrawn from examination.	Noted. It this is beyond the scope of the Local Plan.
Miscellaneous	Limit property investment from overseas buyers.	Noted. It is beyond the scope of the Local Plan to seek to control the sale of residential properties.
Miscellaneous	Retain a settlement hierarchy in the new Local Plan.	Noted. A settlement hierarchy is proposed in the preferred options report.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Climate change mitigation and adaptation	Sustainable design should be outlined in developer produced Sustainability Statements, instead of BREEAM requirements.	Noted. The climate change theme proposes specific approaches to building standards, and these have been informed by our Net Zero Carbon study.
Climate change mitigation and adaptation	Reference water re-use measures including surface water and rainwater harvesting and grey water recycling.	Noted. These issues are addressed in the climate change theme of the preferred options.
Climate change mitigation and adaptation	Planning proposals should consider how water efficiency standards can be improved to ensure resilience.	Noted. These issues are addressed in the climate change theme of the preferred options.
Climate change mitigation and adaptation	Consider district heating.	Noted. The climate change theme addresses issues regarding meeting the energy needs of buildings, and the proposed options also proposes to seek energy masterplans on strategic sites.
Climate change mitigation and adaptation	Consider small scale food production.	Noted. Allotments will be considered as part of open space needs, but the green infrastructure theme also identifies allotments and community gardening as an important green infrastructure project.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Infrastructure	Ensure ongoing maintenance costs of roads in new developments is funded by Section 38 agreements.	Noted. Road adoption is largely outside the scope of the local plan.
Infrastructure	Provide sufficient infrastructure to meet need from new development.	Noted. The plan will be supported by an Infrastructure Delivery Plan, which will identify what infrastructure is needed and when, and how it will be funded.
Heritage	Produce a Historic Environment Strategy.	Noted. The Great Places theme, and the supporting Topic Paper explore how heritage has been addressed in the preferred options report.

Q50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Spatial strategy	The Sustainability Appraisal (SA) and the Plan should consider a range of development scenarios in detail. This will allow a more informed assessment to be made through the SA in relation to the reasonable alternatives.	Noted. The Sustainability Appraisal has considered a range of strategy alternatives and sites to inform the plan making process.
Spatial strategy	The new Local Plan should consider the consequences of not achieving the high growth targets if growth turns out to be slower.	Noted, the plan will include arrangements for monitoring delivery, and be subject to regular review.
Spatial strategy	The Plan needs a stronger and clearer statement of the future vision of the Greater Cambridge area, planning a minimum of 30 year into the future.	Noted, although the plan period will be to 2041, it includes a number of developments that will take longer to deliver in their entirety, and therefore a longer term vision is proposed.
Big themes	Climate justice should be included as a big theme, addressing how the Local Plan will ensure that there is a just transition to a sustainable future for those living in the region.	Climate Changes is one of the big themes of the Local Plan. The First Proposals Consultation includes a series of proposed policies relating to Climate Change and a Climate Change Topic Paper.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Health	Address the findings of the Health New Town Programme 'Putting Health into Place'. Explore where the Ten Healthy New Town Principles can be incorporated into the new Local Plan.	Noted. This issue has been considered under the Wellbeing and Social Inclusion theme of the plan.
Affordable housing	The Local Plan should consider the River Cam as an appropriate location for the provision of affordable housing, for people wanting to live on vessels.	Noted. Policy H/RM: Residential moorings will set out the criteria to be used when considering proposals for new residential moorings.
Flooding	Existing policies 31 and 32 of the Cambridge City Local Plan should be improved and included within the new Plan, providing a drainage hierarchy, and strict requirements throughout the area on hard surfacing, permeable paving, and the inclusion of green roofs.	Noted. Policy CC/FM: Flooding and integrated water management will set out how development should address flood risk and implement integrated water management including sustainable drainage systems in new development.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Evidence base	Create a Green Infrastructure and Biodiversity strategy across the Local Plan area, based upon the recommendations of up-to-date evidence base documents	Noted. Evidence has been prepared on green infrastructure and several policies are proposed within the Biodiversity chapter of the local plan.
Evidence base	The new Local Plan should be clear about how it will incorporate monitoring especially any new data from the 2021 census	Noted. The Local Plan will develop indicators which will be monitored annually as part of the AMR.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Evidence base	The evidence base needs to include thorough assessments of environmental capacity, including the impacts of existing growth proposals approved but not yet completed, the impacts of approved and proposed transport proposals, and the capacity of Greater Cambridge's buildings to meet Climate Change targets. The evidence base also needs to include all existing assessments of environmental quality, including Conservation Area Appraisals and Suburbs and Approaches studies.	Noted. Evidence has been prepared on a wide range of subjects including climate change, transport, environmental constraints and planned growth to inform the preferred strategy of the local plan.
Evidence base	Need a greater understanding of the housing market pressures arising from London commuters	Noted. Evidence has been prepared on the local housing market needs and these have been used to inform the preferred strategy of the local plan.
Evidence base	Information within the evidence base needs to be presented more clearly, to ensure people fully understand the consequences of the Plan.	Noted. The evidence base work is presented within the topic papers.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy coverage	The new Local Plan should contain robust policies for the protection of open spaces in public and private ownership, Cambridge's historic centre, landscape setting, and vistas and views, green corridors, and the creation of 'green lungs'.	Noted, the Green Infrastructure and Biodiversity theme includes policy proposals regarding the protection and enhancement of open space.
Policy coverage	Climate change, biodiversity and green space, wellbeing and social exclusion and great places are all important themes. The Local Plan should also include economic growth, housing, employment and infrastructure.	Noted. Jobs, homes and infrastructure are proposed as big themes.
Policy coverage	Need more consideration of water related issues, such as water level and flood risk management, water efficiency and resources.	Noted. Policy CC/WE: Water efficiency in new developments will set the standards of water efficiency that new developments must comply with. Policy C/FM: Flooding and integrated water management will set out how development should address flood risk and implement integrated water management including sustainable drainage systems in new development.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy coverage	The Local Plan should consider water supply, protecting water supply in the chalk aquifer.	Noted. Policy CC/WE: Water efficiency in new developments will set the standards of water efficiency that new developments must comply with. Policy BG/GI: Green infrastructure proposes a range of strategic green infrastructure initiatives including revitalising the chalk stream network.
Policy coverage	The Local Plan should consider further internet coverage especially in the more remote villages in the district.	Noted. Policy I/DI: Digital infrastructure will set out how developments should contribute to Greater Cambridge's requirements for broadband, mobile phone and smart infrastructure.
Policy coverage	Policies should encourage the creation of flexible spaces within new developments, providing opportunities for a range of uses	Noted, policies propose to require spaces for a range of uses in new communities, including seeking opportunities for meanwhile uses.
Policy coverage	The Local Plan should consider further the effect of skilled employment closures at Marshalls airport.	Noted, although this falls outside the scope of the plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy coverage	The new Local Plan should include a policy which supports the expansion and diversification of holiday and caravan sites in the area, being flexible to change with the needs of tourists.	Noted. Policy J/VA: Visitor accommodation, attractions and facilities will consider how visitor accommodation development will be supported in Greater Cambridge.
Policy coverage	Policies should seek to ensure a good quality of access for disabled people.	Noted. Policy GP/PP: People and place responsive design seeks to ensure that proposals meet the principles of inclusive and healthy design, and in particular meet the needs of disabled people. Policy H/SS: Residential space standards and accessible homes will set the required standards for the proportion of accessible and adaptable dwellings to be provided as part of dwelling mix.
Policy coverage	The Plan should seek to reduce pollution and improve air quality.	Noted. Policy WS/HS: Pollution, health and safety will set out how development should take account of sources of pollution.
Policy coverage	The Plan should seek to reduce light pollution arising from new development proposals.	Noted. Policy WS/HS: Pollution, health and safety will set out how development should take account of sources of pollution.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green and blue infrastructure	The Plan should consider the creation of strategic scale green infrastructure, creating green corridors and networks across the area.	Noted. Informed by a green infrastructure evidence base, policy BG/GI: Green infrastructure identifies the existing green infrastructure network and the strategic initiatives intended to enhance it and addresses how development proposals should relate to green infrastructure.
Green and blue infrastructure	Registered parks and gardens should be considered as green spaces within the new Local Plan, and protected accordingly.	Noted. Informed by a green infrastructure evidence base, policy BG/GI: Green infrastructure identifies the existing green infrastructure network and the strategic initiatives intended to enhance it and addresses how development proposals should relate to green infrastructure. This includes Registered parks and gardens.
Green and blue infrastructure	Need for significantly more moorings on the River Cam, and improved services and facilities associated with existing moorings.	Noted. Policy H/RM: Residential Moorings will set out the criteria to be used when considering proposals for new residential moorings.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Green and blue infrastructure	The new Local Plan should seek to double tree coverage in the area by 2025. Creation of new woodland areas and trails for recreation.	Noted. the Cambridge City Council Citywide Tree Strategy 2016-26 Canopy Cover Project seeks to support Cambridge City Council's aim of achieving 19% tree cover by the 2050s; South Cambridgeshire also has identified a priority of increasing tree canopy cover in it is Doubling Nature Strategy. Policy BG/TC: Improving tree canopy cover and the tree population will control how development impacts tree canopy cover, the tree population, and protected trees and hedgerows.
Transport infrastructure	Public transport waiting facilities should be improved to provide more seating for elderly people.	Noted, although this falls outside the scope of the plan.
Transport infrastructure	Improve the integration of transport hubs, providing better connections between differing modes of sustainable transport.	Noted, the major new developments proposed in the First Proposals provide opportunities for connecting transport modes.
Transport infrastructure	Need to protect existing, and encourage more public transport provision for small villages where residents are reliant on other areas for services and facilities.	Noted, although this falls outside the scope of the plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Transport infrastructure	Need for the provision of more parking facilities in Cambridge	Noted. Policy I/EV: Parking and electric vehicles will set out the requirements for cycle and vehicle parking. Cambridge is a sustainable location therefore car parking levels should be lower in recognition of access to more sustainable modes of transport.
Sports facilities	Need for a swimming pool in the Cambourne area.	Noted. Policy WS/CF: Community, sports, and leisure facilities will set out what new community, sports, and leisure facilities should be provided and sustained through new development and policy WS/HD: Creating healthy new developments will integrate health considerations into the planning and design of new development.
Policy recommendations	Where South Cambridgeshire Local Plan Policy E/7 on Duxford is taken forward, the new policy should include reference to a site masterplan to be adopted as an SPD.	Noted, opportunities for an SPD can be considered at the draft plan stage.
Policy recommendations	The Plan should include appropriate monitoring indicators.	Noted. The Local Plan will develop indicators which will be monitored annually as part of the AMR.
Policy recommendations	The Local Plan will need a mechanism to enable a consistent and timely pattern of review throughout its lifetime.	Noted. Indicators will be developed and monitored annually.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Policy recommendations	Include less strategic policies in the Plan	Noted. However strategic policies
Policy recommendations	The Local Plan should seek to encourage and support the use of sustainable sources of energy.	Noted. The local plan will support the use of sustainable energy sources. The Greater Cambridge Net Zero Carbon Study (2021) was commissioned as an evidence base to inform the local plan and there are a number of relevant policies proposed within the First Proposals Consultation.
Policy recommendations	The stretch of Newmarket Road (north side) between Abbey Road and Stanley Road should be designated as a Local Centre in the new Local Plan.	Suggestion noted. Policy J/RC: Retail and centres will cover the treatment of retail, leisure and other city centre proposals in Cambridge, and the towns and villages of South Cambridgeshire, as well as out-of-town development.
Policy recommendations	Policies should seek to improve safety in public areas through design, lighting, cameras etc.	Noted. Policy GP/PP: People and place responsive design will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas. This will incorporate a requirement for development to be designed to remove the threat or perceived threat of crime and improve community safety,

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Miscellaneous	The Plan should include a glossary. This should include appropriate Historic Environment terminology including Historic Environment, Heritage Assets, Listed building, Conservation Area, Scheduled Monument, Registered Park and Garden, Designated Heritage Assets, Non- designated Heritage Assets, Local List, Heritage at Risk etc.	Noted. A glossary of terms will be included in the local plan.
Miscellaneous	Keep the plan as simple as possible, without long and complex policy requirements.	Noted.