

Chapter 4

Strategic Spatial Options

CHAPTER 4 – STRATEGIC SPATIAL OPTIONS

- 4.1 This chapter looks at further strategic issues and options which will contribute to the spatial strategy for Cambridge. These are in addition to the housing and employment options in Chapter 3. These options will lead towards the development of strategic spatial policies in the new Local Plan.

Green Belt

- 4.2 Chapter 3 sets out possible options for accommodating further housing and employment growth, some of which would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection.
- 4.3 The Government attaches great importance to Green Belts, and this is set out in the NPPF. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.
- 4.4 Professor Holford first suggested the idea of a Green Belt around Cambridge in 1950¹, when the prospect of further rapid growth around the city was seen as a threat to the ‘only true University Town’ left in England. The purposes of the Cambridge Green Belt are to:
- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - Maintain and enhance the quality of its setting; and
 - Prevent communities in the environs of Cambridge from merging into one another and with the city.
- 4.5 It is clear that we will need a policy on protecting land within the Green Belt and there are no other reasonable alternatives.

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Option 20 – Green Belt

This option is to retain the current policy approach towards development in the Green Belt. In accordance with NPPF there is a presumption against inappropriate development in the Green Belt. The extent of the Green Belt will be shown on the Proposals Map.

This approach will also seek to enhance the beneficial use of the Green Belt by providing for opportunities for outdoor sports and recreation, increasing access, improvements and enhancements to visual amenity and biodiversity.

Setting of the City

- 4.6 Cambridge has a distinct character and landscape setting and is surrounded by attractive and accessible green space. The setting of Cambridge has unique qualities because of the compact nature of the city and its well-defined edges. A characteristic of Cambridge is the green corridors which

¹ Cambridge Planning Proposals 1950

extend right into the city from the countryside, and which are protected as Green Belt or open space. The green corridors can be clearly seen in Figure 4.1, which shows green infrastructure in Cambridge. A number of studies² have considered the setting of the city and the features that are considered to be critical to this setting. The interface between the urban edge and the countryside is one of these important landscape features.

- 4.7 To date, Cambridge has retained its historic clear distinction between the city and the flat rural area which provides its setting. Development on the urban edge of the city, adjacent to the Green Belt, has the potential to have an effect on the setting of the city. Development on the edge of the city must meet the challenge to ensure that development conserves, enhances and improves the setting of the city.
- 4.8 Due to the importance of the setting of Cambridge, only one policy option has been put forward which embraces the opportunity to conserve, enhance and improve the edge of Cambridge. There are not considered to be any reasonable alternatives.

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Option 21 – Setting of the City

One option could be to include a policy that only permits development on sites at the urban edge (including those sites at the edge of the green corridors adjacent to Green Belt, open space and the river corridor) where it complies with a number of criteria such as:

- Conserves and enhances the landscape setting, approaches and special character of the city, in accordance with the Cambridge Landscape Character Assessment;
- Promotes access to the surrounding countryside/open space if appropriate;
- Includes landscape improvement proposals that will strengthen the urban edge boundary, improve visual amenity and enhance biodiversity.

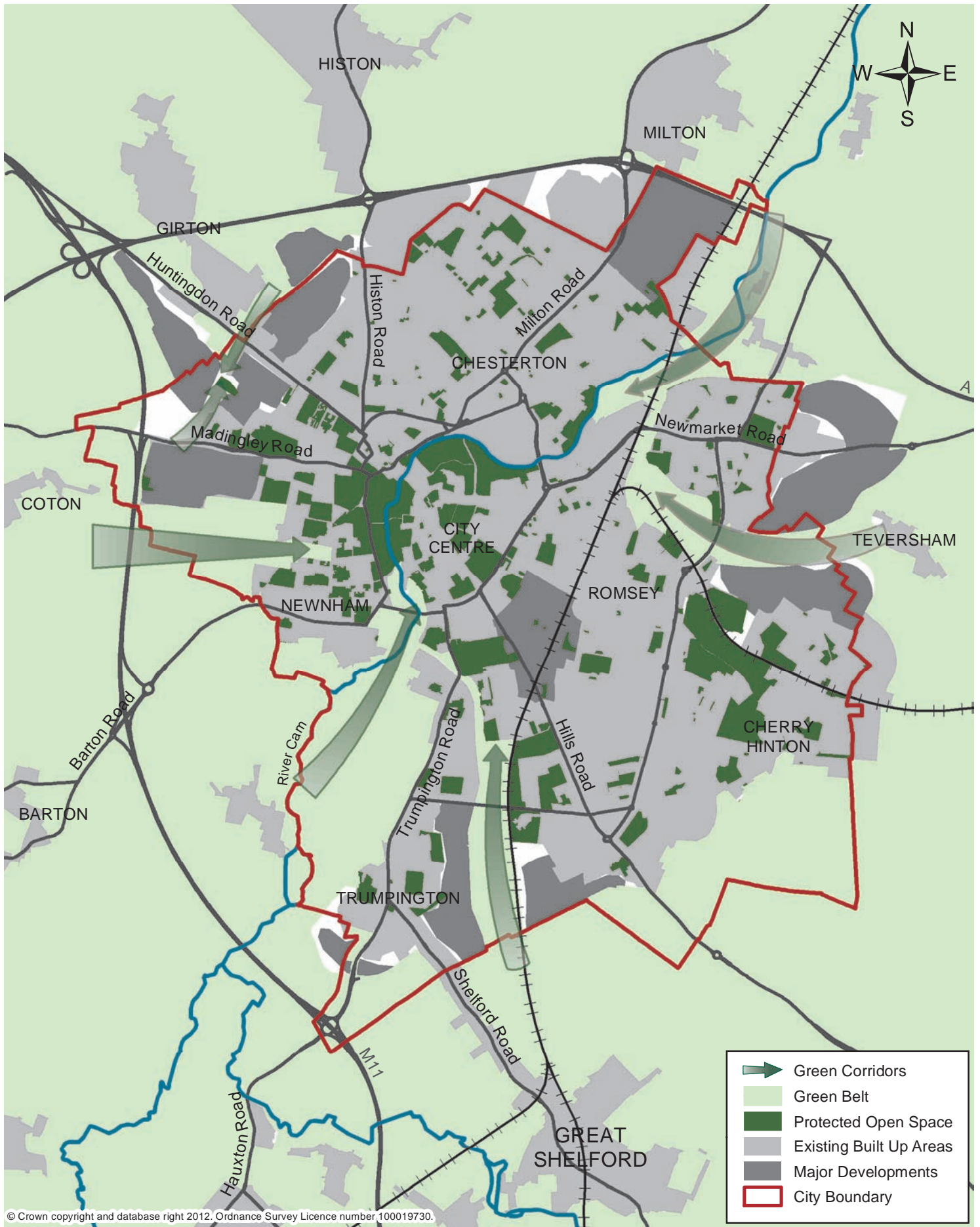
The advantage of such a policy is that it would help to promote high quality development that responds to context and enhances the setting of the city. The consideration of such issues should form a fundamental element of good design practice and as such should not be seen as placing additional requirements on developers.

Questions

- 4.1 Is there a need for a policy addressing this issue?
- 4.2 Are there any points which have been missed and you feel should be

² 2002 Cambridge City Inner Green Belt Boundary Study, South Cambridgeshire District Council's 2002 Cambridge Green Belt Study. The 2003 Cambridge Landscape Character Assessment

Figure 4.1: Green Infrastructure in Cambridge



added (perhaps even an entirely new option)?

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

Green Infrastructure

- 4.9 Green infrastructure is the network of multi-functional green spaces (both existing and future), which is capable of delivering a wide range of environmental and quality of life benefits for both existing and future residents of Cambridge. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons, local nature reserves, waterways and bodies of water, and historic landscapes and monuments. The network comprises rural and urban green infrastructure of different sizes and character, and the connections and links between them. Figure 4.1 shows the network of open space, green corridors and Green Belt in Cambridge.
- 4.10 The provision of green infrastructure is an important element of well designed and inclusive places. Green spaces within the city should be multi-functional and be able to accommodate biodiversity, recreation, sport, flood management, amenity and cultural facilities. The application of the concept of green infrastructure is one way to encourage a multifunctional and integrated approach to green spaces.
- 4.11 It is important not only to protect and enhance this existing green infrastructure but to also ensure that new development proposals contribute to the provision of new green infrastructure. It is also important to link together green infrastructure within Cambridge and with the wider Cambridgeshire green infrastructure network, as this has many benefits for amenity, landscape and biodiversity.
- 4.12 The vision of the Cambridgeshire Green Infrastructure Strategy (2011)³ seeks 'to create a comprehensive and sustainable network of green corridors and sites that:
- enhance the diversity of landscape character
 - connect and enrich biodiversity habitats and
 - extend access and recreation opportunities for the benefit of the environment as well as current and future communities in the Cambridge sub-region'.
- 4.13 Blue infrastructure is similar to green infrastructure, but relates more specifically to water and interconnected networks of open water features such as lakes, rivers, ponds, streams and ditches. These provide multi-functional corridors primarily for flood risk management, but they also offer benefits such as amenity and an opportunity for increased biodiversity.
- 4.14 Grey infrastructure is our built environment, the buildings, roads, footpaths, cyclepaths and squares that make up the urban fabric of the city. In terms of

³ Green Infrastructure Strategy (2011), Cambridgeshire Horizons

water management there is also pipes, culverts and underground storage. These are also multi-functional and high quality grey infrastructure is essential to a high quality urban environment.

- 4.15 The NPPF requires local authorities to set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure and therefore only one option has been put forward for policy development.

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Option 22 – Green Infrastructure

We could include a strategic level policy, which requires the comprehensive consideration of green spaces within the city as part of a wider Cambridgeshire network. This policy will need to highlight the multifunctional role of our green spaces for biodiversity, recreation, amenity, setting of the city, surface water management and climate change adaptation. It will also set out its relationship to blue and grey infrastructure.

The policy could require that all new development proposals create and enhance green spaces and try to link together green networks. Proposals should enhance green spaces and corridors to contribute positively to the landscape and visual amenity value of the green space.

Questions

- 4.4 Is there a need for a policy addressing this issue?
- 4.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.6 Are there any other reasonable alternatives that should be considered at this stage?

River Cam

- 4.16 The River Cam and its corridor represent one of the most important natural features in Cambridge. The city takes its name from the river, and views of King’s College Chapel and the other colleges from the ‘Backs’ are defining views of Cambridge. The commons, meadows and green areas next to the river in the heart of the city are extremely important to the character of the city.
- 4.17 The Cam is rich in wildlife, culturally and historically significant and offers important opportunities for leisure and recreation as well as providing a flood risk management function. As the river flows through the city, it passes through different landscapes, past commons, open spaces and water meadows, the ‘Backs’, residential developments and many of the College boat houses.

- 4.18 The River Cam is a County Wildlife Site and currently has three adjacent designated Local Nature Reserves (Paradise, Logan’s Meadow and Byron’s Pool). The majority of the River falls within or is adjacent to five Conservation Areas (Central, Ferry Lane, Newnham Croft, Southacre and Trumpington).
- 4.19 There are many users of the river including towpath users, local residents, punt hirers, rowers, houseboat owners, powered boaters, anglers, canoeists and swimmers. There can sometimes be conflict between the large number of differing users.
- 4.20 Current Local Plan policy 3/9 deals with watercourses and other bodies of water, however this does not adequately represent the importance of the River Cam to Cambridge. The growing use of the river means that there is a need for it to be considered in more detail within the new Local Plan. This also provides an opportunity to positively plan for the river and enhance the benefits it brings to Cambridge.
- 4.21 In line with the NPPF, and the sequential test development will normally be directed away from the river corridor as these areas are more likely to flood. However, where there are existing buildings, applications may come in for these to be extended, for example, the recent applications for extension of the Doubletree by Hilton Hotel. In addition new buildings may be further away from the river and not subject to flooding, but may have an impact on views of the river, or from the river corridor.
- 4.22 Some local authorities, in partnership with the Environment Agency, have developed waterspace studies⁴ as a way in which to consider the sustainable development of river corridors in a holistic way. This is a worthwhile approach which will be considered in the future. The Local Plan could suggest that this approach be followed to provide evidence to guide future development of the River Cam.
- 4.23 Cambridge does not currently have a marina and the nearest fuel and other facilities are in Ely. The current Local Plan has an allocation for off-river moorings at Fen Road (allocation 3.01). As there is clearly still a need for the facilities a marina would provide, this site could remain as an allocation. Please let us know if you think this is still a suitable site or if there are any other potential sites.
- 4.24 It is suggested that a policy option is included within the Local Plan as follows.

STRATEGIC PRIORITY

Option 23 – Comprehensive policy for the River Cam Corridor

One option would be a comprehensive policy relating to all aspects of the River Cam corridor. This could include:

⁴ Bedford Waterspace Study (2011) prepared by Richard Glen Associates, for Bedford Borough Council and Environment Agency
The Peterborough Waterspace Strategy: The Vision (2011) prepared by Halcrow Group for Peterborough City Council and Environment Agency

- Enhancement of the River Cam Corridor’s unique physical, natural and culturally distinctive landscape. Planning for appropriate development and use that restores and protects the river;
- Identification, and enhancement of views of the river and from the river corridor;
- Identification of potential areas for development along the river frontage and appropriate uses in such locations;
- Raising the quality of the strategic management of the development of the river, adjacent open spaces and the built environment in terms of its impacts, location, scale, design and form;
- Enhancement of the natural resources of the Cam promoting development and activities that would value the integrity of the river, seeking opportunities for re-naturalisation;
- Highlighting the historical and cultural environment of the river, whilst promoting development, which would not be detrimental to its character, appearance or integrity and to promote enhancement of them as necessary and/or appropriate;

Supporting the tourism and recreational industries that enhance the natural beauty, ecological value and local distinctiveness of the River Cam.

Questions

- 4.7 Is there a need for a policy addressing this issue?
- 4.8 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.9 Are there any other reasonable alternatives that should be considered at this stage?

City Centre

- 4.25 The City Centre provides a wide range of uses including shopping, leisure, entertainment, museums, University faculty buildings and Colleges, offices and housing. The City Centre is the main transport hub with all of the bus routes passing through the City Centre and the bus station being located here.
- 4.26 One of the main components of the current Local Plan’s spatial strategy is ‘a thriving and accessible historic core’. This still applies, but will need to be brought up to date. Since the 2006 Local Plan was adopted there has been large scale retail development in the City Centre and the opening of the Grand Arcade and Christ’s Lane shopping centres.
- 4.27 The City Centre already attracts a large number of people as a regional centre and international tourist destination in addition to those living, working and studying in the city. As the city grows, the challenge will be for the City Centre to cope with the increasing numbers of people, and to accommodate

the range of services and businesses that want to locate here. The City Centre, particularly the historic area, has a limited capacity and is constrained by the historic buildings and open spaces. It will be important not to adversely affect the environment that makes Cambridge City Centre so attractive. The spatial strategy in the current Local Plan and the Cambridge East Area Action Plan was that there should be a large District Centre in Cambridge East which could have accommodated retail, leisure, cultural and higher educational facilities, which would have taken away some of the pressure on the City Centre. However, this development is not going to take place during the next plan period to 2031 (see below).

- 4.28 The ‘Cambridge Cluster at 50’⁵ talks about the expected growth in the functions which cluster in the City Centre, including retail, leisure, business, financial and professional services, over the next 20 years, and that this growth is essential to maintain Cambridge’s attractions as a service centre for a growing catchment population and increasing number of visitors. It goes on to state that capacity for all of these uses will be a big issue and that there is a pressing need to plan creatively and carefully for the future of the City Centre.
- 4.29 The study recommends that a masterplan for the central area be developed and to consider the area from Castle Hill to Cambridge Leisure Park and from the Backs to Cambridge Retail Park. It recommends that the masterplan should consider provision for all sorts of ‘melting pots’ – between scientific disciplines, between different professions, and at the interface between work and leisure – and the City Centre needs to play its part. At the same time, the intrinsic physical character and assets of the City Centre need to be recognised and conserved. The Cluster Study states a vision for the future City Centre, and a plan for its implementation should be developed, to ensure that the central area could accommodate a sustained and substantial increase in people and businesses using its facilities without damaging the quality and attractions of the place.
- 4.30 The Council will be looking further into the capacity of the City Centre and competing uses, and a study will be produced over the Summer.
- 4.31 As mentioned above, the existing spatial strategy has been to limit access to the City Centre by car in favour of sustainable modes of transport such as walking, cycling and public transport. This has been largely successful, however, the concentration of buses in central Cambridge has contributed to the need for an Air Quality Management Area encompassing all land within the inner ring road as a result of nitrogen dioxide emissions from vehicle traffic. A Quality Bus Partnership has been set up with the bus operators, which allocates a reducing emissions quota to each operator.
- 4.32 The quality of the public realm that supports all of the City Centre activities and provides the setting for the historical core of the city is under considerable pressure. For example, some of the pavements and other hard

⁵ Cambridge Cluster at 50, The Cambridge economy: retrospect and prospect (2011), SQW

surfaces, and street furniture are in need of repair. Any future policy for the City Centre will also need to consider improvements to the public realm.

4.33 In summary the strengths of the City Centre are:

- Thriving and attractive centre where lots of businesses and facilities want to locate.
- Attractive historic environment
- Accessible centre by sustainable modes such as walking, cycling and buses
- Busy bustling streets that are lively and vibrant that people are attracted to

4.34 The weaknesses of the City Centre are:

- Can feel very busy, particularly during the summer months
- Limited physical capacity for further expansion
- Need to manage the competing uses for space in the City Centre
- The large number of buses can contribute to poor air quality
- Lack of strategic approach to the public realm

4.35 Some potential ideas for future management and maintenance of the development in the City Centre, which we would like your views on, are set out below. There may be other possibilities and if you have any other ideas please let us know.

- Market Square. The market is well used and had an average occupancy rate of 93% in the first quarter of 2012⁶. The current market stalls are fixed in place. One potential concept is to use stalls that can be moved more easily so that the space can also be used more flexibly as civic space. For example, outdoor eating or concerts in the evening in the summer months.
- Peas Hill Area. This area at the side of the Guildhall is currently underused space. The area could be potentially pedestrianised and one option would be to move some of the market stalls to this area, to enliven the space and free up space in the Market Square. The Peas Hill / Bene't Street area is also starting to develop into an Arts Quarter of Cambridge with the Corn Exchange and the Arts Theatre, restaurants and also several arts and crafts shops and galleries which could be promoted and strengthened.
- The Guildhall. In recent years part of the ground floor of the Guildhall has been developed as a restaurant and coffee shop, alongside tourist information, which has brought additional activity to this area. A potential would be to expand this on the ground floor, although an alternative location would then need to be found for the City Council offices.
- Bridge Street and Magdalene Street. These are quite narrow streets

⁶ Currently based on rental payments

with a lot of bus traffic. An issue is how to support and safeguard this area at the fringe of the City Centre, particularly the area at the outskirts of the City Centre after Magdalene Bridge.

- Fitzroy, Burleigh Street and Grafton Centre. This part of the City Centre provides more affordable shopping which adds to the diversity within the City Centre. This area could provide opportunities for redevelopment and expansion. There could also be improved links to the historic City Centre and the retail parks.
- Park Street Car Park. The City Council is currently looking at the redevelopment of Park Street Car Park for car parking or alternative uses such as residential or commercial uses.

4.36 'Love Cambridge' is a public / private City Centre partnership which brings together a wide variety of organisations and encourages them to work together proactively on a range of projects to improve the city. The aim of the partnership is to ensure that Cambridge is welcoming to all who use it, that they have an experience worth having, and always leave looking forward to their next visit. The partnership delivers a variety of projects around marketing the city and improving safety and the perception of safety, and it has also contributed to public realm improvement projects. 'Love Cambridge' is currently investigating the possibility of a Business Improvement District (BID) for the City Centre. A BID is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements to enhance their trading environment.

4.37 Many Local Authorities have taken a more strategic approach to public realm by the production of a strategy that looks at this issue in a holistic way. This is a worthwhile approach, and the Local Plan could suggest that this approach be followed to provide guidance for the future development of the City Centre.

STRATEGIC PRIORITY

Option 24 – City Centre

We could include a policy which would aim to maintain and enhance the vitality and viability of the City Centre and manage the wide range of competing uses such as shopping, leisure, entertainment, museums, Colleges and University of Cambridge faculty buildings, Anglia Ruskin University, offices, and housing which occupy the historic core and surrounding central areas.

The policy would aim to maintain and enhance the public realm and accessibility of the City Centre for pedestrians, cyclists, and public transport. It would also aim to make improvements to air quality.

Questions

4.10 Is there a need for a policy addressing this issue?

4.11 Is there a limit to the capacity of the City Centre?

- 4.12 How should development in the City Centre be managed?
- 4.13 Do you have any views on the potential ideas for future development in the City Centre?
- 4.14 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.15 Are there any other reasonable options that should be considered at this stage?

Hierarchy of Town Centres

- 4.38 The NPPF is clear that town centres should be the focus for a range of uses including retail, leisure, entertainment, offices, arts, culture, tourism, community uses and residential. It also states that it is important that the needs for these uses are met in full and are not compromised by limited site availability, and that local authorities should assess the need to expand town centres to ensure a sufficient supply of sites.
- 4.39 The Portas Review talks about the need to breathe economic and community life back into our high streets. The idea is that they become destinations for socialising, culture, health, wellbeing, creativity and learning, and that shopping is just one small part of a rich mix of activities. These principles apply not only to the City Centre in Cambridge, but also more importantly to the district and local centres which have a greater problem with vacancies and which provide an opportunity for being a hub of the community.
- 4.40 In line with the NPPF, local plans should define a network and hierarchy of centres that is resilient to anticipated future economic changes. The vitality and viability of centres should be supported and policies developed for the management and growth of centres over the plan period. The hierarchy will also be the basis of the sequential approach. As set out in the NPPF, main town centre uses should first be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. For edge of centre and out of centre proposals preference should be given to accessible sites.
- 4.41 Those district and local centres which are on high quality public transport routes, may also be a focus for a more concentrated pattern of housing growth (see option 104 on housing density).
- 4.42 The current Local Plan retail hierarchy consists of the City Centre at the top, followed by three district centres: Mitcham's Corner, Mill Road East (East of the railway line) and Mill Road West (West of the railway line). Below this are 22 identified local centres, which are spread throughout the city (see Appendix B for the current hierarchy). Any proposed hierarchy would also need to take into account new centres, such as around Cambridge Leisure Park and those proposed at the station and in the urban extensions. The local centre proposed at Orchard Park falls outside the City Council boundary being within South Cambridgeshire District Council, although once implemented it would also serve residents of the city.

- 4.43 The City Council is currently carrying out a survey to assess how the centres are functioning and whether there should be any changes to the centre boundaries and positioning of centres within the hierarchy. The results of this survey will help inform the development of the Draft Local Plan.
- 4.44 The NPPF does not define a district centre or local centre. Previously, national planning policy (PPS 4: Planning for Sustainable Economic Growth) defined a District Centre as usually comprising groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. Local centres were defined as a range of small shops of a local nature, serving a small catchment. Typically, Local Centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Small parades of shops of purely neighbourhood significance are not regarded as town centres in the NPPF.⁷
- 4.45 National policy is clear that local plans should define a hierarchy of centres. The reasonable options for a hierarchy of centres are set out below.

STRATEGIC PRIORITY

Option 25 – Maintain the current hierarchy of centres with new additions

One option is to maintain the current hierarchy of centres with the addition of Cambridge Leisure Park as a new local centre and once developed the other new local centres at Clay Farm, NIAB site, the University of Cambridge's North West Cambridge site and potentially the Station Area.

The advantages of this option are that shops and facilities may be offered more policy protection if they are within identified centres.

The NPPF does not contain a definition of local centres, but it appears that some of the existing local centres are actually only small parades of shops of neighbourhood significance and potentially should not be defined as local centres. On the other hand as there is no definition, we can locally decide the size of our local centres.

STRATEGIC PRIORITY

Option 26 – Change the position of some centres within the hierarchy

A second option could be to change the position of some of the centres within the hierarchy and also to add a new centre at Cambridge Leisure Park and once developed new local centres at Clay Farm, NIAB site, the University of Cambridge's North West Cambridge site and potentially the Station Area.

Within this option there is potential to change a number of Local Centres to District centres (e.g. Histon Road, Arbury Court) to reflect the fact they have a wide range and variety of shops and facilities. There is also potential to

⁷ NPPF, Annex 2, Town centre definition

remove a number of what are defined as local centres under the current hierarchy as some of these may be too small or the shops too dispersed to be regarded as local centres. This could potentially mean that Adkins Corner, Akeman Street, Campkin Road, Ditton Lane, Fairfax Road, Grantchester Street, Green End Road, King's Hedges Road and Victoria Road are no longer classified as local centres.

An advantage is that this option would reflect the growth that has taken place in some centres and there would be a stronger focus on key centres. A disadvantage would be that shops and facilities, which are no longer considered to be local centres, may have less protection. However, there may be a case for having a new policy on neighbourhood shops, see option 138 in Chapter 10.

Questions

- 4.16 Is there a need for a policy addressing this issue?
- 4.17 Which of the options do you prefer?
- 4.18 Do you agree / disagree with the potential changes to the designation of centres within the hierarchy?
- 4.19 What do you think should be the definition of a local centre in Cambridge?
- 4.20 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.21 Are there any reasonable alternatives that should be considered at this stage?

Residential Communities

- 4.46 The spatial strategy in the current Local Plan recognises the importance of existing residential communities, which have good access to local facilities and services. Every opportunity should be taken to further improve the character and attractiveness of these areas, including the protection and enhancement of valued local facilities that met the day-to-day needs of residents.

STRATEGIC PRIORITY

Option 27 – Residential Communities

The spatial strategy will allow for the creation and retention of distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment.

This approach is consistent with the approach in the current Local Plan.

Questions

- 4.22 Is there a need for a policy addressing this issue?

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

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

Station Area

- 4.47 The spatial strategy in the current Local Plan allowed for the regeneration of the station area as a mixed use city district built around an enhanced transport interchange. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 28 – Station Area

The regeneration of the station area as a mixed use city district will continue to be a key component of the spatial strategy to 2031.

Whilst main uses in the area have been agreed through the outline planning permission and adopted masterplan. Certain parts of the site have the potential to provide further development opportunities e.g. when the Cambridge Science Park station proceeds, less land may be needed at Cambridge station for car parking. This could include opportunities for additional office development.

This is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

4.25 Is there a need for a policy addressing this issue?

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

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

Southern Fringe

- 4.48 The spatial strategy in the current Local Plan allowed for land to be removed from the Green Belt to facilitate the creation of new residential communities to the east and south of Trumpington, improvements to transport infrastructure and the expansion of Addenbrooke's Hospital as a regional hospital and centre of excellence for associated medical and biotechnology research and development activities, related higher education or research institutes. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 29 – Southern Fringe

To the south of the city, the development of new communities to the east and south of Trumpington and expansion of Addenbrooke's hospital as a regional hospital and centre of excellence for associated medical and biotechnology research and development activities, related higher education or research institutes will continue to be a key component of the spatial strategy to 2031.

This approach is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

4.28 Is there a need for a policy addressing this issue?

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

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

Addenbrooke's Hospital

4.49 Addenbrooke's Hospital is a centre of medical excellence and is the main hospital for the Sub-region. The vision for Addenbrooke's is to develop the site as a biomedical and health cluster providing a range of healthcare, biomedical and biotechnology research and development activities, related support activities, related higher education and sui generic medical research institutions. On completion, the expanded site, named "Cambridge Biomedical Campus", will be to one of the largest and most internationally competitive concentrations of healthcare-related talent and enterprise in Europe.

4.50 Given the importance of Addenbrooke's, the Local Plan needs to develop a specific policy to guide the future development of the site. This is consistent with the approach in the current Local Plan.

STRATEGIC PRIORITY

Option 30 – Addenbrooke's Hospital

To continue to have a specific policy for Addenbrooke's in order to ensure that it continues to provide clinical services to meet local, regional or national health care needs and develops as a centre of research.

This approach is consistent with the approach in the current Local Plan.

4.51 Whilst permission has been granted for up to 210,000m² of floorspace for research treatment and related support activities, there is a parcel of land to the south of the Addenbrooke's site that was identified as being safeguarded in the 2006 Local Plan for future clinical development and research uses.

Questions

4.31 Is there a need for a policy addressing this issue?

- 4.32 At what point in the Plan period should this land come forward?
- 4.33 Should it be allocated for any specific uses?
- 4.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.35 Are there any other reasonable alternatives that should be considered at this stage?

North West Cambridge

- 4.52 The spatial strategy in the current Local Plan provides for the long term needs of the University of Cambridge to be met on land between Madingley Road and Huntingdon Road. The development plan for this site is the adopted North West Cambridge Area Action Plan, which will not be replaced by the Local Plan. Separate from the needs of the University, provision for a new residential community between Huntingdon Road and Histon Road was also identified in the 2006 Local Plan. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 31 – North West Cambridge

To the north west of the city, the development of land to meet the long term needs of the University of Cambridge including new homes and jobs along with a new residential community between Huntingdon Road and Histon Road will continue to be a key component of the spatial strategy to 2031.

This approach is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

- 4.36 Is there a need for a policy addressing this issue?
- 4.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.38 Are there any other reasonable alternatives that should be considered at this stage?

West Cambridge

- 4.53 The spatial strategy in the current Local Plan included the development to the south of Madingley Road by the University of Cambridge for teaching, academic research, sports and residential facilities as well as the expansion of commercial research. Looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge and could provide more employment development and jobs.
- 4.54 The current site has been built out at a relatively low density, and there are perceptions that this part of the city is less accessible, and lacks true vibrancy

as an employment location, when compared to say the station area or other City Centre locations. Convenient, frequent links to the railway station, and therefore London, are also seen as a current disadvantage of this location.

- 4.55 The 2008 Employment Land Review identifies a medium term shortage of office space in Cambridge. This document is being updated, but it is anticipated that this shortfall will remain an issue. West Cambridge could contribute to meeting this need and there are opportunities in this plan to explore reviewing the original masterplan and deliver higher densities and a greater variety of supporting facilities on the remainder of the site.
- 4.56 The options around intensification of this site would look to support the Cambridge economy by ensuring a sufficient supply of employment land is available to meet the needs of business to 2031. They would also allow the site to respond to changing needs of businesses and their staff. This would be in addition to any existing planned employment sites (for example, North West Cambridge), in order for Cambridge to continue to achieve its economic potential.
- 4.57 This is considered a reasonable approach to explore, as there is a continuous need for employment space in Cambridge, in places accessible to the City Centre. The site is in a relatively sustainable location on the edge of the city and already served by public transport. Increasing the extent of use of the site, as well as support functions could also help deliver new or improved transport links to the site.

STRATEGIC PRIORITY

Option 32 – West Cambridge

To the west of the city, the development of the West Cambridge site for teaching, academic research, sports and residential facilities as well as commercial research facilities will continue to be a key component of the spatial strategy to 2031.

Subject to demonstration through a revised masterplan the site could be more intensively developed in order to meet future employment needs and provide more jobs. This could be achieved by:

- Intensifying the parcels of land remaining to be developed;
- Intensifying the parcels of land remaining to be developed and intensifying land which already has development on it through infilling; or
- Reapportioning uses across the site, for example by focussing commercial research uses on the western part of the site and academic uses on the eastern part of the site.

This site can help to meet employment needs. Key to this is having a good public transport strategy to ensure that development has an acceptable impact on the surrounding transport network. Development would have the advantage of establishing more activity onsite as well as making public transport routes to the site more viable.

It could provide an opportunity to introduce shared social spaces and ancillary support functions onto the site as well as providing an opportunity to review car parking across the site.

A specific policy will be developed for this area.

Questions

4.39 Is there a need for a policy addressing this issue?

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

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

Northern Fringe East

- 4.58 The spatial strategy in the current Local Plan, identifies this area for a high density mixed use development around a new railway station and transport interchange at Chesterton Sidings and adjoining land within the city. The majority of this area lies with Cambridge, whilst the location for the new station and the Chesterton Sidings area lie in South Cambridgeshire.
- 4.59 The possibility of relocating the Waste Water Treatment Works was explored through the 2006 Cambridge Local Plan, South Cambridgeshire's Site Specific Allocations Document 2010 and the County Council's Minerals and Waste Local Development Framework. Viability and options work undertaken by Roger Tym and Partners in 2008 concluded that comprehensive redevelopment of the site would not be viable and alternative mainly employment-led development options should be explored. This approach is also consistent with the findings of the Cambridge and South Cambridgeshire Employment Land Review (2008) and the Cambridge Cluster Study (2011). Exploration of the feasibility of redevelopment to provide a new facility at a smaller scale on the current site should not be ruled out.
- 4.60 The Secretary of State for Transport recently confirmed the decision that the proposed Chesterton Station will be developed, now to be known as Cambridge Science Park Station. The proposal will be taken into account in the forthcoming train operating franchises and the County Council have announced that they propose to borrow the necessary money to deliver the funding, with a proposed opening year of 2015. Repayment would be achieved through the franchises.
- 4.61 The proposed railway station will be served by the guided busway from St Ives. There is a need to safeguard land alongside the railway between Cambridge Station and the proposed railway station at Chesterton Sidings for a future extension to the guided busway. This is considered in Chapter 12, Option 184 – Appropriate Infrastructure.
- 4.62 This area also forms an area of search for a Household Recycling Centre to serve the North of Cambridge, and as a location for inert waste recycling. Any proposals for these facilities would need to be explored alongside other uses in the area.

- 4.63 The current Local Plan identifies the camToo project as an informal proposal, which would require a full social, environmental and economic appraisal. CamToo proposes a public transport and cycle link alongside the railway line between Cowley Road and Ditton Fields / Newmarket Road, across the River Cam via a new bridge and the construction of a channel along the southeast side of the river. Primarily as an additional resource for leisure activities this may also provide some flood risk reduction benefits.
- 4.64 Rather than produce a separate Area Action Plan, it was agreed by the City Council and South Cambridgeshire District Council in March 2011 that the future co-ordination and policy development for Cambridge Northern Fringe East should be incorporated within each Council's Local Plans.
- 4.65 Figure 4.2 shows the Northern Fringe East area.

STRATEGIC PRIORITY

Option 33 – Northern Fringe East

To the north of the city, the development of Northern Fringe East as a high density mixed employment led development should be taken forward in the spatial strategy. A new railway station at Chesterton sidings (in South Cambridgeshire) will provide a new gateway to the northern part of the city and enhance the existing development opportunities in the area.

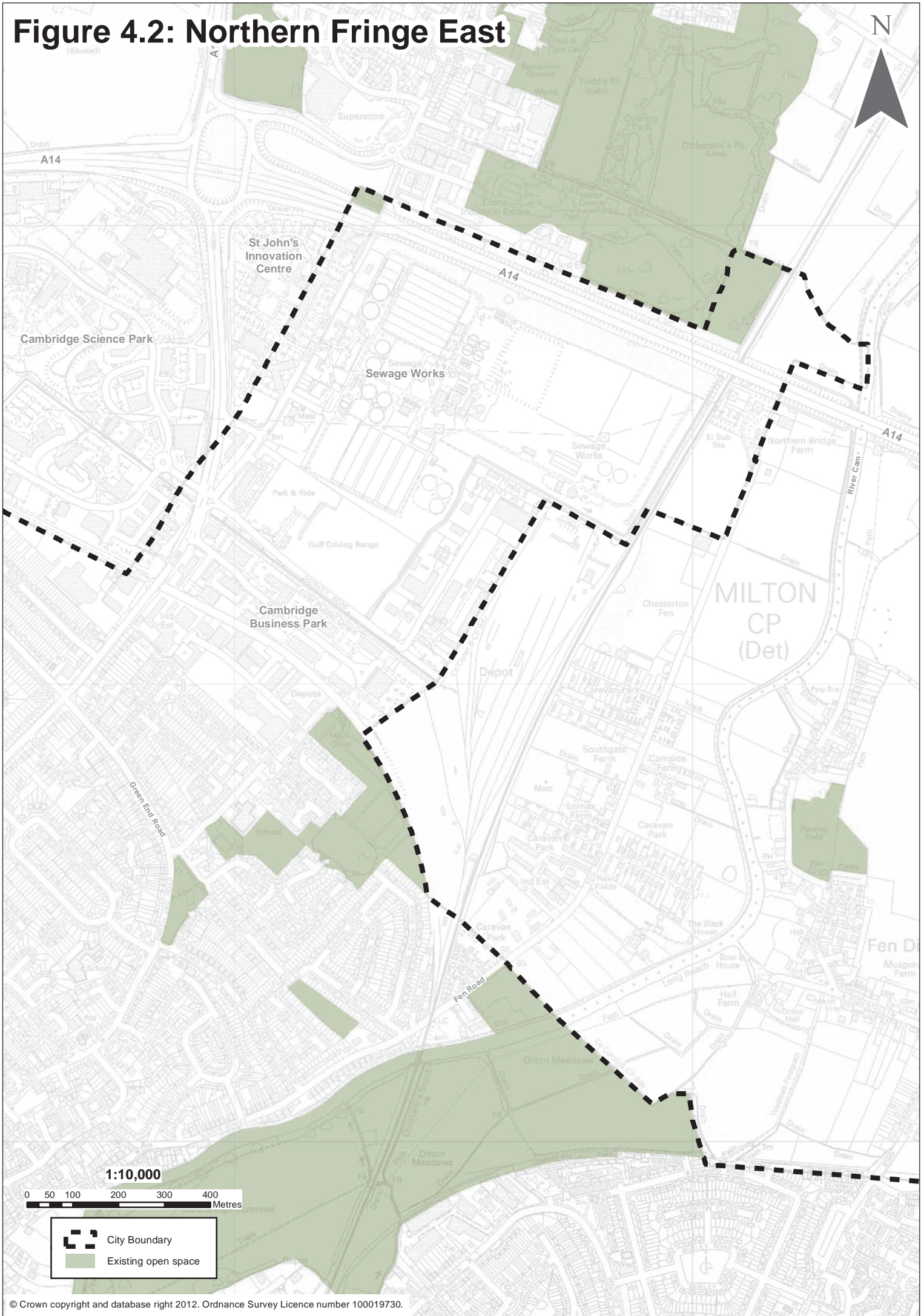
The area includes Chesterton sidings (in South Cambridgeshire), the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a vibrant new employment centre;
- Development to achieve excellent standards of sustainability and design quality;
- To secure delivery of a major new transport interchange to service Cambridge and the Sub-region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus.
- Improved access for cyclist and pedestrians.
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

A specific policy will be developed for this area.

Figure 4.2: Northern Fringe East



Questions

- 4.42 Is there a need for a policy addressing this issue?
- 4.43 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.44 What should the boundary be for this area?
- 4.45 What should be the vision for the future of this area?
- 4.46 What should the key land uses be within this area?
- 4.47 Are there any other reasonable alternatives that should be considered at this stage?

Cambridge East

- 4.66 The development of a major new urban quarter for Cambridge at Cambridge East, comprising 10,000-12,000 new homes, was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. In February 2008, the Councils jointly adopted the Cambridge East Area Action Plan (AAP). Whilst Marshalls had been actively looking into relocation options for the airport activities since 2006, they announced in April 2010 that both Wyton and Waterbeach were not deliverable options at the present time and they intended to remain at Cambridge Airport for the foreseeable future. This has since been confirmed as meaning at least until the end of the next plan period to 2031. This means that the Councils need to explore what this means for the future direction of development in their respective areas as well as how the current allocation should be dealt with through the review process.
- 4.67 The area of land North of Newmarket Road, which was included within the Cambridge East AAP, may still be potentially available for development. This site is within South Cambridgeshire District Council and will be considered as part of the review of their Local Plan.

STRATEGIC PRIORITY

Option 34 – Cambridge East - Retain current allocation

One option could be to retain the current allocation for development of a new urban quarter at Cambridge East.

Whilst the allocation would be retained in the plan period, any housing provision would not be relied on and taken into account.

This approach would provide flexibility that it could come forward if circumstances changed again in the period to 2031. However, it could create uncertainty and any implications for delivery of development proposals elsewhere would need to be considered.

STRATEGIC PRIORITY

Option 35 – Cambridge East – Safeguarded Land

One option could for the Airport land be safeguarded for future development at Cambridge East after 2031.

This is on the basis that Cambridge East is one of the most suitable locations for the sustainable development of the area.

Development of the site would be through the next review of the Local Plan to determine at that time whether the land should be allocated and brought forward for development. This approach is consistent with the NPPF and would provide certainty to developers of other allocations that their sites can come forward.

This approach would provide flexibility that it could come forward if circumstances changed again in the period to 2031.

STRATEGIC PRIORITY

Option 36 – Cambridge East – Return the land back to the Green Belt

One option could be to return the land to the Green Belt. This could be the whole site or the open parts of the site.

This would be on the basis that the land will not be developed in accordance with the reasons that it was taken out of the Green Belt.

- 4.68 Subject to the outcomes of the above options, the City Council and South Cambridgeshire District Council will also need to explore the status of the AAP and whether the AAP should be retained in order to provide a framework for future development proposals or whether, the AAP should be superseded by policies in the new Local Plans. This would not prevent the Councils from developing a new Area Action Plan should the airport come forward later in the plan period.

Questions

4.48 Is there a need for a policy addressing this issue?

4.49 Which of the options do you prefer?

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

4.51 Whilst in South Cambridgeshire District Council, what issues do you think there are for the city with development coming forward on land north of Newmarket Road?

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