



Chapter 3

Spatial Strategy

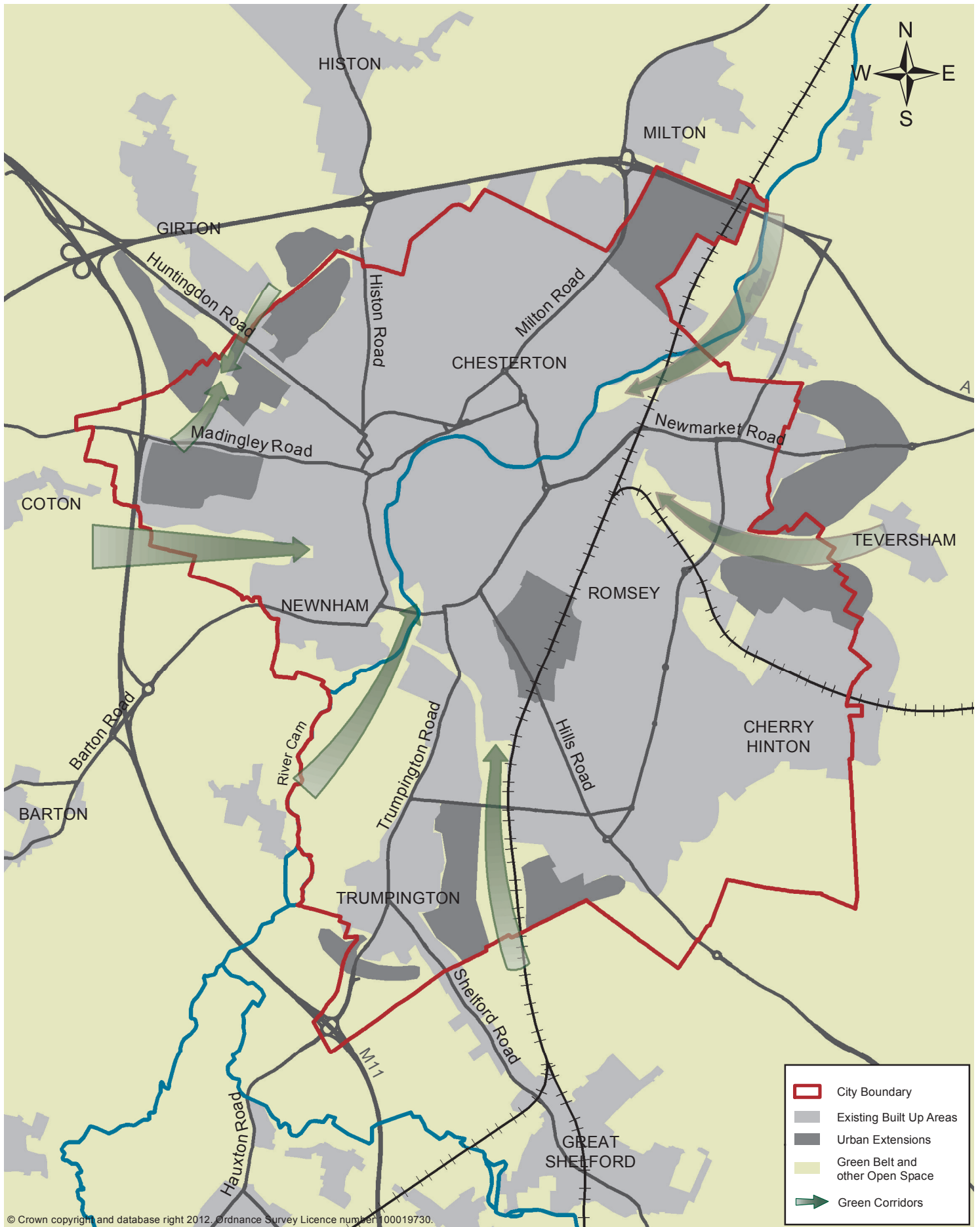
CHAPTER 3 – SPATIAL STRATEGY

- 3.1 Cambridge is a special place and the future shape and function of the city needs to be carefully considered. The Local Plan needs to look beyond the short and medium term and prepare a spatial strategy to guide development in Cambridge over the next 20 years. This includes setting out the vision for the future of the city, what type of development is needed and where that development should best be located. This long term view is necessary to enable the appropriate balance of interests to be taken into consideration in the planning of Cambridge.

Current Spatial Strategy for Cambridge

- 3.2 The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures. Prior to that date, development in Cambridge had been constrained by the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt with people commuting back to jobs in Cambridge contributing to a congestion, green house gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridge shire Structure Plan recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of the University of Cambridge and Addenbrooke’s Hospital, whilst minimising increases in congestion on radial routes into the city.
- 3.3 The 2006 Local Plan introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in the 2003 Cambridgeshire and Peterborough Structure Plan. The Local Plan released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the South, North West, North East and East of the city. It also allowed for:
- A thriving and accessible historic core;
 - The regeneration of the station area as a mixed use city district around an enhanced transport interchange;
 - Distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment; and
 - The enhancement and improvement of Cambridge’s landscape structure and landscape setting of the city’s edge.
- 3.4 Figure 3.1 shows the current spatial strategy for Cambridge.

Figure 3.1: Current Spatial Strategy



- 3.5 Significant achievements have been made in the development of the growth areas since the current Local Plan was adopted in 2006. A summary of progress is set out below.

Southern Fringe

- 3.6 The new **Addenbrooke's Road** from Hauxton Road to Addenbrooke's Hospital was completed in 2010 and is now in use.
- 3.7 Permission has been granted for 1,200 dwellings (40% affordable housing), a primary school, local retail provision, a country park and other infrastructure at **Trumpington Meadows** half of which is in South Cambridgeshire. Work has begun on site, putting in the new infrastructure as well as developing the residential units.
- 3.8 Permission has been granted for 286 dwellings (40% affordable housing) on **Glebe Farm**, the site between Hauxton Road and Shelford Road and north of the Addenbrooke's Road. Developers are preparing to start on site.
- 3.9 Permission has been granted for 2,300 dwellings (40% affordable housing), a secondary school, a primary school, a community building (including a health centre and library), local retail and associated infrastructure on **Clay Farm**, the site east of Trumpington and south of Long Road. Work on the spine road through the new development is continuing apace, significant numbers of applications for reserved matters are coming forward and three residential sub-phases have secured reserved matters approval. The first new dwellings are likely to be occupied later in 2012.
- 3.10 Permission has been granted for up to 347 dwellings (40% affordable housing), and 100-bed student living accommodation for the Bell Language School on the **Bell School** site, west of Babraham Road and south of Addenbrooke's. Development is awaiting the resolution of the details of the access to the site.
- 3.11 Permission has been granted for up to 210,000m² of floorspace for research, treatment and related support activities on **Addenbrooke's Hospital** (with an associated significant number of new jobs). Development of the new Laboratory of Molecular Biology is nearly complete, and detailed application for a multi-storey car park on site has been approved. There is a parcel of land south of the Addenbrooke's site that was reserved for future clinical development and research uses, with the respective proportions being determined at Plan Review.
- 3.12 Figure 3.2 shows the planned land uses, access and transport arrangements in the Southern Fringe and it provides a snapshot of progress on site.

North West Cambridge – Land between Madingley Road and Huntingdon Road

- 3.13 A joint Area Action Plan (with South Cambridgeshire District Council) for this area was adopted in October 2009 and a planning application was submitted by the University of Cambridge to both Councils in October 2011. The planning application is for:

**Figure 3.2: Southern Fringe Progress Plan
May 2012**

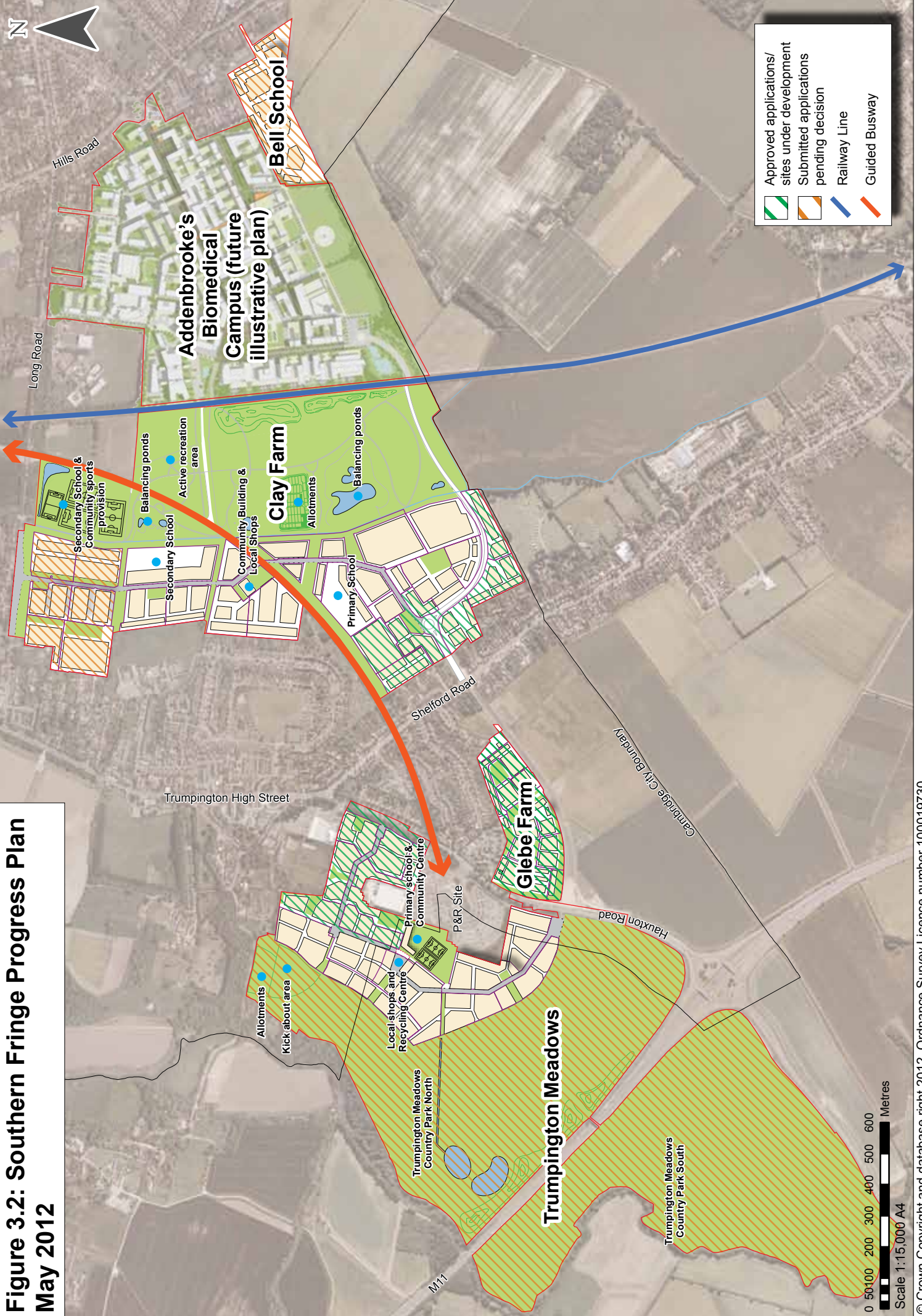


Figure 3.2: Southern Fringe Site Photographs

Trumpington Meadows



View looking south towards the Barrett Homes development from the central spine road



Trumpington Meadows Marketing Suite (Barrett Homes)



View looking north east from the P&R site (Barrett Homes development site)

Clay Farm



View looking towards the Countryside Properties development from the Addenbrooke's Access Road



View of the Countryside properties development showing the construction of foundations



View of the Skanska development site from the Addenbrooke's Access Road



View of the Clay Farm development from the rooftop of the MRC Laboratory of Molecular Biology, Addenbrooke's

Glebe Farm



View looking towards the apartment blocks from Addenbrooke's Road



View looking towards the apartment blocks from Addenbrooke's Road



View looking northwest from the site entrance



View east towards the site entrance

- Up to 3,000 new homes (50% being 'key worker' housing for university staff);
- Accommodation for up to 2,000 students;
- 100,000m² employment floorspace, of which up to 40,000m² commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000m² academic floorspace (Class D1);
- Up to 5,300 m² gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 m² net floorspace);
- Senior living accommodation of up to 6,500 m² (Class C2: Residential institution, e.g. care home);
- Community Centre; Police; Primary Health Care; Primary School; Nurseries (Class D1);
- Indoor sports provision and open space; and
- Hotel (130 rooms).

3.14 The planning application is due to be determined by the Joint Development Control Committee for the Cambridge Fringes later in 2012.

North West Cambridge – Land between Huntingdon Road and Histon Road (NIAB1)

3.15 The frontage of the site facing Huntingdon Road is currently being built out and will provide 187 new homes. A planning application for the rest of the site has been agreed (subject to S106) and will provide:

- 1,593 dwellings (40% affordable housing);
- A primary school;
- A shop and up to six retail or service units;
- A community café;
- A library (to serve the whole north west quadrant);
- A health facility; and
- Associated infrastructure.

3.16 The main road through the development is currently being constructed. The section 106 agreement is due to be completed in July 2012. The developer expects construction of infrastructure to begin in September 2012 and construction of residential dwellings to begin in May 2013.

3.17 Figure 3.3 shows the planned land uses, access and transport arrangements in North West Cambridge and provides a snapshot of progress on site.

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Figure 3.3: North West Cambridge Progress Plan May 2012

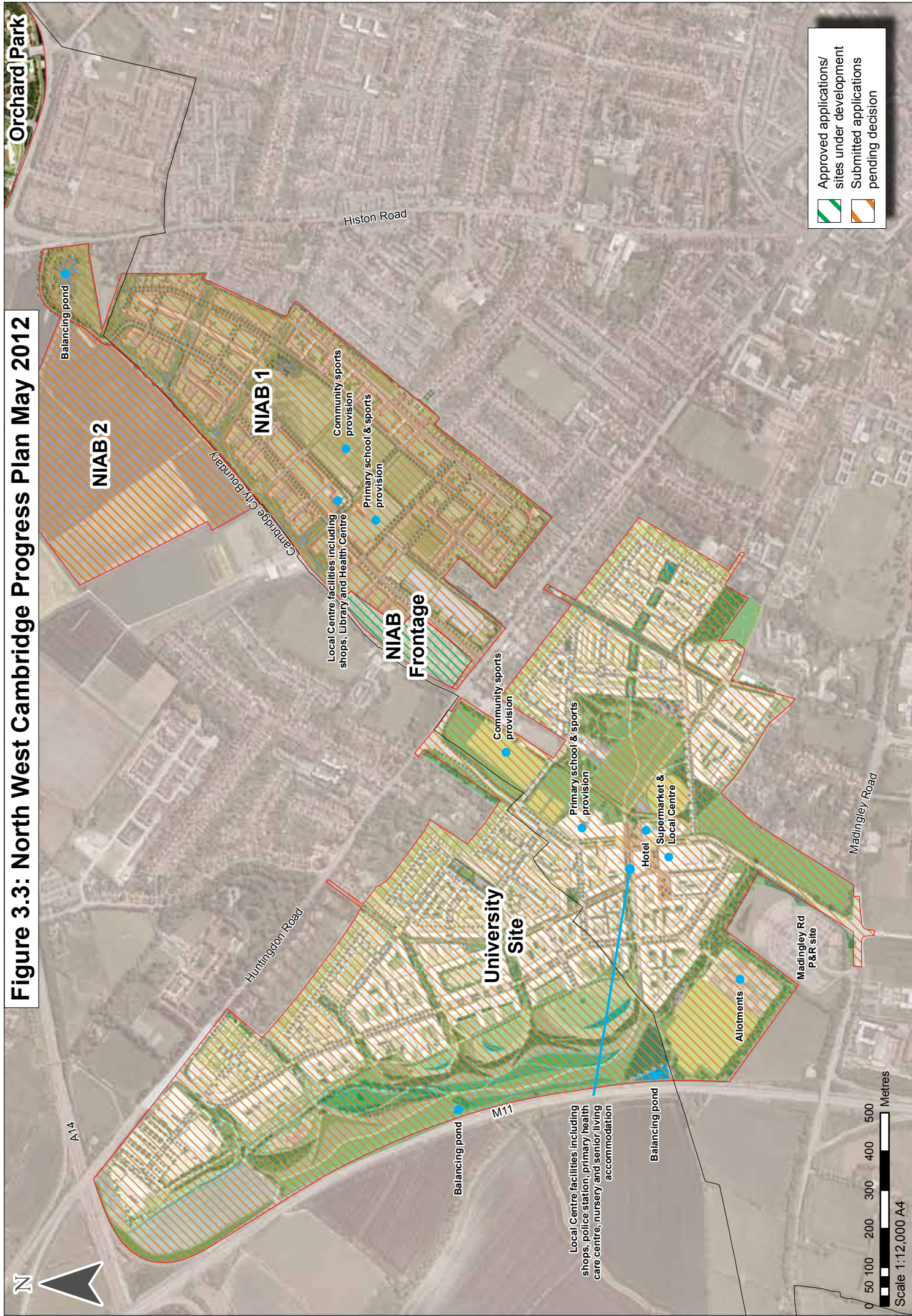


Figure 3.3: North West Cambridge Site Photographs

NIAB Frontage



View looking south east along Huntingdon Road



View looking north towards the new junction and access road into the NIAB frontage site.



View looking south along Whitehouse Lane towards Huntingdon Road

Station Area

- 3.18 The redevelopment of the Station Area was granted planning permission in April 2010. It includes:
- A new transport interchange and station square;
 - 331 homes, including 40% affordable homes;
 - 1,250 units of student accommodation for Anglia Ruskin University;
 - Offices (53,560m²), shops (5,255m²), a GP surgery, a hotel and an art workshop;
 - A new multi-storey cycle and car park; and
 - Improved road junctions, new roads and footpaths.
- 3.19 Since the application, the new bus link between the Station and the Brooklands Avenue junction has been completed, as has work on the new bus interchange. Work is well underway on the first phase of student accommodation, and on the new offices for Microsoft.
- 3.20 Figure 3.4 shows the planned land uses, access and transport arrangements in the Station Area and provides a snapshot of progress on site.

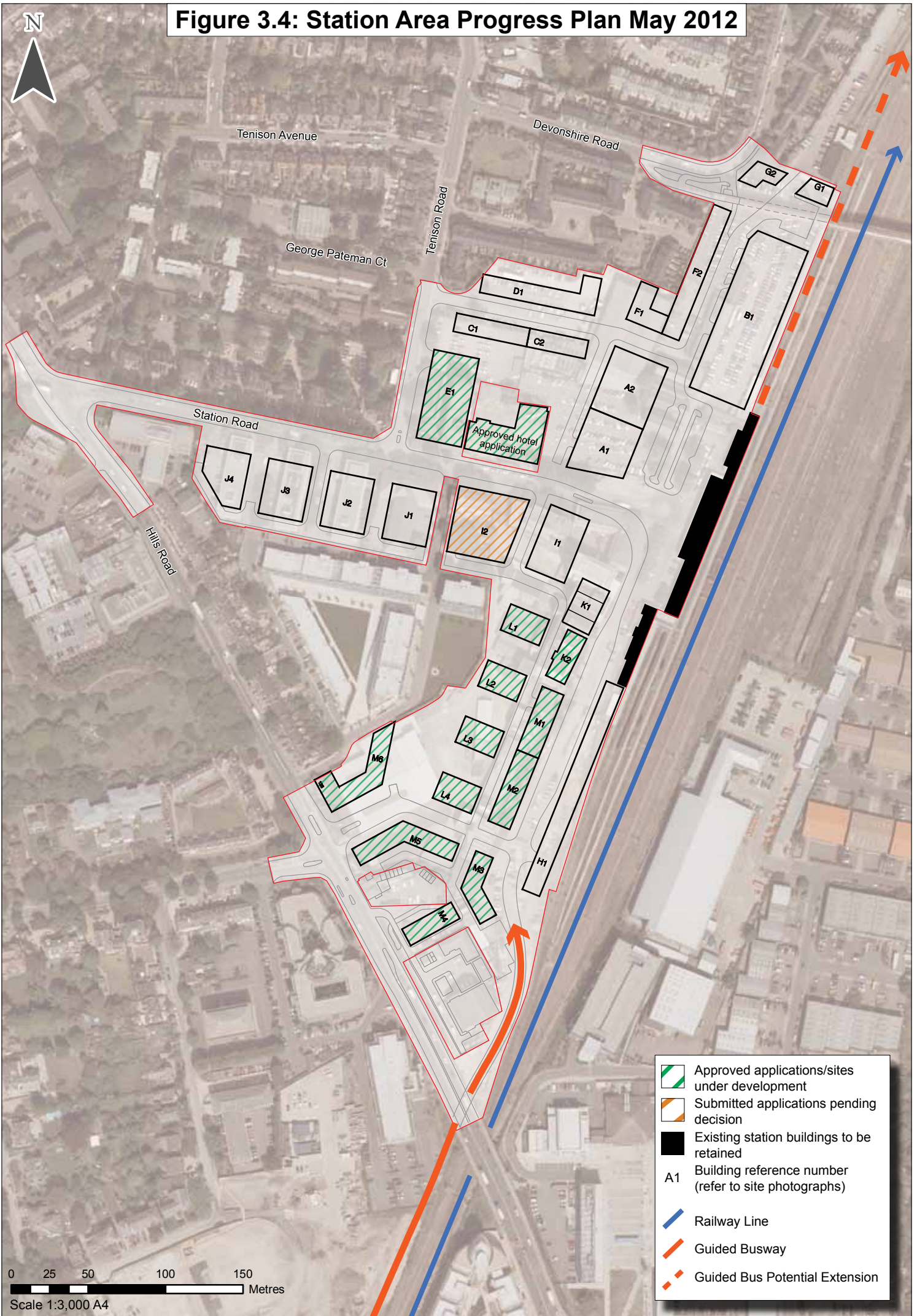
Other Developments in Cambridge








- 3.21 In addition to the development of the Areas of Major Change that were identified in the 2006 Local Plan a number of key sites within the City have also been or are the course of being developed/redeveloped. These include:
- Land off Fitzwilliam Road/Clarendon Road (the CUP site) for housing
 - Sites on Cromwell Road and Rustat Road for housing
 - Parkside Fire Station site for housing and a new fire station
 - Bradwells Court for mixed retail/residential use
 - Betjeman House site for mixed office/residential/retail use
 - The University West Cambridge site
 - The former CRC Brunswick site Newmarket Road for housing/student accommodation
 - George Nutall Close
- 3.22 The Grand Arcade project was also finalised and significant amounts of development associated with ARU, the University of Cambridge and secondary education has taken place.
- 3.23 These developments emphasise the important role that the City Centre has in supporting the growth of the site on the peripheral sites.

Approach to Housing and Employment Provision

- 3.24 Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries and has a prosperous and dynamic

Figure 3.4: Station Area Progress Plan May 2012



-  Approved applications/sites under development
-  Submitted applications pending decision
-  Existing station buildings to be retained
-  A1 Building reference number (refer to site photographs)
-  Railway Line
-  Guided Busway
-  Guided Bus Potential Extension

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 Metres
 Scale 1:3,000 A4

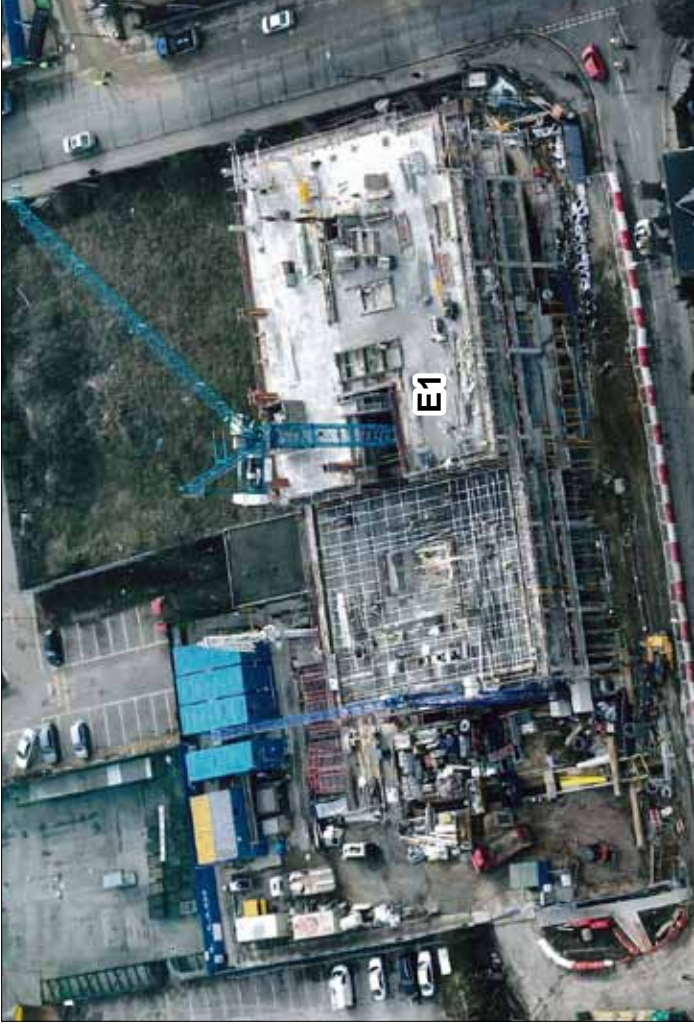
Figure 3.4: Station Area Site Photographs



View looking west towards Hills Road showing buildings M1 & M2, M5, M6, K1 (Fosters Mill to be converted) and E1.



View looking south west showing buildings M1 & M2, M5, M6 and K2 (Fosters Mill to be converted) and E1.



View looking east towards building E1 (Microsoft building).

economy. It also has a renowned landscape setting with a network of open spaces linking into a thriving and accessible historic centre. The success of Cambridge means there are also many competing development needs and pressures on what is a small, compact city. There is a high demand for housing, a need for more affordable housing; a need to maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges, and Anglia Ruskin University; provide essential services and facilities to meet the day to day needs of residents and to maintain the city as a sub-regional centre for shopping, leisure and cultural activities. There is a close functional relationship between the City of Cambridge and surrounding South Cambridgeshire, which provides part of the setting to Cambridge, a rural hinterland to the City and includes a number of significant business parks that contribute to the Cambridge economy.

- 3.25 Changes brought about through the Localism Act 2011, now require local authorities to be responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies (RSS). This means that alongside establishing where future development should go, the Council needs to establish an appropriate level of housing and employment provision to 2031. Levels of housing and employment provision will need to be justified, based on evidence and include consideration of any cross boundary and strategic issues/implications. Furthermore, given the competing development pressures in Cambridge, the Council will need to consider how these needs can be met and balanced with environmental and infrastructure constraints along with improving the quality of life for all.
- 3.26 The current development strategy for the Cambridge area stems as far back as 1999, with the work undertaken by Cambridge Futures and the recognition that a change in approach was required in order to redress an imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of Cambridge University and Addenbrooke Hospital whilst minimising increases in congestion on radial routes into the City. The strategy makes provision for development within Cambridge or as sustainable extensions to the urban area, at the new town of Northstowe (linked to the guided busway), and at the most sustainable rural settlements. The Cambridgeshire and Peterborough Structure Plan 2003 also identified the ring of market towns around Cambridge that lie beyond South Cambridgeshire as having a role in the sequence between Northstowe and the rural area.
- 3.27 The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge and the strategy was given effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these Plans were subject to extensive periods of public consultation and examination by Planning Inspectors. Throughout the preparation of these Plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area.
- 3.28 As part of the review of the RSS for the East of England, the Cambridgeshire

authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, and how the strategy could be developed if further growth was needed.

- 3.29 The Study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is stronger) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth will be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 3.30 The study recommends a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns and focussing on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green Belt boundary, in the long term. The key objective of the strategy remains to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.
- 3.31 The Cambridgeshire Local Authorities endorsed the findings of the study, which were included in the draft version of the revised East of England Plan to 2031. These were submitted to the previous Government in March 2010, but were not progressed due to the Coalition Government's statement soon after coming into power in May 2010 that it intended abolishing regional plans.
- 3.32 Following the Cambridgeshire Development Study, the East of England Plan Review suggested 14,000 homes and 20,000 jobs for the period 2011 to 2031, for Cambridge, and was based on rolling forward the current spatial strategy set out in the 2006 Cambridge Local Plan. These figures need to be tested alongside other levels of provision.
- 3.33 An issue for the Council along with South Cambridgeshire District Council will be whether this remains the most appropriate development strategy to 2031 or whether an alternative would be more sustainable. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up. On the whole South Cambridgeshire looks towards Cambridge and any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa. Due to the closely drawn administrative boundary around Cambridge the Council is working closely with South Cambridgeshire District Council to consider the needs of the wider area.

Level of Housing Provision

- 3.34 Demand for housing in Cambridge is high, with high rents and high house prices. The availability of affordable housing to meet housing need is a key

issue. It is also vital in order to support economic growth, and promote and improve the health and wellbeing of Cambridge residents. There needs to be a good range and choice of housing to help a growing population including young people, families and the elderly. If we do not address this need, it is likely that house prices will continue to rise, worsening affordability and possibly leading to more people living outside of Cambridge and commuting on congested roads into Cambridge. This could also have an impact on the growth of the economy and harming the opportunity for people to get jobs.

- 3.35 Given the need to accommodate more homes in Cambridge, we need to have a debate about how many new homes should be provided over the next 20 years.
- 3.36 Planning for an appropriate level of housing provision requires us to take account of a range of forecasts for population, homes and jobs. This information has been pulled together in a background document to inform the development of options: Housing and Employment Provision in Cambridge Technical Background Paper.
- 3.37 Due to the closely drawn administrative boundary around Cambridge the Council is working closely with South Cambridgeshire District Council to consider the needs of the wider area.
- 3.38 As of April 2011, there is planning permission for 10,612 new homes within the urban area and in the agreed urban extensions. In addition to this, the Council's Strategic Housing Land Availability Assessment (SHLAA), which assess the capacity within the urban area for future housing, indicates that there is capacity for an additional 2,060 homes within the urban area of Cambridge. Taken together, these could provide 12,700 new homes for Cambridge.
- 3.39 The affordable housing need to 2031 is for 19,580 affordable homes. This is based on meeting the backlog of need for affordable homes as well as the newly arising need within the plan period. Therefore, given this need, it is important to explore options for levels of housing provision before any decisions are taken. Consideration also needs to be given to the number of jobs that need to be provided in order to maintain a successful economy and reduce commuting.
- 3.40 A number of options have been put forward for comment. These options set out different levels of housing provision to 2031. Whilst the need to provide more homes to meet identified needs is paramount, there are constraints on the amount of new homes that can be accommodated in Cambridge given its constrained area, historic environment, and limited infrastructure as well as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. Competing need and demands for a range of uses need to be considered against quality of life factors and an appropriate balance needs to be struck for development planned to 2031.
- 3.41 Deciding on how many new homes (and jobs) should be provided, and where these are best located should come through a step by step process beginning

with the issues and options consultation. Comments received will inform any decisions the Council takes as it develops the Local Plan.

Option 2 – 12,700 new homes to 2031 – ‘urban growth’

12,700 new homes to be provided within the urban area to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment.

Development would continue within the urban area and on agreed urban extensions. No more land would be released from the Green Belt within the Plan period.

Advantages

- New housing focused within the built up area of Cambridge and agreed urban extensions;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable;
- Transport – minimal additional impact on the existing network, maximising sustainable modes through public transport (guided bus), cycling and walking.

Disadvantages

- Level of provision will not meet overall need and requirements for more affordable housing;
- Risk that provision would not support economic vision for Cambridge;
- Increase pressure on existing housing stock and house prices, leading to more people living outside of Cambridge and commuting to jobs in Cambridge;
- Increased in commuting and pressure on the existing transport network;
- Increased pressure on land for housing and competing uses.

Option 3 – up to 14,000 new homes to 2031 – ‘the current development strategy’

14,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10, 612 and the

capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. 1,300 new homes would need to be provided on new, additional land released from the Green Belt

Development would continue within the urban area and on agreed urban extensions. However, because Cambridge East is now not progressing some land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon.

Advantages

- Level of provision would continue to support the economic vision for Cambridge;
- Level of provision would continue to meet housing need and affordable housing provision in Cambridge;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable.

Disadvantages

- Level of provision would not meet overall need and need for more affordable housing;
- Further land would have to be released from the Green Belt. The NPPF advises that Green Belt boundaries should only be reviewed every 20 years and continued nibbling away of the Green Belt is not considered acceptable.
- Infrastructure requirements – further investigation would be required in order to understand the full impact;
- Transport – likely increased pressure to the network without further measures put in place to relieve congestion and improve movement within and around the city.

Option 4 – up to 21,000 new homes to 2031 – ‘enhanced levels of urban and Green Belt growth’

21,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the

capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. Up to 8,300 new homes would need to be provided on new land released from the Green Belt. The 8,300 homes figure is based upon the minimum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of new land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;
- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments.

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city.
- It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

Option 5 – up to 25,000 new homes to 2031' significantly increased levels of urban and Green Belt growth'

25,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability

Assessment. 12,300 new homes would need to be provided on new land released from the Green Belt. The 12,300 homes figure is based upon the maximum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;
- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments;

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined. Undermining the important perception of the City as a compact city surrounded by countryside close to its heart;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward. Without sufficient investment there would be significant impact on people's quality of life;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city;
- It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

Questions

- 3.1 Is there a need for a policy addressing this issue?
- 3.2 Which of the policy options do you prefer

3.3 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

3.4 Are there any other reasonable alternatives that should be considered at this stage?

Level of Employment Provision

- 3.42 Cambridge's contribution to the national and regional economic success is well understood. The new plan will aim to meet the land and floorspace needs of business. Failing to do so will constrain the potential of the local and national economy, harming businesses and job prospects in the city.
- 3.43 The East of England Plan contained a jobs target for Cambridgeshire of 75,000 additional jobs between 2001 and 2021 (it did not set a specific target for Cambridgeshire). The Cambridge and South Cambridgeshire Employment Land Review (2008) looked at the employment land requirements to 2026 in both districts. It concluded that there were 139 hectares of unconstrained land available for employment development in 2007, and that this may be insufficient to accommodate the indicative target for net growth in jobs. The Review identified a short-term undersupply of industrial land, and a medium term undersupply of office space in the city. Furthermore, much of the supply of employment land it identified was not in Cambridge, but in South Cambridgeshire, often away from the city. Given the majority of the capacity was identified in South Cambridgeshire, it is possible that the land for employment development in Cambridge is limited.
- 3.44 The Council recognises the success of Cambridge and its contribution to the national economy, however evidence is showing that change is potentially needed to how planning policies support and encourage economic growth. The update to the Employment Land Review will look at future levels of jobs provision, the economic downturn, the supply of land, recommendations from the Cambridge Cluster at 50 study 2011 and a number of key sites and make a number of recommendations when it is published in summer 2012.
- 3.45 The NPPF requires local authorities to plan for the number of jobs needed in the area. The Council must seek to provide enough land for business growth and investment, balanced with new housing, to support the local economy, and reduce commuting. A number of options are set out below based on evidence from forecasts of future economic growth. The Employment Land Review will use updated forecasts to review the supply of employment land in the city to try and reconcile the forecast level of jobs growth and the supply of land. The main employment locations within and on the edge of Cambridge (some in South Cambridgeshire) are the offices in the City Centre and around Cambridge Railway Station, Business Parks and Cambridge Science Park in the Northern Fringe, Cambridge Airport, Addenbrooke's Hospital and West Cambridge. In addition to these areas there are a number of offices and industrial uses dotted around the City. Chapter 4 includes possible policy options for further development at West Cambridge,

Cambridge Northern Fringe East and the Station Area. The reasonable options for densifying existing employment areas are set out below.

- 3.46 In order to support the economy, we know that more jobs need to be provided and we need to debate how many new jobs should be provided over the next 20 years. The link between homes and jobs is also important to consider as these will have an impact on levels of commuting and hence traffic in Cambridgeshire. The following options have been put forward. The options set out different levels of jobs provision.
- 3.47 The Council has less control over the provision of jobs compared to the provision of homes. While land and buildings can be allocated or safeguarded for employment use, business demand will ultimately determine whether it is developed (similar to housing), and how many jobs there are on the site. New jobs can be created (and lost) in existing offices and shops without any need to involve the planning system. It is therefore far more difficult to even count the number of jobs in an area at any one time, let alone provide a precise number of new jobs. Nevertheless, the Council is required to plan for objectively assessed employment need within the area and can plan to have a suitable amount and range of land available for employment development.
- 3.48 The below options on future levels of job provision have been arrived at by looking at forecasts of future levels of job growth and considering how these will impact on Cambridge's economy. Option 6, 10,000 new jobs to 2031, is based on a "low growth" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of job growth between 1991 and 2001 according to this model. Option 7, 15,000 new jobs to 2031, is based on a "baseline" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by the trend based Cambridgeshire Development Study forecasts and the past level of job growth identified by the East of England Forecasting Model (EEFM) between 1991 and 2001. Option 8, 20,000 new jobs to 2031, is based on a "high growth" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by EEFM baseline forecast, and the Cambridge Econometrics baseline forecasts incorporating County Population projections. It is also the same as that from the draft East of England Plan 2012. The Council is committed to evaluate the strategy from the draft East of England Plan through the Local Plan review. More detail on the background to these options can be found in the Housing and Employment Provision In Cambridge Technical Background Paper.

Option 6 – 10,000 new jobs to 2031

10,000 new jobs to be provided to 2031.

This option is based on delivery of a lower number of jobs than expected to arise in Cambridge to 2031.

Advantages:

- This option will have less of an impact on the supply of land in Cambridge;
- This option will have the smallest impact on demand for new homes.

Disadvantages:

- This option could lead to less new jobs than were provided over the last 20 years;
- This would lead to less job opportunities available for people than the higher options;
- This option is likely to constrain Cambridge's economic potential and hinder the city's role as a world leader in higher education, research and knowledge based industries;

Option 7 – 15,000 new jobs to 2031

15,000 new jobs to be provided to 2031.

This option is based on delivery of the same number of jobs expected to arise in Cambridge to 2031.

Advantages

- This will continue to support the economic vision for Cambridge maintaining the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide slightly more jobs than has been delivered over the past 20 years.

Disadvantages

- If the economy does better than expected it may constrain Cambridge's economic potential;
- This could lead to less job opportunities being available for people than higher options.

Option 8 – 20,000 new jobs to 2031

20,000 new jobs to be provided to 2031.

This option is based on delivery of the number of jobs set out in the draft East of England Plan 2010. This represents an uplift on the level of job growth that might otherwise be expected.

Advantages:

- This will continue to support the economic vision for Cambridge growing the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide more jobs than has been delivered over the

past 20 years;

- This would lead to more job opportunities for people than the lower options.

Disadvantages:

- This option will have a larger impact on the supply of land in Cambridge;
- This option will have the largest impact on demand for new homes.

Questions

- 3.5 Is there a need for a policy addressing this issue?
- 3.6 Which of the policy options do you prefer?
- 3.7 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)
- 3.8 Are there any other reasonable alternatives that should be considered at this stage?

Broad Locations for Future Development

- 3.49 Alongside exploring what the right level of development of jobs and homes for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.
- 3.50 Given the tight administrative boundary and close interrelationship with South Cambridgeshire, both Councils will be working together to consider holistically how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the cooperative Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge to create a better balance between jobs and homes and to provide for the most sustainable development strategy that was consistent with protecting the most important qualities of Cambridge and its rural neighbours. The Councils will need to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited in this round of plan making. Communities in these areas will be well aware that these examinations have been undertaken previously. The process of delivering a new plan requires us to revisit these questions as part of the necessary robust examination of all possible options for the city.
- 3.51 The NPPF states that the Government attaches great importance to Green Belts whose essential characteristics are their openness and permanence. Five purposes for Green Belts are set out, the key one for the Cambridge

Green Belt being: *“To preserve the setting and special character of historic towns”*. The Cambridge Green Belt is one of the few to which this criteria applies. The purposes and functions of the Cambridge Green Belt are intended to help achieve the preservation of the setting of Cambridge and its special character.

- 3.52 Green Belt boundaries can only be established in Local Plans and *“once established can only be altered in exceptional circumstances, through the preparation or review of the Local Plan”*. For the current Local Plan, the exceptional circumstance was provided by the policies of the 2003 Structure Plan and the objective of delivering a sustainable development strategy focusing new homes close to jobs in Cambridge. After the withdrawal of the majority of the Structure Plan, the approach was continued in the Regional Spatial Strategy. Green Belt guidance has always made clear that Green Belt boundaries should be drawn so that they can endure beyond the end of the plan period. Current inner Green Belt boundaries have been established in a suite of recent plans – the Cambridge Local Plan 2006, three Area Action Plans from 2008 and 2009 and in the South Cambridgeshire Site Specific Policies DPD from 2010. The Inner Green Belt Study 2002 and the Cambridge Green Belt Study 2002 informed the current Green Belt boundaries.
- 3.53 To help inform the current debate, a new appraisal of the Inner Green Belt has been undertaken. In summary the appraisal found that, on the whole, recent releases on the edge of the city were sound. However those changes, which are currently underway to the edge of City through new development in the agreed urban extensions, will result in the adjacent rural land having increased value to Green Belt purposes and to the setting of the City. This will have a key bearing on the evaluation of these areas that will take place through the preparation of this plan.
- 3.54 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure beyond the end of the 2016 plan period first established by the Structure Plan, which set out broad locations for development. Given that growth strategy is at an early stage in its delivery, a key question is whether there are exceptional circumstances that would justify further alterations to the Green Belt to cover the period to 2031 and beyond.
- 3.55 In reviewing Green Belt boundaries, the NPPF requires consideration of the consequences for sustainable development of channelling development towards urban areas inside the Green Belt, towards towns and villages inset within the Green Belt or towards locations including new settlements beyond the outer Green Belt boundary. This will require a coordinated approach between the Council and South Cambridgeshire District Council to ensure a sustainable development strategy for the wider Cambridge area.

Questions – Broad Locations for Development

3.9 Should there be more development than is already committed on the edge of Cambridge?

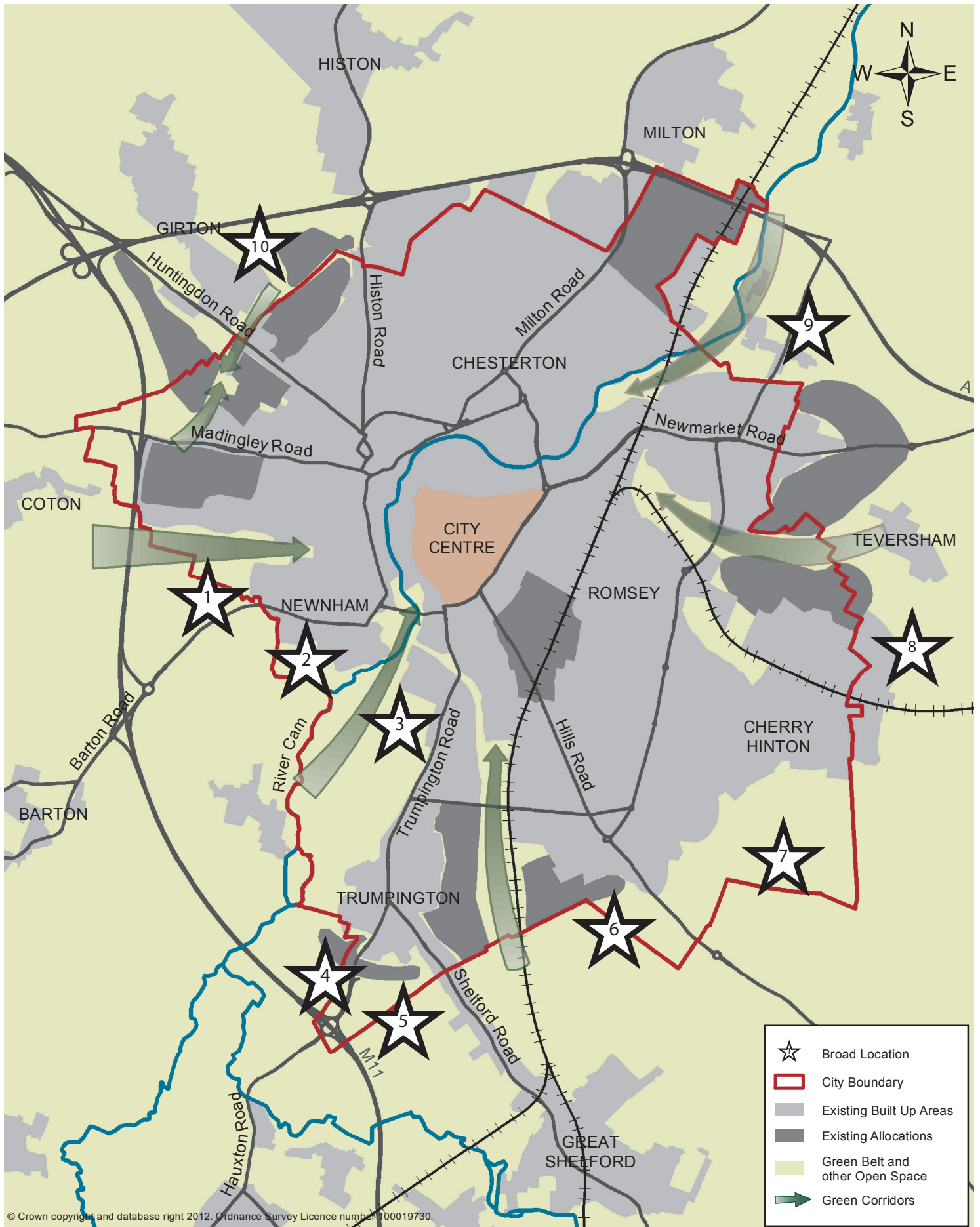
3.10 Should more land be released from the Green Belt?

3.11 If so, where should this be? See figure 3.5

3.12 Are there any other approaches that should be considered at this stage?

- 3.56 In order to ensure that the testing process for the local plan is robust, it is appropriate to take a comprehensive approach to reviewing the land on the edge of Cambridge at this stage, with all locations being assessed and presented for comment as part of this Issues and Options consultation. Each broad location is shown in figure 3.5. Some of the broad locations are within the City and others straddle the boundary with South Cambridgeshire. For the purposes of completeness, three broad locations on the edge, which are wholly in South Cambridgeshire have also been included in this consultation. Similarly, South Cambridgeshire District Council is taking a holistic approach to land in the Green Belt on the edge of Cambridge. Comments are sought on all the broad locations including those in South Cambridgeshire to assist the Councils to take a coordinated approach on this important issue.
- 3.57 For land in the city, the broad locations cover the area between the urban edge and the administrative boundary. The only exception to this, is broad location 3, land west of Trumpington Road where a smaller area has been looked at and that excludes land towards the River Cam and Grantchester Meadows. This is on the basis that this land would not be a reasonable option for development due to its significant impact on Grantchester Meadows.
- 3.58 All of the broad locations identified for testing could theoretically be built out for housing in whole or in part, taking account of planning constraints such as flooding, environmental designations or heritage assets. The suitability of land on the edge of Cambridge for housing will however turn on the principle of whether the Green Belt should be reviewed as part of developing a new sustainable development strategy for the Cambridge area, and if so, whether individual sites within broad locations could be released. A key issue will be whether these releases and their attendant level of harm to the purposes of the Green Belt are considered on balance to be acceptable within that strategic framework.
- 3.59 The following information has been provided for each broad location:
- Description and Context;
 - Designations and Constraints – heritage and environmental assets, planning policy designations, flooding and drainage, topography, pollution/noise;
 - Planning history – Previous plans, conclusions from Inspector’s reports, key planning applications;
 - Green Belt and Landscape – significance to Green Belt purposes, function with regard to character and setting, including rural character of the landscape;
 - Schools, Utilities and Services –existing services and facilities available, new facilities required to serve the development;

Figure 3.5: Broad Location Options



- Transport – highway capacity, public transport, site access;
 - Availability;
 - Deliverability.
- 3.60 Following consultation on this Issues and Options Report, all comments received will be assessed and subsequent consultation on any reasonable site options with specific boundaries will be undertaken in Autumn / Winter 2012, prior to both the Council and South Cambridgeshire District Council developing draft local plans.
- 3.61 It is important to note that the Council cannot take decisions on the future spatial strategy in isolation and the views of the community, interested parties, organisation and service providers are essential. The interrelationship with South Cambridgeshire District Council, the rest of the Cambridgeshire and the sub-region is also an important factor.

STRATEGIC PRIORITY

Option 9 – Development within the Urban Area of Cambridge

The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), this looked for sites with potential for residential development in Cambridge. The SHLAA identifies potential capacity for up to 2,060 new homes within the built up area of Cambridge.

One option would be to allocate some, or all, of these sites for development. This source of supply would help to meet the housing need in Cambridge without any changes to the current Green Belt boundary.

These homes would be on top of existing commitments of 10,612 (e.g. sites with planning permission or sites already allocated for development).

- 3.62 The following options set out the 10 potential broad locations for development at the edge of Cambridge. As mentioned previously, Broad Locations 8, 9 and 10 fall outside the City boundary in South Cambridgeshire District Council. Any comments received will also be shared with that Council. Broad Location 3 falls only within the City boundary and all the other broad locations straddle the boundary.
- 3.63 Figure 3.5 indicates the ten broad location options.

Option 10: Broad Location 1: Land to the North & South of Barton Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Newnham, Coton & Grantchester

Description:

There is potential capacity for between 2,000 and 3,000 dwellings between the urban area and the administrative boundary, with significant additional land also in South Cambridgeshire.

Context:

Land on the western edge of the city up to the M11. A series of large

agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

Designations / Constraints:

- Whole area is designated as Green Belt.
- Adjacent to Cambridge West Conservation Area.
- University sports fields to east are protected private open space.
- Archaeological remains of various dates.
- Hedgerows east of M11 are a County Wildlife Site and several hedgerows within this location are designated as a City Wildlife Site.
- Parts of the location around Barton Road are within Flood Zones 2 and 3a (medium to high probability of flooding).
- Part of the location will be affected by noise and air quality issues from the M11 and mitigation will be required.
- The location needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, which was designed to create a new city edge.
- The uses alongside the edges of the area will raise potential overlooking issues; both within and out of the location.
- There are public rights of way to the north, to the west and through the centre.

Planning History

Land in this location has been previously considered for Green Belt release by a series of Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambridgeshire Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes. Inspectors have accepted that the Barton Road approach to Cambridge is important because it is undeveloped, that development would impinge on views, sometimes be directly in front of historic features, and would spoil the setting of the city even if set back and landscaped.

Green Belt / Landscape / Townscape

- The 2002 Inner Green Belt Boundary Study found that all areas within the zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. The area to the south of Barton Road provides separation and setting to Granchester. The southern part of this zone comprises the river Cam and its associated river valley landscape. The elevated

southern parts of the zone, nearer to the M11, create small plateaus that are sometimes screened by their landform and by vegetation.

- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape, which is very important to the setting of the City and for the purposes of Green Belt.
- The sites would represent a challenge to design in respect of achieving good points of access. Access points from either the Barton Road, Clerk Maxwell Road or from the High Cross part of the West Cambridge site will be necessary in order to enable a more comprehensive site layout and sufficient connectivity to the west side of the city. Access to existing minor residential streets e.g. Cranmer Road or Herschell Road, will need to be limited to pedestrian and cycling use only.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Furthermore, travel demand to/from this location is likely to be largely Cambridge-centric, though a significant amount of trips could impact upon the M11 at J12 and J13.
- The County Highways team have commented that access onto Barton Road is feasible but requires modelling. New public transport services would be required. A significant level of infrastructure will be required to encourage more sustainable transport links. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network.

Figure 3.6: Broad Location 1: Land to the North & South of Barton Road



Option 11: Broad Location 2: Playing Fields off Granchester Road Newnham

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Newnham & Grantchester

Description:

There is potential capacity for between 450 and 700 dwellings between the urban area and the administrative boundary, with additional land also in South Cambridgeshire.

Context:

The location comprises a number of College playing fields along with Wests Renault Rugby Football ground located to the south of Newnham off Granchester Road. The area is relatively level with views into open countryside to the south towards Granchester and along the River Cam immediately east. The land is slightly elevated above the land to the east that forms part of the Cam river valley and Granchester Meadows. The southern section of the Pembroke playing field is located in South Cambridgeshire.

Designations / Constraints:

- The whole area is designated as Green Belt.

- Land within Cambridge is designated as Protected Open Space.
- Significant parts of the Rugby Club ground are in the functional floodplain (where water has to flow or be stored in times of flood) and therefore unsuitable for development.
- The West Cambridge and Newnham Croft Conservation areas lie to the north and north east.
- The hedgerows and river meadows are important for wildlife.
- Allotments adjoin the location to the south east.
- There is a Public Right of Way to the east and permissive Public Right of Way to the west.
- There are several protected trees in the area and a listed building.

Planning History

No significant recent planning history.

Green Belt / Landscape / Townscape

- The 2002 Inner Green Belt Boundary Study found that all areas within this location were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- This location is mostly arable and divided into relatively small fields with managed hedgerows and ditches.
- Grantchester is located to the south of the area on the western slope of the River Cam valley.
- The elevated parts of this location create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield.
- The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City.
- All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.
- In urban design terms the area would require direct access onto Grantchester Road, either in the form of an intersection serving either side of Grantchester Road or via other, additional, access points.
- Development would back onto existing development to the north and

east, and would require pedestrian/cycle links within/beyond the location.

- There is no direct public access to the eastern most part of this location.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to the M11 at J 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that Grantchester Road is narrow and incapable of supporting development at this scale without significant improvement. Modifications to Grantchester Road would be required and would result in the nature of the road changing significantly. The eastern part of this location has no direct access to the adopted public highway; South Green Road is private and unsuitable for intensification in its current form. Transport modelling needs to be undertaken to understand the full implications on the transport network. Better public transport links would be required.

Figure 3.7: Broad Location 2: Broad Location 2: Playing Fields off Granchester Road, Newnham



Option 12: Broad Location 3: Land West of Trumpington Road

District: Cambridge City Council

Ward/Parish: Trumpington

Description:

There is potential capacity for between 1,000 and 1,500 dwellings on part of the location.

Context:

The location excludes land to the west towards Grantchester Meadows. The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Grantchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west. There are existing housing areas to the north and the east.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The most northerly field (playing field) on the area is within the Southacre Conservation Area.
- There are locally listed buildings adjacent to the location. The impact on existing properties in Trumpington Road and Latham Road would need to be considered.
- The Trumpington Road Woodland Wildlife Site is to the south of the location.
- The northern portion of the area has various protected open space areas including the Leys and St.Faiths School playing field, the football ground (outdoor sports facilities), and the Cambridge Lakes Golf Course.
- Significant parts of the Rugby Club ground are in the functional floodplain (3b) and therefore unsuitable for development.
- Location is part of Green Corridor. The hedgerows and river meadows are important for wildlife.
- Allotments are to the south east.
- There are a number of protected trees, alongside Trumpington Road, and along the field boundary to the north west, and between the Leys and St.Faiths playing field and the football ground.
- Archaeology finds include prehistoric pottery and ridge and furrow remains. Predetermination works required to obtain information on the character and significance of the archaeology in this area.
- There is a Public Rights of Way to the west which links to a permissive footpath to the south-east.

Planning History

Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for housing. The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by LDA in response to the Structure Plan concern about this land indicated that it was not suitable for development. The LDA study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain

areas of land within the location which in visual terms could be developed without harming publicly accessible views. The playing field and golf course contribute to the quality of the landscape setting.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that this area was categorised as ranging from low to high in terms of the importance to the setting of the City and low to very high in terms of importance for Green Belt purposes.
- The parts of the site, which were categorised as low were the sports grounds to the north of the site. These areas were seen as low because they were well screened by mature vegetation and were viewed as part of the urban edge of the City.
- It is also significant that the City Council reviewed this area in 2003 as a potential Green Belt release, and consultants advising the Council found that there was no case for release on the basis that, amongst other reasons, the “land provides an attractive and well managed rural setting to the historic core...”.
- The river valley also contributes to the importance for Green Belt purposes because it affords a significant green corridor from the countryside to the south into the centre of the City. This is an important factor to the historic character of the City.
- The protection of green corridors running into the heart of the historic core of the City has long been a key part of the contribution of the Cambridge Green Belt.
- From a design perspective access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.

Supporting Infrastructure:

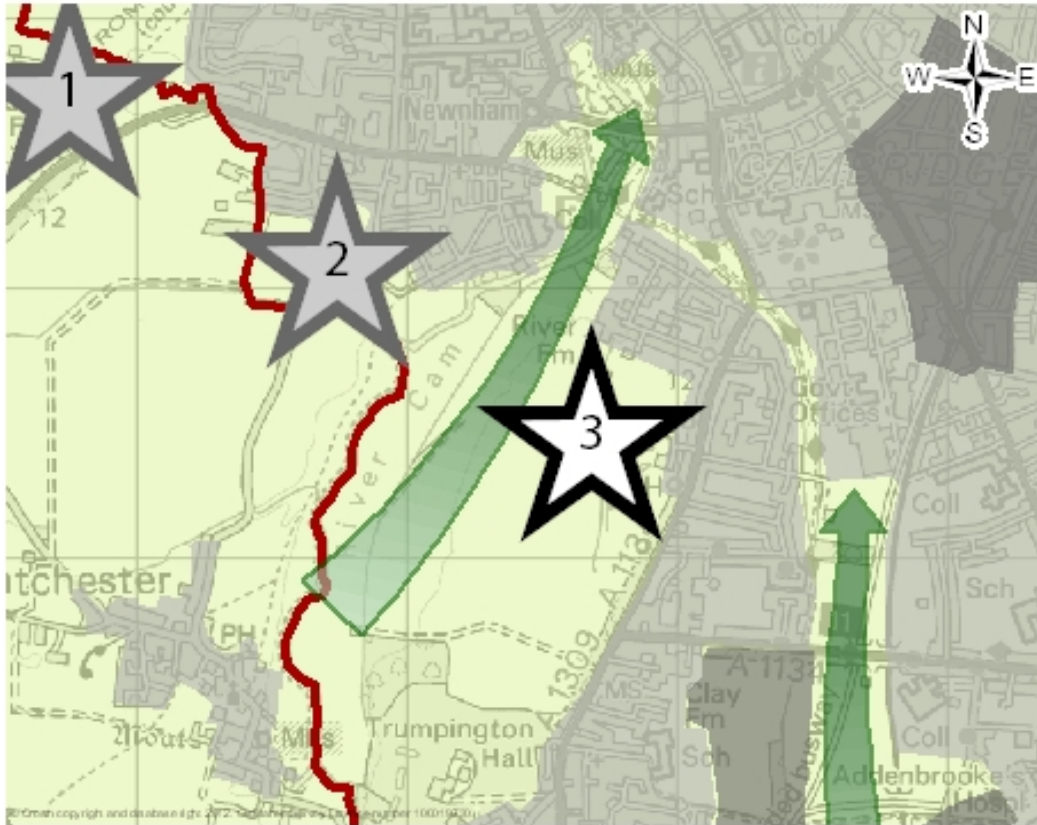
The location is more than 400m from existing schools and local facilities, other than local nurseries. Improved utilities required.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This location is likely to be quite closely related to the M11 at J 11 and 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that there is a requirement for transport modelling to consider wider strategic impact. Potential impact on M11 Junction 11. A1309 corridor will need

to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed. The location is reasonably well serviced by public transport, but would need to be improved further to be high quality.

Figure 3.8: Broad Location 3: Land West of Trumpington Road



Option 13: Broad Location 4: Land West of Hauxton Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Trumpington & Haslingfield

Description:

There is potential capacity for between 110 and 160 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

Context:

Gently sloping arable land without hedges between the planned Trumpington Meadows site and the M11. Planned Country Park to north west.

Designations / Constraints:

- The whole area is designated Green Belt.
- Scheduled Monument (Romano British settlement) just outside the site

to the north west.

- Traffic on the M11 generates noise and affects local air quality, assessments required.
- The location lies within the Lord's Bridge Consultation Area 1 requiring consultation on applications for industrial development or resulting in light pollution.

Planning History

The Inspector examining the 2006 Cambridge Local Plan found the adjoining Trumpington Meadows site to be a sustainable location for development and released land to the north of this broad location from the Green Belt because a large proportion was previously developed, to improve the southern approach to the city which was dominated by a newly established P&R site and to ensure alignment with development to the north of the Addenbrooke's Road to the east of Hauxton Road. Similar conclusions were reached by the Cambridge Southern Fringe Area Action Plan Inspector in 2007 for land in South Cambridgeshire.

Green Belt / Landscape / Townscape

- An open, south facing, gently sloping arable landscape.
- The Inner Green Belt Boundary Study 2002 identified the location to be of high importance to the setting of the city and for the purposes of Green Belt.
- There are views into and across the area from the surrounding area including long distant views from the Haslingfield area.
- The urban extension at Trumpington Meadows has been designed to form the new urban edge to Cambridge and the meadows and farmland of this location are important as a setting to the city and to the new development. The new urban edge takes the City further south and closer to the M11. The M11 motorway is a major viewpoint for the site. The landscape foreground between the M11 and the new urban edge increases in importance in terms of setting of the City. This "edge" is continued in an easterly direction and comprises a consistent, planned southerly boundary including the Addenbrookes Road at the bottom of the Glebe Farm site, the south end of the Clay Farm site, and the south end of the Cambridge Biomedical Campus.
- Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

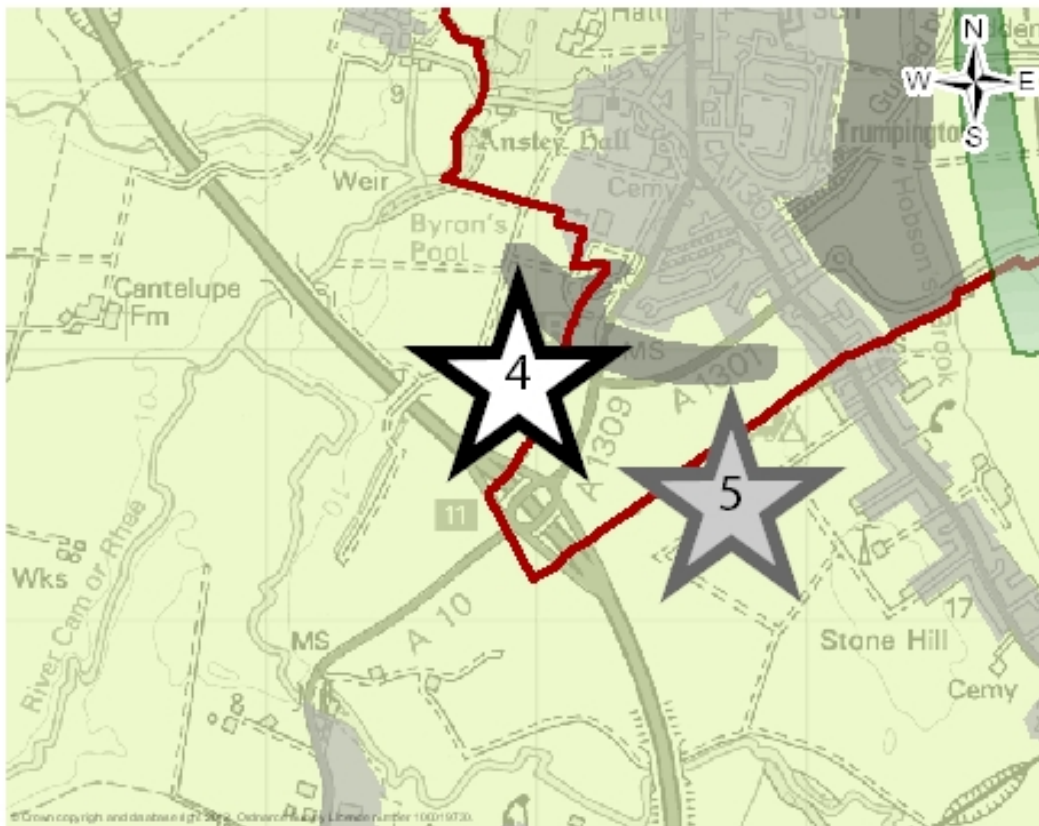
Beyond 400m from existing local facilities. New school provision necessary.

The new Trumpington Meadows primary school has limited scope for expansion. Improved utilities required.

Transport:

- The Highways Agency have commented that currently as it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor. Impact assessment required.
- The County Highways team have commented that no new access directly from Hauxton Road, scope exists to remodel existing junctions to provide required capacity. Impact on existing accident cluster on Trumpington Road would need assessment and mitigation. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. Public transport services would need to be reinforced.

Figure 3.9: Broad Location 4: Land West of Hauxton Road



Option 14: Broad Location 5: Land South of Addenbrooke's Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Trumpington & Great Shelford

Description:

There is potential capacity for between 750 and 1150 dwellings between the urban area and the administrative boundary, and an extensive area of land in South Cambridgeshire between between the M11 and the houses fronting Shelford Road.

Context:

The location is between Addenbrookes Road, the M11 & Great Shelford. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature, well-managed hedgerows dissect the area and create well defined field boundaries. It is arable farmland. There are near distance views from the area over the hedgerows to the rising ground to the south and southwest. There are views into the site from the surrounding roads and area in general.

Designations / Constraints:

- The whole area is designated Green Belt.
- Very small area in the southern part of the area, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
- Scheduled Monument is located in part of this area.
- Small area of land to the west is within the Minerals & Waste LDF Mineral Safeguarding Area for sand and gravel.
- There is a County Wildlife Site (River Cam) on the southern boundary of the area.
- There are several Tree Preservation Orders along the boundary with Great Shelford.
- The Shelford Road frontage opposite Walden Way and Hobsons Acre, in the south east corner of the location, is designated an Important Countryside Frontage.
- The impact on existing properties in Shelford Road would need to be considered.

Planning History

A proposal was submitted as part of the 2006 Cambridge Local Plan review to develop in this location. The Inspector in approving the allocation of Glebe Farm for development concluded the road would be the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector. The Inspector decided the location further south was not appropriate for housing development for reasons including; it is open land within Green Belt & outside the built-up area. A small area of land in the south eastern corner of the location has been considered and rejected for residential development through South

Cambridgeshire Local Plans in 2004 and 1993, and refused planning permission. The northern part of the location was proposed for a Household Waste Recycling Centre, but was rejected by the Inspector examining the Minerals & Waste Local Development Framework, who concluded the development of this area would be very significantly inconsistent with Green Belt policy and noted the importance of this location.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that areas within this location ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City.
- The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City. This is particularly true of a major part of the location that is situated on relatively higher and open land.
- The land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.
- The location would "break" the established southern boundary of the City created through 2006 Local Plan site releases (recently upheld by an independent Inspector considering the Minerals & Waste LDF).
- From a design perspective depending on the size of development the location could require a number of different access points. Access from Addenbrooke's Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrooke's Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency.
- Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- The size of the location could be sufficient for a very significant extension to the city similar to the scale/area of Clay Farm.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure

Improvement of utilities required. The capacity of existing and currently

proposed schools & local facilities would need to be reviewed. Large scale development would require a new neighbourhood centre.

Transport:

- The Highways Agency have commented that currently, the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to M11 at J11, but does have good public transport links to the City centre and beyond. A robust transport assessment is required before the Highways Agency could come to a definitive view. Highway Agency will need to be consulted on proposed access to the location, including access from the A1309.
- The access is acceptable in principle to the County Highways, but the impact on the M11 will need to be assessed. A secondary access onto Shelford Road may also be needed and possibly a third one should the number of dwellings get close to 3,000. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. The area is fairly sustainable being close to the city centre with good access to the Cambridge Guided Busway. Nevertheless, improvements to public transport services would be required.

Figure 3.10: Broad Location 5: Land South of Addenbrooke’s Road



Option 15: Broad Location 6: Land South of Addenbrooke's & between Babraham Road and Shelford Road

District: Cambridge City Council

Ward/Parish: Queen Ediths & Great Shelford

Description:

There is potential capacity for between 900 and 1400 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

Context:

Large agricultural fields split by Granham's Road. To the north is Queen Edith's ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham Park and Ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The majority of the location lies within Flood Risk Zone 1 (the lowest level of risk).
- The location however is subject to surface water drainage issues.
- The hedgerows, drainage ditches and tree belts are important for wildlife.
- The area is adjacent to a number of nature conservation designations including the hedgerow to the north, which is a City Wildlife site.
- The area is of strategic importance for Countywide Green Infrastructure. This is a project, which proposes the restoration of part of the area to chalk grassland under the adopted 2011 Cambridgeshire Green Infrastructure Strategy.
- Public Rights of Way runs to the south west of this location towards Nine Wells Local Nature Reserve.
- There are permissive bridleways to the northwest.
- Predetermination works are required to obtain information on the character and significance of the archaeology in this area.
- The impact on existing properties alongside the Babraham Road, Shelford Road, Cambridge Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site would need to be considered.
- Part of the location is within the Addenbrooke's Waste Consultation

Area as outlined in the Minerals and Waste Core Strategy 2011.

Planning History

The Cambridge Local Plan 2006 promoted the creation of a new urban edge to the north. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this location would remain as Green Belt with an open aspect and view across to the new urban boundary. This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 has identified this location as of high value in terms of importance to the setting of the City and for Green Belt purposes.
- Whilst this location is flat the undulating land to the southwest rises up to White Hill before descending again towards Shelford and the railway line. Views from southwest of the location are therefore mostly elevated with clear vistas over the rural foreground to Addenbrooke's Hospital and the City beyond.
- Not all views are clearly seen as they are interrupted by the topography and vegetation, but the urban edge of the City is clearly defined to the south of the hospital.
- The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.
- In terms of townscape, the location will form a significant "ribbon development" extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills.
- The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken.
- The location can effectively be considered in two halves, one south and one north of Granham's Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road. Any development to the west of the location would need access from Shelford Road / Cambridge Road.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

- This location could open up access to the rear of the Addenbrooke's Hospital from the south and potentially provide a link through to the Addenbrooke's Access Road to the west, but this would be dependent on further releases of land.

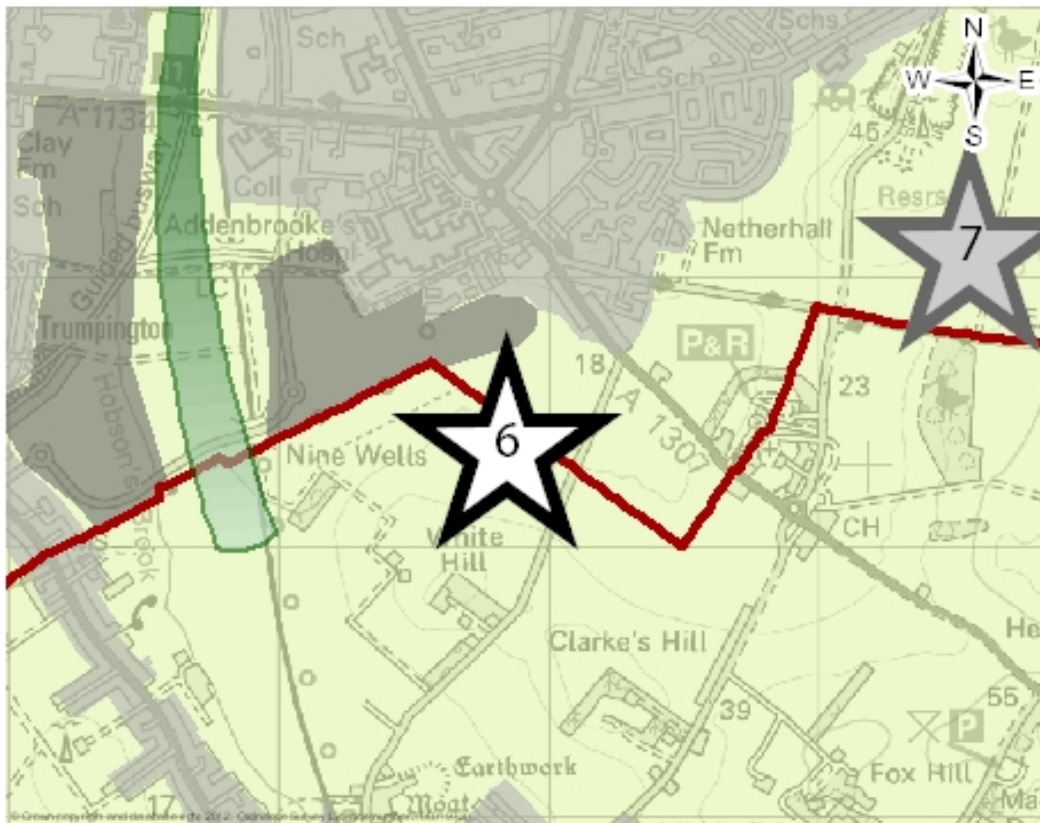
Supporting Infrastructure:

The location is more than 400m from schools and local facilities. Utilities need improving to support development in this location.

Transport:

- The Highways Agency have commented that this location has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network, is likely to be well related to central Cambridge for much of its trip-making. It is likely that a substantial proportion could be delivered without any adverse impact.
- County Highways have commented that there will be a requirement for transport modelling to consider wider strategic impact. Full Transport Assessment and Travel Plans required. Potential impact on M11 Junction 11. A1307 corridor will need to be considered. Capacity constraints at Addenbrooke's Junction and along corridor into Cambridge will need to be addressed. Opportunities to enhance walking and cycling routes.

Figure 3.11: Broad Location 6: Land South of Addenbrooke's & Southwest of Babraham Road



Option 16: Broad Location 7: Land between Babraham Road & Fulbourn Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Cherry Hinton, Queen Ediths, Fulbourn & Great Shelford

Description:

There is potential capacity for between 3,000 and 4,600 dwellings between the urban area and the administrative boundary, and significant land in South Cambridgeshire.

Context:

Arable open fields and chalk grassland between Fulbourn Road & Beechwoods at westernmost slope of the Gog Magog hills and including Netherhall and Newbury farms to west and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The location is largely grade 2 & 3 agricultural land.
- The location is adjacent to the Limekiln Pit & East Pit Sites of Special Scientific Interest (SSSI).
- Roadside verges of Limekiln Hill & Worts Causeway are a County Wildlife Site as is Netherhall Farm.
- Cherry Hinton Road and Beechwoods Local Nature Reserves are close by.
- The Netherhall school playing fields are designated protected open space.
- Strategic Importance in 2011 Green Infrastructure Strategy.
- Areas of Archaeological interest nearby.
- High pressure gas main crosses the location.
- Permissive Access Path alongside Worts Causeway and down Cherry Hinton Road.
- The impact on existing properties to the north and west would need to be considered.

Planning History

Proposals for residential development of Netherhall Farm were put forward through the 2006 Local Plan. These was dismissed by the Inspector on grounds that the land was located within the Green Belt and included areas of open land. The Inspector concluded that whilst it was a sustainable

location for development it is was not suitable for development because of its importance to the setting of the City and there was no need to release it from the Green Belt.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that areas within this location are categorised as medium to very high in terms of importance to the setting of the City and to Green Belt purposes.
- The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point of land nearest to Cambridge City. Views are mostly elevated from this area and include vistas and panoramas over the City from the southeastern and north western corners of the location. Views of the Gog Magog Hills are also clearly seen from southern parts of the City.
- The fact that the majority of the land in this area is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.
- The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character.
- The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.
- From a design perspective the south west sector would require road access from Wort's Causeway with north south oriented roads for access and would need to exclude the area recently approved for expansion of the Babraham Road Park & Ride site.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

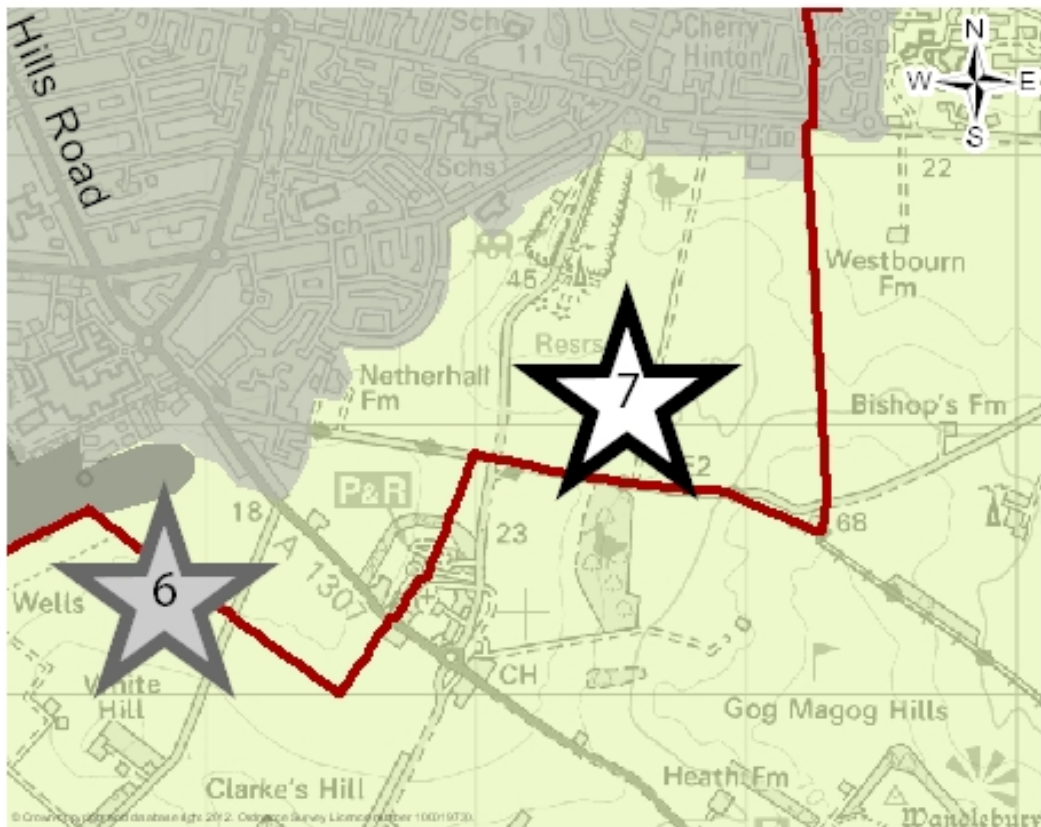
Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre.

Transport:

- The Highways Agency comments that the location is well integrated to Cambridge but may add pressure to M11 at J 11 & A14.
- The County Highways team has undertaken transport modelling on the promoter's proposal for around 3,100 dwellings and they have

assessed that it could generate around 26,410 all mode daily trips. Further transport modelling will need to be carried out to understand the full implications as a whole on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider bus infrastructure improvements, improvements to local roads, and impact on Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.

Figure 3.12: Broad Location 7: Land between Babraham Road & Fulbourn Road



Option 17: Broad Location 8: Land east of Gazelle Way

District: South Cambridgeshire District Council

Ward/Parish: Teversham

Description:

The location is entirely with South Cambridgeshire. There is no capacity for dwellings within Cambridge resulting from this location.

Context:

Large flat arable fields with low boundary hedges to Gazelle Way. Woodland belt adjoins Cherry Hinton Road, more significant hedges elsewhere. Residential to west of Gazelle Way. Prefab housing site adjoins

Fulbourn Old Drift to south.

Designations / Constraints:

- Green Belt.
- Gas mains cross the land.
- Electricity pylons cross the southern part of the land to access a transformer station to south west corner of the land.
- There are two Scheduled Monuments in the vicinity, to north east (moated site at Manor Farm), and to the south east (settlement site at Caudle Farm).

Planning History

Planning permission granted in 1981 for land fronting onto the northern half of Gazelle Way for housing development, open space and schools. A subsequent planning permission in 1985 limited built development to the west of Gazelle Way only, which was implemented.

Green Belt / Landscape / Townscape

- A flat open arable landscape very gently falling towards the east.
- It fulfils Green Belt purposes by providing a rural setting for the city in this location and by separating Cambridge, Teversham and Fulbourn.
- There are no views of the historic core of the City.
- Past Green Belt studies have appraised the site differently. The Cambridge Inner Green Belt Boundary study 2002 for the City Council found the land to be of low to medium importance to the Green Belt where land could be released for development. The Cambridge Green Belt Study 2002 for South Cambridgeshire District Council found the land to be essential to the special character and setting of Cambridge where there is no scope for substantial release of land for development. At that time the City Council were advocates for large scale development to the east of Teversham and north of Fulbourn and both Councils were seeking to influence the outcome of the examination in public of the Cambridgeshire and Peterborough Structure Plan.

Supporting Infrastructure:

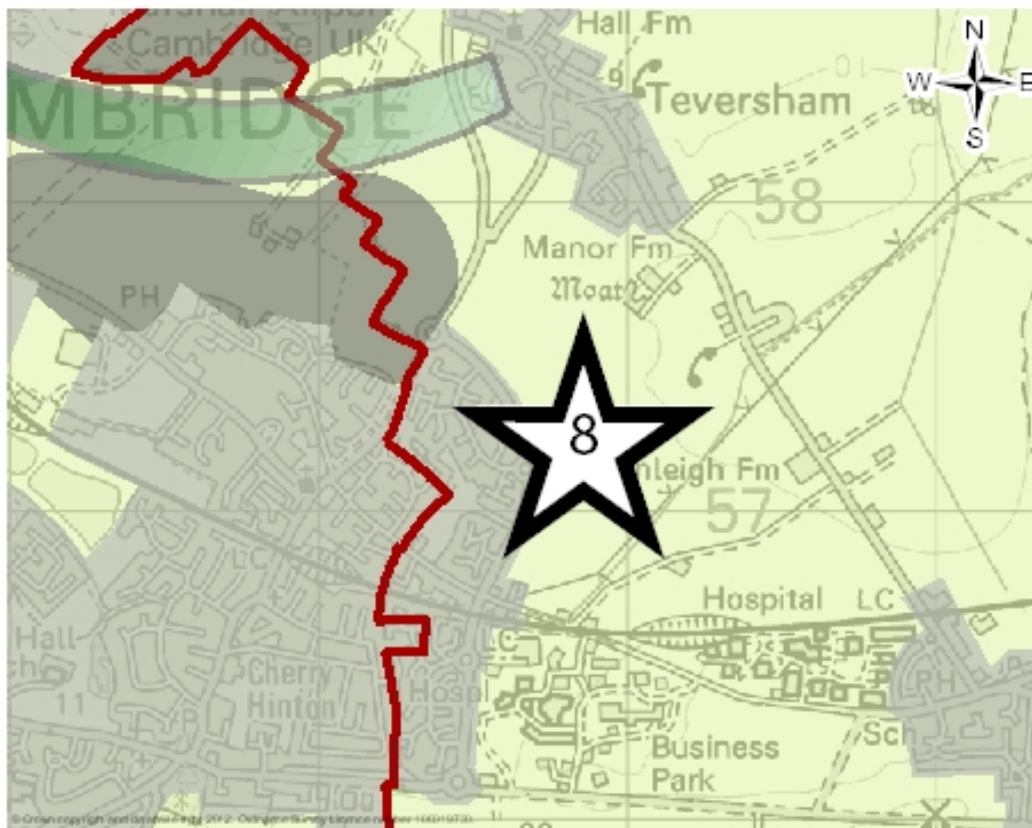
New school provision necessary. Improved utilities required.

Transport:

- Highways Agency – the Highways Agency have not commented on this location. In commenting on SHLAA sites to the south east of Cambridge they comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and the A14. Most of the land is likely to be within 400 metres of bus stops on Gazelle Way.

Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.13: Broad Location 8: Land east of Gazelle Way



Option 18: Broad Location 9: Land at Fen Ditton

District: South Cambridgeshire District Council

Ward/Parish: Fen Ditton

Description:

The location is entirely with South Cambridgeshire. There is no capacity for dwellings within Cambridge resulting from this location.

Context:

The area to the south side of the village largely comprise a series of small paddocks, enclosed by hedgerows, situated close to the edge of the village. To the north of the village the area comprises much larger, exposed, agricultural fields with the A14 to the north and east. Much of the land is visible from surrounding higher ground, particularly in the north.

Designations / Constraints:

- The whole area is designated as Green Belt.
- Some parts of the location form an important part of the setting of Fen

Ditton Conservation Area and several Listed Buildings (Grades II* and II).

- Fleam Dyke Scheduled Monument and SSSI lies to the east of the village.
- There are archaeological remains from various periods.
- Areas of Important Countryside Frontages have been designated along Ditton Lane, High Ditch Road and High Street.

Planning History

One site within this broad location was considered through the South Cambs LDF, proposed as an Objection Site (2006). The 2004 Local Plan Inspector's report rejected development on open land on the east side of Horningsea Road. Various planning applications have been refused for being in the Green Belt, where development would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

Green Belt / Landscape / Townscape

- Fen Ditton is the closest of the necklace villages to Cambridge. It is essentially a linear village, centred on the High Street where development is compact and there is an almost complete absence of backland development and has an unmistakably rural feel with its grass verges, large trees and bucolic riverside setting. Its riverside setting and high proportion of good quality buildings and spaces means that the streetscene and townscape is of a high quality.
- The location falls within an area where development would have a significant adverse impact on Green Belt purposes and functions particularly with regard to preventing coalescence, quality of the setting of Cambridge and the setting, scale and character of Green Belt villages and their rural character.
- Development of land to the south of Fen Ditton would reduce the extent of separation between the village and urban Cambridge from 300 metres to effectively coalescence.
- Land to the west of Horningsea Road has been found in studies to be of "very high" and land to the east of "high" importance to the Green Belt.
- The north east Cam corridor is identified as an area of open, high quality landscape that is important to the setting and special character of Cambridge with particular qualities to be safeguarded.
- The area provides viewpoints to the historic core from long distance footpaths and other vantage points, and much of the interface between the landscape and the city is soft and green.

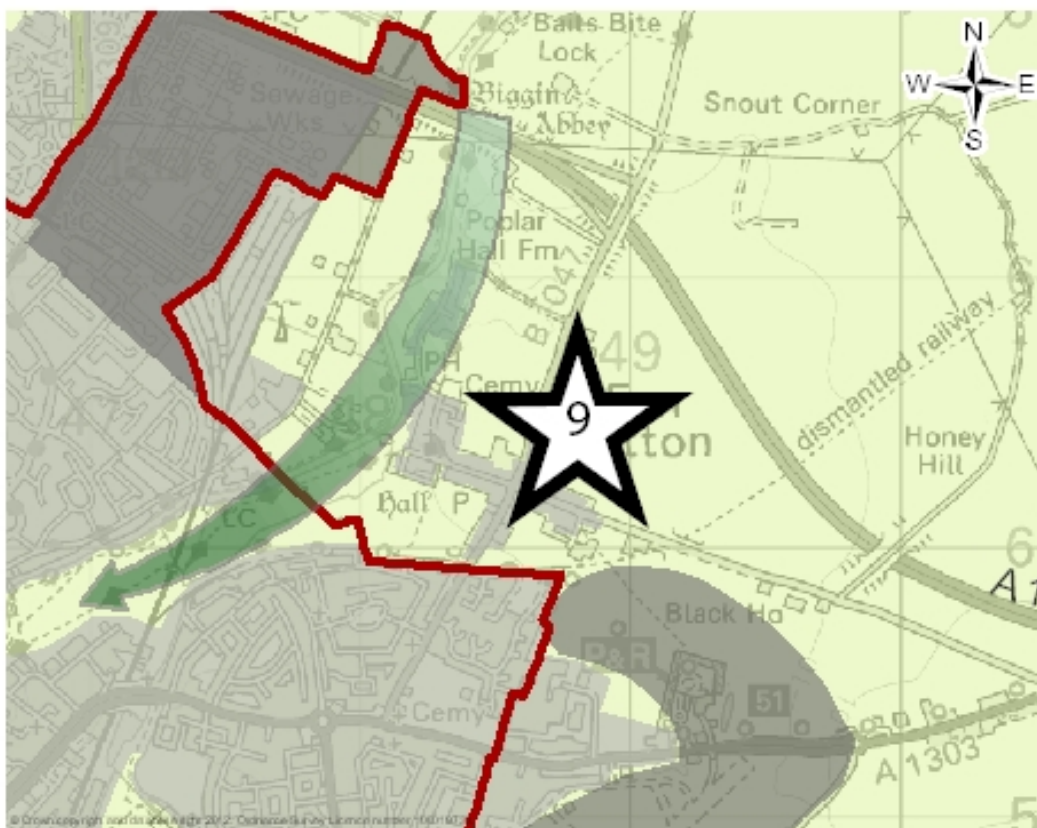
Supporting Infrastructure:

New school provision necessary. Improved utilities required.

Transport:

- Highways Agency - comment that land in this location is likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Development of land around Fen Ditton is more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Much of this location are at least partly within 400 metres from a bus stop. New public transport services would be required.
- County Council comment that a full transport assessment would be required. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.14: Broad Location 9: Land at Fen Ditton



Option 19: Broad Location 10: Land between Huntingdon Road and Historic Road

District: South Cambridgeshire District Council

Ward/Parish: Girton & Impington

Description:

The location is entirely within South Cambridgeshire there is no capacity for dwellings within Cambridge resulting from this location.

Context:

The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and woodland, lie to the north east and a hotel and playing fields lie to the south west. The remaining land comprises large open agricultural fields, with views across to the historic core of Cambridge.

Designations / Constraints:

- The whole area is designated as Green Belt.
- A group of protected trees lies to south west.
- The A14 runs along the northern boundary, with associated traffic noise and air quality issues - part of site within an Air Quality Management Area (AQMA).

Planning History

The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. “The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. Some land could be released, retaining other parts to fulfil Green Belt purposes.” The allocation of NIAB2 in the SSP Plan reflected the Inspectors’ conclusions on Green Belt significance.

Green Belt / Landscape / Townscape

- An area of flat, agricultural, landscape providing largely uninterrupted views across to the city.
- Most of the site is of “very high” importance to the purposes of the Green Belt, although a smaller area between NIAB2 and Girton is of “medium” importance (as is the NIAB2 land).
- Key level views have been identified to the city from the A14, with a countryside foreground and soft urban edge.
- The area forms part of the connective townscape / landscape, which is an integral part of the city and its environs, and also an area critical to preserving the separate identities of the surrounding villages and therefore the immediate landscape setting of the city.
- Studies concluded in the context of the NIAB2 allocation, that development of the whole site would extend the city to the A14 and lead to coalescence with the necklace village of Girton, which is completely at odds with one of the key functions of the Cambridge

Green Belt.

Supporting Infrastructure:

New school provision necessary. Improved utilities required.

Transport:

Highways Agency comment that although fairly closely related to Cambridge, the trip patterns are likely to result in traffic crossing rather than joining the A14, lessening the impacts on the A14. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Only small parts of the area are within 400 metres from a bus stop. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.15: Broad Location 10: Land between Huntingdon Road and Histon Road

