

## Cambridge Inner Green Belt Boundary Study

November 2015



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*This document has been prepared and checked in accordance with ISO 9001:2008.*

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## 0.0 Executive Summary

### 0.1 Appointment and Scope

0.1.1. Cambridge City Council and South Cambridgeshire District Council (jointly referred to as the Councils) commissioned LDA Design to undertake two pieces of work following the suspension of the Examinations of their respective Local Plans in May 2015: an assessment of the Inner Green Belt Boundary, and a review of the methodologies put forward by objectors in relation to the Inner Green Belt Boundary. This report covers the first of these two items; the second item is presented as an appendix.

0.1.2. There are many ways in which an area of land can be important to Green Belt purposes. If the importance of different areas of land is to be scored, it is necessary to quantify importance, which is due to different reasons in different locations. This necessarily results in weighting the degree of importance that arises from different reasons. A further consequence of scoring is that, if an area of land is identified as important, but less important than another area of land, it potentially becomes a focus for consideration for release from the Green Belt for development, notwithstanding that it has been assessed as being of importance to the Green Belt.

0.1.3. For these reasons, this study does not employ a scoring system. Rather, having assessed each area of land within the study area for its importance to Green Belt purposes, consideration is given as to whether there is potential to release land for development without significant harm to Green Belt purposes.

### 0.2 Green Belt Purposes

0.2.1. At the national level, paragraph 80 of the National Planning Policy Framework (NPPF) sets out five purposes for Green Belt (the National Green Belt purposes), as follows:

1. To check the unrestricted sprawl of large built-up areas
2. To prevent neighbouring towns merging into one another
3. To assist in safeguarding the countryside from encroachment
4. To preserve the setting and special character of historic towns
5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

0.2.2. At a local level, three purposes have been defined for the Cambridge Green Belt (the Cambridge Green Belt purposes) in local policy (refer to Cambridge Local Plan 2014, Proposed Submission, July 2013, paragraph 2.50 and South Cambridgeshire Local Plan, Proposed Submission 'with illustrated changes', March 2014, paragraph 2.29). They are as follows:

1. Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre
2. Maintain and enhance the quality of its setting

3. Prevent communities in the environs of Cambridge from merging into one another and with the city.

- 0.2.3. This study takes account of both the National Green Belt purposes (with one exception, as below) and the Cambridge Green Belt purposes. For ease of reference, both sets of Green Belt purposes are numbered in this report, although they are unnumbered in the relevant policy documents.
- 0.2.4. National Green Belt purpose 5 appears from its wording to be equally applicable to all Green Belt land and, on a literal reading, it would be defeated by any release of Green Belt land for development. In considering the relative importance of different areas of land to Green Belt purposes and the implications of potential releases of Green Belt land for development, it would not be relevant in distinguishing one area of Green Belt land from another. Consequently, it is not considered further in this study.
- 0.2.5. In order to undertake a meaningful assessment of the importance of different areas of land to Green Belt purposes, it is necessary to identify the particular qualities of Cambridge and its surrounding landscape that contribute to the performance of Green Belt purposes. A number of policy documents and previous studies have identified relevant qualities, which are taken into account in this study. Whilst there is significant variation in the number of Green Belt qualities mentioned in the various studies and policy documents, there is notable consistency among those mentioned, with a number of qualities mentioned in several different documents. The up to date analysis undertaken in the course of the present study largely confirms the relevance of the previously identified qualities as criteria for the Green Belt assessment.

### **0.3. Methodology**

- 0.3.1. This study draws significantly from the Green Belt Study undertaken by LDA Design in 2002 on behalf of South Cambridgeshire District Council. The 2002 study adopted a similar approach of identifying qualities in order to understand the role played by the Green Belt around Cambridge. It did not assess specific areas of Green Belt in detail other than land to the east of Cambridge, and its brief was to focus on the fourth National Green Belt purpose 4 rather than the full range of Green Belt purposes. Nevertheless it has considerable validity in informing the approach to the present study.
- 0.3.2. The methodology for the study is structured broadly as follows:
  - Stage 1: Agreement of study area
  - Stage 2: Identification of sectors and sub areas within the Inner Green Belt
  - Stage 3: Baseline studies and analysis
  - Stage 4: Identification of qualities relevant to Green Belt purposes
  - Stage 5: Assessment of sectors

### **0.4. Baseline Studies and Analysis**

- 0.4.1. The studies and analysis presented in section 4 of the report enable a thorough understanding of aspects of Cambridge and its surrounding landscape which are

relevant to Green Belt purposes. The main findings arising from the various studies are summarised below and lead to the identification of qualities which directly contribute to the performance of Green Belt purposes, which are set out in section 5.

0.4.2. The main findings drawn from the studies and analysis contained in this section are:

- From the 19<sup>th</sup> century onwards, Cambridge grew to the north, east and south but there was little expansion to the west.
- Notwithstanding the 19<sup>th</sup> and 20<sup>th</sup> century expansion, Cambridge remains a compact city focussed around its historic core.
- There are numerous environmental and cultural designations affecting the city and its surrounding landscape.
- There is an extensive rights of way network with good links between the city and countryside in many places, though links are poorer in others.
- The city has its origins at the meeting point of three landscapes which, in terms of topography and landscape character, are still readily apparent in the landscape surrounding the city at the present day.
- Cambridge has a distinctive historic core with an important setting of open spaces including The Backs.
- Green corridors, most particularly the River Cam corridor, extending from the countryside into the city contribute significantly to the character of Cambridge.
- Key views of Cambridge from the surrounding landscape are important, particularly views across the city skyline with its distinctive landmarks. The rural landscape forms both a foreground and a backdrop in many views.
- Many approaches into the city centre are green, treed and characteristic. From the west in particular, approaches from the countryside to the distinctive areas of the city are short, creating positive perceptions of the city on arrival.
- There are significant areas of Distinctive and Supportive townscape surrounding (and including) the historic core. There are extensive areas of Supportive landscape surrounding the city to the west, south and east, reflecting the important role played by the landscape in the setting of the city.
- The villages surrounding Cambridge are a notable feature, with their distribution reflecting the historic qualities of the landscape, and some villages very close to the city edge. The villages have varying and distinctive character, particularly where they avoided significant 20<sup>th</sup> century development.

## 0.5. Qualities Relevant to Green Belt Purposes

0.5.1. From the studies and analysis presented in section 4 of the report, it is apparent that the National Green Belt purposes and Cambridge Green Belt purposes are manifested and performed in various ways specific to Cambridge and its surrounding landscape. Section 5 defines and describes 16 qualities of Cambridge and its surrounding landscape which directly contribute to the performance of Green Belt purposes. They are used as the criteria for assessing the individual sectors of the Inner Green Belt and

are summarised below. The qualities are not listed in order of importance. They are all equally important and each contributes to the performance of Green Belt purposes.

1. A large historic core relative to the size of the city as a whole
2. A city focussed on the historic core
3. Short and/or characteristic approaches to the historic core from the edge of the city
4. A city of human scale easily crossed by foot and by bicycle
5. Topography providing a framework to Cambridge
6. Long distance footpaths and bridleways providing access to the countryside
7. Key views of Cambridge from the surrounding landscape
8. Significant areas of Distinctive and Supportive townscape and landscape
9. A soft green edge to the city
10. Good urban structure with well-designed edges to the city
11. Green corridors into the city
12. The distribution, physical and visual separation of the necklace villages
13. The scale, character, identity and rural setting of the necklace villages
14. Designated sites and areas enriching the setting of Cambridge
15. Elements and features contributing to the character and structure of the landscape
16. A city set in a landscape which retains a strongly rural character

## 0.6. Main Conclusions

- 0.6.1. 19 sectors of the Inner Green Belt are identified and assessed to understand their importance to the performance of Green Belt purposes. The 16 qualities identified above are used as the criteria for the assessment. Most sectors are divided into sub areas, where the assessment of one or more criteria differs between one part of the sector and another. The assessment shows that all areas of land within the study area (with the exception of one small area, sub area 8.2) are important to Green Belt purposes but the reasons differ from one area to another. For example:
- West of the city, the Inner Green Belt plays a critical role in maintaining the impression of a compact city, with countryside close to the historic core. The rural character of the land emphasises this and is seen as the foreground in views from approaches to the city, the M11 and the countryside west of the M11.
  - South-east of the city, the rising land of the Gog Magog Hills is a distinctive element of the setting of Cambridge, and is visible in views from within and across the city. The foothills extend to the urban edge in places; elsewhere, flatter land at the foot of the hills is also important as the foreground to the city in views from the elevated land.
  - East of the city, the Fen and Fen Edge landscapes, while less visible than the Gog Magog Hills, are an equally close link to the historic origins of the city at the meeting point of three landscapes.

- East and south of the city, extensive areas of 20<sup>th</sup> century development have created an impression of urban sprawl. Significant further expansion in these directions could start to threaten Cambridge's identity as a city dominated by its historic core. The Inner Green Belt land in these areas plays a critical role in preventing further expansion of the city and increasing urban sprawl.
- Green corridors into the city have long been accepted as a key component of its character. It is very important that these green corridors are preserved.
- Areas of land on all sides of the city form the rural setting of necklace villages or contribute to separation between the villages and Cambridge or between the villages themselves. Areas surrounding the three innermost villages of Grantchester, Teversham and Fen Ditton are of particular importance but areas of the Inner Green Belt also provide separation from other villages such as Great Shelford, Fulbourn, Girton and Histon.

0.6.2. Whilst virtually all areas of land within the study area have been assessed as being of importance to Green Belt purposes, consideration has been given as to whether it may nevertheless be possible for certain areas of land to be released from the Green Belt for development without significant harm to Green Belt purposes. This has been assessed for each sector and a number of areas have been identified around the south and south-east of the city where limited development, if handled appropriately, could take place without significant harm to Green Belt purposes. In each case, parameters are set for any such development to avoid significant harm to the purposes of the Green Belt.

## 1.0 Introduction

### 1.1. Appointment and Scope

1.1.1. This study was commissioned jointly by Cambridge City Council and South Cambridgeshire District Council (jointly referred to in this report as the Councils) following the suspension of the Examinations of their respective Local Plans in May 2015.

1.1.2. In a letter dated 20 May 2015, the Inspectors examining the Local Plans set out their preliminary conclusions, which raised a number of issues. In relation to Green Belt, the letter stated:

*'The National Planning Policy Framework affords a high degree of protection to the Green Belt. The letter from Nick Boles MP to Sir Michael Pitt dated 3 March 2014 notes that it has always been the case that a local authority could adjust a Green Belt boundary through a review of the Local Plan. The letter goes on to state that it must always be transparently clear that it is the local authority itself which has chosen this path. In the case of Cambridge City and South Cambridgeshire District the two authorities have individually and jointly undertaken a review of the inner Green Belt boundary during the course of plan preparation and concluded that a very small number of sites should be released to meet housing and employment needs.'*

*A number of respondents have questioned the methodology employed in the Green Belt Review and we have found it difficult, in some cases, to understand how the assessment of 'importance to Green Belt' has been derived from the underlying assessments of importance to setting, character and separation. For example, sector 8.1 is given a score of 'high' with regard to importance to setting, and 'medium' with regard to importance to both character and separation, but the importance to Green Belt is then scored as 'very high'. Sector 8.2 is given a score of 'low' for importance to both setting and character, and 'negligible' in relation to separation but yet is given an overall score of 'medium'. These areas are referenced only as examples of the methodology, not as any indication that we consider that they are suitable for development.'*

1.1.3. In response to these comments, the two Councils commissioned LDA Design to undertake the following two pieces of work:

- 1) To undertake assessment of the Inner Green Belt Boundary and set out the methodology used. The assessment should provide a robust, transparent and clear understanding of how the land in the Cambridge Green Belt performs against the purposes of the Cambridge Green Belt.
- 2) To review the methodologies put forward by objectors in relation to the Inner Green Belt Boundary.

1.1.4. This report presents the assessment of the Inner Green Belt Boundary as required under item 1. The review of the methodologies put forward by objectors (item 2) is presented as an appendix to this report.

1.1.5. The Inspectors' letter of 20 May 2015 also commented on the assessment of Green Belt in the context of paragraph 85 of the National Planning Policy Framework. Such an assessment is outside the scope of this study.

## **1.2. Structure of the Report**

- 1.2.1. Section 2 summarises the policy background applicable to Green Belt purposes in the Cambridge context and reviews previous policy and studies that have identified specific elements or qualities of Cambridge and its surrounding landscape that are relevant to Green Belt purposes.
- 1.2.2. Section 3 describes the methodology used in carrying out this study.
- 1.2.3. Section 4 presents the results of baseline studies and analysis which enable Cambridge and its surrounding landscape to be understood in the context of Green Belt purposes.
- 1.2.4. Section 5 draws out qualities of the city and its surrounding landscape that contribute to the performance of Green Belt purposes.
- 1.2.5. Section 6 applies these qualities as criteria against which the Inner Green Belt is assessed, on a sector by sector basis, in terms of its importance to the performance of Green Belt purposes.
- 1.2.6. Appendix 1 contains a review of Green Belt studies submitted by five objectors who are promoting development within the Inner Green Belt.

## 2.0 Policy and Previous Studies

### 2.1 Introduction

- 2.1.1. This report does not present a comprehensive review of planning policy relevant to the study, nor does it rehearse a full history of the Cambridge Green Belt as a planning concept. Rather, to set the context for the study, it reviews and identifies the applicable Green Belt purposes against which areas of land within the Inner Green Belt are to be considered.
- 2.1.2. Since several of the Green Belt purposes are broadly worded and others use concepts such as 'setting' which require further definition within the specific context of Cambridge, it is necessary to analyse the Green Belt purposes in greater detail, with specific reference to the Cambridge context, to identify specific criteria which can be used for the assessment. A review has been undertaken of relevant policy documents and previous studies to assist in the identification of criteria for assessment.

### 2.2 Green Belt Purposes

- 2.2.1. At the national level, paragraph 80 of the National Planning Policy Framework (NPPF) sets out five purposes for Green Belt, which are identical to those previously set out in Planning Policy Guidance Note 2 (PPG2). The five purposes are as follows:
1. To check the unrestricted sprawl of large built-up areas
  2. To prevent neighbouring towns merging into one another
  3. To assist in safeguarding the countryside from encroachment
  4. To preserve the setting and special character of historic towns
  5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 2.2.2. These purposes are referred to in this report as the **National Green Belt purposes**. Although they are not numbered in the NPPF, they are numbered in this report for ease of reference.
- 2.2.3. At a local level, three purposes have been defined for the Cambridge Green Belt in local policy (refer to Cambridge Local Plan 2014, Proposed Submission, July 2013, paragraph 2.50 and South Cambridgeshire Local Plan, Proposed Submission 'with illustrated changes', March 2014, paragraph 2.29). They are as follows:
1. Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre
  2. Maintain and enhance the quality of its setting
  3. Prevent communities in the environs of Cambridge from merging into one another and with the city.
- 2.2.4. These are referred to as the **Cambridge Green Belt purposes** in this report and have similarly been numbered for ease of reference, although they are unnumbered in the relevant policy documents.
- 2.2.5. National Green Belt purpose 5 appears from its wording to be equally applicable to all Green Belt land and, on a literal reading, it would be defeated by any release of Green



Belt land for development. In considering the relative importance of different areas of land to Green Belt purposes and the implications of potential releases of Green Belt land for development, it would not be relevant in distinguishing one area of Green Belt land from another. Consequently, it is not considered further in this study.

- 2.2.6. The principal relationships between the Cambridge Green Belt purposes and the National Green Belt purposes are readily apparent from their wording. Cambridge Green Belt purpose 1 (character) and 2 (setting) derive from National Green Belt purpose 4. Cambridge Green Belt purpose 3 (merging) clearly relates to National Green Belt purpose 2 but, since the presence of necklace villages close to the outskirts of Cambridge is widely recognised as a key element of the city’s character, it is also relevant to National Green Belt purpose 4. When the qualities that contribute to character and setting are considered in greater detail, other relationships between the Cambridge Green Belt purposes and the National Green Belt purposes become apparent. For example, various aspects of the character and setting of Cambridge also contribute to the performance of National Green Belt purposes 1, 2 and 3. These interrelationships are discussed more fully in section 5 of this report.
- 2.2.7. The historic development of the Cambridge Green Belt purposes is described in Appendix 6 to the Councils’ Joint Matter Statement on Matter 6 – Green Belt (January 2015). The Cambridge Green Belt purposes were stated in their current form in Policy P9/2a of the Cambridgeshire and Peterborough Structure Plan 2003. They were subsequently restated in the Adopted Cambridge Local Plan 2006 and the Adopted South Cambridgeshire Core Strategy 2007 and now appear in the Submission versions of both Councils’ Local Plans, (which are currently subject to Examination) as well as East Cambridgeshire’s Adopted Local Plan 2015 (paragraph 6.11.2). They have therefore been a constant of local planning policy for the last 12 years and their origins go back much further.

### **2.3. Qualities Relevant to Green Belt Assessment**

- 2.3.1. In order to undertake a meaningful assessment of the importance of different areas of land to Green Belt purposes, it is necessary to identify the particular qualities of Cambridge and its surrounding landscape that contribute to the performance of Green Belt purposes. A number of policy documents and previous studies have identified relevant qualities, which are taken into account in this study.

#### **Plan for Cambridge, Professor Sir William Holford and H Myles Wright (1950)**

- 2.3.2. Holford and Myles Wright described Cambridge as *‘one of the most pleasant places on earth in which to live’* and identified the compactness of the city as being important. They suggested a *‘green line’* beyond which building should not be permitted, in order to prevent coalescence with Girton, Cherry Hinton and Grantchester, and which should be *‘permanently safeguarded’*. They added that the boundary would also maintain *‘green wedges along the river, keep the open countryside near the centre of the town on its west side, and exclude development from the foothills of the Gogs.’* (paragraph 299). Similarly it was recognised that villages near the city boundary would require *‘Green Belts’* between them and the town (paragraph 304).

#### **The Cambridge Sub-Region Study, Colin Buchanan and Partners (2001)**

- 2.3.3. This study was commissioned by the Standing Conference of East Anglia Local Authorities under Policy 21 of Regional Planning Guidance for East Anglia (RPG6) to

carry out a review of the Sub-Region, appraising key options for development to inform the development strategy as an input to the Cambridgeshire and Peterborough Structure Plan Review and the plans of adjoining counties.

2.3.4. The study included a Green Belt Review, which established that the primary purpose of the Green Belt was *'to preserve the special character of Cambridge and to maintain the quality of its setting'*. The secondary purpose was *'to prevent further coalescence of settlements'*.

2.3.5. The study included the following definitions:

*'Special Character, in addition to the City's historic core and associated university colleges, comprises:*

- *the green corridors and wedges connecting the city with the countryside; and,*
- *the separation between settlements to ensure their clear identity.*

*Setting comprises:*

- *views of the city; and,*
- *the placement and character of villages surrounding the city and the interface between the city and the countryside.'*

**Inner Green Belt Boundary Study, Cambridge City Council (2002)**

2.3.6. This study was carried out to assist in identifying sites that could accommodate growth close to Cambridge, in preparation for the Examination in Public of the Cambridgeshire and Peterborough Structure Plan 2003. Although it is dated 2002, section 1.1 of the study states that the methodology received Committee approval on 18<sup>th</sup> March 2003. It is understood that the study was developed in parallel with the Cambridge Landscape Character Assessment (see below), which is dated April 2003.

2.3.7. The study assessed four *'key purposes of the Green Belt'*, as follows:

1. *To preserve the setting and special character of Cambridge*
2. *Provide green separation between existing villages and any urban expansion of Cambridge*
3. *Ensure the protection of green corridors running from open countryside into the urban area*
4. *A vision of the city and of the qualities to be safeguarded'*

2.3.8. The study also refers to areas identified as *'Defining Character'* and *'Supporting Character'* in the Cambridge Landscape Character Assessment. The study does not itself describe or identify the areas identified as Defining Character and Supporting Character but draws from the Cambridge Landscape Character Assessment.

**Cambridge Green Belt Study, Landscape Design Associates (2002)**

2.3.9. This study was undertaken by LDA Design (under its former name of Landscape Design Associates) on behalf of South Cambridgeshire District Council to support its case at the Examination of the Cambridgeshire and Peterborough Structure Plan 2003. The study was undertaken in the context of Policy 24 of RPG6 which required a review of the Cambridge Green Belt to be undertaken which should *'start from a vision of the city and of the qualities to be safeguarded ...'*. The brief required the study to focus on National Green Belt purpose 4, *'to preserve the setting and special character of historic*

*towns'*. The study described and illustrated the factors that contribute to the setting and special character of Cambridge and then identified the qualities to be safeguarded in order to preserve the setting and special character. It then set out a vision of the city as required by Policy 24 of RPG6.

2.3.10. The introduction to the study states:

*'This study of Cambridge and its setting is a strategic one, covering broad tracts of land but, nevertheless, considering some aspects in a fairly high level of detail. Being strategic, however, it is not concerned with a field-by-field analysis or with identifying, precisely, any recommended changes to the Cambridge Green Belt boundary, except for the inner Green Belt boundary in East Cambridge, as required by the brief. The study may have implications on the broad scope for development around the periphery of Cambridge, and might be used, in a strategic way, to influence the degree to which Green Belt releases may be used to meet the scale of development identified in RPG6. However, it is not intended that this study should be used to support or argue against housing development on any specific sites, except in the area of more detailed study in East Cambridge.'*

2.3.11. A more detailed study was undertaken of land to the east of Cambridge in response to a proposal, which South Cambridgeshire District Council opposed, for a major release of Green Belt land for development east of Cambridge Way in the area around Teversham and north of Fulbourn.

2.3.12. The Structure Plan EiP Panel Report noted that there was a fundamental difference of opinion between Cambridge City Council and South Cambridgeshire District Council as to what the vision for the city should be. The Panel concluded (at paragraph 8.6) that the vision put forward by LDA Design on behalf of South Cambridgeshire District Council of a compact city with a necklace of villages was appropriate and adopted a number of the 'qualities to be safeguarded' identified in the LDA Design study.

2.3.13. In relation to the proposal affecting land to the east of Cambridge, the Panel supported key conclusions of the LDA Design study (paragraphs 8.48 – 8.50 of the Panel Report) and concluded (at paragraph 8.54) that there should be no release of land east of Airport Way from the Green Belt. In considering other proposed Green Belt releases, the Panel also supported the findings of the LDA Design study.

2.3.14. In light of the support of the EiP Panel for many of the findings of LDA Design's 2002 study, it is considered to provide a robust starting point for the present study.

2.3.15. The study identified the following 'Special Qualities' of the Green Belt which are described as finite and irreplaceable and should be safeguarded:

- A large historic core relative to the size of the city as a whole
- A city focussed on the historic core
- Short and/or characteristic approaches to Cambridge from the edge of the city
- A city of human scale easily crossed by foot and by bicycle
- Key views of Cambridge from the landscape
- Significant areas of distinctive and supportive townscape and landscape
- Topography providing a framework to Cambridge
- A soft green edge to the city

- Green fingers into the city
- Designated sites and areas enriching the setting of Cambridge
- Long distance footpaths and bridleways providing links between Cambridge and the open countryside
- Elements and features contributing positively to the character of the landscape setting
- The distribution, physical separation, setting, scale and character of necklace villages
- A city set in a landscape which retains a strong rural character.

**Cambridgeshire and Peterborough Structure Plan 2003**

2.3.16. In line with the recommendations of the EiP Panel, important qualities of the Green Belt are identified in paragraph 9.25 of the Structure Plan, which states:

*'Apart from its unique historic character, of particular importance to the quality of the City are the green spaces within it, the green corridors which run from open countryside into the urban area, as indicated on the Key Diagram, and the green separation which exists to protect the integrity of the necklace of villages. All of these features, together with views of the historic core, are key qualities which are important to be safeguarded in any review of Green Belt boundaries.'*

**Cambridge Landscape Character Assessment, Cambridge City Council (2003)**

2.3.17. In section 2.1, the assessment states that the approach it takes is similar to that used for (inter alia) the Winchester study (*Winchester City and its Setting*, Winchester City Council (1998)). The Winchester study was undertaken by LDA Design and established a methodology for the assessment of the role and function of landscape and townscape in historic towns and cities, which was subsequently described and implicitly endorsed by the Countryside Agency in its *Landscape Character Assessment Guidance for England and Scotland* (2002). LDA Design's 2002 study of the Cambridge Green Belt also applied the Winchester methodology.

2.3.18. The application of the Winchester methodology in the Cambridge Landscape Character Assessment is somewhat loose. It identifies elements which make up Defining Character that *'are regarded as so closely associated with Cambridge and what makes it distinctive, they are irreplaceable and should be regarded as 'sacrosanct''*. Defining Character is identified as the following physical features of the city:

- Buildings and historic core
- Green fingers and corridors
- Watercourses and bodies
- Open green spaces within the city
- Setting and views of the city skyline
- Separation.

2.3.19. Other features and areas are identified as 'Supporting Character', which is described as *'very important to Cambridge and its character, but not so important that their removal or development would completely change the distinctive character of Cambridge'*. These include:

- Edges
- Local open spaces
- Local views
- Archaeology
- Ecology and natural history
- Ancient woodland, tree cover, hedgerows and veteran trees.

**Cambridge Local Plan 2006**

2.3.20. The Adopted Cambridge Local Plan states the Cambridge Green Belt purposes at paragraph 4.5 but, other than referring to *'corridors which penetrate the built area and which are valuable for amenity and wildlife'*, does not describe any specific qualities of the Green Belt.

**South Cambridgeshire Core Strategy (2007)**

2.3.21. The Adopted Core Strategy states the Cambridge Green Belt purposes at paragraph 2.2. At paragraph 2.3, it refers to the special character of Cambridge as including:

- *'Key views of Cambridge from the surrounding countryside*
- *A soft green edge to the city*
- *A distinctive urban edge*
- *Green corridors penetrating into the city*
- *Designated sites and other features contributing positively to the character of the landscape setting*
- *The distribution, physical separation, setting, scale and character of Green Belt villages*
- *A landscape which retains a strong rural character.'*

**Conclusion**

2.3.22. Whilst there is significant variation in the number of Green Belt qualities mentioned in the various studies and policy documents, there is notable consistency among those mentioned, with a number of substantively the same qualities mentioned in several different documents. The up to date analysis undertaken in the course of the present study largely confirms the relevance of the previously identified qualities as criteria for the Green Belt assessment.

### 3.0 Methodology

#### 3.1 Introduction

- 3.1.1. The principal requirement of this study is to assess how land in the Inner Cambridge Green Belt performs against Green Belt purposes. As described in section 2.2, both National Green Belt purposes (with the exception of purpose 5) and Cambridge Green Belt purposes are considered.
- 3.1.2. National Green Belt purpose 4 and Cambridge Green Belt purposes 1 and 2 refer to character and setting. It is not possible to assess the performance of areas of Green Belt land in terms of the character and setting of Cambridge without first understanding the various qualities that make up the character and setting of the city. The approach taken in the study is to identify these qualities and then to assess various sectors of land within the Inner Green Belt against the identified qualities.
- 3.1.3. National Green Belt purposes 1 and 3 are concerned with sprawl and encroachment into the countryside. Similarly, it is necessary to identify the qualities of the city and its surrounding landscape that are relevant to sprawl and encroachment in order to assess the performance of Green Belt sectors against these qualities and thus their performance in relation to Green Belt purposes.
- 3.1.4. The merging of settlements, which is the subject of National Green Belt purpose 2 and Cambridge Green Belt purpose 3, is a simpler concept than setting, character, sprawl and encroachment and its assessment is more straightforward but it nevertheless comprises several aspects that require careful consideration and, in the case of Cambridge's necklace villages, is interlinked with character and setting.
- 3.1.5. This study draws significantly from LDA Design's Green Belt Study undertaken in 2002 on behalf of South Cambridgeshire District Council (see section 2.3.3). The 2002 study adopted a similar approach of identifying qualities in order to understand the role played by the Green Belt around Cambridge. It did not assess specific areas of Green Belt in detail other than land to the east of Cambridge, and its brief was to focus on National Green Belt purpose 4 rather than the full range of Green Belt purposes. Nevertheless it has considerable validity in informing the approach to the present study.

#### 3.2 Methodology

- 3.2.1. The methodology for the study is structured broadly as follows:

Stage 1: Agreement of study area

Stage 2: Identification of sectors and sub areas within the Inner Green Belt

Stage 3: Baseline studies and analysis

Stage 4: Identification of qualities relevant to Green Belt purposes

Stage 5: Assessment of sectors

- 3.2.2. These stages are described in further detail below.

##### **Stage 1: Agreement of Study Area**

- 3.2.3. The study area is shown on Figure 1 and was agreed with the Councils. The study area was broadly similar to that used in the 2012 Inner Green Belt Boundary Study

undertaken by the Councils, but the following additional areas were included to ensure comprehensive coverage of all undeveloped Green Belt land around the edges of the city:

- Land south of the A14 and east of Huntingdon Road, including the site of Girton College
- All remaining Green Belt land between Huntingdon Road and Madingley Road
- The corridor of the River Cam flowing into Cambridge from Grantchester in the south west and Fen Ditton in the north east
- A small area of land east of Cherry Hinton Road to the south east of the city, to include the full extent of the site being promoted by an objector
- Small parcels of Green Belt land on the edges of Fulbourn, Teversham and Fen Ditton, as well as along Teversham Road between Fulbourn and Teversham, omitted from the Council's study.

### **Stage 2: Identification of Sectors and Sub Areas within the Inner Green Belt**

3.2.4. The sectors and sub areas used for the assessment are shown on Figure 2. The sectors are defined on a simple spatial basis working around the perimeter of Cambridge, using radial routes and, where necessary, other roads, the river or occasionally field boundaries to divide one sector from another. This provides a clear and robust structure for presentation of the assessment. The sectors largely follow those used by the Councils in the 2012 Inner Green Belt Boundary Study, adjusted for the additions to the study area identified above, but the following further changes were agreed with the Councils for the reasons given:

- Realignment of the boundary between sectors 1 and 2 so that all land between Huntingdon Road, Madingley Road and the M11 falls within sector 2, with sector 1 being the land south of the A14 and east of Huntingdon Road
- Realignment of the boundary between sectors 4 and 5 so that the entire boundary with the M11 between Barton Road and the river falls within sector 5, with sector 4 being the land lying between Grantchester and the city
- The boundary between sectors 12 and 13 was realigned to follow a continuous field boundary and avoid crossing open fields
- The boundary between sectors 16 and 18 was realigned so that all land north of Newmarket Road and south of the A14 falls within sector 18, with sector 16 being the land south of Newmarket Road and east of Airport Way as far as Caudle Ditch
- Sector 19 was added, following the inclusion of the river corridor on the north eastern side of the city within the study area.

3.2.5. The definition of the sectors on a simple spatial basis, as described in the previous paragraph, does not reflect variations in land use, character or context, which occur in the majority of the sectors. Most sectors were therefore divided into sub areas where there were clear changes in these characteristics which would affect the application of the assessment criteria to different areas of land. This enables a robust and transparent assessment of the various sub areas. The sub areas differ significantly from those used in the Councils' 2012 Inner Green Belt Boundary Study, which used different criteria



for sub division.

**Stage 3: Baselines Studies and Analysis (Section 4 of this Report)**

- 3.2.6. A series of studies were undertaken to build up an understanding of Cambridge and its surrounding landscape, in the context of the considerations which are relevant to the performance of Green Belt purposes. These cover a range of aspects which have a bearing on how the issues raised by Green Belt purposes (sprawl, merging, encroachment, setting and character) are manifested in Cambridge and its surrounding landscape or are perceived by residents or visitors to the city. They include matters relating to the physical form and scale of the city, its historical development, its relationship to its hinterland, townscape and landscape character, the experience of approaching and arriving at the city, and how the city is perceived from the surrounding landscape.
- 3.2.7. Townscape character assessment assists not only in identifying the historic core of the city but also in identifying other areas of townscape which are distinctive to Cambridge and contribute to its particular character. Its findings reflect the historical development of the city and contribute to an understanding of the nature of the urban edges which adjoin the Green Belt. Landscape character assessment assists in identifying important components of the landscape setting of the city, enabling it to be studied within its context, and the relationship between the city and its surroundings to be properly understood. These assessments are therefore of particular relevance to National Green Belt purpose 4 and Cambridge Green Belt purposes 1 and 2.
- 3.2.8. The findings of the baseline studies are presented in section 4 of this report. Section 4 draws significantly from material contained in LDA Design’s 2002 study. The material has been checked, validated and updated as necessary for the purposes of the present study.
- 3.2.9. The studies included in this stage include factual matters such as designations, rights of way and topography. They also include matters requiring assessment and analysis such as townscape and landscape character assessments, a visual assessment and analysis of the process of arrival at Cambridge through consideration of approaches and gateways.
- 3.2.10. The landscape and townscape character assessments in LDA Design’s 2002 study followed the guidance set out in the Countryside Agency’s Landscape Character Assessment Guidance for England and Scotland (2002). Subsequently, Natural England has published An Approach to Landscape Character Assessment (2014). However, much of the guidance contained in the new document directly relates to the 2002 Countryside Agency document so the approach to these assessments remained unchanged.
- 3.2.11. Section 4 concludes with an analysis of the role and function of townscape and landscape. This analysis follows the approach adopted by LDA Design in its study on Winchester and its Setting (1998) which was described in and implicitly endorsed by the Countryside Agency in its Guidance (page 70). The purpose is to identify, in a fully integrated way, the role of different areas of townscape and landscape in contributing to the distinctiveness and setting of a historic city.
- 3.2.12. Note – the analysis of townscape and landscape role and function classifies areas of townscape and landscape as **Distinctive**, **Supportive** or **Connective**. These words are



capitalised wherever they refer to this classification.

- 3.2.13. The word '**distinctive**' (uncapitalised) is used throughout this report in its general sense of an aspect or feature that is notable, recognisable or particularly characteristic.
- 3.2.14. The findings of the baseline studies and analysis are presented on a series of drawings and photograph panels. Figures 3-11 show the entire city and Inner Green Belt, with some extending wider as necessary to convey the relevant information. Figures 12-14 show the east, south and west sides of Cambridge at larger scale to enable certain categories of information to be more clearly presented. Figures 15-19 are photograph panels showing a number of the key views identified on Figure 9.

**Stage 4: Identification of Qualities Relevant to Green Belt Purposes (Section 5 of this Report)**

- 3.2.15. This stage draws from the surveys and analysis work in stage 3 to define 16 qualities of the city and its surrounding landscape which directly contribute to the performance of Green Belt purposes. The qualities are largely similar to the Special Qualities identified in LDA Design's 2002 study but have been modified and expanded as necessary to address all relevant Green Belt purposes. Many of the qualities are relevant to more than one Green Belt purpose.
- 3.2.16. Whilst the identification of the qualities follows on from the findings of the baseline studies and analysis, many of them have been identified in previous studies by others or in policy documents relating to the Green Belt (as identified in section 2.3).
- 3.2.17. The identified qualities are described in section 5. For each of the 16 qualities, the text in section 5 explains the relevance of the quality to Green Belt purposes and how it manifests itself in Cambridge and its surrounding landscape. This establishes the 16 qualities as the criteria used for the assessment of the Green Belt sectors in stage 5.

**Stage 5: Assessment of Sectors (Section 6 of this Report)**

- 3.2.18. Section 6 of this report contains a detailed assessment of each of the Green Belt sectors in terms of its performance of Green Belt purposes. The 16 qualities identified in stage 4 are used as the criteria against which the sectors and sub areas are assessed. The assessments are presented in a tabulated format for each sector.
- 3.2.19. The assessments conclude with a summary of the importance of the sector to Green Belt purposes, drawing out the key points from the criteria-based assessment, followed by commentary on the implications of releasing land within the sector from Green Belt for the purposes of development.
- 3.2.20. Appendix 1 to this report is a review of studies undertaken by objectors of land within the Inner Green Belt. Several of these studies present their conclusions by scoring parcels of land for their importance to Green Belt purposes. The Councils' 2012 Inner Green Belt Boundary Study similarly scores parcels for their importance to Green Belt and the significance of development on Green Belt. The present study does not score land parcels.
- 3.2.21. As is apparent from the assessment presented in section 6 of this report, there are many ways in which an area of land can be important to Green Belt purposes, and one area of land can be important for different reasons than another area of land. If the importance of different areas of land is to be scored, it is necessary to quantify importance which is due to different reasons in different locations. This results in the

necessity to weigh the degree of importance that arises for different reasons on different parcels of land, but there is no valid, objective means of doing so.

- 3.2.22. A further consequence of scoring is that, if an area of land is identified as important, but less important than another area of land, it potentially becomes a focus for consideration for release from the Green Belt for development, notwithstanding that it has been assessed as being of importance to the Green Belt.
- 3.2.23. For these reasons, this study does not employ a scoring system. Rather, having assessed each area of land within the study area for its importance to Green Belt purposes, consideration is given as to whether there is potential to release land for development without significant harm to Green Belt purposes.

## 4.0 Stage 3: Baseline Studies and Analysis

### 4.1. Introduction

- 4.1.1. As stated above, this section presents the findings of a series of studies, which were undertaken to build up an understanding of Cambridge and its surrounding landscape, focussing on considerations which are relevant to the performance of Green Belt purposes. These cover a range of aspects which have a bearing on how the issues raised by Green Belt purposes are manifested in Cambridge and its surrounding landscape or are perceived by residents or visitors to the city. They include matters relating to the physical form and scale of the city, its historical development, its relationship to its hinterland, townscape and landscape character, the experience of approaching and arriving at the city, and how the city is perceived from the surrounding landscape.
- 4.1.2. This section draws significantly from material contained in sections 4 and 5 of LDA Design's 2002 study. The material has been checked, validated and updated as necessary for the purposes of the present study, by means of desktop studies, site survey and analysis. However, some material, which aids contextual understanding but is not directly relevant to the outcomes of the present study, has not been fully updated. This includes the townscape character assessment and role and function assessment of areas within the interior of the city.
- 4.1.3. Key points are summarised at the end of each sub-section and inform the identification of factors relevant to Green Belt purposes in section 5.

### 4.2. Historical Development of Cambridge and the Villages

#### Cambridge

##### *Landscape and Location*

- 4.2.1. The varied landscape around Cambridge was fundamental to the location, development and character of the city.
- 4.2.2. The settlement which was to become Cambridge developed at a crossing point of the River Cam (formerly known as the River Granta). It was the meeting point of a number of trackways. It was also the meeting point of three landscapes: to the north and east the undrained wetlands of the Fens, a valuable source of wildfowl, fish and reeds for thatching. To the west were the densely forested Claylands, a source of timber and game. To the south and east a Chalk Ridge provided pasture and easily worked arable land. Cambridge was situated in a position to take advantage of all these resources, and was established on dry land adjacent to the river which was also easy to defend. Although the landscapes around Cambridge have been modified by man over the subsequent centuries, the position of Cambridge at a meeting point of different landscapes, which contribute different qualities to the setting of the city, remains unchanged.

##### *Early Origins*

- 4.2.3. The earliest archaeological finds from the Cambridge area date from the Neolithic period, although the earliest evidence for a settled community dates from the late Bronze Age. Evidence of metal working, trading and habitation from the Bronze and Iron Ages has been found in Cambridge, including a large Iron Age farm on the site of

the Addenbrooke's Hospital.

*Roman Occupation*

- 4.2.4. By 70AD the Romans had built a road from Colchester to Godmanchester, which crossed the River Cam close to the present Magdalene Bridge. A castle was constructed on Castle Hill and a small town developed adjacent to it. The construction of the fenland canal system by the Romans led to Cambridge becoming an inland port. Evidence of traffic has been found in the form of Peterborough pottery and Nottinghamshire stone.

*Saxon and the Danelaw*

- 4.2.5. The town remained occupied throughout the Dark Ages, but it is not known to what extent. It is likely that the town was on the front line of battles between the kingdoms of Mercia and East Anglia, until the East Angles' victory in 634. A new bridge over the river Cam was built in the eighth century, and the town began to revive.
- 4.2.6. However, in 871, invading Danes plundered and burnt the town. Later an Anglo-Danish settlement was established and Cambridge became within the control of the Danelaw until 921.
- 4.2.7. The town thrived in the latter part of the Saxon period. It was a port to boats coming down from the Wash, and traded with Ireland and the Continent. It established a mint in 975, and flourished as a business, military, administrative and legal centre.

*The Medieval Period and the Following Centuries*

- 4.2.8. William the Conqueror built a castle at Cambridge and quickly established control of the town. The town and county continued to prosper, and several churches, religious houses and a hospital were constructed, including the Round Church. Land was granted to the religious houses which has remained as open space within the city, such as Jesus Green and Midsummer Common.
- 4.2.9. Cambridge was already known as a centre of learning in 1209, when a group of scholars fleeing from riots in Oxford settled in the town. From this point, the University rapidly expanded in size and power, and gained royal support. Over the following 800 years, the colleges were established, including several on former monastic sites following the dissolution of the monasteries in 1536.
- 4.2.10. Between the 10<sup>th</sup> and 15<sup>th</sup> centuries, the town was rocked by events including uprisings by Hereward the Wake, the peasants' revolt, dispossessed barons marauding from the Fens, the Black Death, numerous plagues and civil disturbances. However, the town continued to thrive and grow, largely due to the increasing domination of the University. Development took place along the three main routes out of the town to the south-east and south, namely Trumpington Street, St Andrew's Street and Jesus Lane.

*The Tudor Period*

- 4.2.11. The university continued to expand, and to become increasingly powerful, with heightening tensions between town and gown. The colleges owned large areas of land within and adjacent to the town, some of which are still preserved as open spaces today. They displaced areas of wharves and housing adjacent to the river to make way for the building of colleges. The University also controlled rents, markets and food prices, and was politically opposed to the town in the Civil War.

- 4.2.12. By 1600 most of the major colleges had been established, and the town had expanded slightly on the eastern side. However, expansion of the town was restricted by the surrounding common fields. The result was that the built-up areas of the town becoming increasingly cramped, with many houses divided into tenements.

#### *The Victorian Era*

- 4.2.13. Cambridge did not expand much beyond its medieval limits until the 19<sup>th</sup> century, and in 1801 the population of the town was only approximately 9000. The southern limit of the town was extended in the early 19<sup>th</sup> century by the building of Downing College, but it was two further factors, the coming of the railways in 1845 and enclosure of land around the town from 1807 which enabled its large-scale expansion. During the 19<sup>th</sup> Century, the population of the town increased fourfold.
- 4.2.14. The railway station was sited approximately a mile south east from the centre of the town, as the University would not permit it any closer. Gradually, the land to the south and south east of the historic core was filled with terraced housing, much of which was constructed for railway workers. As the town grew, adjacent villages, such as Chesterton became amalgamated with Cambridge. Land to the west of the river, which had formerly been unsuitable for building, was drained and made available for development. Following a change in University policy allowing Fellows to marry, substantial family houses were built in this area.
- 4.2.15. When common land and fields were enclosed, they were subdivided and distributed between the people who had formerly used or had rights to the land. In Cambridge, these new landowners included the University, other institutions (such as Addenbrooke's Hospital) and private individuals. Therefore land, which had formerly been a single large field, could be developed by several different people, at different times and in different ways. Usually, land allocated to private individuals was sold relatively quickly to speculative builders, who constructed terraces, which were occupied by the working classes. The University generally did not develop their land immediately. When they did develop it, they generally constructed large detached villas in extensive gardens, which they sold leasehold to maximise profit. These neighbourhoods were occupied by the middle and upper classes, and are still attractive and exclusive residential areas.
- 4.2.16. Expansion of Cambridge to the north east did not take place until the middle of the 19<sup>th</sup> Century, when the common fields of Chesterton were enclosed. Relatively little development took place on the west side of the city, as the land was largely owned by the colleges. This has affected the development of Cambridge up to the present day and is largely why the historic core and the "city centre" is not centrally located within the urban area of the city.

#### *The 20<sup>th</sup> Century*

- 4.2.17. The 20<sup>th</sup> century saw the greatest growth of the city, including residential estates and new University buildings outside the old city limits.
- 4.2.18. Clare College Memorial Court (built after the First World War) was the first part of the University to cross Queen's Road. Other University buildings developed in this area to the west of the river, including the Library: the monumental tower of which is a landmark for many miles. In the 1960s, construction of faculty buildings took place close by at Sidgwick Avenue, including the Seeley history faculty.

- 4.2.19. Considerable development has taken place on the outskirts of the city. In addition to academic buildings such as the Institute of Astronomy, developments such as the new Addenbrooke's Hospital have had a strong impact on the plan of city. Since the Establishment of the Cambridge Science Park by Trinity College in the early 1970s, Cambridge has seen extensive developments of business and science parks, including the University's West Cambridge site.
- 4.2.20. Suburbs developed in the inter-war and post-war periods. To the south of the city are early mid 20<sup>th</sup> century leafy estates. Chesterton also developed as a suburb largely in the inter-war period. The Arbury and King's Hedges residential areas were developed to the north of the city later, in the 1960s and 1970s.
- 4.2.21. The establishment of the Green Belt between 1965 and 1992 effectively set a limit to the expansion of the city into the surrounding countryside. In the 1950s/60s, inner necklace villages were developed, before development moved to outer necklace villages such as Bar Hill.

#### *Early 21st Century*

- 4.2.22. Between 2006 and 2010 a number of Green Belt releases were made through the Cambridge Local Plan, a number of Area Action Plans and other plans making up the South Cambridgeshire Local Development Framework. These have resulted in a number of new developments around the peripheries of Cambridge, on most of which construction is ongoing. These are predominantly residential developments, with occasional mixed-use areas, and include Trumpington Meadows, Glebe Farm and Clay Farm, which are collectively known as Cambridge Southern Fringe and are located to the east and south of Trumpington; North West Cambridge, which will provide facilities and accommodation for Cambridge University as well as market housing; and Darwin Green (formerly known as NIAB) on the north western edge of Arbury. There is also additional ongoing expansion of the University's West Cambridge site, which provides additional educational and research facilities, and at Addenbrooke's Hospital, providing additional research and medical facilities, as well as residential development on the former Bell School site.
- 4.2.23. Within Cambridge itself there have also been some major redevelopment projects, which have included the Accordia residential development to the south of the Botanic Garden and the ongoing mixed use development around Cambridge station.
- 4.2.24. Despite the expansion of the city in the 20<sup>th</sup> and early 21<sup>st</sup> centuries, Cambridge remains a relatively compact city, with all suburbs well connected to the city centre, which is focussed on the medieval core.

#### **Villages**

##### *Village Location*

- 4.2.25. Within the Cambridge Green Belt there are a number of villages. These have developed in particular locations for a number of reasons. Some, such as Grantchester, are at crossing points of roads and rivers. In the southern part of the area, a line of villages including Haslingfield and Harlton are located on the spring-line at the base of the chalk ridge. In lower-lying fen areas, villages such as Cottenham were established on 'islands' to reduce risk of flooding.

*General Historic Influences on the Form of Villages*

- 4.2.26. The historic form of a village and the traditional building materials found within it are often associated with the landscape character area in which the village is located. These are described in greater detail in section 4.8. However, there are also historical factors which have influenced village form and which occur throughout the area.
- 4.2.27. The majority of villages within the Cambridge Green Belt are nucleated in form, often centred around a village green. Their development has been strongly influenced by open field systems which surrounded the village and kept houses and farm buildings concentrated in a single location. Expansion in the 14<sup>th</sup> Century led to the agglomeration of some villages such as Comberton, which incorporated the formerly separate settlement of Green End. Linear Villages such as Histon and Trumpington developed along routeways. In these linear villages, greenspace is usually located in front of buildings or at either end of the village.
- 4.2.28. The contemporary layout and density of housing is often closely related to historic patterns of agriculture and trade. Where pastures were retained on the edges of villages, they often gave the edge of the village a ragged appearance. The field patterns created following 19<sup>th</sup> century enclosure acts are often still visible in the street patterns of villages. Subtle historic features such as the remains of ditches or “lodes” which formerly linked villages with the navigable waterway network are also visible in the landscape.
- 4.2.29. The later development of villages has also been affected by the location of open space (e.g. the position of village greens, commons used for grazing, and sites of markets and fairs) both within and outside the village. A further factor which affected the development pattern of villages was population decline (particularly due to the Black Death) which reduced the density of some villages. Many villages were affected by this population decline.

*Appearance of Villages within the Landscape*

- 4.2.30. The location and features of some villages make them more prominent than others, although the majority of villages are visible within the wide sweeps of open arable landscape which form the Cambridge Green Belt. The most clearly visible feature of most villages is the church tower; many are visible in framed views from roads and footpaths. Mature vegetation such as trees on village greens or in gardens also stand out, particularly in the very flat landscapes of the fens and river valleys.
- 4.2.31. The distinctive character of many villages and the landscape features that they contain (such as churches and mature trees), are of fundamental importance to the setting of Cambridge.

4.2.32. Key points:

Location of Cambridge at a meeting point of several landscapes: Fens to the north and east, Claylands to the west, Chalk Ridge to the south and east.

- A small town until the 19<sup>th</sup> century.
- Substantial growth during the 19<sup>th</sup> and 20<sup>th</sup> centuries, continuing into the early 21<sup>st</sup> century.
- Little expansion west of the city.



- Varied local factors influencing the location and form of villages.
- Distinctive character of many villages and notable landscape features within them.

#### **4.3. Environmental Designations**

- 4.3.1. There are numerous environmental designations within Cambridge and the Green Belt, covering a range of habitats and with many different reasons for designation. These are shown on Figure 3 and at larger scale on Figure 12, which comprises three sheets covering the west, south and east sides of the city respectively.
- 4.3.2. There are a range of Sites of Special Scientific Interest and both County and City Wildlife Sites within the Green Belt, including ancient woodlands, chalk grassland, fen, ditches and streams. Sites of particular relevance to this study include the River Cam; common land at Midsummer Common, Stourbridge Common, Coldham's Common; and many localised features such as road verges and disused railway lines.
- 4.3.3. There are a number of Local Nature Reserve sites within or close to the Green Belt. Those closest to the city and the study area for this report include Coldham's Common and the adjacent Barnwell Road LNR; Sheep's Green, Coe Fen and Paradise along the River Cam; Byron's Pool south of Grantchester; Nine Wells south of Addenbrooke's; The Beechwoods east of Babraham Road Park and Ride; and East Pit/Limekiln Close/West Pit south of Cherry Hinton.
- 4.3.4. There are also two Ancient Woodlands in the Green Belt: Eversden Wood and Madingley Wood, although Eversden Wood is beyond the area shown on Figure 3.
- 4.3.5. Key points:
- Numerous designations including SSSIs, County and City Wildlife Sites and Local Nature Reserves affecting sites within the Inner Green Belt.

#### **4.4. Cultural Designations**

- 4.4.1. Figure 4 shows cultural designations within Cambridge and the Green Belt. They are also shown at larger scale on Figure 13, again on three sheets.
- 4.4.2. The majority of villages are wholly or partially covered by Conservation Area designations. These designations generally cover not only the buildings and their immediate setting within the Conservation Area boundary, but the open setting of the Conservation Area as well. Fulbourn Conservation Area has been expanded since LDA Design's 2002 study, joining two smaller separate areas to create a single Conservation Area. Additional Conservation Areas that were not shown on the plans for the 2002 LDA Design study include Church Farm south of Comberton, Biggin Abbey to the north of the A14, Romsey Town suburb on the south side of Cambridge, Cambridge University Colleges to the north of Madingley Road, Fen Ditton Meadows and Stourbridge Common, the southern part of Chesterton between Chesterton Road and the River, and the urban area between Huntingdon and Histon Road.
- 4.4.3. There are a number of registered parks and gardens within the Green Belt, including Anglesey Abbey, Madingley Hall and the American Military Cemetery north of Coton. Further registered parks and gardens are located within the city.



4.4.4. Scheduled Monuments are dispersed throughout the Green Belt and represent archaeological sites from Prehistory onwards. There are a number of medieval sites, including manors, moats and earthworks of abandoned villages.

4.4.5. Key points:

- Conservation Areas and numerous listed buildings in central and west side of Cambridge.
- Conservation Areas and listed buildings in most villages.
- Scheduled Monuments in rural areas, particularly south west, south and east of Cambridge.

#### **4.5. Recreational Routes and Country Parks**

4.5.1. Figure 5 shows recreational routes within and through the Cambridge Green Belt, as well as the locations of country parks close to edge of Cambridge. As with environmental and cultural designations, they are also shown at larger scale on three sheets, on Figure 14.

4.5.2. A network of public rights of way (footpaths, bridleways and byways) covers the Green Belt, although links from the city out to these countryside routes are sometimes poor. A number of initiatives have been implemented, particularly to the west of the city, which address access into the countryside. These include Coton Countryside Reserve and the Quarter to Six Quadrant initiative.

4.5.3. In addition, a number of long distance footpaths pass through the Green Belt. These include the Harcamlow Way, the Fen Rivers Way, the E2 European Long Distance Route and the Pathfinder Long Distance Route close to the north eastern boundary of the Green Belt.

4.5.4. There are a number of Sustrans routes and other cycleways within the city and extending out into the Green Belt. Sustrans routes include National Cycle Route 11, which links Harlow in Essex with Wigginhall St Germans (south of King's Lynn) in Norfolk, via Cambridge and Ely, and National Cycle Route 51, which passes through Oxfordshire, Buckinghamshire, Bedfordshire, Cambridgeshire, Suffolk and Essex and partly follows the guided bus route between Cambridge and Huntingdon. These have potential to connect with recreational attractions within the Green Belt, including the country parks at Coton Reserve, Milton and Wandlebury.

4.5.5. Key points:

- Rural rights of way network, though links into the city are poor in places.
- Ongoing initiatives to further enhance the network.
- Country parks in the rural landscape short distances north, west and south east of the city.

#### **4.6. Topography and Geology**

4.6.1. Figure 6 illustrates the topography of the Cambridge Green Belt and the surrounding area.

4.6.2. The drawing clearly shows Cambridge in its "bowl", surrounded by higher land to the east, west and south. The lowest land in the city lies below the 5 metre contour along

the River Cam. This narrow corridor of low land spreads out into the flat fens to the north of the A14. There is also a pocket of low lying fen 2 kilometres to the east of the city between Teversham and Great Wilbraham. The closest area of high ground lies just over 2 kilometres from the south east edge of Cambridge at Wandlebury, where the land rises to 74 metres AOD. 3 kilometres west of Cambridge, clay hills rise to 62 metres AOD south of Madingley. More distant areas of higher ground lie further to the south east and west of the city.

- 4.6.3. The topography closely reflects the underlying geology, which consists of flat and low-lying fen peat to the north, higher gault clay ridges to the west, and a broad chalk ridge to the south and east. The main rivers (Cam, Granta, Rhee and Bourn Brook) have eroded broad valleys through the chalk and/or clay to form the low-lying land to the immediate south and south east of Cambridge.
- 4.6.4. Section 4.2 of the report describes the historical evolution of Cambridge and how it developed at a crossing point of the River Cam. As well as being the confluence of a number of trackways, it was also the meeting point of three landscapes: to the north the undrained wetlands of the Fens (a valuable source of wildfowl, fish and reeds for thatching), to the west the densely forested Clayland hills (a source of timber and game), and to the south and east a Chalk Ridge (providing pasture and easily worked arable land). Cambridge was situated on dry land adjacent to the river, which provided important access by boat from the north east. This understanding of the location of Cambridge and how the settlement used the surrounding landscape in an economic sense is part of the understanding of the relationship between the historic city and its current setting.
- 4.6.5. Although the landscapes around Cambridge have been modified by man over the subsequent centuries, the position of Cambridge set within a framework of hills divided by the River Cam and its tributaries to the west, south and south east, and the open, flat fens to the north (with a small area to the east beyond Teversham) are a subtle but fundamental aspect of the setting of Cambridge.
- 4.6.6. Key points:
- Topography reflecting the three landscapes that surround Cambridge: Fens, Claylands and Chalk Hills.
  - Foothills of the Gog Magog Hills extending to the edge of the city.
  - River Cam valley running through the centre of the city.

## 4.7. Townscape Character

### Introduction

- 4.7.1. Townscape character assessment assists not only in identifying the historic core of the city but also in identifying other areas of townscape which are distinctive to Cambridge and contribute to its particular character. Its findings reflect the historical development of the city, as described in section 4.2, and contribute to an understanding of the nature of the urban edges which adjoin the Green Belt.
- 4.7.2. The progressive historic development of the city in response to the river setting has resulted in a distinct pattern of townscape character areas. These areas range from the historic core of the city, with its complex stratification of historic layers, to the peripheral areas of residential development whose coherence is principally derived

from the unity of housing style and period of development. The River Cam and the alignment of the principal approach roads into Cambridge, a number of which date back to the Roman and earlier periods, have also been influential in determining the distinctiveness of and boundaries to each of the townscape character areas.

- 4.7.3. A comprehensive townscape character assessment was undertaken as part of LDA Design's 2002 study and was a two-stage process. The first stage was a desk study, where the urban structure and preliminary definition of urban character types and character areas was determined using aerial photographs together with current and historic maps. In the second stage a field study was undertaken involving the visual analysis of the townscape, recording findings on Townscape Assessment record sheets, and confirming the transitions between townscape character areas. Updates have been incorporated into the townscape character assessment to reflect development that has occurred since 2002. Whilst townscape areas around the edge of the city abutting the Green Belt have been checked and updated as necessary, the assessment of areas within the interior of the city has not been fully updated as those areas are not directly relevant to the present Green Belt assessment.
- 4.7.4. With one exception, the major developments under construction on the edges of the city have been classified with the Townscape Character Type understood to reflect their ultimate use. The Addenbrooke's expansion is classified as Large Scale Commercial, Industrial and Service Development and the others are classified as 21<sup>st</sup> Century Mixed Use Development. The exception is Darwin Green, the majority of which has not been built as yet and remains as open, undeveloped landscape rather than a construction site. This site is therefore included in the adjacent Western Fen Edge landscape character area (see section 4.8).
- 4.7.5. The results of the townscape character assessment are shown on Figure 7, and described below. Two categories of information are recorded: Townscape Character Types and Townscape Character Areas. Townscape Character Types are generic types of townscape, which may repeat in the city studied and may occur in other cities. They contain broadly similar building types and street patterns. In contrast, Townscape Character Areas are geographically distinct parts of the city and may contain a variety of townscape types.
- 4.7.6. In addition, Townscape Character Types have been identified within the Necklace Villages as part of the update. The classification process largely followed the same steps as for the main urban area. Townscape Character Areas have not been created for the Necklace Villages.
- 4.7.7. The assessment was carried out at a broad scale and did not look at every area in detail. The results shown on Figure 7 are broad-brush and not accurate to every street, as that level of precision is not required for the purposes of this study.
- 4.7.8. There are eight townscape types described in section 4.7.2 and a total of 16 townscape character areas described in section 4.7.3.

### **Townscape Types**

- 4.7.9. Townscape character types are shown as coloured areas on Figure 7.

#### *Historic Core*

- 4.7.10. Historic cores are defined as coherent pre-1810 settlement cores with medieval street patterns including the historic cores of Cambridge, Chesterton, Trumpington and

Cherry Hinton.

*Bespoke Houses and Colleges*

- 4.7.11. This townscape type is strongly influenced by the University and is characterised by large late 19<sup>th</sup> Century architect designed houses set in large gardens built for Fellows, and large colleges and university buildings with associated grounds and playing fields.

*Green Space and Green Corridors*

- 4.7.12. This townscape type includes green corridors following the River Cam and Vicar's Brook, and significant green spaces including Coldham's Common, the Botanic Garden, Parker's Piece and Christ's Pieces.

*Victorian/Edwardian Terraced Housing*

- 4.7.13. Nineteenth century building in Cambridge is characterised by unusual variety in architecture and close juxta positioning of working class and middle class housing. The variety in buildings is largely due to the fact that the land in the Common Fields was held by the university, colleges and private individuals. The university and the colleges were relatively slow and conservative in developing their lands compared to the private owners, and tended to build higher-class houses on long leases. The private owners were often more interested in shorter-term gains from selling their lands to speculative developers for higher density lower-cost housing. Because of the interweaving of different types of land-holdings, there are few areas of nineteenth century building which are monolithic in character.
- 4.7.14. The initial growth in the period up to about 1830 tended to be high quality housing largely contained within an arc to the south and east of the town which had a radius of three quarters of a mile from the town centre. These high quality houses tended to be built only on the frontage sites along the main roads, leaving significant areas undeveloped behind the frontages. Good examples are to be seen on Maid's Causeway, which date back to 1815-1825, Lensfield Road and the southern part of Trumpington Road.
- 4.7.15. Several of the major areas of expansion in the nineteenth century were recognised and named as new towns, namely Romsey Town, Sturton Town and New Town. New Town was, and still largely is, a microcosm of the variety of closely interwoven building types which occurred widely in nineteenth century Cambridge.
- 4.7.16. In the second half of the nineteenth century expansion continued with further building to the south and east but more equally balanced by developments north and west of the river. Building in this later period in the south and east was more compact, with substantial areas of geometric working class terrace housing being constructed. In the north and west of the town the new housing tended to be smaller in scale, less compact in their character and more varied in their design. The Victorian and Edwardian terraced housing areas built in this period generally have narrow streets with back of pavement development, grid-iron street pattern and small yellow brick terraced houses.

*Commercial/Industrial/Service Development*

- 4.7.17. Apart from the manufacture in small workshops of service goods for local consumption, the only distinctive industry the town had ever possessed had been

printing and bookbinding, stimulated by the presence of the University. The economic prosperity of the town depended mainly on its role as the town and county administrative, service, market and transport centre, and the university. The railways had relatively little impact in terms of initiating industrialisation because the town and East Anglia as a whole lacked the coal and raw materials on which nineteenth-century industry depended. Small brick and tile works developed at Cherry Hinton and Coldham's Lane, using the outcrop of Gault Clay in the valley of the Coldham's Brook. This accounts for the widespread use in suburban Cambridge houses of the characteristic yellow brick it produces. It was not until the late years of the nineteenth century and the early years of the twentieth that industry began to emerge which would have a significant effect on the growth and form of the town. This was the emergence of the scientific industries related to the expansion of science teaching and research at the university. University connections have played an important role in the development of a number of manufacturing organisations in the Cambridge area in fields such as chemicals, plastics, metallurgy and engineering, all with a strong research base underpinning their industrial output.

- 4.7.18. The growth of industry in the period up to 1939 did not bring about major changes in the physical structure of the city because most of the industrial growth was dispersed quite widely in premises which were generally small and often hidden away in back streets. Examples of this can still be seen in many of the streets leading off Mill Road. The south eastern side of the town near the railway has more industry than any other sector, but for present day manufacturers this tends to be the result of the availability of land and the general nature of the area rather than any particular pull of the railway. Since 2002 some of the areas of industrial land have subsequently been redeveloped for new housing and mixed-use developments.
- 4.7.19. This townscape type is characterised by medium to large-scale industrial, commercial and hospital buildings, often with closed facades, signage, security fencing and extensive areas of hard surfacing.

#### *1900 – 1945 Suburban Housing*

- 4.7.20. The housing expansion begun in the nineteenth century continued steadily, and suburban development led to growth in all directions, although it was considerably greater on the northern, eastern and southern sides than on the western. The majority of the 1900 – 1945 housing expansion was created by the filling in of land between main roads, especially in the angle between Huntingdon Road and Chesterton Road north of the river and between Newmarket Road and Hills Road south of the river. These areas were developed by a combination of private enterprise, housing associations and council building with detached or semi-detached properties, often with substantial gardens. Despite this expansion, the town remained very compact; for nearly the whole of its built up area was still within one and a half miles of the centre.
- 4.7.21. The inter-war suburban housing areas are generally composed of red brick and Arts and Crafts style rendered semi-detached houses with front and rear gardens. These residential areas are generally of low density with well-established planting and mature trees.

#### *Post-war Suburban Housing*

- 4.7.22. Growth of the city did not recommence after the Second World War until well into the 1950s. The character of the post-1950 housing development differed in a number of

ways from that of the pre-war period. It tended to include a much higher proportion of local authority building on planned estates such as North Arbury, in which the characteristics of both houses and blocks of flats were markedly different from the styles of pre-war housing. Most obviously many were pre-planned as 'self-contained' estates from the outset in terms of the layout of roads, public utilities, housing, schools, shops, libraries and other social amenities. The density of housing was higher than in pre-war areas, but the provision of quite large amenity areas and playing fields to some extent compensated for this.

- 4.7.23. The post-war housing estates comprise a range of building types including bungalows, low-rise flats, terraced houses, semi-detached and detached houses. The street pattern is generally curved with cul-de-sacs and the housing density is generally higher than the pre-war housing areas.

#### *Early 21st Century Mixed Use Development*

- 4.7.24. Following the Green Belt Releases between 2006 and 2010, early 21<sup>st</sup> century development has been very varied. Within Cambridge, these developments have included the low-rise flats, terraced and linked houses and townhouses at Accordia, as well as the slightly higher rise residential and commercial developments at CB1 near the railway station. The street patterns within these developments are generally linear but fitted within the existing street pattern of the surrounding areas of the city.
- 4.7.25. The ongoing developments at Trumpington Meadows, Glebe Farm and Clay Farm, to the east and south of Trumpington, are largely rectilinear in form, with the exception of the emerging curved gateway to the developments on Hauxton Road. These developments are predominantly residential. Building types include low-rise flats, which increase in height close to the gateway to the development, terraced and linked houses and limited amounts of semi-detached and detached houses. Many of the housing areas are distinctive in appearance, not traditional house designs, and building materials are also modern.
- 4.7.26. The ongoing development at North West Cambridge, which will provide facilities and accommodation for Cambridge University as well as market housing, is being designed as a higher density development with taller buildings than some of the other new developments. The built form is being designed in a series of well defined blocks. Open space is an important element of this development.

#### **Townscape Character Areas**

- 4.7.27. Townscape character areas are shown with a black outline on Figure 7.

##### *1A. Cambridge Historic Core*

- 4.7.28. The historic core of Cambridge is very distinctive with grand college, civic and ecclesiastical buildings with towers and spires and an intact medieval street pattern of narrow streets and alleyways and small squares. A unique characteristic of the historic core is that it has retained a green setting. It is encircled and defined by an inner belt of open space, including The Backs and Midsummer Common along the River Cam, Christ's Pieces and Parker's Piece.
- 4.7.29. The historic city comprises two distinct areas divided by the River Cam and connected by the Magdalene Bridge. Castle Hill on the western side of the river is the site of the Roman settlement and medieval town with grand civic buildings such as Shire Hall. The larger eastern part dates from the late medieval period and is dominated by grand



college buildings with large internal courts built between 1300 and 1600. There are also many surviving medieval churches which add considerable character. The historic core is the main retail centre of Cambridge and contains a mix of uses including high street and speciality shops, markets, cafes, restaurants, offices, flats and colleges which contribute to the lively atmosphere of the city. Key landmarks include King's College Chapel, St John's College Chapel, Great Saint Mary's and All Saints Jesus Lane.

### ***1B. Chesterton Village***

- 4.7.30. Chesterton is an historic village located north east of Cambridge's historic core on the River Cam. The village merged with Cambridge in the late 19<sup>th</sup> century and is now surrounded by suburban development. Chesterton village is characterised by small scale Tudor and Victorian yellow brick cottages, lack of pavement development and narrow winding streets and lanes.

### ***2. West Cambridge***

- 4.7.31. West Cambridge on the western side of the River Cam is a distinctive area of the city dominated by university and college buildings, with Grange Road functioning as the main spine road through the area. It comprises colleges, playing fields, large bespoke residential houses built for Fellows of the University, the residential area of Newnham and ongoing large-scale university development along Madingley Road. Several new colleges are located here including Fitzwilliam College and Murray Edwards College (formerly New Hall) along Huntingdon Road and Churchill College along Madingley Road. Most of the west side of the river was unusable for buildings before the river was controlled by locks and drainage around 1875. The scenery of The Backs was therefore preserved. The houses are set back from the road and have large gardens with mature trees giving the area a green, leafy character. A corridor of rural land penetrates the urban area, running in to the University rugby ground on Grange Road. A key landmark is the University Library tower.

### ***3A. River Cam Corridor***

- 4.7.32. The Cam Corridor is a distinctive feature of Cambridge and forms part of an unbroken green corridor through the city. The river corridor forms a landscape setting to the historic core unique to Cambridge. The river corridor comprises Sheep's Green, Paradise/Lammas Land and Coe Fen to the south, The Backs in the centre and Midsummer Common and Stourbridge Common to the north east. Along the river there are foot and cycle paths, including two long distance paths, Fen River Way and Harcamlow Way, linking Cambridge with the surrounding countryside. The Cam Corridor is characterised by water meadows grazed by cows, and the river is popular for rowing, boating, fishing and the Cambridge tradition of punting.

### ***3B. Coldham's Common***

- 4.7.33. Coldham's Common is an internal open space which follows Coldham's Brook and joins the Cam Corridor. It creates a gap between Romsey Town and the suburban area around Newmarket Road. The Ipswich railway line divides Coldham's Common into two separate areas linked by a footbridge. Playing fields dominate the eastern side while the western side is traditional grazed common. From the eastern side the hangar buildings of Cambridge Airport are visible.

**4A. New Chesterton**

- 4.7.34. The area north of Midsummer Common between Huntingdon Road and Elizabeth Way, known as New Chesterton, is characterised by narrow streets with small and medium sized Victorian brick terraces with small back yards. Many of the back streets have back of pavement development, creating an intimate scale. Most of this high density terrace housing was built in the second half of the nineteenth century. Along the main roads and along Oxford, Richmond and Halifax Road the terraced houses are larger and of higher quality with small front gardens with walls and the streets are wider. Most of the houses are built of brown and yellow brick and some are painted.

**4B. Newtown, Mill Road, Barnwell and Romsey Town**

- 4.7.35. The Victorian development on the eastern side of Cambridge is extensive and includes the areas of Newtown, Mill Road, Barnwell and Romsey Town. The Barnwell Field was the site for by far the greater part of Cambridge's 19<sup>th</sup> century expansion, starting early in the century and continuing all through it. The Barnwell and Newtown areas contain a variety of closely interwoven nineteenth century building types including middle class and working class housing. Significant slum clearance and post-1945 redevelopment has, however, occurred in both areas. The development of much of Romsey Town on the south eastern side of the railway bridge did not come until the 1880s/1890s. This area is characterised by long straight terraces of brick-built houses constructed by speculative developers and narrow streets in a gridiron pattern with back of pavement development. The somewhat isolated location accounts for the long run of shops down Mill Road which were established to serve the area. There are a number of schools and churches in the area. Key features of the area are the University Botanic Garden, opened in 1844 and Fenner's Cricket Ground. Key landmarks include the Roman Catholic Church Spire, the Rank Hovis Building and Carter Bridge across the railway line.

**5A. Cambridge Science Park, St John's Innovation Park and Cambridge Regional College**

- 4.7.36. Cambridge Science Park, St John's Innovation Park and Cambridge Regional College are located on the northern edge of the city off Milton Road adjacent to the A14. Cambridge Science Park, in particular, is a high quality business park with large-scale high quality commercial buildings in innovative styles housing mainly high technology companies. The buildings and car parks are partly screened by earth mounding and planting, giving it a very green and suburban character. The main spine road through the development is a meandering loop road. St John's Innovation Park also contains high quality commercial buildings, but has a more built-up character.

**5B. Railway Corridor**

- 4.7.37. The railway corridor is characterised by medium and large-scale commercial, light industrial and office development on both sides of the railway line. There are also extensive areas of hard surfacing for car parks and little vegetation. The approach to Cambridge along Newmarket Road has been particularly affected by commercial development with many closed facades to the street. The northern part of the railway corridor contains the railway sidings and the sewage works.



*5C. Cambridge Airport*

- 4.7.38. Cambridge Airport located on the eastern fringe of the city contains a number of large hangar buildings which are prominent in views towards the city from the east and from Coldham's Common.

*6A. Trumpington Road and Hills Road*

- 4.7.39. The residential area around Trumpington Road and Hills Road, south of the historic core, is a leafy suburb mainly comprising large detached and semi-detached houses with large gardens. The area contains a number of bespoke houses built around the turn of the century around Trumpington Road. The houses along Trumpington Road and Hills Road are set back from the road and are almost fully screened by hedges and trees. The area contains a number of schools and colleges with associated playing fields. Further south in the character area is the historic core of Trumpington, focused around its church and now subsumed within Cambridge. On the southern fringe of the character area and wrapping around the eastern side of Trumpington are the ongoing modern developments at Trumpington Meadows, Glebe Farm and Clay Farm. These developments are creating a distinctive new urban gateway at the edge of the city, on Hauxton Road.
- 4.7.40. This character area also includes Addenbrooke's Hospital, with its ongoing expansion, and Vicar's Brook. Vicar's Brook forms part of a green corridor providing an access link between the River Cam Corridor green corridor and the wider countryside (at Granham's Road near Great Shelford), along public and permissive footpaths. This green corridor also provides an open, rural setting to the approach along the railway line from London.

*6B. South-eastern Suburban Estates*

- 4.7.41. The south-eastern suburb of Cambridge is a relatively homogenous area containing mainly semi-detached and detached red brick houses with front and rear gardens built in the 1920s and 1930s. There is a large pocket of detached and semi-detached Victorian houses in the angle between Hills Road and Cherry Hinton Road built in the second half of the nineteenth century. The area east of Mowbray Road and south of Cherry Hinton Road mainly comprises post-war housing. The mature street trees and trees in front and rear gardens give the suburb a green, leafy character. There are several schools with playing fields and a few areas of allotment gardens.

*6C. Newmarket Road Suburban Estates*

- 4.7.42. The suburb around Newmarket Road, separated from Cambridge by Coldham's Common, consists mainly of red brick semi-detached houses with front and rear gardens built in the 1920s and 1930s. The character area also includes the City Cemetery, a post-war housing development and the Abbey Stadium.

*7A. Northern Suburban Estates*

- 4.7.43. The Northern Suburban Estates, including the Arbury and Kings Hedges estates and Chesterton, comprise inter- and post-war housing. 1920s and 1930s redbrick semi-detached houses with front and rear gardens and Arts and Crafts style rendered houses were built along the approach roads (Huntingdon Road, Histon Road and Milton Road). Post-war housing development has been built between the approach roads and extends close to the A14, and surrounds the historic village of Chesterton. The largest post-war council housing estate, North Arbury, built in the 1970s, contains

a range of housing types including buff brick flats and terraced housing and the King's Hedges estate comprises high density two storey red brick terraced houses around courts. Orchard Park, between the King's Hedges estate and the A14, is a largely completed housing-led mixed-use development with flats, town houses and terraces.

### **7B. Cherry Hinton**

- 4.7.44. Cherry Hinton, located on the western periphery of Cambridge, consists mainly of post-war housing estates around a village core and is separated from Cambridge by Cherry Hinton Brook, Cherry Hinton Hall and open space associated with the disused chalk pits. Few historic buildings remain in the village core. Although there are a range of different housing types most of the housing estates are cul-de-sac developments. Large scale commercial, industrial and service development is located in the west of the area at College and Coldham's Business Parks, on part of the former chalk pit and cement works site. Peterhouse Technology Park to the south of Cherry Hinton also falls into this Townscape Character Type.

### **8. North West Cambridge**

- 4.7.45. North West Cambridge is located between the M11, A14 and the existing edge of Cambridge, predominantly to the south west of Huntingdon Road. The majority of the Townscape Character Area consists of the ongoing North West Cambridge development, but a number of bespoke buildings along the west side of Huntingdon Road also form part of this Character Area.

### **Townscape Character Conclusions**

- 4.7.46. Although considerable development has taken place in Cambridge in the 20<sup>th</sup> and 21<sup>st</sup> centuries, the city has retained its special character as a historic university city and its relatively small scale. Much of the historic core remains intact with colleges built between 1300 and 1600, medieval churches and narrow medieval streets giving the core of the city its distinctive character. 20<sup>th</sup> century suburban housing development, primarily in the form of semi-detached brick built houses with gardens mainly occurred to the north, east and south of the city centre. The western side of Cambridge is less developed and is dominated by university buildings, colleges, large late 19<sup>th</sup> century houses and playing fields. The River Cam and associated commons and water meadows, which contribute greatly to the character of Cambridge, provide a green corridor through the heart of the city and a green setting to the historic core. The relationship between the city and its setting is especially strong along the River Cam Corridor.
- 4.7.47. Key points:
- Despite significant areas of 19<sup>th</sup> century housing, the city remained very compact at the start of the 20<sup>th</sup> century.
  - Extensive areas of 20<sup>th</sup> century development north, east and south of the city core.
  - Limited expansion to the west, predominantly comprising development related to the University.
  - Green corridor of the River Cam and associated commons and water meadows.
  - Intact historic core, relatively large in proportion to the overall size of the city.

## 4.8. Landscape Character

### Introduction

- 4.8.1. The characterisation approach adopted for the built area of Cambridge has been extended into the landscape. Understanding landscape character is fundamental to understanding what gives a landscape its distinctive identity. Landscape character assessment assists in identifying important components of the landscape setting of a settlement. It enables the settlement to be studied within its context, and the relationship between the settlement and its surroundings to be properly understood.
- 4.8.2. The methodology used for the landscape character assessment of Cambridge within the 2002 LDA Design Study was based on the guidelines laid down in *Landscape Character Assessment: Guidance for England and Scotland*, published by the Countryside Agency in 2002. This guidance is also consistent with key aspects of the more recent document *An Approach to Landscape Character Assessment*, published by Natural England in 2014. The landscape character assessment was undertaken as a two-stage process. Firstly, desk studies were carried out, investigating factors such as geology, landform, settlement pattern and communication routes. This information was analysed to define areas of common character (landscape types and landscape character areas) that would be tested and validated in the field. Secondly, fieldwork was undertaken, involving the visual analysis of the landscape, recording findings on Landscape Assessment record sheets. The draft landscape types and character areas identified during the desk study were appraised and refined.
- 4.8.3. The results of this landscape character assessment are shown on Figure 8 and described below. Two categories of information are recorded: Landscape Character Types and Landscape Character Areas. Landscape Character Types are generic types of landscape, which may repeat throughout the country. They contain broadly similar combinations of geology, topography, drainage patterns, land use and vegetation. In contrast, Landscape Character Areas are geographically distinct parts of a particular landscape type. Each Landscape Character Area has its own character and identity because of its views, location and subtle variations, even though it shares the same generic characteristics as other places of the same landscape type. For example, within the Cambridge Green Belt, there are two Landscape Character Areas within the Fen Landscape Type: the Waterbeach-Lode Fen and Fulbourn Fen.
- 4.8.4. It should be noted that there is rarely an abrupt change between adjacent landscape types or character areas. For example, although a geology map may show a distinct line between underlying chalk and clay, this change may be less apparent on the ground, and form a gradual transition rather than a sudden change. For this reason, the lines showing landscape character area boundaries on Figure 8 should be read as indicative only.
- 4.8.5. There are six landscape types described in section 4.8.2, and within these there are a total of 13 landscape character areas described in section 4.8.3.

### Landscape Types

#### 1. Fen

- 4.8.6. The Fen landscape type is situated to the north east and east of Cambridge. It is the southern tip of a landscape type, which extends northwards up to the Wash. The Fen landscape is low-lying and flat. (A high proportion of the Fens are below sea level,

although in the vicinity of Cambridge they are just above sea level.) Dark peaty soils are clearly visible, and the vast majority of the land is in arable production. Much of the land was reclaimed through pumping of surface water, and there are numerous straight drainage ditches, which divide the regular fields. The landscape often has an artificial appearance, due to the recent and systematic draining of the land. Settlement is dispersed, and is restricted to scattered farms strung out on the higher land alongside roads. Most buildings are of brick construction and date from the draining of the land in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

4.8.7. The Fen landscape type is found in two areas:

- 1A. Waterbeach-Lode Fen Edge
- 1B. Little Wilbraham Fen

### *2. Fen Edge*

4.8.8. This is a transitional landscape type, situated between the Fens and the higher land beyond. It is relatively low lying, but not as low as the Fens. It still appears generally flat, and contains a variety of land uses, including arable and pastoral agriculture, roads and settlement. The Fen Edge has traditionally been an important location for settlement, as it is above the Fen floodplain, and has easy access to both the wetland resources of the Fens and the higher land which is suitable for agriculture. The land to the north-west, north and east of Cambridge can be described as Fen Edge, although the building of the A14 has severed the link between the city and the Fen Edge landscape to the north. The Fen edge villages were traditionally wealthy and contain several fine medieval churches. Building materials traditionally used in the fen edge villages include gault brick, render, and thatch. Only the wealthiest buildings were constructed of stone.

4.8.9. The Fen Edge landscape type is found in two areas:

- 2A. Western Fen Edge
- 2B. Eastern Fen Edge

### *3. Chalk Hills*

4.8.10. The ridge of chalk hills which form an arc around Cambridge from the east to the south west are part of a much longer ridge of chalk. Their landform is gently undulating, with smooth slopes up to relatively high, rounded hills. The chalk ridge is adjacent to Cambridge to the south east of the city, where it forms the Gog Magog Hills. These contain the highest point in the vicinity of Cambridge. The predominant land use is arable agriculture on the chalky soils. There is relatively little settlement due to the shortage of water. Traditional building materials include flint, clunch and pale brick.

4.8.11. The Chalk Hills landscape type is found in four areas:

- 3A. North East Chalk Hills
- 3B. Gog Magog Chalk Hills
- 3C. Newton Chalk Hills
- 3D. Wimpole Ridge Chalk Hills

#### 4. River Valleys

- 4.8.12. Cambridge is surrounded by river valley landscapes on its south west and southern edges. These valleys have been formed by rivers eroding the chalk or clay bedrock to create broad valleys, with a very gently undulating landform. There are numerous streams and tributaries. The alluvial sediment makes the land relatively fertile, allowing arable agriculture in higher areas, and pasture/ meadows in flood plains closer to watercourses. Numerous villages have developed in river valleys due to the proximity of fresh water. Many established at the crossing-points of watercourses and grew to become major settlements. Other villages have expanded in a linear form along the roads which follow the river valleys. Traditional building materials include render, stone, thatch, brick and tile. The relative ease of river transport made it relatively easy to import building materials from the surrounding areas.
- 4.8.13. The River Valleys landscape type is found in three areas:
- 4A. River Cam Corridor
  - 4B. Granta Valley
  - 4C. Rhee and Bourn Valleys

#### 5. Claylands

- 4.8.14. The section of Claylands to the west of Cambridge is the tip of a landscape type which covers most of East Anglia. Clayland landscapes are typified by a topography of gentle ridges and valleys. They are often well wooded (particularly on hill tops) and the main land use is arable agriculture. There are fairly evenly scattered villages, often containing timber framed, rendered and thatched cottages, although in many rural areas the population of the clayland areas is less dense now than it was in Medieval times. The historic importance of the area is often reflected in landscape features such as green lanes, trackways, moats, churches and deserted villages.
- 4.8.15. The Clayland landscape type is found on one area:
- 5A. Western Claylands

#### 6. Airport

- 4.8.16. Small airports can form landscapes which are neither urban nor rural. Their combination of extensive flat grassy areas, runways, lights and associated large-scale modern buildings create a distinctive landscape type which is instantly recognisable.
- 4.8.17. The Airport landscape type is found in one area:
- 6A. Cambridge Airport

#### Landscape Character Areas

##### 1A. Waterbeach- Lode Fen

- 4.8.18. The key characteristics of the Waterbeach-Lode Fen stem from the flatness of the landscape. These are the senses of space and openness, and the importance of the horizon and skylines in the panoramic distant views. It is a very regular landscape, with straight roads, ditches, shelter belts and field boundaries. The peaty soils are dark brown in colour, and support intensive arable agriculture. Lines of willows and poplars mark the course of the river Cam. Settlement is dispersed, and is restricted to scattered farms strung out on the higher land alongside roads. Most buildings are of

brick construction and date from the draining of the land in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

- 4.8.19. Views to Cambridge are restricted to the southern edge of the character area, where they are dominated by the hangars of the airport. Links with the city are through an extension to the Cam Corridor, which is a green corridor into the city, and contains a long distance footpath and a railway line.

**1B. Little Wilbraham Fen**

- 4.8.20. Little Wilbraham Fen is a small pocket of low-lying fen within the Eastern Fen Edge. A regimented pattern of flat arable fields and areas of wetland vegetation is divided by a network of straight droveways and drainage ditches, and the more sinuous path of Quy Water and Little Wilbraham River. Watercourses are often lined with hawthorn scrub or large willow trees. The willow trees are prominent features on the skyline. The Fen is generally quite open, with some enclosure provided by the tree and scrub vegetation, and the sloping landform outside the character area. In addition to Little Wilbraham Fen it includes two other named fens – Teversham Fen and Fulbourn Fen. It contains one SSSI (Wilbraham Fens), which is made up of a large area of fen and neutral grassland with associated scrub and open water communities, with dense stands of common reed *Phragmites australis*. Settlement within Little Wilbraham Fen is limited to isolated farms. There are no surfaced roads within the area.

- 4.8.21. The Harcamlow Way long distance footpath passes through the Little Wilbraham Fen.

**2A. Western Fen Edge**

- 4.8.22. The Western Fen Edge landscape character area extends to the north and north west of Cambridge. It is a relatively low-lying landscape, and undulates very gently between 5 and 20m above sea level. It is slightly higher than the Fen proper. It is a flat and expansive landscape, where sky and horizons are dominant features. Arable agriculture is the principal land use, and the land is divided into medium-sized regular fields. Hedges and shelterbelts between fields, plus several orchards, add a distinctive pattern of vegetation into the landscape.

- 4.8.23. Views to Cambridge are restricted by the low-lying topography and the A14. Therefore the only key views to Cambridge from the western fen edge are from the A14 itself. The A14 also acts as an artificial edge to the city, and undermines the gentle transition between the city and the fen edge.

- 4.8.24. There are several villages within the western fen edge, the majority of which developed on “islands” of higher ground to reduce the risk of flooding. They display a variety of historic forms: Some, such as Landbeach developed along routeways and are linear in form, whilst others such as Histon are nucleated around a village green. The villages closest to Cambridge (Girton, Histon and Milton) have all expanded considerably in the 20<sup>th</sup> century, and are now often perilously close to being linked to Cambridge by suburban routes. However, each has retained its individual village character. The Fen edge villages were traditionally wealthy and contain several fine medieval churches. Building materials traditionally used in the fen edge villages include gault brick, render, and thatch. Only the wealthiest buildings were constructed of stone.

**2B. Eastern Fen Edge**

- 4.8.25. The Eastern Fen Edge is a transitional landscape between the Fenlands and the Chalklands. One of the key characteristics of this landscape character area is the



pockets of Fen and Chalk landscapes around and within it, which contribute to the transition and bring different influences.

- 4.8.26. The Eastern Fen Edge is open in character, and is generally arable farmland, divided by hawthorn hedges. Views are generally long, and often include the surrounding landscape character areas. In the northern part of the area, variety in the landscape is achieved through designed landscapes at Anglesey Abbey and Bottisham Hall.
- 4.8.27. There is a gradual transition between the farmland of the Eastern Fen Edge and the chalk hills to the east and south. From this slightly higher land there are distant views to Cambridge, with the city set in a green landscape. There are immediate views to the edge of Cambridge from the western part of the landscape character area. The airport dominates many of these views.
- 4.8.28. Settlement in the Eastern Fen Edge includes scattered farms and a number of small villages separated by farmland. The villages are located on relatively high ground and their church towers are prominent in the landscape. Of these villages, only Fulbourn has expanded with significant areas of modern housing.

### ***3A. North East Chalk Hills***

- 4.8.29. This landscape character area consists of rolling chalk farmland on the eastern edge of the Green Belt. These chalk hills are lower and less wooded than the Gog Magog Hills, and do not have their recreational function. The transition between the North East Chalk Hills and the Eastern Fen Edge is very subtle and gradual, the main difference between the two landscapes being their elevation and topography.
- 4.8.30. The North East Chalk Hills are relatively inaccessible. The A14, A1303 and two minor roads pass through the area, but public access is limited to a few byways and footpaths.
- 4.8.31. The area contains distant views to Cambridge from the junctions between the A11 and Balsham Road, Mill Road and Little Wilbraham Road. There is also a key panoramic view of Cambridge within its rural setting from the A14 as it descends from Nine Mile Hill. Settlement is limited to a few scattered farms.

### ***3B. Gog Magog Chalk Hills***

- 4.8.32. The Gog Magog Hills are a distinctive chalk ridge, which form an area of high ground to the south east of Cambridge. They are a series of rounded hills, capped with beech, lime and sycamore woodland on their summits. It is an open, elevated landscape with a strong sense of time-depth due to the Iron-Age hill fort at Wandlebury and the Roman road to Cambridge, which runs along the ridge. The majority of land is used for arable crop production, but recreation also contributes to the character of the area, which contains a Country Park, Nature Reserve, picnic site and a golf course.
- 4.8.33. There are several elevated views to Cambridge, which give this landscape character area a strong sense of place. The southern edge to Cambridge, with its ongoing development, is strongly apparent in these views, and the Western Claylands also contribute to the green landscape surrounding the city. The summit of Wandlebury is a memorable feature which contributes to the character of the landscape and enriches the setting of Cambridge. Settlement on the Gog Magogs is limited to scattered farms, because of the shortage of water on the chalk.



**3C. Newton Chalk Hills**

- 4.8.34. This landscape character area is formed by a small outcrop of chalk between the valleys of the Granta and the Rhee. It is a typical chalk landscape, containing a series of gently rolling hills used for arable agriculture. Public access to the hills is limited, but there are good views of the Granta Valley landscape character area from the obelisk on St Margaret's Mount. The landscape is open and vegetation is limited to shelterbelts and blocks of woodland. The predominant species is beech. Settlement consists of a few houses and farms alongside roads, particularly between Harston and Newton.

**3D. Wimpole Ridge Chalk Hills**

- 4.8.35. The south west tip of the Cambridge Green Belt takes in a small part of the Wimpole Ridge Chalk Hills landscape character area. This is a chalk ridge, whose character is strongly influenced by the parkland of Wimpole Hall. This area is characterised by its elevated and rolling topography. On the northern face of the ridge (within the Green Belt), the parkland influence is less pronounced, and the slopes appear as open expanses of fields. However, the summit of the ridge is covered in dense deciduous woodland, including beech, oak, ash and lime.
- 4.8.36. There are distant views of Cambridge from the ridge, with the most famous from Chapel Hill (a view referred to in Rupert Brooke's poem "The Old Vicarage, Grantchester"). In these views, Cambridge is visible as a compact "island" of green, due to the mature vegetation within the city and its green edge. The historic landmarks of Cambridge are visible on the skyline, and the city can be seen set in a green landscape, with river valleys, chalk hills and clay ridges all contributing to the impression of the city.
- 4.8.37. Settlement of this character area within the Green Belt is restricted to a few scattered farms.

**4A. River Cam Corridor**

- 4.8.38. The River Cam Corridor Landscape Character Area runs through Cambridge, on a roughly south west to north east course. It is distinctive from other river valley landscapes because of its key views to the landmark towers and spires of Cambridge, and because of its rural and pastoral character, even close to the city centre. It forms distinctive approaches to Cambridge from the south west and the north east, along green corridors into the city via footpaths alongside the river. To the north, a long distance footpath provides a link between Cambridge and the open countryside, and a railway line also runs within the valley. The Cam Valley further enriches the setting of Cambridge through the historic association between the city and its river, and through the works of Rupert Brook, Byron, and other poets who described the Cam valley around Grantchester. Grantchester contains a very attractive historic core containing timber-framed and rendered buildings.

**4B. Granta Valley**

- 4.8.39. The Granta Valley is situated to the south of Cambridge. It has the low-lying, gentle topography of the River Valley landscape type, but its character is distinguished by its wooded appearance and by the relatively built-up and suburban character of its villages. The woodland within the landscape gives it a relatively enclosed character, increases the "greenness" of the landscape setting, and screens views. This restricts views to the villages, as well as more distant views to Cambridge.

- 4.8.40. Settlement comprises a relatively large proportion of the land area. Many villages have developed along key routes into Cambridge, including the A10 and the A1301. The majority of these villages (which include Sawston, Shelford and Harston) have expanded through cluster or ribbon development, and this has led to a more suburban feel on the approaches to the city through this area.

#### *4C. Rhee and Bourn Valleys*

- 4.8.41. These valleys form the landscape to the south west of Cambridge. The landscape is comprised of a repeating pattern of subtle ridges and dips which reflect the drainage pattern. However, their overall appearance is relatively flat. Views are long, and framed by the wooded ridges of the Western Claylands to north and the Wimpole Chalk ridge to the south. The Rhee and Bourn Brook valleys have an open and tranquil character. The low density of settlement and the relatively quiet roads give them a strongly rural feel, although the lines of radio telescopes are highly distinctive features that contribute positively to the character of the landscape. The majority of land is in arable production, although pastures are common alongside streams. Stream corridors are often visible within the landscape as lines of willow trees.
- 4.8.42. Villages are generally small, and separated by extensive tracts of countryside. There are small areas of modern housing on the edges of some villages, but generally the villages have retained their small scale and historic character, and are key features within the landscape. There is a distinctive line of villages (including Haslingfield and Harlton), which follow the line of the Icknield Way (an ancient trackway) along the base of the chalk ridge at the south-western edge of the landscape character area. They have developed where the Icknield Way crossed streams or springs.
- 4.8.43. The key views to Cambridge within this character area are seen from the M11. The landmarks of the historic core are clearly visible and form skyline elements. Low lying countryside forms the foreground to these views, and the high quality green edge of the city means that the city appears to merge gradually with the countryside.

#### *5A. Western Claylands*

- 4.8.44. To the west of Cambridge is the Western Claylands landscape character area. This area is characterised by a combination of open arable fields and mature vegetation. This vegetation includes deciduous woodland on ridge tops, and hedgerows along routes and field boundaries.
- 4.8.45. The overall impression is of a mature, peaceful rural landscape which enhances the topography of east-west ridges. There are some distant views of Cambridge from high points, including at Red Meadow Hill in Coton Countryside Reserve, but the majority of these views are screened by vegetation in the summer months. An important approach into Cambridge from Bedford passes through the Western Claylands. Adjacent to the road is the American Cemetery, a memorable feature within the setting of the city. Just beyond the American Cemetery is a key elevated view of Cambridge.
- 4.8.46. This is an area that has seen population decline since the medieval period and today it contains only scattered villages and farmsteads. Madingley is a particularly attractive village, with its hall and estate cottages.

#### *6A. Cambridge Airport*

- 4.8.47. Cambridge Airport is situated on the eastern edge of the city. It is essentially a large, flat grassy field, with associated hangar buildings to the north west. The airport

separates the city from the countryside beyond. It feels very open, with long views and a homogenous character, all traces of the historic landscape pattern having been removed. Visually, it functions as an open green space on the edge of the city, but it does not provide a public access link between the city and the open countryside.

#### **Landscape Character Conclusion**

4.8.48. There are a variety of landscapes within the Cambridge Green Belt. The diversity of landscapes within the setting of Cambridge is one of the city's defining characteristics.

4.8.49. Key points:

- Diversity of landscape character areas within the three main landscapes of Fens, Claylands and Chalk Hills.
- Extensive River Valley landscapes, particularly south and south-west of the city where watercourses have eroded the higher clay and chalk land.
- Extensive areas of Fen Edge landscape north and east of the city.

#### **4.9. Green Corridors into Cambridge**

4.9.1. Green corridors are widths of countryside or green space, with public access, penetrating from the open countryside into the urban fabric of Cambridge. They provide the settings for open approaches into the city, access for pedestrians and cyclists out into the countryside, corridors for wildlife, and a landscape setting to some edges of the city. They are shown on Figure 7. They can also be Distinctive or Supportive areas of landscape, as shown on Figure 11 and discussed in section 4.14.

4.9.2. The Cam corridor is the most important green corridor, and is a continuous corridor passing through the heart of the city. Part of it (The Backs) forms an element of the historic core. This green corridor has a number of qualities that are discussed in other sections of this report and is a key defining element of historic Cambridge and its setting.

4.9.3. The green corridor alongside Hobson's Brook provides the setting for an important open approach to the city, along the railway line from the south (see section 4.11). Links between the city and open countryside for pedestrians and cyclists through this green corridor are poor, a single footpath along Vicar's Brook being curtailed at Long Road.

4.9.4. On the west side of the city, agricultural land south of the West Cambridge site forms one of the closest areas of countryside to the historic core. A green corridor extends into the urban area as far as the University rugby club on Grange Road. It emphasises the proximity of the Grange Road area, part of the distinctive core of the city, to the countryside.

4.9.5. Coldham's Common is a significant green space, extending from the Cam corridor out towards the eastern edge of the city. It forms part of an identified green corridor extending southwards along Cherry Hinton Brook, but the airport severs it from the countryside to the east, around Teversham. If at some time in the future the airport is closed and its site redeveloped, it would be possible to connect Coldham's Common with a finger of retained Green Belt land across the airport site to create an additional green corridor into the city from the east.

4.9.6. Key points:

- The River Cam corridor is particularly important, passing uninterrupted through the heart of the city, a key defining element of historic Cambridge and its setting.
- Hobson's Brook corridor provides the setting for the southern rail approach to the city.
- The green corridor running into Grange Road emphasises the proximity of the countryside to the distinctive core of the city.
- Coldham's Common is currently severed from the countryside around Teversham, but could be reconnected through the future redevelopment of the airport.

**4.10. Visual Assessment**

- 4.10.1. Figure 9 shows the results of a visual assessment of Cambridge, with particular emphasis on the interrelationship between the city edge and the surrounding landscape.
- 4.10.2. Key viewpoints are shown, including distant and proximal views, both level and elevated. These have been updated from LDA Design's 2002 Study, to take account of changes to views as a result of new development and the growth of vegetation since 2002. The viewpoints marked are not intended to be exhaustive, but are considered to be the most significant. There are also many other locations from where parts of Cambridge and its setting can be seen. Also shown is the approximate area of the Green Belt from which Cambridge can be seen. There are potentially a small number of viewpoints from high land outside this area, but they are isolated points, and their views of the city are very distant.
- 4.10.3. Photographs showing a number of the key views of Cambridge and its setting are shown on Figures 15-19.
- 4.10.4. Key landmarks within Cambridge have been identified, which include historic and modern buildings and structures. They include buildings that form part of the historic core which would have been important landmarks historically, such as King's College Chapel, and more recent buildings of a modern style, which form recognisable elements of 21<sup>st</sup> century Cambridge, but which contrast with and in some cases detract from the historic buildings.
- 4.10.5. The key distinctive/memorable features in the landscape setting of the city have also been identified. In addition to the identified features and landmarks, the rural backdrop beyond the city is an important element in views across the city. For examples, in views from the west, the distinctive Gog Magog Hills south east of the city can be seen; in views from the south and east, the elevated Claylands form the backdrop.
- 4.10.6. Also shown is the interface between the city and surrounding landscape as observed in immediate views from routes around Cambridge. Four broad categories have been identified:
- Level views, with a countryside foreground and a generally soft urban edge (the west side of Cambridge, the north east Cam corridor and east of Girton, including views from the M11, northern railway approach and sections of the A14)

- Elevated views with a countryside foreground and a mixed urban edge (from the Gog Magog Hills to the south east of Cambridge)
  - Level views with a countryside foreground and a mixed urban edge (Parts of the eastern side of Cambridge and the rural fringes to Trumpington Meadows, Glebe Farm and Clay Farm)
  - Level views with mixed foreground and a mixed urban edge (north west Cambridge (reflecting the disruptive effect of the construction site on the landscape), Cambridge Airport and Vicar's Brook, including views from the southern railway approach.
- 4.10.7. Outside the immediate surroundings of the city, the broader rural setting with scattered villages is shown, as it is important to the context of Cambridge, and fundamental to people's perception of the city as they approach and depart.
- 4.10.8. Key points:
- Various key landmarks within the city, many historic and some modern university-related buildings which strengthen the city's distinctive character.
  - Other modern buildings which detract, particularly Addenbrooke's buildings and airport hangars.
  - Key views to Cambridge from the surrounding landscape, including level views from east and west and longer range elevated views from east, west and south.
  - Rural backdrop in views across the city.
  - Varying character of the urban edge as seen from the countryside, with a generally soft, green edge to the west and more mixed edges elsewhere.
  - Distinctive/memorable features in the surrounding countryside.

## **4.11. Approaches and Gateways**

### **Introduction**

- 4.11.1. The following section describes the approaches and gateways to Cambridge shown on Figure 10. Approaches to and within the urban area provide the viewpoints from which most visitors see the city and gain their perception of its scale. Distance and travel time between open countryside and distinctive Cambridge, and the character of the approaches, play an important role in determining people's perception of the character and scale of the city. The length of approaches therefore provides a fair representation of how people perceive the scale of Cambridge.
- 4.11.2. Both the length and character of the approaches were assessed as part of LDA Design's 2002 Study, with the assessment updated for this study to reflect development since 2002. The approaches were broadly characterised as green/treed, suburban or commercial. The length of the approach is determined by the distance between the urban gateway and the gateway to distinctive Cambridge.
- 4.11.3. Three categories of gateways were defined. The First View of Cambridge is the point along the approach route where the city of Cambridge first comes into view. The Urban Gateway is the point at which the character of the route becomes built-up and urban. The Gateway to Distinctive Cambridge is where the route enters the distinctive core of the city and, except when approaching along the river corridor, is the point at

which the traveller feels a sense of arrival.

### **Green/Treed Approaches**

#### *Huntingdon Road*

- 4.11.4. The route to Cambridge from the north west follows Huntingdon Road, which is a historic Roman Road. Huntingdon Road is straight and wide and has a green treed character, with large detached and semi-detached houses set back from the road. The urban gateway is located to the south east of the 'Girton Gap', a narrow strip of open space, mostly consisting of sports pitches, that separates Girton village from the edge of Cambridge. The gateway to Distinctive Cambridge is defined by Fitzwilliam College and Victorian terraces on the northern side of the road. The route from the urban edge to Distinctive Cambridge is relatively short and green, which gives the traveller a perception of a compact city. The ongoing North West Cambridge development will be located to the south west of this route.

#### *Madingley Road*

- 4.11.5. From the west, Cambridge is approached along the historic route, Madingley Road. The first view of the city is an elevated panoramic view just before the turn-off to Coton. Development has occurred up to the M11, but the development is part of Distinctive Cambridge, emphasising the quality of Cambridge as a compact city. The urban gateway is close to the gateway to Distinctive Cambridge, near the M11 and defined by the Park and Ride and British Antarctic Survey Building. The development along Madingley Road at West Cambridge is mainly large-scale University buildings such as the School of Veterinary Medicine, Laboratories and the Observatory. The approach is green and treed along the length of Madingley Road to The Backs.

#### *Barton Road*

- 4.11.6. The south western approach along Barton Road is also a rural approach with only a short distance travelled through suburban development before reaching Distinctive Cambridge, contributing positively to the perception of Cambridge as a compact city. The rural section of Barton Road is largely enclosed by tall hedgerows and has limited views into the adjacent countryside.

#### *Grantchester Road*

- 4.11.7. Grantchester Road is also a historic route linking Cambridge and the historic village of Grantchester. The first view of Cambridge is just north of the village where the towers and spires of the city can be seen above the green fringe with the Grantchester Meadows in the foreground. A view from a field entrance off this road is shown as Photograph 3 on Figure 16. This is an open rural approach up to the urban gateway at Newnham, where Victorian cottages line one side of the road. The distance to the gateway to Distinctive Cambridge, defined by Lammas Land, at the Barton Road and Grantchester Street junction, is short. This approach route is where the link between historic Cambridge and its rural setting is strongest, and relatively unspoilt by suburban development. This is an important quality to be safeguarded.

#### *Trumpington Road*

- 4.11.8. The approach to Cambridge along Trumpington Road is a historic road and a distinctive route into Cambridge. The first view of the city comes approximately 1km west of the M11 junction. From the M11, there is a short stretch of open countryside



before the distinctive urban gateway of the ongoing development at Trumpington Meadows and Glebe Farm, this being the urban gateway to Trumpington rather than to Cambridge itself. The character of the route is suburban through Trumpington Meadows, Glebe Farm and Trumpington, and there are views to the historic village core. The character of the route is then green and treed up to Vicar's Brook and the Botanic Garden, where the urban gateway to Cambridge occurs. Before this point, the approach does not feel strongly urban because there are mature trees and tall hedges on both sides of the road, the houses are set back from the road on the eastern side and there is the occasional glimpse across fields and the golf course to the west. The gateway to Distinctive Cambridge is at the double roundabout with Fen Causeway and Lensfield Road, which defines the edge of the historic core. This approach is of particular note because the gateway to Distinctive Cambridge is very close to the second urban gateway, enhancing the perception of Cambridge as a compact city.

### ***Hills Road***

- 4.11.9. The south eastern approach to Cambridge along Babraham Road and Hills Road is another historic route, which passes over the Gog Magog Hills. The first view of the city is an elevated panoramic view from the top of the hill near the Haverhill Road junction. The urban gateway is marked by suburban housing and Addenbrooke's Hospital, which is a prominent landmark on the edge of the city. Hills Road is a green treed road with large detached and semi-detached houses set back from the road. The road passes over the railway across the Railway Corridor with medium and large-scale commercial and office buildings. The gateway to Distinctive Cambridge is at the junction with Lensfield Road and Gonville Place, which define the boundary to the historic core. Although this is a predominantly green approach there is scope for improvement through the Railway Corridor.

### **Suburban Approaches**

#### ***Histon Road***

- 4.11.10. The Histon Road approach from the north has a bland suburban character. The first view of Cambridge is from the A14 and the urban gateway is reached immediately afterwards due to the recent Orchard Park development that extends up to the edge of the A14. There is a mix of residential building types along the road including single storey terraces, small flats and red brick semi-detached houses. The busy junction with Huntingdon Road and Victoria Road defines the gateway to Distinctive Cambridge where there are views to Castle Hill.

#### ***Milton Road***

- 4.11.11. Milton Road is both a commercial and suburban approach. The built-up area extends all the way up to the A14 at this point and the urban gateway is just off the A14 junction. Cambridge Science Park and St John's Innovation Park have a business park character with large-scale buildings. The buildings and landscape are, however, of high quality and add to the character of Cambridge as a city of technology and innovation. Beyond the Science Park, Milton Road has a suburban character. The street is wide with red brick semi-detached and Arts and Crafts style houses. This approach could be improved considerably with street tree planting. The gateway to Distinctive Cambridge is by the junction with Victoria Road and Chesterton Road where the traveller meets the traffic on the ring road and enters the Victorian development north of Midsummer Common.



*Cambridge Road*

4.11.12. Cambridge Road is a minor road which links Fulbourn village with Cambridge. This is a long suburban approach where the distance from the urban edge to the distinctive part of Cambridge is relatively far. The gateway to Distinctive Cambridge is at the Hills Road and Lensfield Road junction.

**Commercial Approaches***Newmarket Road*

4.11.13. Newmarket Road is a long approach with a predominantly commercial character. The first view of Cambridge is near the A14 junction, where the large hangar buildings of Cambridge Airport on the eastern fringe are in view. The urban gateway is marked by commercial urban fringe development, such as large car showrooms and the airport buildings. The road then passes through suburban development and the Railway Corridor with commercial and industrial development. The approach is generally unremarkable and sometimes unattractive, with many closed facades. There are two gateways to Distinctive Cambridge from this approach. Turning north up Elizabeth Way, the gateway is the bridge across the River Cam from which there are excellent views up and down the River. Turning south down East Road, the Gateway is marked by Parker's Piece.

**River Approaches**

4.11.14. The rural approaches to the city along the river corridor are particularly distinctive and differ markedly from the road approaches because of the close links between the pastoral Cam corridor and the historic core. The landscape of the Cam corridor with views of the landmark towers and spires is distinctive of Cambridge and therefore the gateways to Distinctive Cambridge are located where the first view of Cambridge appears, outside the urban area.

*Fen River Way and Harcamlow Way*

4.11.15. The first view of Cambridge when approaching the city along the River Cam from the north east or on the long distance footpaths, Fen River Way and Harcamlow Way, is from Ditton Meadows. From here, the towers and spires of Cambridge can be seen rising above the green edge of the city. The approach along the river is Distinctive because of its rural and pastoral character, even close to the city centre. The railway bridge over the river is a prominent landmark. The gateway to urban Cambridge is by the Elizabeth Way bridge where the approach route gains a built up urban character.

*From Grantchester*

4.11.16. The southern approach to Cambridge, along the public rights of way following the River Cam through Grantchester Meadows, is another Distinctive green approach. From Grantchester Meadows there are views to the towers and spires of Cambridge with the pastoral water meadows in the foreground. The gateway to Distinctive Cambridge is on the Grantchester Meadows close to Grantchester where the first view of Cambridge appears. The gateway to urban Cambridge is marked by the Fen Causeway bridge where the Cam corridor becomes more urbanised.

### **Railway Approaches**

#### *From the South (London)*

4.11.17. The rail approach to Cambridge from the south is mainly green and rural in character, as the railway line passes through a green corridor alongside Hobsons Brook, although ongoing development at Addenbrooke's Hospital and Clay Farm are visible. The area between the urban gateway and the station is suburban in character but the effect on the quality of the approach is limited because the distance is short. Although the station is some distance from Distinctive areas of the city, it is an important disembarkation point for many people arriving in Cambridge. The short length of the approach, between the urban gateway and the point of disembarkation, contributes positively to the perception of a compact city in a rural landscape setting.

#### *From the North (Ely)*

4.11.18. The rail approach from Ely is mainly commercial and industrial in character and relatively long. The urban gateway is located at the A14 crossing, from where there are views to the sewage works, the railway sidings and business park. The railway bridge across the River Cam, from where there is a view to the river, Stourbridge Common and the spires of Cambridge, marks the gateway to Distinctive Cambridge. The character of the approach between the river corridor and the station is commercial and industrial.

#### *From the East (Ipswich)*

4.11.19. The rail approach from the east passes through Cherry Hinton, past Cambridge Airport, through Coldham's Common and through the commercial and industrial area along the railway line.

4.11.20. This approach is relatively long, but once past Cherry Hinton, the overall character of the approach is green, due to the screening vegetation alongside the line, the open landscapes associated with the disused pits and reclaimed land associated with the old cement works, and Coldham's Common. As the train passes across Coldham's Common, with its mature trees and grazing animals, the views from the train become more rural in character. The last part of the approach is through a commercial and industrial area, but the overall impression of this approach is of countryside almost to the station, contributing positively to the perception of a compact city in a rural landscape setting.

### **Pedestrian and Cycle Links Between the City and its Rural Hinterland**

4.11.21. The countryside setting to Cambridge is within easy access of the city centre and many neighbourhoods, particularly those areas closest to green corridors and the edge of the city. This is true to the west, where the city centre is close to open countryside, and where the Cam corridor, with its good footpath network, penetrates through Cambridge along the River Cam. These links all enhance the perception that Cambridge is a compact city.

4.11.22. However, pedestrian links between much of the city and its rural hinterland are poor. To the north the A14 acts as a barrier between the city and the countryside. To the south east the city centre is separated from the countryside by 4 kilometres of urban development and footpath and cycleway links are limited. To the east links are poor, with the large inaccessible area of Cambridge Airport acting as a barrier between the city (including Coldham's Common), and the rural hinterland.

4.11.23. Since LDA Design's 2002 Study, there have been improvements to the links between the city and the countryside, particularly through the creation of additional long distance recreational routes and Sustrans cycle routes. These form nationally important routes through the city and into the countryside beyond. A number of initiatives have also been implemented, particularly to the west of the city, to address access into the countryside. These include Coton Countryside Reserve and the Quarter to Six Quadrant initiative.

4.11.24. Key points:

- Approaches from the west are generally shorter, giving a more immediate sense of arrival and the sense of a compact city. They are green or treed, making them more attractive.
- Approaches from the south are longer but are green or treed for a significant proportion of their length.
- Road approaches from the east and north are longer and generally suburban or commercial in character, giving little impression of the historic character of the city.
- Approaches along the Cam corridor from both north and south are attractive, green and distinctive.

#### **4.12. Pattern of Distribution of Villages**

4.12.1. Cambridge is surrounded by an open rural landscape containing a number of villages. Section 4.2.2 introduces the historical origins and forms of villages, section 4.8 describes the nature of settlements in different landscape character areas in the Green Belt and section 4.11 illustrates the importance of approaches from some villages, such as from Grantchester.

4.12.2. Villages are scattered throughout the Green Belt of Cambridge, with patterns related to their origins and development over time. Figure 8 shows landscape types and character areas, each with their characteristic settlement pattern. Within the Fen landscape type to the north east of Cambridge villages are limited and would have established on areas of slightly higher ground to reduce risk of flooding, with scattered farmsteads developing after the fens were drained. The Fen Edge landscape type to the north and east has traditionally been an important location for settlement, as it is above the Fen floodplain, and had easy access to both the wetland resources of the Fens and the higher land that was suitable for agriculture. Villages in the Chalk Hills landscape type south and east of Cambridge are relatively scarce due to the shortage of ground or surface water and settlement is often limited to a few scattered farms. Numerous villages have developed in the River Valley landscape type to the south due to the proximity of fresh water, many having been established at the crossing-points of watercourses. The Western Claylands landscape type contains only scattered villages and farmsteads and has seen a population decline since the medieval period.

4.12.3. Analysis has identified a circle of inner necklace villages, which are shown on Figure 7. These are villages that, due to their close proximity to Cambridge, play a particularly important role in the immediate setting of the city. More distant villages also play a role, particularly as people see them as they travel to and from Cambridge, and as they are seen in panoramic views of the city.

- 4.12.4. The rural landscape separating the inner necklace villages from each other and from Cambridge plays a critical role in preserving the separate identities of these villages and therefore the immediate landscape setting of the city.
- 4.12.5. The villages closest to the northern edge of Cambridge (Girton, Histon, Impington and Milton) have all expanded considerably in the 20th century, and are now often perilously close to being linked to Cambridge by suburban routes. Whilst each has retained its individual village character to a degree, it has in each case been significantly compromised. In addition, the north eastern edge of Cambridge has expanded very close to Fen Ditton at the suburban estates around Newmarket Road, narrowing the gap between the edge of the city and Fen Ditton to a very narrow strip.
- 4.12.6. Key points:
- Villages scattered throughout the Green Belt, with their distribution reflecting local landscape characteristics.
  - Presence of villages close to Cambridge contributes significantly to the quality of the setting of the city.
  - Maintaining separation between Cambridge and the inner necklace villages, and between the villages themselves is important to the setting of the city but is under threat in some instances.

#### 4.13. Character and Identity of Villages

- 4.13.1. Each village possesses qualities which contribute positively to their character and identity and therefore to the quality of the setting of Cambridge. Some of the most common key attributes of villages have been identified (*South Cambridgeshire Village Capacity Study*, Chris Blandford Associates (1998)) as:
- Wooded setting for village
  - River valleys and water meadows
  - Historic village cores and village greens
  - Strong linear form
  - Important open spaces
  - Parkland setting on village edge
  - Village scale
  - Areas of tranquillity
  - Enclosed pasture forming transition on edge
  - Long distance views from village
- 4.13.2. These illustrate some of the qualities that enhance people's experience and perception of the setting of Cambridge, particularly as they approach the city through and between villages, and view the city in its landscape setting from key viewpoints.
- 4.13.3. Section 4.2.2 considers the historical origins and forms of the villages in the Green Belt surrounding Cambridge, with Figure 7 identifying the patterns of this historical development. Figure 7 identifies that villages such as Grantchester and Fen Ditton, although very different in form, with the former being nucleated and the latter much

more linear, have remained very tight to their historic cores and have not had large areas of expansion in the 20<sup>th</sup> century. In contrast, the villages north of the A14, Girton, Histon, Impington and Milton, as well as Fulbourn and Great Shelford, contain extensive areas of 20<sup>th</sup> century housing development that have radically changed the scale and form of the villages and in two cases have caused adjacent villages to merge. This has altered the character and identity of these larger villages, making them much less distinctive.

4.13.4. Key points:

- Villages vary in their size, form and other qualities, so that each village has its own particular character and identity.
- Individual identity is most intact in villages which avoided large 20<sup>th</sup> century expansion but has been diluted in those which saw significant 20<sup>th</sup> century growth.
- Inner necklace villages enrich the setting of Cambridge and emphasise the rural character of the landscape surrounding the city.

**4.14. Townscape and Landscape Role and Function**

4.14.1. The assessment of the ‘function’ that townscape and landscape plays in contributing to the distinctiveness of Cambridge and its setting is based on a methodology established by LDA Design, and endorsed by the Countryside Agency (The Countryside Agency and Scottish Natural Heritage, 2002). This methodology was piloted in Winchester (Landscape Design Associates, 1998) and subsequently developed on other projects relating to historic towns and cities.

**Definition of the Area that Contributes to the Distinctiveness of Cambridge and its Setting**

4.14.2. The area of landscape that contributes to the distinctiveness of Cambridge and its setting includes areas of the surrounding landscape from where the city is visible, or where it forms part of the foreground in views from more distant isolated viewpoints. This area is then sub-divided into areas of townscape and landscape that play a greater or lesser role in defining or supporting the distinctiveness of the city and its setting.

4.14.3. Boundaries have been prepared at a broad scale by making judgements in the field, from easily accessible communication routes. They have not been defined as precise lines and, in some instances, are gradual transitions where views of the city become progressively less or more distinct as the viewer moves through the landscape, or where there is only a gradual change in the character of the townscape or landscape.

**Relationship to Character**

4.14.4. The distribution and pattern of townscape and landscape character within the city and its Green Belt has been described in sections 4.7 and 4.8 above. While all the character types and areas have an identifiable and coherent identity, their effect and relative influence on both the city and its setting is variable. An assessment of the contribution that these character areas make to the ‘essence’ of Cambridge and the unique sense of place, both within the city and its rural setting, can vary both within as well as between character boundaries. The land covered by townscape and landscape character types and areas will, therefore, often be different from the geographical definition of areas that contribute to the distinctiveness of the city and its setting.

### Categories of Townscape and Landscape

- 4.14.5. The results of this study are illustrated on Figure 11 and described below. The townscape and landscape is classified in relation to the function it performs in contributing to the distinctiveness of the city and its setting. Classification categories established at Winchester have been used. Their principal characteristics and the areas of townscape and landscape falling within each classification are described below.
- 4.14.6. Although the visually cohesive Historic Core within the city is pivotal to the essential character, it is not in all respects necessarily of greater importance than the remaining areas of influence. The areas of Distinctive and Supportive landscape and townscape play a crucial role in the setting and perception of a city. They may include sites and features of premier importance that are comparable with elements within the historic core. The Connective areas may also include significant landscape and townscape features but will not share the strength of characteristics that contribute to the 'essence of the city'. The importance of this final category lies in linking between and forming a foil to areas of Distinctive and Supportive landscape and townscape. In addition, all these areas have an importance to local communities and the way they use and identify with 'their' part of the city.
- 4.14.7. The visually cohesive Historic Core, and Distinctive and Supportive townscape and landscape, are areas that are most characteristic of Cambridge, and that contribute most strongly to the distinctiveness of Cambridge and its setting. They are therefore the areas that are most essential to the setting and special character of the City.

#### *Visually Cohesive Historic Core*

- 4.14.8. This is the compact medieval core and associated green spaces comprising:
- Townscape character area 1A Cambridge Historic Core described in section 4.7.3 (see Figure 7), with its grand college, civic and ecclesiastical buildings with towers and spires and an intact medieval street pattern of narrow streets and alleyways and small squares
  - Areas of green space which play an integral role in defining the historic core, including The Backs, Christ's Pieces and Parker's Piece.
- 4.14.9. Of particular note is the compactness and cohesiveness of the Historic Core and its close visual and physical connection with the River Cam. Elements such as historic street pattern, building type, scale, architectural style, detailing and materials as well as historic green spaces all generate a strong sense of the story of the city. Whilst the area includes 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> century development, the depth of historic character and the street pattern remain clearly visible.
- 4.14.10. The visually cohesive Historic Core is a key element of the distinctiveness of Cambridge and its setting, and a fundamental quality of the setting and special character of the historic city. Areas of visually cohesive Historic Core also function as Distinctive townscape/landscape.

#### *Distinctive Townscape/Landscape*

- 4.14.11. These are areas defined as specifically recognisable and distinctive to the city. They include townscape and landscape components such as distinctive buildings, quintessential views, the interaction of buildings forming spaces or the setting to local events, topographical features, setting and backdrops to the city, areas of rich



biodiversity, historic approach routes and landmarks of distinctive character. These areas, frequently contiguous with the Historic Core, often borrow from or bestow character to it. Distinctive townscape / landscape is so distinctive to the city that similar areas or features are unlikely to be found in other historic towns and cities and it may well be unique.

4.14.12. The areas of Distinctive townscape/landscape comprise:

- The Fellows' houses, Colleges and University buildings west of the Historic Core, up to the edge of the city at the M11. This includes the ongoing University development at West Cambridge, which includes buildings of distinctive, high quality architecture and other buildings of significant historical and cultural importance, such as the Cavendish Laboratory.
- The green corridor west of Grange Road, which contains the closest area of rural landscape to the historic core and makes a unique contribution to the setting of the city
- The River Cam corridor, comprising water meadows and open land running from the historic core out towards open countryside to the south west and north east of the city.

4.14.13. The areas of Distinctive townscape and landscape are key elements of the distinctiveness of Cambridge and its setting, and a fundamental quality of the setting and special character of the historic city.

*Supportive Townscape/Landscape*

4.14.14. These are areas of townscape/landscape which support the character of the Historic Core and Distinctive areas of the city. They provide the backdrop and ambience, and bolster the sense of place of the city and its approaches. Supportive areas and features are of a kind that may be found in other towns and cities but, due to their particular location or the way they influence the character and setting of the city, they are locally distinctive, recognisable to those familiar with the city as important elements of its character and identity.

4.14.15. The areas of Supportive townscape/landscape comprise:

- Other green spaces within or on the edge of the city at Coldham's Common and along the River Cam west of Fen Ditton, which are less distinctive to Cambridge but perform important Supportive roles. Their roles in providing a setting to views of the city, and in providing green approaches to Cambridge, are an important element of the setting and special character of the city.
- Areas of townscape including Chesterton (characterised by small scale Tudor and Victorian buff brick cottages, back of pavement development and narrow winding streets and lanes), New Chesterton (characterised by narrow streets with small and medium sized Victorian brick terraces with small back yards), and Newtown, Mill Road, Barnwell and Romsey Town (characterised by narrow streets in a gridiron pattern with back of pavement development and small brick terraced houses with small yards).
- The modern Cambridge Science Park and St John's Innovation Park on the northern edge of the city, with large-scale high quality commercial buildings.



- The ongoing high quality developments at Trumpington Meadows and Glebe Farm, with their distinctive urban gateway on Hauxton Road.
- A large area of landscape to the west of the city, between the city edge and the visually detracting M11. This open area of countryside provides an important foreground in views of the city, including the clearest views of the colleges and the historic core from the landscape anywhere around Cambridge. This area also contains Grantchester, a small village close to the city, and surrounds the Grantchester meadows, an area of Distinctive landscape running south from the historic core along the River Cam. The area extends to wrap around the southern fringes of the Trumpington Meadows and Glebe Farm developments, forming the immediate rural foreground to those developments.
- The green corridor running into the city from the south between Trumpington and the Hills Road area. The railway line from London passes through this corridor, which provides an important open approach into the city for rail travellers.
- An extensive area of landscape south and east of the city, including the Gog Magog Hills, which lie close to the city and provide elevated vantage points for panoramic long distance views across open countryside in the foreground, the city in the middle distance, and the open landscape beyond including the flat Fens to the north and the clay hills to the west. This area also includes lower land between Fulbourn and Cambridge, and the village of Teversham and its surrounding landscape, which incorporates areas of true Fen landscape.
- The approach to Cambridge from the north east through Fen Ditton, where the rural context to the village is an important part of the approach from the A14.
- The approach from the west along Madingley Road, where the American War Cemetery forms a distinctive feature and there is a key view over Cambridge.
- North West Cambridge was identified as Supportive landscape in LDA Design's 2002 study and remains Supportive in the expectation that the new development, as with other recent developments, will be of a quality that strengthens and enhances the identity of Cambridge.

4.14.16. The areas of Supportive townscape and landscape are key elements of the distinctiveness of Cambridge and its setting, and a fundamental quality of the setting and special character of the historic city.

*Connective Townscape/Landscape*

4.14.17. These are areas of townscape/landscape which are an integral part of the city and its environs, but may lack individual distinction or do not make a significant contribution to the setting of the city. This does not signify that these areas are unimportant, or lacking in their own identity; they may have significant merit in their own right. Rather, they are often areas with little relationship to their landscape setting, or to landmarks within the Historic Core or its landscape setting. Due to their location or character, they may contribute little to views of the city or other elements of its setting. Generic development forms with little sense of place can also contribute to the loss of local identity.

4.14.18. Areas of Connective townscape/landscape include much of the large scale suburban development to the north, east and south of the city. These areas are not distinctive to

Cambridge but act as a relatively modern urban framework to Supportive and Distinctive parts of the city and landscape.

- 4.14.19. Connective landscape forms the remainder of the landscape from where the city is visible, or where it forms part of the foreground to more distant isolated viewpoints, with the exception of the detracting features or areas shown on Figure 11.

*Visually Detracting Townscape/Landscape*

- 4.14.20. These are areas or elements which detract from the distinctive and special character of the city and its setting. They may include routes, edges, built elements or districts, or degraded landscapes.
- 4.14.21. In Cambridge and its setting, areas and features of visually detracting townscape and landscape include the M11 and A14, the railway corridor within the city, the hangar buildings at Cambridge Airport, parts of Addenbrooke's Hospital and to a lesser extent a line of pylons running across the Fen and Fen Edge landscape types east of Teversham.
- 4.14.22. Views from the landscape east and south east of Cambridge are adversely affected by the presence of large, industrial and service buildings and structures in the railway corridor, at Cambridge Airport and Addenbrooke's Hospital. They detract from the edge and skyline of the city, and dominate the more subtle profiles of historic buildings in the historic core.
- 4.14.23. The M11 and A14 are busy dual carriageway roads that provide fast bypasses to the city. These surround two thirds of the city and bear no relationship to its historical development or character, or to the historical pattern and character of the landscape. They have the effect of breaking up the landscape setting to the west and north of Cambridge and limiting the area of landscape that contributes most strongly to the distinctiveness of Cambridge. This contrasts with landscape to the east of the city, which spreads from the urban edge, unbroken by such major visual detractors.

*Outer Rural Areas of the Green Belt*

- 4.14.24. These are areas of landscape from which distinct views of the city are scarce or absent. The function of this landscape is in providing a backdrop to views of the city, and in providing a setting for approaches to Connective, Supportive and Distinctive areas of townscape and landscape.
- 4.14.25. The remaining areas of landscape within the Green Belt provide a broader rural context to Connective, Supportive and Distinctive areas of the city. These are areas from where distinct views of the city are scarce or absent. The function of this landscape is in providing a backdrop to views of the city and in providing a setting for approaches to Connective, Supportive and Distinctive areas of townscape and landscape. Land beyond the Green Belt boundary would also fulfil this role, to a gradually diminishing extent with increasing distance from Cambridge.
- 4.14.26. Key points:
- Extensive areas of Distinctive townscape and landscape including the historic core, the Grange Road and West Cambridge area, and the Cam corridor including the approaches from Grantchester and Fen Ditton.

- Supportive landscape around most of the west, south and east edges of the city, where the relationship of the city to the adjacent rural landscape is an important aspect of its setting.
- Areas of Supportive townscape including the Science Park and areas of Victorian/Edwardian housing.
- Areas of Connective townscape/landscape may still be important but, depending on individual circumstances, may have potential to accommodate change.

## 4.15. Summary of Baseline Studies and Analysis

4.15.1. The studies and analysis presented in this section enable a thorough understanding of aspects of Cambridge and its surrounding landscape which are relevant to Green Belt purposes. The main findings arising from the various studies are summarised below and lead to the identification of qualities which directly contribute to the performance of Green Belt purposes, which are set out in section 5.

4.15.2. The main findings drawn from the studies and analysis contained in this section are:

- From the 19<sup>th</sup> century onwards, Cambridge grew to the north, east and south but there was little expansion to the west.
- Notwithstanding the 19<sup>th</sup> and 20<sup>th</sup> century expansion, Cambridge remains a compact city focussed around its historic core.
- There are numerous environmental and cultural designations affecting the city and its surrounding landscape.
- There is an extensive rights of way network with good links between the city and countryside in many places, though links are poorer in others.
- The city has its origins at the meeting point of three landscapes which, in terms of topography and landscape character, are still readily apparent in the landscape surrounding the city at the present day.
- Cambridge has a distinctive historic core with an important setting of open spaces including The Backs.
- Green corridors, most particularly the River Cam corridor, extending from the countryside into the city contribute significantly to the character of Cambridge.
- Key views of Cambridge from the surrounding landscape are important, particularly views across the city skyline with its distinctive landmarks. The rural landscape forms both a foreground and a backdrop in many views.
- Many approaches into the city centre are green, treed and characteristic. From the west in particular, approaches from the countryside to the distinctive areas of the city are short, creating positive perceptions of the city on arrival.
- There are significant areas of Distinctive and Supportive townscape surrounding (and including) the historic core. There are extensive areas of Supportive landscape surrounding the city to the west, south and east, reflecting the important role played by the landscape in the setting of the city.
- The villages surrounding Cambridge are a notable feature, with their distribution reflecting the historic qualities of the landscape, and some villages very close to

the city edge. The villages have varying and distinctive character, particularly where they avoided significant 20<sup>th</sup> century development.

## 5.0 Stage 4: Qualities Relevant to Green Belt Purposes

### 5.1. Introduction

- 5.1.1. The baseline studies and analysis presented in section 4 were undertaken to gain a good understanding of the city and its surrounding, focussing on considerations which are relevant to the performance of Green Belt purposes. From this work, it is apparent that the National Green Belt purposes and Cambridge Green Belt purposes are manifested and performed in various ways specific to Cambridge and its surrounding landscape. This section draws from section 4, and particularly the summary in section 4.15, to define 16 qualities of Cambridge and its surrounding landscape which directly contribute to the performance of Green Belt purposes.
- 5.1.2. The qualities identified in this section are largely similar to the Special Qualities identified in LDA Design's 2002 study but have been modified and expanded as necessary to address all relevant Green Belt purposes (i.e. excluding National Green Belt purpose 5 – see section 2.2 of this report). Many of the qualities have also been identified in previous studies by others or in policy documents relating to the Green Belt (as identified in section 2.3).
- 5.1.3. The 16 qualities are explained in the remainder of this section and are used as the criteria for assessing the individual sectors of the Inner Green Belt in section 6. The qualities are not listed in order of importance. They are all important and each contributes to the performance of Green Belt purposes.
- 5.1.4. The table on the following pages shows the relationship between each of the 16 qualities and the National Green Belt purposes and Cambridge Green Belt purposes. The analysis in section 4 focusses on matters relevant to Green Belt purposes. From this it is clear that many aspects of the city and its surrounding landscape are relevant to more than one Green Belt purpose. The analysis presented in this section distils from section 4 to identify the 16 qualities. Reflecting the aspects identified in section 4, the majority of these qualities contribute to the performance of more than one Green Belt purpose.

Qualities Relevant to Green Belt Purposes	National Green Belt Purposes				Cambridge Green Belt Purposes		
	1. Sprawl	2. Merging	3. Encroachment	4. Setting/ Character	1. Character	2. Setting	3. Merging
1. A large historic core relative to the size of the city as a whole	*			*	*		
2. A city focussed on the historic core				*	*		
3. Short and/or characteristic approaches to the historic core from the edge of the city	*			*		*	
4. A city of human scale easily crossed by foot and by bicycle	*			*	*		
5. Topography providing a framework to Cambridge				*		*	
6. Long distance footpaths and bridleways providing access to the countryside				*		*	
7. Key views of Cambridge from the surrounding landscape				*		*	

8. Significant areas of Distinctive and Supportive townscape and landscape				*	*	*	
9. A soft green edge to the city			*	*		*	
10. Good urban structure with well-designed edges to the city	*						
11. Green corridors into the city	*			*	*	*	
12. The distribution, physical and visual separation of the necklace villages		*		*	*	*	*
13. The scale, character, identity and rural setting of the necklace villages		*		*		*	*
14. Designated sites and areas enriching the setting of Cambridge				*		*	
15. Elements and features contributing to the character and structure of the landscape	*			*		*	
16. A city set in a landscape which retains a strongly rural character			*	*		*	



## 5.2. Qualities

### 1. A Large Historic Core Relative to the Size of the City as a Whole

- 5.2.1. This quality is concerned with compactness, identified by Holford and Myles Wright in their 1950 report (The Holford Report) as being an important characteristic of the city. Cambridge Green Belt purpose 1 refers to *'a compact, dynamic city with a thriving historic centre'*. In addition to being a key part of the special character of the city, it is also relevant to the issue of urban sprawl, which would reduce the relative size of the historic core in proportion to the size of the entire city.
- 5.2.2. There are probably no towns in England which are 'historic' in the sense that they are completely ancient, unspoilt and without more modern development. Some small villages are almost entirely 'historic', but none of the classic historic cities, such as Durham, Bath, York or Cambridge are unaffected by modern development. Nevertheless, we still refer to such cities as 'historic' and it is reasonable to assume that the term 'historic towns' in the NPPF is intended to cover the settlements just mentioned, including Cambridge. Thus, a historic town, for the purposes of the NPPF, will have a significant area of historic development, typically the core, and additional areas of more recent development, typically on the peripheries. This is the pattern seen in Cambridge.
- 5.2.3. Many towns have older cores, sometimes so ancient that they could reasonably be described as 'historic'. However, where these historic cores are small in proportion to the town or city as a whole, few would argue that this would make the whole settlement 'historic'. For example, Peterborough has a historic core around the cathedral, but that city is dominated by more recent development, including large areas of 'new town'. Cambridge, by contrast, has a relatively large area within the historic core, compared with the size of the city as a whole, and is regarded as a historic settlement.
- 5.2.4. The contrasting examples of Peterborough and Cambridge explain the significance of the balance between the historic core and the non-historic periphery to the perception of a settlement and whether it could be described as a historic town. If a small historic core is swamped by more modern peripheral development, as at Peterborough, it is difficult to describe the settlement as a whole as historic.
- 5.2.5. In the case of Cambridge, its special historic character depends not only on the relatively large and intact historic core, but also on the fact that this has not been 'swamped' by more recent development. Despite the presence of business parks and post-war peripheral housing estates and other development, the scale of the historic core relative to the overall city is such that Cambridge still retains its historic character. If substantial peripheral development were to be permitted in Cambridge, more modern development would begin to dominate and, as the scale of the historic core is fixed, it would be inevitable that the overall historic character of the settlement would begin to be eroded. If Cambridge were to grow beyond a certain point, it would no longer have the character of a historic city, but rather would become merely a city with a historic core - a very different character of settlement.
- 5.2.6. Cambridge has grown to the point where the balance of scale between the historic core and more modern peripheral development is approaching the threshold where it would become an ordinary city with a historic core, and one of the country's finest

historic settlements would be irretrievably lost. This threat is greatest to the east and south of the city, where development has extended furthest from the historic core in a largely unstructured way that gives the impression of urban sprawl.

- 5.2.7. The issue of scale is, therefore, of vital significance to the protection of the special character of Cambridge. It needs to retain the feeling of being a small city, one still dominated by its historic core, if it is to retain its special character. The Green Belt has an essential role to play in this and the prevention of sprawl.

## **2. A City Focused on the Historic Core**

- 5.2.8. This quality is also relevant to compactness and to Cambridge Green Belt purpose 1. The study by Colin Buchanan and Partners in 2001 (The Buchanan Report) emphasised the importance of the city's historic core and associated university colleges as part of the special character of Cambridge. The buildings and historic core are also identified as Defining Character in the Cambridge Landscape Character Assessment of 2003 (CLCA).
- 5.2.9. Section 4.2 of this report describes how Cambridge did not expand much beyond its medieval limits until the 19<sup>th</sup> century. Today, despite extensive expansion since that time, Cambridge is formed of a network of neighbourhood hubs and commercial areas or developments (such as industrial development around the railway and Cambridge Science Park) located around a single core, which is focused on the medieval area. The core is a vibrant social, cultural and economic focus to the city. There is a finite number of compact, single centred historic cities in the England and this aspect of Cambridge is an important quality that should be safeguarded. The Green Belt plays an important role in this.
- 5.2.10. There is a danger that, if the city expands much beyond its current size, the existing core will not be accessible to residents of the outer areas of the city due to the distance, and inconvenience of travelling, between residential areas and the centre. This might lead to the development of alternative urban cores that provide the economic and social focus for large areas of the city, competing with the historic centre and irretrievably altering the historic form and function of Cambridge.

## **3. Short and/or Characteristic Approaches to the Historic Core from the Edge of the City**

- 5.2.11. This quality is again associated with compactness and sprawl and is also key to the perception of Cambridge as a historic city when approaching and arriving. The Holford Report identified '*open countryside near the centre of the town on its west side*' as an important characteristic, which is reflected in short, characteristic approaches to the historic core from the west. The importance of a sense of arrival is also emphasised in the CLCA.
- 5.2.12. Approach routes into Cambridge provide the viewpoints from which most visitors see the city and gain their initial perception of it. The nature of the approach between the urban gateway and Distinctive Cambridge (for example whether it is short, attractive and characteristic of Cambridge or long and unremarkable) plays an important role in determining people's impression of the city, and whether they perceive it as a special, 'historic' city. Distance and travel time between open countryside and Distinctive Cambridge, and the quality and character of the peripheral development passed through, also contribute to people's perception of the scale of the city, and whether it is

a historic city dominated by the historic core, or an ordinary city with a historic core dominated by modern development.

- 5.2.13. Short and/or characteristic approaches are shown on Figure 10. The shortest and most characteristic approaches between open countryside and distinctive Cambridge lie to the south and west. These are described in section 4.11 and comprise Madingley Road, Barton Road, Grantchester Road, Huntingdon Road and Trumpington Road, as well as the two rural approaches along the green Cam corridor. These routes, in particular, play an important role in the setting of the city.
- 5.2.14. Railway lines into Cambridge from the south and east (see section 4.11.6) pass through open countryside or green landscape almost to the station. Although the station is some distance from Distinctive areas of the city, it is an important disembarkation point for many people arriving in Cambridge. These approaches should be safeguarded.
- 5.2.15. It is also important that longer and unremarkable approaches into the city are not degraded further as they all play a role in contributing to people's perception of Cambridge. In particular, ribbon development along all routes into Cambridge should be avoided, especially where this would narrow the gap between the city and necklace villages.
- 5.2.16. Section 4.11.7 describes how the countryside around Cambridge and penetrating into urban areas is within easy access of many neighbourhood communities and the city centre. It is important that these links are preserved, and opportunities for the creation of additional links should be considered.

#### **4. A City of Human Scale Easily Crossed by Foot and by Bicycle**

- 5.2.17. This quality is also concerned with compactness and sprawl but is unrelated to Cambridge's historic character. It is concerned with how people living and working in the city perceive its compact scale in their day to day lives.
- 5.2.18. Cambridge has a tradition of cycling. Much of the population, particularly students, travel the city by foot or by bicycle. This is made possible by the relatively small size of the city. As Cambridge expands, so does the distance of travel between different parts of the city.
- 5.2.19. The average UK cycle journey in 2014 was 3.1 miles or 5km (National Travel Survey 2014, Department for Transport, 2015). The distances along certain routes between the city centre and current edges of Cambridge are:  

Hills Road 4.6km, Fulbourn Road 5.5km, Newmarket Road 4.6km, Milton Road 4.9km, Histon Road 3.5km, Huntingdon Road, 3.7km, Madingley Road 3.3km, Barton Road 2.4km, Trumpington Road 5.5km.
- 5.2.20. The length of several of these approaches is close to or exceeds the national average cycle journey, implying that further expansion of the city in these directions could become a deterrent to cycling.
- 5.2.21. The centre and the west sides of Cambridge are of a small, human scale and easily crossed by foot and bicycle. This is a quality of Cambridge, in which the Green Belt plays an important part.
- 5.2.22. The north, east and south sides are much larger and the quality of Cambridge as a city of human scale, easily crossed by foot and by bicycle, has already been eroded. Further

erosion of this quality can be prevented by ensuring that Cambridge does not expand significantly further, and by creating and managing a good network of paths and cycleways.

### **5. Topography Providing a Framework to Cambridge**

- 5.2.23. This quality is central to understanding the setting and history of the city, reflecting Cambridge's origins and location at the meeting point of three landscapes. Holford referred to the importance of excluding development '*from the foothills of the Gogs*'. The significance of topography as a component of the setting of the city is recognised in the CLCA, which identifies '*high ground*' as Defining Character.
- 5.2.24. The landform surrounding Cambridge is discussed in section 4.6 and illustrated on Figure 6. The importance of topography in contributing to the setting and special character of the city as seen from key viewpoints is discussed in section 5.2.7.
- 5.2.25. It is important that the historical relationship between built development and landform is understood and preserved. Cambridge was established on a bridging point of the River Cam and has expanded into surrounding low lying areas of landscape. It has not developed up onto the sides of hills to the west and south east, or onto floodplains of the River Cam, its tributaries, or the fens. The lack of development on the floodplain of the River Cam has led to the creation of a distinctive green corridor through the heart of the historic city, linking open countryside with the historic core. The relationship of the city to the topography is one of the key defining qualities of Cambridge. It is important that any future development respects the historical relationship between built development and landform so that this aspect of the setting and special character of Cambridge is preserved.

### **6. Long Distance Footpaths and Bridleways Providing Access to the Countryside**

- 5.2.26. Once Green Belts have been defined, the NPPF states that they have positive roles to play, including "*looking for opportunities to provide access*" (paragraph 81). The accessibility of the countryside surrounding Cambridge is an important aspect of its setting, enabling people to appreciate the landscape setting and the relationship between the city and countryside.
- 5.2.27. Long distance footpaths and cycleways in the Cambridge Green Belt are discussed in section 4.5 and shown on Figure 5. They provide important recreational links between the city and its setting, and also viewpoints and approaches from which people gain a perception of Cambridge. These long distance routes, and also shorter, local footpaths and bridleways providing access into the countryside in the immediate vicinity of Cambridge, are important qualities of the setting and special character of the city that should be preserved and continue to be enhanced.

### **7. Key Views of Cambridge from the Surrounding Landscape**

- 5.2.28. This quality is also an important element of the setting of Cambridge. Views of the historic core are one of the aspects stated in the Structure Plan 2003 to be of particular importance to the quality of the city. They are also identified as Defining Character in the CLCA and are identified in the South Cambridgeshire Core Strategy 2007 (SCCS) as an aspect of the special character of Cambridge.
- 5.2.29. Key views of Cambridge from the landscape are described in section 4.10 and illustrated on Figure 9. These views are limited, largely due to extensive areas of relatively flat topography, with only a few areas of high ground providing elevated

viewpoints, but also due to the presence of extensive urban areas south and east of the city separating distinctive landmarks or features of the city from the landscape. Skyline views of University and College buildings, church spires and towers and other distinctive features are limited and often distant, and frequently disrupted by visually detracting buildings and structures and a framework of extensive, indistinct urban form.

- 5.2.30. There are, however, a number of viewpoints that are important and the qualities of these views should be preserved and, where possible, enhanced. The viewpoints identified on Figure 9 are the most important, as it is from these locations that people can best appreciate the various qualities of Cambridge. All viewpoints identified provide different views of landmark features or defining characteristics of the city.
- 5.2.31. The four best examples are Red Meadow Hill within Coton Countryside Reserve to the west of the M11, Chapel Hill on the Green Belt boundary south of Haslingfield and Magog Down and Worts' Causeway to the south east of the city, . From these viewpoints many of the qualities described in this section can be appreciated including the compact nature of the city, the rural landscape setting, the proximity and nature of surrounding villages, the green, treed appearance of much of the city and its urban/rural interface, landform providing a framework to Cambridge, and many of the elements and features of the townscape and landscape that contribute positively to its setting and special character. It is essential that the qualities of these and other key views be preserved.
- 5.2.32. Two views of Cambridge in 1688 appear on Figure 20, the lower image being the view from the west. Photograph 1 on Figure 15 taken from Red Meadow Hill shows that, because development has been limited on the west side of the city, the quality of views of that side of the historic city, with open countryside and a soft green edge, and landmark historic buildings clearly visible and largely unaffected by modern development, has remained substantially intact over the last 300 years (see also the cover photograph on this report). This is the perception that many people gain of Cambridge as they pass on the M11, and is therefore of great importance. The quality of views, and of the appearance of the city from the west, is a special quality of the setting and special character of the historic city that is important to safeguard.
- 5.2.33. The views of Cambridge from other sides of the city are very different and the historic buildings are either dominated by more modern peripheral development, or not visible due to the much greater distance between the historic core and the city edge. Views from the east at the present day have changed considerably from the top image on Figure 20 and, although there are some key views of the historic buildings from the countryside, they are more distant and dominated by a foreground of suburban and commercial development including massive elements on the city edge such as the hangar buildings at Cambridge Airport and Addenbrooke's hospital. The nature of these views can be seen from Photograph 9 on Figure 19. Although these views are spoilt by the mass of peripheral development, care must be taken to ensure any remaining key views are not degraded further by inappropriate peripheral development.
- 5.2.34. Many of the qualities of Cambridge can also be appreciated from other viewpoints that are not shown on Figure 9. Views of the whole city in its landscape setting are not possible from these locations but different qualities can be appreciated to a greater or lesser extent and it is important that they are preserved and, where appropriate,

enhanced. The Green Belt has an important role to play in this.

- 5.2.35. Motorists passing on the M11 have views of Cambridge, seen across a rural foreground. The presence of agricultural land alongside the M11, across which landmark buildings in the core of the city are seen, gives the impression of a compact city in a rural setting and it is important that this is preserved. In contrast, views from the A14 are very different, with modern development extending out to the A14 in many places, relatively narrow areas of agricultural land remaining in others and the extensive northern suburbs screening views of most key landmarks.

## **8. Significant Areas of Distinctive and Supportive Townscape and Landscape**

- 5.2.36. Section 4.14 demonstrates how areas of Distinctive and Supportive townscape and landscape contribute most strongly to the distinctiveness of Cambridge and its setting. They are, therefore, important areas to protect. However, as discussed in that section, these areas are not in every respect of greater importance than the remaining areas of influence (with the exception of Visually Detracting Townscape/Landscape), as all areas play a crucial role in the setting and perception of the city. The importance of Connective Townscape/Landscape and Outer Rural Areas lies in linking between and forming a foil to areas of Historic Core and Distinctive and Supportive townscape and landscape.
- 5.2.37. Figure 11 identifies Distinctive and Supportive townscape and landscape as the most essential areas to be safeguarded from the adverse effects of development. However, other areas should also be safeguarded from change which would cause adverse effects on the qualities of the setting and special character of Cambridge.

## **9. A Soft Green Edge to the City**

- 5.2.38. The Buchanan Report referred to the interface between the city and the countryside as being an aspect of Cambridge's special character and the CLCA refers to edges as having the potential to be either Defining Character or Supporting Character. Soft green edges contribute significantly to the setting of the city, particularly on its west side. They also play a role in National Green Belt purpose 3 in reducing the urbanising influences of the built area on the adjacent countryside.
- 5.2.39. A distinctive feature of Cambridge is its appearance as a densely treed city with a soft, green edge merging into an agricultural landscape. Where new, and particularly large scale, development occurs on the edge of the city and forms a boundary that appears abrupt and predominantly hard (such as the A14, Cambridge Airport buildings and Addenbrooke's Hospital) it does not contribute positively to the setting and special character of Cambridge. Large scale developments currently under construction present hard or disrupted edges to the countryside at present. However, their masterplans indicate that significant planting is proposed along the new edges which will in time soften them.
- 5.2.40. It is important to preserve existing soft green edges and to seek opportunities for planting to improve existing or future city edges which lack this quality.

## **10. Good Urban Structure with Well Designed Edges to the City**

- 5.2.41. This quality is of relevance to National Green Belt purpose 1. One of the factors that contributes to urban sprawl is poorly designed urban edges which do not create a well considered long-term edge to a city. Because the city edge does not appear 'finished', it can be easy to justify greenfield development beyond the existing edge, extending



the city further and creating sprawl. Many of the edges around the east side of Cambridge are poorly designed, which may lead to pressure for future development in these areas.

- 5.2.42. From the available plans, developments currently under construction will have a good urban structure and provide well designed edges to the city that can be expected to endure for the long term. The Glebe Farm development along Addenbrooke's Road, where the new edge has been completed, meets this standard.

### **11. Green Corridors into the City**

- 5.2.43. The Holford Report referred to '*green wedges along the river*' as being an important quality and they are also identified as such in the Buchanan Report, the City Council's 2002 Inner Green Belt Boundary Study, the Structure Plan 2003, the CLCA and the SCCS. They are key components of the character and setting of the city and also play an important role in maintaining urban structure and thus reducing sprawl. They are the only quality to be specifically mentioned in the Cambridge Local Plan 2006.
- 5.2.44. Section 4.9 describes the importance of green corridors in providing green links between the city and the open countryside around Cambridge. These corridors should be safeguarded from development that would harm their character or compromise their function.
- 5.2.45. The Cam corridor is a key defining element of historic Cambridge and its setting and it is essential that it should be preserved. The Hobson's Brook green corridor should remain open and provides opportunities for enhanced access between the city and the countryside, as is beginning to occur as a result of the ongoing developments at Addenbrooke's Hospital and Clay Farm. The green corridor in West Cambridge emphasises the proximity of countryside to the distinctive core of the city and contributes to the green edge to the city as seen from the west; it is of great importance that it is preserved.

### **12. The Distribution, Physical and Visual Separation of the Necklace Villages**

- 5.2.46. This quality is also mentioned in the Holford Report, the Buchanan Report, the City Council's 2002 Inner Green Belt Boundary Study, the Structure Plan, the CLCA and the SCCS. It has long been regarded as an important component of the character and setting of the city and is clearly related to National Green Belt purpose 2.
- 5.2.47. Section 4.12 discusses the spatial distribution of villages around Cambridge and the extent of their physical separation from the city. It is essential to preserve their pattern of distribution and their physical separation from other settlements. 20<sup>th</sup> century development led to coalescence between the villages of Histon and Impington and between Great Shelford and Stapleford. It also led to the coalescence of villages such as Cherry Hinton with Cambridge. The identity of each of these villages has been significantly compromised as a result. Trumpington is becoming absorbed into Cambridge but at present retains its own identity to a significant degree.
- 5.2.48. The proximity of Grantchester, Fen Ditton and Teversham to Cambridge, while all of them retain a strong sense of being villages in a rural landscape, is a very positive element of the setting of Cambridge. They are easily reached from nearby areas of the city, offering residents (and in the case of Grantchester, many visitors) the chance to experience a very different kind of environment.



5.2.49. The Green Belt provides protection for the countryside around and between settlements. Although all areas of open countryside in the Green Belt play a role to a greater or lesser extent in separating settlements, those areas of land that are considered to be most critical in separating settlements within the immediate setting of Cambridge must be protected. The role of individual areas in maintaining separation between settlements will require careful consideration of topography and vegetation, which can prevent intervisibility, and of land that is perceived as being part of the setting of a particular village and thus ‘belonging’ to that village rather than another.

### **13. The Scale, Character, Identity and Rural Setting of the Necklace Villages**

5.2.50. The Buchanan Report specifically refers to the character of the villages surrounding the city, and the qualities of setting, scale and character of the villages are also referred to in the SCCS. The varying sizes and character of the villages, each with their own distinct identity, is an important component of the setting of the city.

5.2.51. Section 4.13 discusses the character, identity and setting of the necklace villages in broad terms. As discussed in relation to quality 12, their distribution and proximity to Cambridge also contribute to their identity and how they are perceived.

5.2.52. It is apparent that the villages that saw significant growth in the 20<sup>th</sup> century have become more generic and are less distinctive than those that saw little growth, where the historic character and the relationship between all parts of the village and the surrounding landscape remains largely intact. It is therefore essential that the smaller villages in particular retain their existing scale and their differing forms (e.g. the linear form of Fen Ditton, compared with the more nucleated forms of other villages).

5.2.53. The rural setting of villages is also a fundamental component of their character. Despite the proximity of Cambridge, all the villages within the study area retain an entirely or largely rural character and it is essential that this should remain the case.

5.2.54. The Green Belt has a critical role to play in protecting these qualities of the necklace villages.

### **14. Designated Sites and Areas Enriching the Setting of Cambridge**

5.2.55. Designated sites are identified as Supporting Character in the CLCA or, in some circumstances, potentially Defining Character. The SCCS identifies them as a component of the special character of Cambridge.

5.2.56. All features, sites and areas covered by environmental, cultural and access designations (as discussed in sections 4.3-4.5 of this report and shown on Figures 3-5 and 12-14) are important elements that enrich the appearance of the landscape and people’s experience of it. They are all part of the setting and special character of Cambridge that should be preserved.

### **15. Elements and Features Contributing to the Character and Structure of the Landscape**

5.2.57. This quality is defined as Supporting Character or, on occasion, Defining Character in the CLCA and is identified in the SCCS as a component of the special character of Cambridge. In addition to contributing to the character and setting of the city, this quality is relevant to National Green Belt purpose 1 in that a strong landscape structure provides containment and natural barriers to inhibit urban sprawl.

- 5.2.58. There is a pattern of elements and features within the city and the landscape, ranging from large scale features such as hills, rivers, woodlands and tall University buildings, to smaller scale elements such as hedgerows, farm buildings, and a network of smaller watercourses (e.g. ditches and streams in the Fen and Claylands landscape types, and spring fed streams in the Chalklands), that are fundamental to the character of different landscape character areas discussed in section 4.8, and also to the setting and special character of Cambridge. These are too numerous and widely spread to illustrate on a plan and many are identified as qualities to be preserved in other sections of this report. Some, such as the River Cam and its floodplain, or the open Gog Magog Hills, are fundamental to the setting and special character of Cambridge and should be preserved as a particular priority. Others, such as hedgerows or small watercourses, will need consideration as part of policy or management initiatives, or on an individual basis. As a general principle they should be preserved but, subject to detailed assessment, it might be possible to respect or preserve these smaller elements within new development.
- 5.2.59. There are some elements and features that are visually detracting to the setting and special character of Cambridge, such as the M11, the A14, the hangar buildings at Cambridge Airport, some parts of Addenbrooke's Hospital and to a lesser extent pylons running from Cherry Hinton across the landscape east of Teversham (see Figure 11). The adverse effects of these should, where possible, be mitigated against through landscape enhancement schemes.

#### **16. A City Set in a Landscape which Retains a Strongly Rural Character**

- 5.2.60. The *'open countryside near the centre of the town on its west side'* is identified as important in the Holford Report, and the SCCS identifies this quality as a component of the special character of Cambridge. In addition to character and setting, it is also relevant to National Green Belt purpose 3, in that a strongly rural landscape indicates that encroachment on the countryside is being resisted, whereas countryside that is significantly affected by urban influences creates a perception of encroachment.
- 5.2.61. The predominant land use within the Green Belt is arable agriculture with local areas of livestock grazing on areas that include the water meadows beside watercourses. Other land uses are interspersed, and a variety of elements and features. The overriding character of the setting of Cambridge is rural, with a greater density of settlements in certain areas than others, as described in sections 4.12 and 4.13.
- 5.2.62. It is important that the landscape surrounding Cambridge retains this rural character. The rural nature of the landscape around Cambridge is a key quality of the setting and special character of the city, particularly in providing a setting to the urban form when seen from key views, in providing settings to necklace villages, and in contributing to people's perception of the city as they approach it along communication routes.
- 5.2.63. The rural setting of Cambridge is of great significance within the immediate vicinity of the city. It is here that the rural landscape should be most strongly preserved, or opportunities taken to restore or enhance the rural character. Soft green edges to the city contribute to this by reducing perception of the urban area from the adjacent countryside, thus reducing urbanising influences on the rural landscape.
- 5.2.64. The rural landscape setting is especially apparent in the area west of the city, where the presence of agricultural land immediately adjacent to Distinctive townscape areas and extending into the city close to the historic core is particularly important.

5.2.65. The rural landscape also plays a key role in the foreground and backdrop to views towards and across the city, and in the setting of the necklace villages.

## 6.0 Assessment of Green Belt Sectors

### 6.1 Introduction

- 6.1.1. This section of the report assesses the 19 sectors of the Inner Green Belt identified on Figure 2 to understand their importance to the performance of Green Belt purposes.
- 6.1.2. The sector assessments are presented in a consistent manner using a standard template. After a brief introduction giving an overview of the sector, the sector is assessed against each of the qualities identified in section 5.2, to ensure that each sector is considered in relation to all criteria which are relevant to the performance of Green Belt purposes. Most sectors are divided into sub areas, where the assessment of one or more criteria differs between one part of the sector and another. Sub areas are presented as separate columns within the sector assessment but, where the assessment against a particular criterion and is the same for all sub areas, the columns are merged.
- 6.1.3. Following the criteria-based assessment, the overall importance of the sector to Green Belt purposes is summarised, drawing out the key points from the criteria-based assessment.
- 6.1.4. Finally, the implications of a release of land from Green Belt for development are discussed.

### 6.2 Green Belt Sector Assessments

- 6.2.1. The assessment of the sectors and sub areas is set out on the following pages. The assessment shows that all areas of land within the study area (with the exception of one small area, sub area 8.2) are important to Green Belt purposes but the reasons differ from one area to another. For example:
  - West of the city, the Inner Green Belt plays a critical role in maintaining the impression of a compact city, with countryside close to the historic core. The rural character of the land emphasises this and is seen as the foreground in views from approaches to the city, the M11 and the countryside west of the M11.
  - South-east of the city, the rising land of the Gog Magog Hills is a distinctive element of the setting of Cambridge, and is visible in views from within and across the city. The foothills extend to the urban edge in places; elsewhere, flatter land at the foot of the hills is also important as the foreground to the city in views from the elevated land.
  - East of the city, the Fen and Fen Edge landscapes, while less visible than the Gog Magog Hills, are an equally close link to the historic origins of the city at the meeting point of three landscapes.
  - East and south of the city, extensive areas of 20<sup>th</sup> century development have created an impression of urban sprawl. Significant further expansion in these directions could start to threaten Cambridge's identity as a city dominated by its historic core. The Inner Green Belt land in these areas plays a critical role in preventing further expansion of the city and increasing urban sprawl.
  - Green corridors into the city have long been accepted as a key component of its character. It is very important that these green corridors are preserved.

- Areas of land on all sides of the city form the rural setting of necklace villages or contribute to separation between the villages and Cambridge or between the villages themselves. Areas surrounding the three innermost villages of Grantchester, Teversham and Fen Ditton are of particular importance but areas of the Inner Green Belt also provide separation from other villages such as Great Shelford, Fulbourn, Girton and Histon.
- 6.2.2. Whilst virtually all areas of land within the study area have been assessed as being of importance to Green Belt purposes, consideration has been given as to whether it may nevertheless be possible for certain areas of land to be released from the Green Belt for development without significant harm to Green Belt purposes. This has been assessed for each sector and a number of areas have been identified around the south and south-east of the city where limited development, if handled appropriately, could take place without significant harm to Green Belt purposes. In each case, parameters are set for any such development to avoid significant harm to the purposes of the Green Belt.

### **6.3. Comparison with the Councils' 2012 Inner Green Belt Boundary Study**

- 6.3.1. The methodology employed in this study, which is explained in section 3, is significantly different from the methodology used by the Councils in their study. Nevertheless, the conclusions are broadly similar, in that this study assesses the great majority of the land within the study area as being important to Green Belt purposes, with the Councils' study identifying a broadly equivalent significance of development on the Green Belt.
- 6.3.2. The Councils' study finds that a substantial area of land east of the city (in sectors 14, 15 and 16) and small parcels west of the city (in sector 3) and south east of the city (in sectors 11 and 12) are of Medium or Low significance and that a number of other areas are identified as being of High significance, which gives them a lower score than the majority of the study area, which is assessed as Very High. The present study does not find any of these areas to be of lesser importance than others.
- 6.3.3. Only one small parcel of land is identified by the present study as being of limited importance to Green Belt Purposes (sub area 8.2 in this study). This parcel (identified as 8.3 in the Councils' study) is assessed as being of negligible significance by the Councils.
- 6.3.4. This study identifies that, notwithstanding their importance to Green Belt purposes, certain areas of land around the south and south-eastern edges of the city could be developed without significant harm to Green Belt purposes, provided any development meets specified parameters. Some of these areas correspond with areas given a lower score in the Councils' study but those in sector 10 are scored as Very High significance in the Councils' study.

**6.4. Sector Number: 1**

**Location: East of Huntingdon Road**

- 6.4.1. Located on the north-west side of Cambridge, Sector 1 lies 1.5km from the historic core and immediately adjacent to the future edge of Cambridge once the Darwin Green development is constructed. It is bounded by the A14 to the north, Histon Road to the east, Huntingdon Road to the west and the boundary of the proposed development of Darwin Green to the south. This area of Green Belt surrounds the southern portion of Girton, one of Cambridge’s necklace villages, and provides the remaining separation between the village and Cambridge. Histon is a further necklace village located to the north, separated from this sector of Green Belt by the A14.
- 6.4.2. There are a number of different land uses within this sector, including Girton College and associated sports grounds, further sports pitches, a hotel and arable farmland.

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
1. A large historic core relative to the size of the city as a whole	The city has not expanded very much to the north west in relation to the extent of the historic core. The ongoing Darwin Green and North West Cambridge developments are already extending development in this direction, but the locations of the A14 and M11 provide a constraint to the amount of expansion that can occur. The historic core remains relatively intact and the scale of the historic core relative to the whole city remains clearly apparent.		
2. A city focussed on the historic core	Whilst this sector of Green Belt has a relationship to the historic core, with glimpses of some of the Cambridge historic core landmarks from the A14 along the northern boundary of the sector, there is also a connection between this sector and Girton to the west and Histon and Impington to the north east. However, these villages and the community nodes within north west Cambridge serve local community needs and none of them competes with the historic core of Cambridge.		

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	The approach to Cambridge from the A14/M11 junction to the north west of the city is a green treed approach along Huntingdon Road. It is lined by large detached and semi-detached houses set back from the road, with little of the edge of Girton visible due to vegetation along the route. The urban gateway is located in the south west corner of this sector, at the southern extent of the ‘Girton Gap’, with the gateway to distinctive Cambridge defined by Fitzwilliam College and Victorian terraces on the northern side of the road, approximately 1km south east of Sector 1. The short approach to the historic core starts at the urban gateway, with the south western part of the sector forming the distinction between the edge of Girton and the edge of Cambridge. The boundary of Girton College, in the north west of this sector, contributes appreciably to the green approach to Cambridge from the north west.		The approach to Cambridge from Histon along Histon Road, which forms the eastern boundary of this sub area, is a largely suburban approach. The edge of Cambridge extends as far as the A14 on the eastern side of Histon Road, with a short stretch of open space either side of the route immediately adjacent to the A14. This approach is not distinctive and the sub area makes a limited contribution to it.
4. A city of human scale easily crossed by foot and by bicycle	This sector is relatively close to the city centre. Whilst there is no continuous designated cycle lane along Huntingdon Road, it forms part of Sustrans National Cycle Route 51 and is well used by cyclists travelling between the historic core, colleges along Huntingdon Road and the villages and countryside north of the A14.		
5. Topography providing a framework to Cambridge	This sub area is located on a slight plateau of the shallow, localised ridgeline along Huntingdon Road. It lies within the lowest foothills of the clayland landscape west of the city, as they grade into the fen edge landscape to the north.	The flat fen edge landscape within these sub areas is characteristic of the north of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city. It forms part of the transition to the fens to the north and north east	



<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
6. Long distance footpaths and bridleways providing access to the countryside	The route of Sustrans National Cycle Route 51 follows Huntingdon Road along the western boundary of this sector. This route runs between the historic core and the villages and open countryside north of the A14, continuing towards Huntingdon. There are also a small number of footpaths through this sector, one of which runs through the north west of the sector into the northern half of Girton, whilst the other links Huntingdon Road to Histon Road, but does not link into a wider network.		
7. Key views of Cambridge from the surrounding landscape	A key view was identified in LDA Design’s 2002 Cambridge Green Belt Study, from the A14 on the northern boundary of this sector. However, this is one of a number of fleeting views for users of the major road, perpendicular to the direction of travel, and once consented and allocated sites to the south east of this sector are developed, those views will largely disappear.		
8. Significant areas of Distinctive and Supportive townscape and landscape	The majority of this sector is assessed to be Connective landscape, becoming Supportive along Huntingdon Road, and with the A14 corridor identified as visually detracting. South east of the sector, Huntingdon Road is identified as an area of Distinctive townscape extending out to the north west from the historic core. It is a key element of the distinctiveness of Cambridge and the special character of the city. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge.		
9. A soft green edge to the city	The edge of Cambridge appears well vegetated in views from the A14 across this sector. Views of built form are currently limited, but spires and other tall landmark features in the historic core can be briefly glimpsed above the vegetation. However, future development will expand much closer to the A14 and it is currently unknown how vegetated the future edge of the city will become.		

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
10. Good urban structure with well-designed edges to the city	The boundaries of this sub area are well vegetated, enclosing the College site and its surroundings.	The first phase of Darwin Green, which has been completed, presents a well-designed, positive urban edge fronting onto this sub area, with open space and planting along the boundary.	The masterplan for Darwin Green, continuing the new edge eastwards from the first phase, shows a strongly vegetated edge. Future development in the area previously released from Green Belt will abut Darwin Green to the north and it is not yet known how the edge of this future development will be designed.
11. Green corridors into the city	There are no green corridors into the city in the vicinity of this sector.		

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
12. The distribution, physical and visual separation of the necklace villages	This sub area has not historically played a role in the separation between Cambridge and Girton. However, with the ongoing development at North West Cambridge, the sub area will begin to play a key role in the separation between Girton and the new extension to Cambridge.	This sub area is key to retaining separation between Girton and the edge of Cambridge. It is already a very narrow gap, with Girton being one of the closest necklace villages to Cambridge.	This sub area plays a key role in the existing narrow separation between Cambridge and Histon and Impington. This will become even more important as the new development at Darwin Green and north of Darwin Green is delivered. The sub area also plays a key role in the separation between Girton and Cambridge and this will similarly be of critical importance when the new developments are built. At present, in advance of the new developments, the sub area is also important to the separation between Girton and Histon/Impington.

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
13. The scale, character, identity and rural setting of the necklace villages	The presence of Girton College is a significant element in the identity of Girton. The well treed college site makes an attractive contribution to the setting of the village.	This sub area comprises a hotel and sports fields and does not contribute significantly to the character or rural setting of Girton.	This sub area provides the rural setting to the east of Girton, and will continue to do so once the future extensions to Cambridge are built. The woodland around Impington Farm contributes to the setting of Histon and Impington, despite the physical barrier the A14 provides between these necklace villages and the sub area.
14. Designated sites and areas enriching the setting of Cambridge	Girton College is Grade II* Listed. Otherwise, there are no designated sites within or adjacent to this sector.		

<b>Sector Number: 1</b>			
<b>Assessment Criteria</b>	<b>Sub Area 1.1 - Girton College</b>	<b>Sub Area 1.2 - Girton Gap</b>	<b>Sub Area 1.3 – Arable land</b>
15. Elements and features contributing positively to the character and structure of the landscape	The areas of mature parkland around Girton College, combined with the hedgerow structure and tree belts along both the A14 and Huntingdon Road to the west are important features of the approach to Cambridge from the A14, helping to create a contrast between the approach past Girton and the approach within Cambridge.	Vegetation around the sports pitches and hotel are important elements in this sub area, contributing to the feeling of an undeveloped separation between Cambridge and Girton.	The hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The future development adjacent to the sector presents the opportunity to create positive features along its northern boundary. However, the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future.
16. A city set in a landscape which retains a strongly rural character	This sector currently retains some of its rural character, largely due to the vegetated edges to Cambridge and Girton that screen much of the built form from view. The corridor of the A14 influences the area a, slightly degrading the character of this sector, and future committed development is likely to further urbanise this sector, at least in the short to medium term.		

**Importance of the sector to Green Belt Purposes**

- 6.4.3. This sector plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also

preserves what remains of the separate identity of the southern part of Girton.

#### **Implications of Green Belt release for development**

- 6.4.4. It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub area 1.1 would risk altering the characteristic approach into Cambridge along Huntingdon Road, potentially affecting the vegetated character of this section of the route. Any form of development within sub area 1.2 would compromise the separation between Cambridge and Girton, as well as Girton's identity as a separate settlement, allowing Cambridge to encroach into the very limited separation that currently exists between the two settlements. No Green Belt release should be contemplated in sub areas 1.1 and 1.2.
- 6.4.5. When the land previously released from Green Belt is developed, sub area 1.3 will protect narrow gaps between the new edge of Cambridge and Girton, Histon and Impington and a narrow setback from the A14. Further east, it is apparent that development extending right up to the A14 detracts considerably from the appreciation of the setting of the city, and it is important that in this sector the edge of Cambridge continues to be seen across an open, rural landscape. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation from the necklace villages. It is noted that an objector is promoting a release of additional Green Belt land in this sub area. However, for the reasons stated, no further Green Belt releases should be contemplated in sub area 1.3.
- 6.4.6. It is essential that the future development adjoining sub area 1.3 delivers a high quality, positive and well vegetated edge facing the retained Green Belt. The new edge along Addenbrooke's Road in sector 8 is a good example.

**6.5. Sector Number: 2**

**Location: North West Cambridge**

- 6.5.1. Sector 2 is located north-west of Cambridge, 1.53km from the historic core, and abuts the urban edge of the city to the south and south east. It is bounded by the M11 to the west, and is separated from Sector 1 by Huntingdon Road to the north east. Madingley Road forms the southern boundary of this sector. Coton village lies to the west of the sector, across the M11 and south of the A428, and Girton is located to the north-east of Huntingdon Road. This sector of Green Belt surrounds the ongoing North-West Cambridge development for the University of Cambridge, providing separation between the development and the existing urban edge of Cambridge, as well as separating the development from the M11.
- 6.5.2. The land use in this sector was a mix of arable and pastoral farmland, prior to the commencement of construction at North West Cambridge. In future, the sector will be predominantly dedicated to open space uses associated with the North West Cambridge development. The southernmost part of the sector contains Madingley Road Park and Ride.
- 6.5.3. The sector includes Traveller’s Rest Pit SSSI to the north east of the Park and Ride site, which is also an area of Protected Open Space. Also of note is the visibility of the Schlumberger Building from this sector, located at the West Cambridge university site and identified as one of Cambridge’s key landmarks. The sector abuts the Conduit Head Road Conservation Area, which is located to the south east of the sector.

<b>Sector Number: 2</b>		
<b>Assessment Criteria</b>	<b>Sub Area 2.1 – East of M11</b>	<b>Sub Area 2.2 – Girton Gap</b>
1. A large historic core relative to the size of the city as a whole	The city has not expanded very much to the north west, in relation to the extent of the historic core. However, the ongoing North West Cambridge development is currently extending development in this direction. The sector provides an important separation between the M11 and the future edge of Cambridge, minimising the impression of a sprawling city and retaining the important quality of seeing the city from the M11 across an open landscape, albeit in this case the retained landscape will be narrow. The historic core remains relatively intact and the scale of the historic core relative to the whole city remains clearly apparent.	
2. A city focussed on the historic core	Whilst this sector of Green Belt has little relationship to the historic core at present, the neighbourhood centre proposed as part of the North West Cambridge development is intended to serve the local needs of the future community without competing with the city centre.	



<b>Sector Number: 2</b>		
<b>Assessment Criteria</b>	<b>Sub Area 2.1 – East of M11</b>	<b>Sub Area 2.2 – Girton Gap</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The approach into Cambridge from the A14/M11 junction to the north west of the city is a green treed approach along Huntingdon Road. It is lined by large detached and semi-detached houses set back from the road, with little of the edge of Girton visible due to vegetation along the route. The urban gateway is located at the eastern corner of this sector, at the southern extent of the ‘Girton Gap’, with the gateway to distinctive Cambridge defined by Fitzwilliam College and Victorian terraces, which are approximately 1km south east of Sector 2. From this point there is a short approach into the historic core.</p> <p>The approach into Cambridge city centre along Madingley Road, which forms part of the southern boundary of the sector, is short, emphasising the compactness of Cambridge as a city. The urban gateway is near the M11 and defined by the Park and Ride site and the British Antarctic Survey Building. The approach is green and treed up to the gateway to distinctive Cambridge, defined by Churchill College and large detached bespoke houses built for Fellows of the University.</p>	
4. A city of human scale easily crossed by foot and by bicycle	<p>This sector is relatively close to the city centre. Whilst there is no continuous designated cycle lane along Huntingdon Road, it forms part of Sustrans National Cycle Route 51 and is well used by cyclists travelling between the historic core, colleges along Huntingdon Road and the villages and countryside north of the A14. There are shared cycle and footways along Madingley Road to the south of the sector.</p>	
5. Topography providing a framework to Cambridge	<p>This sector lies within the lowest foothills of the Clayland landscape west of the city, as they grade into the fen edge landscape to the north. The landform within this sector is a gentle west facing slope that rises from Washpit Brook in the west of the sector. Huntingdon Road to the north east of the sector is located on a shallow, localised ridgeline, which this sector rises up to meet.</p>	
6. Long distance footpaths and bridleways providing access to the countryside	<p>The route of Sustrans National Cycle Route 51 follows Huntingdon Road along the western boundary of this sector. This route runs between the historic core and the villages and open countryside north of the A14, continuing towards Huntingdon. There is also a public footpath through the north of this sector, connecting Girton to the vicinity of Coton and the American Cemetery. The North West Cambridge development aims to increase access into and through this sector.</p>	
7. Key views of Cambridge from the surrounding landscape	<p>There are no key views, as identified in the 2002 Cambridge Green Belt Study by LDA or subsequently, in the vicinity of this sector. There is a view of the local landmark feature of Girton College tower amongst trees on the northern horizon.</p>	

<b>Sector Number: 2</b>		
<b>Assessment Criteria</b>	<b>Sub Area 2.1 – East of M11</b>	<b>Sub Area 2.2 – Girton Gap</b>
8. Significant areas of Distinctive and Supportive townscape and landscape	The M11 corridor is identified as a visually detracting feature that influences the western edge of this sub area. Much of the remainder of this sub area is considered to be Connective landscape, forming the foreground of views towards Cambridge from the M11. This sub area will continue to perform this function as the North West Cambridge development is constructed.	Much of this sub area, including the area adjacent to Huntingdon Road, is considered to be Supportive landscape and townscape. South east of the sector, Huntingdon Road is identified as an area of Distinctive townscape extending out to the north west from the historic core. It is a key element of the distinctiveness of Cambridge and the special character of the city. The remainder of the sub area currently forms the foreground to views of the city, and particularly distinctive areas of university buildings and houses built for Fellows on the western side of the city. The North West Cambridge development will alter this function, but is intended to be a high quality development that is likely to become an area of Supportive townscape.
9. A soft green edge to the city	The edge of Cambridge appears vegetated in views from the M11 across this sector. Views of built form are currently limited. However, future development will expand much closer to the M11 and the proposals are for a well vegetated edge to the city once the planting matures.	
10. Good urban structure with well-designed edges to the city	Built form around the existing north west edge of Cambridge and along Huntingdon Road to the north east of the sector is generally characterised by large individual properties in well vegetated gardens and colleges within landscaped grounds. The North West Cambridge development has been designed to create a positive long-term edge to the city.	
11. Green corridors into the city	There are no green corridors into the city in the vicinity of this sector. It is intended that as part of the North West Cambridge development, sub area 2.2 will largely become part of a green corridor, linking to the other area of Girton Gap within Sector 1.	

<b>Sector Number: 2</b>		
<b>Assessment Criteria</b>	<b>Sub Area 2.1 – East of M11</b>	<b>Sub Area 2.2 – Girton Gap</b>
12. The distribution, physical and visual separation of the necklace villages	This sub area prevents the North West Cambridge development extending as far as the M11. It will play a role in the separation of Cambridge from Coton and Madingley.	Part of the purpose of this sub area is to retain the feel of a gap when travelling along Huntingdon Road, creating separation between Girton and the edge of Cambridge. The North West Cambridge development extends the edge of Cambridge further to the north west, with the eastern part of the sub area providing separation between the new development and the edge of Girton and, together with sub area 1.1, is key to retaining the separate identity of Girton. This sub area will also play a role in the separation between Cambridge and Coton.
13. The scale, character, identity and rural setting of the necklace villages	The northern part of this sub area is currently open fields and plays a role in the setting of Girton, and particularly Girton College, when viewed from the M11. Once the North West Cambridge development is complete, the sub area will primarily be open space associated with the development and will not contribute significantly to the character or rural setting of Girton.	This sub area will become open space associated with the North West Cambridge development. Due to the vegetated edge to Girton, it does not contribute significantly to the character or rural setting of Girton.
14. Designated sites and areas enriching the setting of Cambridge	The sector includes Traveller’s Rest Pit SSSI, which also Protected Open Space. The strip of land between the M11 and University development at High Cross is a City Wildlife Site and Protected Open Space. The sector also abuts Madingley Rise Conservation Area. These sites enrich the setting of Cambridge, as well as people’s experience of this setting.	
15. Elements and features contributing positively to the character and structure of the landscape	Features that will contribute positively to the landscape setting of Cambridge, and in particular North West Cambridge, are yet to be fully implemented. However, the County/City Wildlife Sites and Traveller’s Rest Pit SSSI will contribute positively to the new open spaces.	

<b>Sector Number: 2</b>		
<b>Assessment Criteria</b>	<b>Sub Area 2.1 – East of M11</b>	<b>Sub Area 2.2 – Girton Gap</b>
16. A city set in a landscape which retains a strongly rural character	This sector currently retains little of its rural character, due to the ongoing construction work on North West Cambridge and presence of the M11 corridor. Whilst the ongoing development will urbanise this sector, at least in the short to medium term, the masterplan for the development allows for the Green Belt areas to be integral open space associated with the development. It also retains an open, green foreground to the city in views from the north west e.g. from the M11.	

**Importance of the sector to Green Belt Purposes**

- 6.5.4. This sector, and particularly sub area 2.2, plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge. The sector as a whole retains open space close to the future edge of the city, although this is unlikely to have a strongly rural character in future, and prevents the sprawl of built development as far as the edge of Girton and the M11/A14, retaining the distinctive approaches into Cambridge along Huntingdon Road and Madingley Road. The ongoing development at North West Cambridge will form part of Cambridge and be separated from Girton by sub area 2.2, enabling Girton to retain a distinct identity as a necklace village. The retained Green Belt within this sector also helps to provide the setting to the expanded city and to create a positively designed new edge to the settlement.

**Implications of Green Belt release for development**

- 6.5.5. It is unlikely that any further development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub area 2.1 would encroach into the last remaining countryside between the future edge of Cambridge and the M11, compromising the characteristic separation between the edge of the city and the major transport route. Development within sub area 2.2 would compromise the limited separation between Girton and the existing and future edges of Cambridge, allowing the two settlements to merge. No Green Belt release should be contemplated in this sector.

**6.6. Sector Number: 3**

**Location: North of Barton Road**

- 6.6.1. Sector 3 is located directly west of the historic core of Cambridge and, at 0.85km from the nearest edge, is the closest Green Belt land to the historic core. The northern boundary is formed by the developing university buildings of West Cambridge. The eastern boundary of the sector is adjacent to the urban edge of Cambridge, which is designated as a Conservation Area and is classified as Distinctive townscape/landscape due to the presence of numerous Cambridge University Colleges, Fellows' houses and their settings. The western and southern boundaries are formed by the M11 and A603 Barton Road respectively.
- 6.6.2. Land use in most of the sector is large scale arable farmland. However, there are some smaller scale areas, including sports fields and rough grassland to the east and pastoral fields in the south along Barton Road. Several of the field boundary hedgerows are designated as County Wildlife Sites. The sector also includes Bin Brook, which is designated as a City Wildlife Site. A number of public footpaths cross the sector and the Harcamlow Way/Wimpole Way, which is also a well-used cycleway, is located along the northern boundary.
- 6.6.3. The sector contains a key view of several of the city's distinctive landmarks from the public footpath that passes through the south of the sector, to a footbridge over the M11. Similar views are also experienced from the western end of the Harcamlow Way in this sector.

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
1. A large historic core relative to the size of the city as a whole	To the west of Cambridge, with the exception of the development at West Cambridge that consists of distinctive new University buildings, there has been relatively little recent development and the distinctive historic character is retained. Most of the townscape in the vicinity of this sector is judged to be Distinctive as it consists of numerous Cambridge University Colleges, Fellows' houses and their settings. The historic core remains relatively intact and the scale of the historic core relative to the whole city is clearly apparent. This is also the closest area of countryside to the historic core.		
	These sub areas play an important role in restricting the growth of the city in this direction. Significant expansion of development into this sector would create the impression of a city sprawling outwards from its historic centre and would begin to threaten Cambridge's identity as a city dominated by the historic core.		This is the closest sub area to the historic core and forms part of the Distinctive townscape/ landscape that abuts the visually cohesive historic core.

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
2. A city focussed on the historic core	The historic core of Cambridge remains a clear focus for this part of the city. The retention of Green Belt has prevented large urban extensions to the west of the city, which could compete with the historic core to serve the needs of the local community. This is in marked contrast to the way Cambridge has expanded to the south east. The historic core remains easily accessible and there are no clear urban nodes that rival the historic core.		
	There is a feeling of proximity between this sub area and the historic core, due to views of distinctive landmarks from public rights of way through this arable land.	Given the level of enclosure experienced in these sub areas, they are less obviously focussed on the historic core, due to the reduced level of visibility of distinctive landmarks within the historic core.	
3. Short and/or characteristic approaches to the historic core from the edge of the city	The approach into Cambridge along the A603 Barton Road is a short rural approach. It is a green treed and hedged approach from the M11 to the edge of Cambridge, where it becomes a very short suburban approach before reaching distinctive Cambridge. The stretch along the southern boundary of this sector retains its green feel, being enclosed by tall hedgerows that prevent views into the adjacent countryside and focus views on the approach to Cambridge.		There are no approaches to Cambridge that are of citywide importance that pass through or by this sub area. Local footpaths provide short approaches directly into historic/distinctive Cambridge from countryside to the west of the city, although vegetation within this sub area and the proximity of the historic core reduce visibility of landmark features. The Harcamlow/ Wimpole Way, along the northern edge of this sub area, is also a more local approach to

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
			the city for walkers and cyclists.
	In addition, the Harcamlow/Wimpole Way is a more local approach to distinctive Cambridge for people walking and cycling from the west of the city. The route retains views across open countryside to the south and towards landmark features in the historic core to the east.		
4. A city of human scale easily crossed by foot and by bicycle	With the exception of the River Cam corridor, this sector is the closest sector of Green Belt land to the historic core. It has prevented the expansion of Cambridge to the west and ensured that the western side of the city has remained particularly compact. Cycling and walking into the centre of Cambridge takes a short time from this sector and busy cycling and walking routes are both readily apparent and well used. Barton Road, which forms the southern boundary of the sector, has a cycle path alongside it, providing an easy walking and cycling route from the villages to the west of Cambridge into the centre. The Harcamlow Way is also a well used walking and cycling route along the northern boundary of the sector, connecting to Coton and beyond.		
5. Topography providing a framework to Cambridge	The flat arable land within this sector provides the characteristic setting to Cambridge from the west. It forms part of the lower lying bowl within which Cambridge is located, before the landform begins to rise up to the Claylands west of the M11.		
6. Long distance footpaths and bridleways providing access to the countryside	There is a good network of footpaths through this sector that provide access to the rural setting of Cambridge and across the M11 to the wider countryside beyond. These include the Harcamlow Way/Wimpole Way along the northern boundary of the sector and the cycleway along Barton Road that forms the southern boundary, both of which are well used. A public footpath also crosses the sector that leads to a footbridge over the M11. The network of routes link into the routes promoted by Coton		



<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
	<p>Countryside Reserve and the Quarter to Six Quadrant initiative to provide access to 'Countryside on Cambridge's Doorstep' and form an important part of the setting and special character of the western part of Cambridge.</p>		
<p>7. Key views of Cambridge from the surrounding landscape</p>	<p>There is a key view of the historic core of Cambridge from Red Meadow Hill within Coton Countryside Reserve to the west of the M11. In addition, there are further views from Grantchester Road (from Coton) as it passes over the M11, as well as low level views from the western end of Barton Road, the Harcamlow Way and local footpaths to the east of the M11. This sector forms the foreground of Cambridge from these key and more local views, showing the rural landscape abutting the edge of distinctive Cambridge. These views pick up many of the key landmarks (University Library, King's College Chapel etc.) within the centre of the historic core. Many of the other special qualities are also apparent in these views, including the soft edge to the city and significant areas of distinctive townscape and, from more elevated viewpoints, the compact scale of the city and the Gog Magog Hills south of the city are apparent.</p>		
<p>8. Significant areas of Distinctive and Supportive townscape and landscape</p>	<p>The M11 corridor is identified as being visually detracting and influencing the western boundary of the sector.</p> <p>This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.</p>	<p>This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11.</p>	<p>This sub area is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right into the distinctive core of the city.</p>

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
9. A soft green edge to the city	From this sector, the distinctive densely treed appearance of Cambridge is apparent. Tall distinctive landmarks within the historic core are visible above the treed edge to the city, but the rest of the urban area is lost amongst trees, with the exception of some newer urban development at West Cambridge.	Barton Road is contained by tall hedgerows and the smaller fields of this sub area also contribute to a soft green edge, with their treed hedgerows.	The Grange Road area is well treed, making this sub area a particularly soft green edge to the city. The college buildings with their mature, well vegetated grounds contribute to the distinctiveness of this part of Cambridge.
10. Good urban structure with well-designed edges to the city	The majority of the western edge of Cambridge adjacent to this sector is identified as having Distinctive townscape, including the new development at West Cambridge. The presence of colleges and Fellows' houses in the area to the east of this sector creates an unusual urban structure and the strongly vegetated edge to the city, although not designed as such, creates a high quality boundary between the city and the countryside. To the north of the sector, the boundary with the West Cambridge development is much less vegetated.		
11. Green corridors into the city	The majority of this sector does not contribute to any of the green corridors from the countryside into the heart of Cambridge. The eastern edge of the sector, predominantly formed by sub area 3.3, provides a partial green corridor into the city. This is formed by small fields and sports pitches, but is not as distinctive as the river corridors and areas of common that create green fingers elsewhere in the city.		
12. The distribution, physical and visual separation of the necklace villages	This sub area plays a key role in the separation between Cambridge and Coton, with the M11 forming part of the separation, although relatively well vegetated for	These sub areas play a more limited role in the visual separation between Cambridge and Coton or Grantchester, due to their greater level of enclosure by vegetation. However, they contribute to the physical separation provided by sub area 3.1 between Cambridge and these two necklace villages.	

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
	stretches of its route. To a lesser extent, the sub area also forms part of the separation between Coton and Grantchester.		
13. The scale, character, identity and rural setting of the necklace villages	This sector does not form part of the setting to any of the necklace villages.		
14. Designated sites and areas enriching the setting of Cambridge	A number of the hedgerows within this sub area are County Wildlife Sites and enrich the setting of Cambridge, as well as people’s experience of this setting.	Bin Brook on the eastern boundary of this sub area is a City Wildlife Site.	Bin Brook through this sub area is a City Wildlife Site. The sub area also abuts the West Cambridge Conservation Area and contains Protected Open Spaces in the form of university sports grounds.
15. Elements and features contributing positively to the character and structure of the landscape	Important landscape elements within this sector include the pattern of hedgerows and tree belts, which largely run east to west, and contain many hedgerow trees. Drainage ditches and watercourses also flow through the sector. These include Bin Brook, which flows past Coton and under the M11 before crossing the sector, then running along Barton Road before turning north and crossing the sector again. Bin Brook in particular is also well vegetated. Views of the landmark buildings in the historic core of Cambridge also contribute positively to the landscape setting of the city.		
	This sub area is separated from part of sub area 3.3 by a wide tree belt. This provides a notable visual barrier between the two sub areas.	The collection of small fields adjacent to Barton Road and the tall hedgerows and tree belts along the road create a distinct character for this sub area and the Barton Road approach into	The collection of small fields within this sub area, which include areas of rough grassland as well as sports pitches, form a distinctive part of the immediate setting of Cambridge to its west.

<b>Sector Number: 3</b>			
<b>Assessment Criteria</b>	<b>Sub Area 3.1 - Larger arable fields</b>	<b>Sub Area 3.2 - Smaller parcels of pastoral land along southern boundary</b>	<b>Sub Area 3.3 - Mixed small parcels of land in east of sector</b>
		Cambridge.	
16. A city set in a landscape which retains a strongly rural character	This sector generally retains a strongly rural character, although there is some influence from the M11 and newer university development at West Cambridge to the north and some sports uses within sub area 3.3. The sector is the closest area of 'rural feeling' Green Belt land to the historic core of Cambridge, despite the rural landscape abutting the edge of distinctive Cambridge. The vegetated edge of Cambridge and the extent of tree coverage inside the city helps to reduce visibility of the mass of the urban area, whilst retaining a strong visual connection to a number of the landmark features in the historic core.		

**Importance of the sector to Green Belt Purposes**

- 6.6.4. This sector plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive rural separation between the edge of the city and the M11. This is in sharp contrast to the relationship of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road.

**Implications of Green Belt release for development**

- 6.6.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish (both in reality and in perception) the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the Distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector.

**6.7. Sector Number: 4**

**Location: South of Barton Road**

- 6.7.1. Sector 4 is located on the western side of Cambridge, 1.1km south west of the historic core. The north-western and western boundaries are formed by Barton Road and Coton Road respectively. Grantchester village abuts the sector on the southern side, forming the southern boundary. The River Cam and the urban edge of Cambridge bound the sector to the east and north east respectively.
- 6.7.2. Land use in this sector is mixed. The east of the sector comprises of flood meadows associated with the River Cam corridor, with much of the remainder of the sector comprising arable farmland and areas of sports and recreation grounds. The River Cam and the adjacent semi-natural habitat are designated as County Wildlife Sites. Skater’s Meadow is also designated as a County Wildlife Site and forms part of the riparian habitat in the River Cam Valley. In addition, the Conservation Area of Newnham Croft abuts the sector to the north and extends into the sports fields at Newnham. Grantchester village also has a Conservation Area.
- 6.7.3. The sector contains a key low level view of Cambridge from Grantchester Road, when approaching the city from Grantchester. The sector is also overlooked in views of Cambridge from the bridge where Barton Road crosses the M11, and from a key view along Coton Road, south of Barton Road.

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
1. A large historic core relative to the size of the city as a whole	To the west of Cambridge there has been relatively little recent development and the distinctive historic character is retained. South west of the historic core there is an area of distinctive Cambridge development, comprising numerous University Colleges, Fellows’ houses and their settings, before an area of more recent and less distinct development. The historic core remains relatively intact and the scale of the historic core relative to the whole city is clearly apparent.		
2. A city focussed on the historic core	The historic core of Cambridge remains a clear focus for this part of the city. The retention of Green Belt has prevented large urban extensions to the west of the city, which could compete with the historic core to serve the needs of the local community. This is in sharp contrast to the way Cambridge has expanded to the south east. The historic core remains easily accessible and there are no clear urban nodes that rival the historic core.		

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
	<p>Due to the enclosure provided by the river valley landform, views of the city are limited in this sub area, giving it a sense of remoteness particularly towards the southern end, although some key landmarks in the city are visible.</p>	<p>There is a feeling of proximity between this sub area and the historic core, due to views of distinctive landmarks from public rights of way through this arable land.</p>	<p>Due to the level of enclosure experienced in this sub area, it is less obviously focussed on the historic core, given the reduced level of visibility of distinctive landmarks within the historic core.</p>
<p>3. Short and/or characteristic approaches to the historic core from the edge of the city</p>	<p>The River Cam corridor provides a characteristic green approach into the city for users of the river, cyclists and walkers, rather than vehicles. Whilst not a short approach, the green corridor is one of the key distinctive features of Cambridge as a city. It contains distinctive footpath approaches through Grantchester Meadows, linking the countryside with the city.</p>	<p>The approach into Cambridge along the A603 Barton Road is a short rural approach. It provides a green hedged approach from the M11 to the edge of Cambridge, where it becomes a very short suburban approach before reaching distinctive Cambridge. The stretch along the northern boundary of this sector retains its green feel, being enclosed by tall hedgerows that prevent views into the adjacent countryside and focus views on the approach to Cambridge.</p> <p>Grantchester Road is also a historic route linking historic Cambridge and the village of Grantchester. Its managed but gappy hedgerow and verges offer a partially open rural approach up to the urban gateway at Newnham, where Victorian cottages line one side of the road. The distance from the gateway to distinctive Cambridge, at the Barton Road and Grantchester Street junction, is short. This approach route is where the link between historic Cambridge and its rural setting is strongest, and relatively unspoilt by suburban development. This is an important quality to be safeguarded.</p>	

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
4. A city of human scale easily crossed by foot and by bicycle	This sector is relatively close to the historic core. It has prevented the expansion of Cambridge to the west and ensured that the western side of the city has remained particularly compact. Cycling and walking into the centre of Cambridge takes a short time from this sector and busy cycling and walking routes are both readily apparent and well used.		
	Public footpaths pass through Grantchester Meadows, linking Grantchester and Cambridge. These routes provide easy walking routes from the green corridor south west of Cambridge into the centre. There is also a paved route along the western edge of this sector which provides a cycle route between Grantchester and Cambridge.	Barton Road, which forms the northern boundary of the sector, has a cycle path alongside it, providing an easy walking and cycling route from the villages to the west of Cambridge into the centre.	
5. Topography providing a framework to Cambridge	The river valley landscape is characteristic of the green corridors along the River Cam; with the flat and low lying flood meadows immediately adjacent to the river, and the valley rising either side of the valley bottom to the slightly elevated city above.	The flat arable and recreational land within these sub areas provides the characteristic setting to Cambridge from the west. It forms part of the lower lying bowl within which Cambridge is located, before the landform begins to rise up to the Claylands west of the M11.	



<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
6. Long distance footpaths and bridleways providing access to the countryside	There are no long distance routes through this sector. However, the walking and cycling routes through Grantchester Meadows form key recreational links between Cambridge and the open countryside, as well as between Cambridge and Grantchester.		
7. Key views of Cambridge from the surrounding landscape	During the summer months, views of the landmark features in the historic core (such as King’s College chapel) are occasionally glimpsed from within the river corridor, with slightly increased visibility during the winter months. Views are possible along the river corridor, with pastoral water meadows in the foreground, which form a distinctive approach to Cambridge.	The sector contains a key low level view of Cambridge from Grantchester Road as the city is approached from Grantchester. It shows the soft green edge to the city, with some of the spires in the historic core visible above vegetation.  The sector is also overlooked in a key view along Coton Road, close to Barton Road. This sub area forms the foreground of Cambridge in these views. These views pick up many of the key landmarks within the centre of the historic core. Many of the other special qualities are also apparent in these views, including the soft edge to the city and significant areas of Distinctive townscape.	There are no key views in or through this sub area.

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
8. Significant areas of Distinctive and Supportive townscape and landscape	Grantchester Meadows along the River Cam forms an important area of Distinctive landscape running from the historic core, out towards open countryside and Grantchester to the south west of the city.	This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11.	This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the south west.
9. A soft green edge to the city	<p>The River Cam corridor plays a key role in creating a soft green edge to the city, drawing the countryside into the city. From within the sector, the presence of the built up area of Cambridge is not immediately obvious as a result of the presence of the green edge.</p> <p>From this sector, the distinctive densely treed appearance of Cambridge is also apparent. Tall landmarks within the historic core are sometimes visible above the treed edge to the city, but the rest of the urban area is lost amongst trees.</p>		
10. Good urban structure with well-designed edges to the city	The majority of the western edge of Cambridge adjacent to this sector has a fringe of more generic housing development, with the more distinctive townscape located beyond it. Houses tend to back on to the Green Belt land in sub area 4.3, which is largely used as College sports fields. Strong hedgerows and extensive tree planting create an effective edge to the city.		
11. Green corridors into the city	The River Cam corridor forms one of the key green corridors into the city. It is the southern part of a green corridor passing through the heart of the city, linking the countryside between the north and south of Cambridge.		
12. The distribution, physical and visual separation of the necklace villages	This sector plays a critical role in the separation between Cambridge and Grantchester, being the full extent of the countryside between the two settlements. To a lesser extent, the sector also forms part of the separation between Coton and Grantchester.		

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
13. The scale, character, identity and rural setting of the necklace villages	Grantchester has had very little modern expansion to the north or east towards this sector, with the Conservation Area boundary, delineating the more intact and historic parts of the village, immediately adjacent to this sector. This sector provides the rural setting of the village to the north and east. Its relationship with the River Cam is also a key part of its identity and sub area 4.1, which provides the approach to the village along the river, is central to this relationship.		
14. Designated sites and areas enriching the setting of Cambridge	The River Cam and the adjacent semi-natural habitat are designated as County Wildlife Sites. Skater’s Meadow is also designated as a County Wildlife Site and forms part of the riparian habitat in the River Cam valley. In addition, the Conservation Area of Newnham Croft abuts the sector to the north and extends into it sports fields at Newnham, which are also Protected Open Spaces. Grantchester village also has a Conservation Area, with its associated listed buildings. These sites enrich the setting of both Cambridge and Grantchester, as well as people’s experience of this setting.		
15. Elements and features contributing positively to the character and structure of the landscape	The river corridor and associated meadows, as well as the distinctive willows and other riparian vegetation, form one of the most characteristic green corridors in Cambridge and are an integral part of the landscape setting of the city.	Important landscape elements within this sector include the pattern of hedgerows and tree belts, which contain many hedgerow trees. The woodland and tree belts at the interfaces with Grantchester and the other sub areas of this sector also contribute to the landscape setting of Cambridge.	The woodland and tree belts within this sub area and at the interface with sub area 4.2 contribute to the landscape setting of Cambridge and its soft green edge.

<b>Sector Number: 4</b>			
<b>Assessment Criteria</b>	<b>Sub Area 4.1 - River Cam corridor</b>	<b>Sub Area 4.2 - Arable fields</b>	<b>Sub Area 4.3 - sports pitches and recreational grounds</b>
16. A city set in a landscape which retains a strongly rural character	The river corridor feels strongly rural, with its vegetated edge screening the presence of development for much of its length and only occasional glimpses of taller buildings in the city centre possible. The rural character is strengthened by views across the river into the rural landscape of Sector 6.	This sub area retains a strongly rural character, with very limited influence from the M11 to the south west. The vegetated edge of Cambridge, along with hedgerows and tree belts along Barton Road, help to reduce visibility of the mass of the urban area, whilst retaining a visual connection to a number of the landmark features in the historic core.	This sub area is not used for farming and has buildings and equipment associated with the sports uses, including occasional flood lighting. This creates a closer association with the adjacent urban land uses and it has less of a rural character.

**Importance of the sector to Green Belt Purposes**

- 6.7.4. This sector plays a key role in the setting of the west and south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development towards the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. It also retains the key separation between Cambridge and Grantchester, as a necklace village. Views towards Cambridge from the west are some of the most distinctive and characteristic available. Sub area 4.3 exhibits less of these features due to the presence of a concentration of sports facilities and enclosure by strong vegetation. The river corridor forms one of the key green corridors into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.

**Implications of Green Belt release for development**

- 6.7.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any proposed development would severely compromise the separation between Cambridge and Grantchester. Development within sub area 1 would alter the characteristic approach into Cambridge along the River Cam and would disrupt the special qualities of one of the most important green corridors into the city. Within sub area 4.2, development would remove the characteristic rural setting to the city and obstruct key views, as well as potentially altering the characteristic approach into Cambridge along Barton Road. Sub area 4.3, although less rural in character, is an important area of green, open land extending

close to the distinctive core of Cambridge; development in this sub area would potentially alter the Barton Road approach to the city and would have the potential to detract from the character and qualities of the Cam corridor in sub area 4.1. No Green Belt release should be contemplated in this sector.

**6.8. Sector Number: 5**

**Location: West of Grantchester**

- 6.8.1. Sector 5 is located to the south west of the city, stretching west from Grantchester to the M11. It is located 2.8km from the historic core, and 1.67km from the urban edge of Cambridge. The north-eastern side of the sector is bounded by Coton Road, the urban edge of Grantchester and Grantchester Road. The River Cam forms the south-eastern boundary and the M11 forms the western boundary. As this sector of Green Belt is physically remote from Cambridge and visually separated from the city by Grantchester, it relates more strongly to Grantchester than to Cambridge itself.
- 6.8.2. Land use is a mixture of large scale arable farmland in most of the sector and river corridor flood meadows in the south east. These are separated from the farmland by Bourn Brook and a connecting section of the River Cam. The sector abuts Grantchester Conservation Area on its northern boundary. This sector includes two Scheduled Ancient Monuments: the moated site at Manor Farm on the southern edge of Grantchester and part of a settlement complex towards the south of the sector. The River Cam is designated as a County Wildlife Site.

<b>Sector Number: 5</b>		
<b>Assessment Criteria</b>	<b>Sub Area 5.1 - Large arable fields</b>	<b>Sub Area 5.2 - River Cam corridor</b>
1. A large historic core relative to the size of the city as a whole	To the west and south west of Cambridge there has been relatively little recent development and the distinctive historic character is retained. The historic core remains relatively intact and the scale of the historic core relative to the whole city is clearly apparent. However, the historic core is relatively remote from this sector, which relates more closely to Grantchester due to the physical and visual separation from the city. This is as a result of the presence of the built form of the village and the vegetation associated with the settlement.	
2. A city focussed on the historic core	Grantchester does not compete with the historic core of Cambridge as a focus for the city and its residents or visitors. However, this sector has a much closer relationship with Grantchester, due to the sector’s physical and visual separation from the city.	
3. Short and/or characteristic approaches to the historic core from the edge of the city	The main approaches to Cambridge generally begin closer to Cambridge than this sector. None of the short or characteristic approaches to the city originate in the vicinity of Grantchester.	

<b>Sector Number: 5</b>		
<b>Assessment Criteria</b>	<b>Sub Area 5.1 - Large arable fields</b>	<b>Sub Area 5.2 - River Cam corridor</b>
4. A city of human scale easily crossed by foot and by bicycle	This sector is relatively remote from Cambridge and contains no centre of population that requires links into Cambridge. Residents of Grantchester are able to utilise the links through Grantchester Meadows or along Grantchester Road in sector 4. There are bridleway links west from the sector, utilising a footbridge over the M11, which extend to Barton and countryside beyond. These are supplemented by permissive routes in the north of the sector.	
5. Topography providing a framework to Cambridge	The flat arable land within this sector provides the characteristic setting to Cambridge from the west. It forms part of the lower lying bowl within which Cambridge is located, before the landform begins to rise up to the Claylands west of the M11.	This stretch of the River Cam corridor is characteristic of the river valley landscapes in the vicinity of the River Cam; flat and low lying, with the surrounding landform very slightly elevated above the valley bottom.
6. Long distance footpaths and bridleways providing access to the countryside	There are no long distance routes through this sector. However, footpaths and bridleways through the sector provide links west of the M11 towards Barton and feed in to the walking and cycling routes through Grantchester Meadows to the north. Permissive routes supplement the definitive rights of way in this sector, increasing access to the open countryside.	
7. Key views of Cambridge from the surrounding landscape	There are no key views in the vicinity of this sector.	
8. Significant areas of Distinctive and Supportive townscape and landscape	The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector. The remainder of this sector is considered to be Supportive landscape, forming the rural landscape setting to Cambridge in views from the west and south west, and providing separation between the edge of Cambridge and the M11.	



<b>Sector Number: 5</b>		
<b>Assessment Criteria</b>	<b>Sub Area 5.1 - Large arable fields</b>	<b>Sub Area 5.2 - River Cam corridor</b>
9. A soft green edge to the city	<p>From this sector, the densely treed appearance of Grantchester is readily apparent. Little of the edge of Cambridge is visible beyond this, with any vegetation in views, within and on the edge of the city, blending with the soft green edge of Grantchester.</p> <p>The River Cam corridor plays a key role in creating a soft green edge to the city, drawing the countryside into the city. Sub area 5.2 forms the early part of this important green corridor.</p>	
10. Good urban structure with well-designed edges to the city	<p>The urban structure of Cambridge has little relationship to this sector. The built form of the southern part of Grantchester, adjacent to this sector, is less characteristic than more historic areas of the village and is much less vegetated than northern and eastern parts of the village.</p>	
11. Green corridors into the city	<p>Sub area 5.2 forms the beginning of the River Cam corridor, which forms one of the key green corridors into the city. It is the southern extremity of a major green corridor that passes through the heart of the city, linking the countryside between the north and south of Cambridge.</p>	
12. The distribution, physical and visual separation of the necklace villages	<p>This sector prevents larger scale expansion to the south west of Grantchester towards the M11 and maintains separation from the motorway. The sector provides separation between the future edge of Cambridge at Trumpington Meadows to the south east and Grantchester, maintaining the sense of Grantchester as a village in a rural setting. It also contributes to the separation between Grantchester and both Barton and Coton.</p>	
13. The scale, character, identity and rural setting of the necklace villages	<p>The rural landscape of this sector plays a key role in the setting of Grantchester. Its relationship with the River Cam is also a key part of its identity and the southern part of the sector contributes to this.</p>	
14. Designated sites and areas enriching the setting of Cambridge	<p>The sector abuts Grantchester Conservation Area with its associated listed buildings. It includes two Scheduled Ancient Monuments, the moated site at Manor Farm on the southern edge of Grantchester and part of a settlement complex towards the south of the sector. The River Cam is designated as a County Wildlife Site. These sites enrich the setting of both Cambridge and Grantchester, as well as people's experience of this setting.</p>	

<b>Sector Number: 5</b>		
<b>Assessment Criteria</b>	<b>Sub Area 5.1 - Large arable fields</b>	<b>Sub Area 5.2 - River Cam corridor</b>
15. Elements and features contributing positively to the character and structure of the landscape	Grantchester’s St Andrew and St Mary Church forms a local landmark, which is visible from much of this sector, set within the vegetated settlement. In addition, although the M11 is located immediately to the south west of the sector, it is within a cutting that reduces both visual and noise intrusion into the sector. Vegetation around Grantchester and the riparian landscape along the river and brook corridors in the south east of this sector are also important to the setting of Grantchester, and to a lesser extent the setting of Cambridge. However, the lack of a strong landscape structure between the village and the M11 increases the risk of sprawl associated with the village if development is extended into this sector the future.	
16. A city set in a landscape which retains a strongly rural character	This sector retains a strongly rural character, despite the presence of the M11 to the south west, which is within a cutting that reduces both visual and noise intrusion into the sector. However, the landscape is more strongly related to Grantchester than to Cambridge, given the physical and visual separation from the city.	

**Importance of the sector to Green Belt Purposes**

- 6.8.3. This sector plays a key role in the setting of Grantchester, ensuring that the necklace village remains compact and within a rural setting. It also prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of Cambridge and Grantchester, as well as between Cambridge and the M11. The River Cam corridor forms part of a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.

**Implications of Green Belt release for development**

- 6.8.4. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub area 5.1 would remove the characteristic rural setting to the south and west of Grantchester and could open up the risk of uncontrolled expansion as far as the M11, due to the limited landscape structure currently in place. This would be undermine the key characteristic of open countryside east of the M11, would change the character and scale of Grantchester and would remove part of the countryside which is a key element of the setting to the west of Cambridge. Any development within sub area 5.2 would disrupt the special qualities of a key green corridor, potentially affecting designated areas. No Green Belt release should be contemplated in this sector.

**6.9. Sector Number: 6**

**Location: West of Trumpington**

- 6.9.1. Sector 6 abuts the south western edge of Cambridge and is located 2.8 km from the historic core. The River Cam divides Sector 6 from Sector 4 to the west, and the sector is bounded on the southern and eastern sides by Church Lane/Grantchester Road and Trumpington Road respectively. The sector is located to the east of Grantchester and west of Trumpington
- 6.9.2. Land use in this sector of Green Belt is predominantly arable farmland. The section along the River Cam corridor is flood meadows, which are largely separated from the arable land that rises to the east by woodland blocks and tree belts. There is also a nine-hole golf course and football ground in the north east corner of the sector.
- 6.9.3. This sector contains several City Wildlife Sites, two of which are areas of undeveloped floodplain associated with the County Wildlife Site of the River Cam that bounds the sector. There are several areas of woodland in the sector that are also designated as City Wildlife Sites, including Eight Acre Wood and Seven Acre Wood, Grantchester Road Plantations and Trumpington Road Woodland. The sector also includes parts of two Conservation Areas, Trumpington to the south and Southacre to the north.

<b>Sector Number: 6</b>		
<b>Assessment Criteria</b>	<b>Sub Area 6.1 - River Cam corridor</b>	<b>Sub Area 6.2 - Arable land, football ground and golf course</b>
1. A large historic core relative to the size of the city as a whole	To the west of Cambridge there has been relatively little recent development and the distinctive historic character is retained. South west of the historic core there is an area of Distinctive Cambridge development, before an area of more recent and less individual development. The historic core remains relatively intact and the scale of the historic core relative to the whole city is clearly apparent.	
2. A city focussed on the historic core	The retention of Green Belt has prevented large urban extensions to the south west of the city, which could compete with the historic core to serve the needs of the local community. This is in sharp contrast to the way Cambridge has expanded to the south east. The historic core remains easily accessible and there are currently no neighbourhood hubs or areas of commercial or institutional focus that rival the historic core, either by serving local community needs without seriously competing with the city centre, or specialising in certain services that the city centre cannot cater for, despite recent and ongoing development at Trumpington Meadows. The River Cam corridor also provides a strong link from the sector towards the historic core.	

<b>Sector Number: 6</b>		
<b>Assessment Criteria</b>	<b>Sub Area 6.1 - River Cam corridor</b>	<b>Sub Area 6.2 - Arable land, football ground and golf course</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The River Cam corridor is a characteristic green approach into the city for users of the river, cyclists and walkers, rather than vehicles. Whilst not a short approach, the green corridor is one of the key distinctive features of Cambridge as a city. The adjacent Sector 4 contains a distinctive footpath approach through Grantchester Meadows, linking the countryside with the city. However, there is little public access to the corridor within this sector other than for river users.</p>	<p>The approach to Cambridge along Trumpington Road is a historic road and a distinctive route into Cambridge. The sub area retains open countryside along the west side of the route, contributing to its character, which is green and treed up to Vicar's Brook and the Botanic Garden. This is a special quality that should be safeguarded. This part of the approach does not feel strongly urban because there are mature trees and tall hedges on both sides of the road, with the houses set back from the road on the eastern side. There are occasional glimpses across the fields and the golf course in this sub area, to the west of Trumpington Road. The gateway to distinctive Cambridge is at the double roundabout with Fen Causeway and Lensfield Road, which defines the edge of the historic core.</p>
4. A city of human scale easily crossed by foot and by bicycle	<p>This sector is relatively close to the historic core. It has prevented the expansion of Cambridge to the south west and ensured that the south western side of the city has remained relatively compact. Cycling and walking into the centre of Cambridge takes a short time along the eastern side of this sector and busy cycling and walking routes are both readily apparent and well used along Trumpington Road.</p>	

<b>Sector Number: 6</b>		
<b>Assessment Criteria</b>	<b>Sub Area 6.1 - River Cam corridor</b>	<b>Sub Area 6.2 - Arable land, football ground and golf course</b>
5. Topography providing a framework to Cambridge	The river valley landscape within this sub area consists of flat, low lying flood meadows immediately adjacent to the River Cam and rising ground on either side with the city slightly elevated above.	Trumpington Road, on the eastern edge of this sub area, runs along a shallow ridge, from which the land falls gently westwards across this sub area to the River Cam. This sub area provides part of the characteristic setting to Cambridge from the west. It forms part of the shallow Cam river valley which is incised through the “bowl” within which Cambridge is located.
6. Long distance footpaths and bridleways providing access to the countryside	The route of a cycleway follows Trumpington Road along the eastern boundary of this sector. This route runs between the historic core and the villages and open countryside south west of Cambridge, continuing over the M11. However, the rest of the sector is relatively inaccessible, with no public rights of way from the city into this sector.	
7. Key views of Cambridge from the surrounding landscape	There is limited public access into this sector, meaning that there are no key views of Cambridge from this landscape. Access is possible along the River Cam, but the riparian vegetation along much of the river largely prevents views towards the city.	
8. Significant areas of Distinctive and Supportive townscape and landscape	The River Cam corridor forms an important area of Distinctive landscape running from the historic core, out towards open countryside and Grantchester to the south west of the city.	This sub area is considered to be Supportive landscape. It forms part of the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the River Cam corridor.
9. A soft green edge to the city	The River Cam corridor plays a key role in creating a soft green edge to the city, drawing the countryside into the city. From within the sector, the presence of the built up area of Cambridge is not immediately obvious as a result of the presence of the mature green edge. Where views are possible from this sector, some landmarks within Cambridge can be glimpsed within the distinctive densely treed appearance of the city. Trumpington Road is also noted as a treed approach to the city.	

<b>Sector Number: 6</b>		
<b>Assessment Criteria</b>	<b>Sub Area 6.1 - River Cam corridor</b>	<b>Sub Area 6.2 - Arable land, football ground and golf course</b>
10. Good urban structure with well-designed edges to the city	The majority of the housing along the south western edge of Cambridge and the western edge of Trumpington, close and adjacent to this sector, is classified as bespoke housing, with some more recent suburban development along Trumpington Road. Strong hedgerows and extensive tree planting create an effective edge to the city.	
11. Green corridors into the city	The River Cam corridor forms one of the key green corridors into the city. It is the southern part of a green corridor that passes through the heart of the city, linking the countryside north and south of Cambridge.	
12. The distribution, physical and visual separation of the necklace villages	This sector plays a key role in the separation between Cambridge (including Trumpington) and Grantchester, being, in conjunction with Sector 4, almost the entire extent of countryside between the two settlements. The sector also forms part of the separation between Grantchester and the new development at Trumpington Meadows that is extending the edge of Cambridge further west towards Grantchester.	
13. The scale, character, identity and rural setting of the necklace villages	Grantchester has had very little expansion to the east towards this sector, with the Conservation Area boundary, delineating the more intact and historic parts of the village, located just to the west of this sector. This sector, particularly sub area 6.1, is a key part of the rural setting of the village to the east.	
14. Designated sites and areas enriching the setting of Cambridge	This sector contains several City and County Wildlife Sites, including undeveloped floodplain, the River Cam and several areas of woodland. The sector also includes parts of two Conservation Areas, Trumpington to the south and Southacre to the north, with Grantchester Conservation Area just to the west of the sector. These sites enrich the setting of both Cambridge and Grantchester, as well as people’s experience of this setting.	
15. Elements and features contributing positively to the character and structure of the landscape	The river corridor and associated meadows, as well as the distinctive willows and other riparian vegetation, are a characteristic element of Cambridge and an integral part of its landscape setting.	The woodland blocks and tree belts that separate the flood meadows from the rising arable land form a distinctive feature in this sub area. Trumpington Hall and its associated parkland is also a locally distinctive feature. These features create a structure to the landscape within this sub area.

<b>Sector Number: 6</b>		
<b>Assessment Criteria</b>	<b>Sub Area 6.1 - River Cam corridor</b>	<b>Sub Area 6.2 - Arable land, football ground and golf course</b>
16. A city set in a landscape which retains a strongly rural character	This sector has a strongly rural character, with surprisingly little urban influence given the proximity of the city on adjacent higher ground, except at the north east corner where the football ground and golf course create a closer association with the adjacent urban land uses. Due to the topography and vegetation, with only occasional glimpses of taller buildings in the city centre possible, the sector also retains a remote character that is separate from the city.	

**Importance of the sector to Green Belt Purposes**

- 6.9.4. This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent Sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.

**Implications of Green Belt release for development**

- 6.9.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any form of development within sub area 6.1 would alter the characteristic approach into Cambridge along the River Cam and would disrupt the special qualities of a key green corridor, and within sub area 6.2 would remove the characteristic setting to the city and compromise the separation between the city and Grantchester, as well as potentially altering the characteristic approach into Cambridge along Trumpington Road. No Green Belt release should be contemplated in this sector.



**6.10. Sector Number: 7**

**Location: South west of Trumpington**

- 6.10.1. Located on the south west side of Cambridge, Sector 7 is 2.74km from the historic core. This area of Green Belt extends south from Grantchester Road to the M11. It is bounded by the River Cam to the north-west and Hauxton Road and new development at Trumpington Meadows to the south-east.
- 6.10.2. The land use is currently in a state of change due to the new residential development at Trumpington Meadows. Previously, the land was a combination of farmland and trial plots for a plant breeding institute, up to where the riparian vegetation associated with the River Cam is located in the west of the sector. The northern part of the sector has recently been laid out as a country park, including extensive areas of wildflower meadow as well as landscaped paths, benches and recently planted trees, as part of the Trumpington Meadows development. An area in the south of the sector will be retained as farmland, with replanted hedgerows. Byron’s Pool Local Nature Reserve is located in the west of the sector, adjacent to the River Cam.
- 6.10.3. In addition to the Local Nature Reserve, key features of this sector of Green Belt are the Old Mill Plantation City Wildlife Site along the River Cam, as well as the River Cam County Wildlife Site. Trumpington Conservation Area is adjacent to the north east corner of this sector. The Green Belt land is overlooked from the M11/Trumpington Road junction and other locations further south west along Hauxton Road, but key views towards the city that were previously identified have been altered by the ongoing development at Trumpington Meadows.

<b>Sector Number: 7</b>	
<b>Assessment Criteria</b>	<b>Sub Area 7.1: South west of Trumpington</b>
1. A large historic core relative to the size of the city as a whole	Historically there has been limited expansion of Cambridge to the south west. Ongoing developments at Trumpington Meadows, Clay Farm and Glebe Farm are currently extending Cambridge in this direction, and largely surrounding the historic core of Trumpington. However, the extent of this development is constrained to the west by the green corridor associated with the River Cam, and by the Green Belt land in this sector. This expansion is increasing the extent of development towards the M11 and at a considerable distance from the historic core, altering the relationship between the historic core and the city as a whole. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector would increase the impression of a city sprawling outwards from its historic centre and could start to threaten Cambridge’s identity as a city dominated by the historic core.

<b>Sector Number: 7</b>	
<b>Assessment Criteria</b>	<b>Sub Area 7.1: South west of Trumpington</b>
2. A city focussed on the historic core	There are an increasing number of neighbourhood hubs and areas of commercial or institutional focus in the west and south west of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for. Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core.
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The approach to Cambridge along Trumpington Road is along a historic road and a distinctive route into Cambridge. The new urban gateway that is being created as part of the Trumpington Meadows and Glebe Farm developments will be a distinctive feature on the approach to Cambridge. Beyond this gateway, the character of the route is suburban through Trumpington, and there are views to the historic village core. The character of the route then becomes green to the north of Trumpington, where sector 6 bounds it on the western side.</p> <p>This sector contributes little to the approach to the historic core as a result of the almost continuous development present along Trumpington Road.</p>
4. A city of human scale easily crossed by foot and by bicycle	There is significant separation between the historic core and this sector. Cycling and walking into the centre of Cambridge takes some time but busy cycling and walking routes are both readily apparent and well used along Trumpington Road.
5. Topography providing a framework to Cambridge	The river valley landscape is characteristic of the green corridors along the River Cam; flat and low lying, with the city and Hauxton Road slightly elevated above the valley bottom.
6. Long distance footpaths and bridleways providing access to the countryside	There are no long distance routes through this sector. There is an off road footpath between Grantchester and this sector, along the river, and a new cycle route and footpath south from the sector towards Hauxton and the wider countryside. The new country park will increase access from the new housing areas into the countryside, with the riverside route creating links into the wider countryside.
7. Key views of Cambridge from the surrounding landscape	A key view identified in the 2002 Green Belt Study by LDA Design, from Hauxton Road towards Cambridge, has now been interrupted by the new development at Trumpington Meadows. However, views of Trumpington Church, a local landmark, remain possible from the M11 junction, in the context of the new development.

<b>Sector Number: 7</b>	
<b>Assessment Criteria</b>	<b>Sub Area 7.1: South west of Trumpington</b>
8. Significant areas of Distinctive and Supportive townscape and landscape	The corridor of the River Cam, along the north western edge of this sector, is identified as Distinctive landscape, running from the historic core, out towards open countryside to the south west of the city. The remainder of the sector was identified as Supportive landscape in the 2002 Green Belt Study by LDA Design, with a small area adjacent to the M11 junction identified as Connective. However, the new development occurring at Trumpington Meadows is creating a strong and recognisable new area of Cambridge, supporting the distinctive character of the city. The whole of the sector forms the setting for this new urban edge and is therefore now all categorised as Supportive. The M11 corridor is identified as a visually detracting feature that influences the south western edge of this sector.
9. A soft green edge to the city	Looking north in the direction of the historic core, Cambridge has a distinct green edge, partly as a result of the corridor of the River Cam and the woodland blocks in the adjacent Sector 6. However, the new development at Trumpington Meadows, on the eastern edge of the sector, does not currently have a green edge and has an urbanising influence on this sector. Part of the sector forms a country park associated with the development, planting of which has been undertaken and is expected to provide a soft green edge to the new development once it starts to establish.
10. Good urban structure with well-designed edges to the city	The constructed development to date at Trumpington Meadows has been designed to create a strong, long-term edge to Cambridge. The masterplan indicates that this will remain the case as the development continues west and south of the Park & Ride site and it is anticipated that the finished development will complement the Glebe Farm development to the east, creating a distinctive new urban gateway on Hauxton Road.
11. Green corridors into the city	The River Cam corridor forms one of the key green corridors into the city. This sector includes a small part of the southern part of a green corridor that passes through the heart of the city, linking the countryside to the north and south of Cambridge, with some public access provided at Byron's Pool.
12. The distribution, physical and visual separation of the necklace villages	This sector plays a key role in the setting of the new development at Trumpington Meadows and consequently the future edge of Cambridge. It prevents larger scale expansion to the south west of the city, towards the M11, and maintains separation from the motorway. The sector provides separation between the future edge of Cambridge, at Trumpington Meadows, and Grantchester. It also contributes to the separation between Cambridge and Hauxton.

<b>Sector Number: 7</b>	
<b>Assessment Criteria</b>	<b>Sub Area 7.1: South west of Trumpington</b>
13. The scale, character, identity and rural setting of the necklace villages	This sector does not form part of the setting of any of the necklace villages.
14. Designated sites and areas enriching the setting of Cambridge	Byron’s Pool Local Nature Reserve is located in the west of the sector, adjacent to the River Cam. In addition to the Local Nature Reserve, key features of this sector of the Green Belt are the Old Mill Plantation City Wildlife Site along the River Cam, as well as the River Cam County Wildlife Site. Trumpington Conservation Area is adjacent to the north east corner of this sector, with a small section of the Conservation Area, at Anstey Hall Barns, extending into the sector.
15. Elements and features contributing positively to the character and structure of the landscape	Notwithstanding the ongoing development at Trumpington Meadows, Trumpington Church is still visible from parts of this sector and remains a local landmark. Old Mill Plantation and the Local Nature Reserve at Byron’s Pool are also important features along the River Cam corridor that contribute to the character of this sector. The country park will develop a character of its own once it starts to become established and the adjacent development has been completed. The structure of the retained areas of farmland, in the south of this sector, has been enhanced with hedgerow and woodland planting as part of the new development.
16. A city set in a landscape which retains a strongly rural character	The rural character of this sector is currently influenced by the presence of the continuing development at Trumpington Meadows. The M11 also has some visual influence on the sector, although bunding along the motorway as part of the ongoing development has reduced this effect. The effect of development should reduce once development is completed and the surrounding open spaces begin to mature.

**Importance of the sector to Green Belt Purposes**

6.10.4. This sector plays a key role in the setting of the south west of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. As the hedgerow and woodland planting establishes, the rural character of this part of the sector will strengthen. The sector is also important to the character of the approach to Cambridge along Hauxton Road and the visibility of the distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows.

**Implications of Green Belt release for development**

6.10.5. It is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. Development within the sector would

remove or reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows. It would also encroach on the green corridor along the River Cam. No Green Belt release should be contemplated in this sector.

**6.11. Sector Number: 8**

**Location: Cambridge South – land west of Cambridge Road**

- 6.11.1. Sector 8 is the southernmost sector of inner Green Belt land included in the assessment and at 3.46 km away, is one of the furthest from the historic core. This sector abuts the new urban edge of the permitted Glebe Farm development along Addenbrooke’s Road, which forms the northern boundary to the sector. The sector is bounded by Cambridge/Shelford Road and associated urban development to the east, the River Cam and railway line on the southern side, and by the M11 to the west. This area of Green Belt provides separation between Trumpington/Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford.
- 6.11.2. Land use in this sector of the Green Belt is predominantly arable, with the majority of the sector comprising of large scale arable fields over undulating topography. The Green Belt here also includes Shelford Rugby Club and associated recreational land, as well as a small parcel of grassland (sub area 8.2) surrounded by residential houses on three sides and the rugby club on the fourth. The sector includes a settlement complex north of Hauxton village, which is designated as a Scheduled Ancient Monument.

<b>Sector Number: 8</b>		
<b>Assessment Criteria</b>	<b>Sub Area 8.1 - Large arable fields</b>	<b>Sub Area 8.2 - Small field north east of rugby club</b>
1. A large historic core relative to the size of the city as a whole	Historically there has been limited expansion of Cambridge to the south west. Ongoing developments at Trumpington Meadows, Clay Farm and Glebe Farm are currently extending Cambridge along Hauxton Road and to Addenbrooke’s Road in this direction. However, the extent of this development is constrained to the east and west by the green corridors associated with the River Cam and Hobson’s Brook. This expansion is increasing the extent of the developed area further from the historic core, altering the relationship between the historic core and the city as a whole. This sector is one of the furthest from historic core, with the southern half of site further from the core than any existing area of the city and further than many of the necklace villages. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector would increase the impression of a city sprawling outwards from its historic centre and could start to threaten Cambridge’s identity as a city dominated by the historic core.	
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial or institutional focus in the west and south west of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes (including Trumpington) either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for. Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core.	

<b>Sector Number: 8</b>		
<b>Assessment Criteria</b>	<b>Sub Area 8.1 - Large arable fields</b>	<b>Sub Area 8.2 - Small field north east of rugby club</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The approach to Cambridge along Hauxton Road is along a historic road and a distinctive route into Cambridge. The new urban gateway that is being created as part of the Trumpington Meadows and Glebe Farm developments will be a distinctive feature on the approach to Cambridge. Beyond this gateway, the character of the route is suburban through Trumpington, and there are views to the historic village core. The character of the route then becomes green to the north of Trumpington.</p> <p>The approach to Cambridge from Great Shelford, along Cambridge/Shelford Road to the north east of this sector, is a suburban approach that is less characteristic than many other approaches. It is also not directly adjacent to the sector, due to the almost continuous development along the road.</p> <p>This sector contributes little to the approach to the historic core as a result of the almost continuous development present along Hauxton Road and Cambridge/Shelford Road.</p>	
4. A city of human scale easily crossed by foot and by bicycle	<p>There is some separation between the historic core and this sector. Cycling and walking into the centre of Cambridge takes some time but busy cycling and walking routes are both readily apparent and well used along Trumpington Road.</p>	
5. Topography providing a framework to Cambridge	<p>The landform in this sector has some undulation, with Stone Hill forming a localised high point between the valleys of the River Cam and Hobson's Brook. The sector also contains a minor valley feature to the south, with the River Cam or Granta feeding into the River Cam north west of the sector.</p>	
6. Long distance footpaths and bridleways providing access to the countryside	<p>There is no formal public access into or through this sector. Informal permissive routes are apparent, that connect to the Shelfords.</p>	
7. Key views of Cambridge from the surrounding landscape	<p>There are no defined key views in the vicinity of this sector.</p>	



<b>Sector Number: 8</b>		
<b>Assessment Criteria</b>	<b>Sub Area 8.1 - Large arable fields</b>	<b>Sub Area 8.2 - Small field north east of rugby club</b>
8. Significant areas of distinctive and supportive townscape and landscape	The majority of the sector was identified as Connective landscape in the 2002 Green Belt Study by LDA Design. However, the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the distinctive character of the city. The northern part of the sector forms the setting for this new urban edge and is therefore now categorised as Supportive. The southern part of the sector is, as previously, Connective. The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector.	
9. A soft green edge to the city	Looking to the east from this sector, the ribbon development along Cambridge/Shelford Road has a soft green edge. However, the new development at Glebe Farm, on the northern edge of the sector, does not currently have a green edge and has an urbanising influence on part of this sector. However, as it matures, the significant planting that has taken place is expected to provide a soft green edge to the new development.	
10. Good urban structure with well-designed edges to the city	The constructed development to date at Glebe Farm has been designed to create a strong, long-term edge to Cambridge, with a distinctive gateway on Hauxton Road and a well vegetated road corridor with housing fronting on to it along Addenbrooke's Road. Housing along Cambridge/Shelford Road generally backs on to the countryside, creating a poorly finished edge of varied rear garden boundary treatments.	
11. Green corridors into the city	There are no green corridors into the city in the immediate vicinity of this sector.	
12. The distribution, physical and visual separation of the necklace villages	<p>The open countryside in this sub area plays an important role in the separation between Cambridge and a number of the surrounding necklace villages. It provides separation between the new edge of Cambridge and both Hauxton and Little Shelford.</p> <p>Despite the existing ribbon development along the A1301 Cambridge/Shelford Road, there is still a sense of separation between Great Shelford and Trumpington/ Cambridge. This sub area plays a key role in the separation between Cambridge and Great Shelford.</p>	This sub area does not play a role in the separation of necklace villages.

<b>Sector Number: 8</b>		
<b>Assessment Criteria</b>	<b>Sub Area 8.1 - Large arable fields</b>	<b>Sub Area 8.2 - Small field north east of rugby club</b>
13. The scale, character, identity and rural setting of the necklace villages	This sector, particularly sub area 8.1, plays a limited role in the setting of Great Shelford, given the separation from the village by the railway line.	
14. Designated sites and areas enriching the setting of Cambridge	The sector includes a settlement complex north of Hauxton village, which is designated as a Scheduled Ancient Monument.	
15. Elements and features contributing to the character and structure of the landscape	Boundary hedgerows and drainage ditches contribute in a small way to the character of this sub area, although it is its openness that is more distinctive. The corridor of the River Cam or Granta in the south of the sub area also contributes, as does the vegetation around the rugby club. Vegetation along Addenbrooke's Road, planted as part of the road creation and the Glebe Farm development, will contribute positively to this sub area once it begins to establish. However, the lack of a strong landscape structure increases the risk of urban sprawl if development is extended into this sub area in the future.	This sub area is already surrounded by the residential development along Cambridge Road and Shelford Rugby Club, and does not contribute to the character and structure of the landscape.

<b>Sector Number: 8</b>		
<b>Assessment Criteria</b>	<b>Sub Area 8.1 - Large arable fields</b>	<b>Sub Area 8.2 - Small field north east of rugby club</b>
16. A city set in a landscape which retains a strongly rural character	This sub area retains much of its rural character, but there are a number of urbanising influences on it. These include the visual intrusion of the continuing development at Glebe Farm, which encroaches on the rural character, as well as the presence of traffic along the M11, both visually and audibly. Existing development along the A1307 is also visible. The effect of the ongoing Glebe Farm development should reduce once development is completed and the surrounding planting begins to mature.	This sub area is almost entirely surrounded by built form and does not retain a rural character.

**Importance of the sector to Green Belt Purposes**

6.11.3. The majority of this sector (sub area 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. However, sub area 8.2 plays a limited role in the Green Belt due to its enclosed nature and its close relationship with existing built form along Cambridge Road.

**Implications of Green Belt release for development**

6.11.4. It is unlikely that any development within sub area 8.1 could be accommodated without substantial harm to Green Belt purposes. Any form of development within this sub area would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.

6.11.5. Sub area 8.2 currently makes minimal contribution to the performance of Green Belt purposes, and development within it could be undertaken without harm to the Green Belt, provided the following parameters are complied with to avoid any increase in

urbanising influences on sub area 8.1.

## 6.11.6. Parameters for Green Belt release:

- Any new development should be similar in height and grain to the existing ribbon development along Cambridge/Shelford Road. Medium-low density housing is likely to be most appropriate.
- New development should be designed to create a robust, permanent edge to the city. The new edge should be planted to enhance the soft green edge already present along Cambridge/ Shelford Road, to help integrate built form and to minimise the urbanising effects of development on the countryside.
- Existing vegetation around the adjacent Shelford Rugby Club should, if possible, be retained to help integrate any development into the urban edge.

**6.12. Sector Number: 9**

**Location: Hobson’s Brook Corridor**

- 6.12.1. Sector 9 is located to the south of Cambridge, 1.4 km from the historic core. The sector abuts the urban edge, forming a green corridor that extends north along the Cambridge-London railway line, which forms the eastern boundary of the sector. To the west, the sector is bounded by Hobson’s Brook, a tributary to the River Cam running along the edge of Trumpington and the development along Cambridge Road. Key routes that run through this sector of Green Belt are Addenbrooke’s Road, the Guided Busway and Long Road.
- 6.12.2. Land use is predominantly arable farmland in the area south of Addenbrooke’s Road, though with urban edge uses, such as a mobile home park, in smaller fields along the western side. A retail development has also been constructed in this part of the sector. To the north of Addenbrooke’s Road, closer to the city, the land use is currently in a state of change. The recent and continuing development of Clay Farm green corridor, associated with the Clay Farm residential development being constructed to the west of the sector, covers a large proportion of this sector of Green Belt. It is a 49 hectare open space containing new wetlands/ balancing ponds, allotments, recreation and sports pitches.
- 6.12.3. Hobson’s Brook is designated as a City Wildlife Site. Trumpington Dismantled Railway/Guided Busway is also designated as a City Wildlife Site, as is Long Road plantation. The sector also includes a Scheduled Ancient Monument in the southern portion.

<b>Sector Number: 9</b>		
<b>Assessment Criteria</b>	<b>Sub Area 9.1 - South of Addenbrooke’s Road</b>	<b>Sub Area 9.2 - North of Addenbrooke’s Road</b>
1. A large historic core relative to the size of the city as a whole	Until recently there has been relatively little urban expansion to the south of Cambridge and the distinctive character of the historic core has been retained, to the north of the sector, beyond an area of visually detracting townscape along the railway. Much of the existing development south of the city centre is not as distinctive as that to the west of the city. However, the historic core remains relatively intact and the scale of the historic core relative to the whole city is still apparent, despite new development occurring at Addenbrooke’s to the east and Clay Farm to the west. This sector plays an important role in restricting further growth of the city in this direction, into the green corridor. Significant expansion of development into this sector would increase the impression of a city sprawling outwards from its historic centre in an uncontrolled manner and could start to threaten Cambridge’s identity as a city dominated by the historic core.	

<b>Sector Number: 9</b>		
<b>Assessment Criteria</b>	<b>Sub Area 9.1 - South of Addenbrooke's Road</b>	<b>Sub Area 9.2 - North of Addenbrooke's Road</b>
2. A city focussed on the historic core	The retention of this sector of Green Belt has helped prevent large urban extensions to the south of the city until relatively recently, which could compete with the historic core to serve the needs of the local community. This is in contrast to the way Cambridge has expanded to the east and south east. There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the south of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Addenbrooke's Hospital). The presence of this green corridor also provides a direct link from the sector towards the historic core.	
3. Short and/or characteristic approaches to the historic core from the edge of the city	The rail approach to Cambridge from the south is mainly green and rural in character, as the railway line passes through the green corridor of this sector. The area between the urban gateway and the station, north of this sector, is commercial and industrial in character but the effect on the quality of the approach is limited because the distance is short.	
4. A city of human scale easily crossed by foot and by bicycle	From the northern part of this sector, the city centre and historic core are relatively close. The ongoing development to either side of the sector is extending the distance from the edge of the city to the core, but this sector benefits from direct and accessible routes into the centre. There are good cycle links through the sector, including the Sustrans route along the railway and a dedicated cycle lane along the guided bus route.	
5. Topography providing a framework to Cambridge	This sector forms a relatively flat corridor into the city. It is not as topographically distinctive as the landform associated with the River Cam. It forms part of the lower lying bowl in which Cambridge is located, before it rises up to the Gog Magog hills further to the south east.	
6. Long distance footpaths and bridleways providing access to the countryside	The route of Sustrans National Cycle Route 11 follows the railway line to the east of the southern part of the sector, before turning towards Addenbrooke's and then following the A1134 along the northern section of the sector. This provides a well-used cycle link between the centre of Cambridge and Great Shelford. The E2 European Long Distance Footpath also follows the northern boundary of the sector, which provides links from the historic core of Cambridge to open countryside north and south of the city. Public rights of way through and out of the sector into the wider countryside are relatively limited, but access has improved through the creation of the Clay Farm green corridor.	

<b>Sector Number: 9</b>		
<b>Assessment Criteria</b>	<b>Sub Area 9.1 - South of Addenbrooke's Road</b>	<b>Sub Area 9.2 - North of Addenbrooke's Road</b>
7. Key views of Cambridge from the surrounding landscape	There are no key views in the vicinity of this sector.	
8. Significant areas of Distinctive and Supportive townscape and landscape	This sector is entirely composed of Supportive landscape. It is important in the setting of the city when approached from the south along the railway and is also important as a green corridor into the city.	
9. A soft green edge to the city	When looking north along the sector towards Cambridge, the edges of the sector, and to a certain extent the edge of the city, appear fairly green and treed. At present, development at Addenbrooke's and Clay Farm have harder, more urban edges, but a large amount of planting has been undertaken in association with these developments. A softer green edge will become apparent as this planting matures.	
10. Good urban structure with well-designed edges to the city	The ongoing development at Clay Farm and Addenbrooke's has been designed to create a strong, long-term edge to Cambridge, with the green corridor within the northern part of this sector retained permanently as open space.	
11. Green corridors into the city	Whilst not as distinctive as the green corridors created by the River Cam corridor, this sector is also an important green corridor into the city. It provides the setting for an important approach into the city along the railway line, with Hobson's Brook having a well vegetated course and the new Clay Farm green corridor helping to retain a large area of green space. It also contributes to the setting of Trumpington, a former necklace village which has been absorbed into the city but retains its own character.	
12. The distribution, physical and visual separation of the necklace villages	Development at Addenbrooke's and Clay Farm is currently extending the edge of Cambridge further southwards, making this sector key in maintaining separation between Cambridge and Great Shelford. Despite the existing ribbon development along the A1301 Cambridge Road to the south west of the sector, there is still a sense of separation between Great Shelford and Cambridge that is important to retain.	
13. The scale, character, identity and rural setting of the necklace villages	This sub area plays a limited role in the rural setting of Great Shelford to the north.	This sub area does not form part of the setting of any of the necklace villages.



<b>Sector Number: 9</b>		
<b>Assessment Criteria</b>	<b>Sub Area 9.1 - South of Addenbrooke's Road</b>	<b>Sub Area 9.2 - North of Addenbrooke's Road</b>
14. Designated sites and areas enriching the setting of Cambridge	Hobson's Brook is designated as a City Wildlife Site. Trumpington Dismantled Railway/Guided Busway is also designated as a City Wildlife Site, as is Long Road plantation. The sector also includes a Scheduled Ancient Monument in the southern portion, as well as a number of sports pitches that are Protected Open Spaces in the north of the sector.	
15. Elements and features contributing positively to the character and structure of the landscape	Hobson's Brook and its vegetated corridor are a notable element of this sector, winding along the western side of both sub areas.	
	The lack of a strong landscape structure increases the risk of urban sprawl if development is extended into this sub area in the future.	The Clay Farm green corridor will contribute positively to the setting of Cambridge and the new developments at Addenbrooke's and Clay Farm as it begins to mature, as will the extensive areas of new tree and shrub planting associated with both new developments.
16. A city set in a landscape which retains a strongly rural character	This sector retains a rural character to the south, becoming more urbanised to the north as a result of the new development that is occurring. Existing development along the A1301 Cambridge Road is also visible. The effect of the ongoing Addenbrooke's and Clay Farm developments should reduce once development is completed and the surrounding planting begins to mature.	

**Importance of the sector to Green Belt Purposes**

6.12.4. This sector plays a key role in the approach to Cambridge from the south, along the railway line. It retains open countryside close to the centre of the city and prevents the sprawl of built development, maintaining the separation between the edge of the city and Great Shelford. It also ensures that for at least some of the southern part of the city the historic core remains large in comparison to the size of the city as a whole and in relatively close proximity to the urban edge. It retains a green corridor into the city, through an area currently undergoing large amounts of development.

**Implications of Green Belt release for development**

6.12.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development would reduce the separation between Cambridge and Great Shelford, as well as affecting a key approach into the city from the south and removing or impinging on a green corridor into the city. It would increase the risk of urban sprawl if development is extended into this sector in the future. No Green Belt release should be contemplated in this sector.

**6.13. Sector Number: 10**

**Location: South of Addenbrooke’s**

- 6.13.1. Sector 10 lies to the south of Cambridge, between the city and Great Shelford, and extends onto the foothills of the Gog Magog Hills. This area of Green Belt is relatively distant from the historic core, which is 3.26 km away. Addenbrooke’s Hospital and associated new developments, including housing on the Bell School site, form the northern boundary, creating a barrier between this sector of Green Belt and the rest of the city. The A1307 forms the eastern boundary of this sector. The Cambridge-London railway line forms the western boundary of the sector, separating it from sector 9. Granham’s Road is located to the south of much of the sector, with a single field located to the south of Granham’s Road, forming sub area 10.1 and extending south to the parallel Hinton Way. Sub area 10.3 contains the distinctive landform of White Hill.
- 6.13.2. Land use is predominantly arable farmland throughout the sector. Much of the farmland is large scale, but smaller field parcels are located on White Hill, along with a wooded hill top and tree belts. This sector also includes Nine Wells Local Nature Reserve in the north west and a hedgerow west of the A1307 Babraham Road, on the northern boundary, that is designated as a City Wildlife Site.

<b>Sector Number: 10</b>			
<b>Assessment Criteria</b>	<b>Sub Area 10.1 - south of Granham’s Road</b>	<b>Sub Area 10.2 - north of Granham’s Road</b>	<b>Sub Area 10.3 - White Hill</b>
1. A large historic core relative to the size of the city as a whole	Despite the ongoing development associated with Addenbrooke’s Hospital and of substantial housing areas south of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge as a whole retains its historic character. This sector is relatively remote from the historic core, with the adjacent development having little sense of connection with the historic character of the city. The extent of development on this side of the city gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core.		
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the south of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Addenbrooke’s Hospital). The presence of Addenbrooke’s Hospital complex creates a physical barrier between this sector and the historic core, obstructing any visual connection from the sector to the landmark features in the city centre.		

<b>Sector Number: 10</b>			
<b>Assessment Criteria</b>	<b>Sub Area 10.1 - south of Granham's Road</b>	<b>Sub Area 10.2 - north of Granham's Road</b>	<b>Sub Area 10.3 - White Hill</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The rail approach to Cambridge from the south is mainly green and rural in character, as the railway line passes along the western boundary of this sector. In addition, the south eastern approach to Cambridge along Babraham Road, on the eastern boundary of the sector, is a historic route that passes over the Gog Magog Hills. The first view of the city on this approach is an elevated panoramic view from the top of the hill near the Haverhill Road junction, south east of this sector. The urban gateway is marked by suburban housing and Addenbrooke's Hospital at the northern corner of the sector. The approach then becomes a green treed approach along Hills Road with large detached and semi-detached houses set back from the road. The sector makes a significant contribution to the rural character of these approaches to the city edge but does not contribute to the approaches from the city edge to the historic core.</p>		
4. A city of human scale easily crossed by foot and by bicycle	<p>This quality has already been eroded to a certain extent to the south east of Cambridge, due to the extent of suburban development already present and the ongoing expansion of Addenbrooke's Hospital. Consequently the compactness of the city has been reduced and this sector is relatively far from the historic core for people to walk or cycle into the centre. However, well used cycle and pedestrian routes are apparent including the Sustrans route along the railway to the west and a cycle lane along Babraham Road/Hills Road to the east.</p>		
5. Topography providing a framework to Cambridge	<p>The chalk hills of the Gog Magog Hills are a key element of the topographic bowl in which Cambridge is located, providing physical and visual containment to the south east of the city. They provide a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. These are the closest areas of high ground to the edge of Cambridge, with the high point of Wandlebury located to the south east of this sector.</p>		
	<p>This sub area is relatively flat and part of the bowl landform in which Cambridge is located. At its south end, it starts to rise and become part of the Gog Magog foothills.</p>	<p>The northern and eastern parts of this sub area are relatively flat and part of the bowl landform in which Cambridge is located. The central, western and southern parts are on the Gog Magog foothills.</p>	<p>White Hill is itself a prominent area of landform in relatively close proximity to the edge of Cambridge, forming the north westernmost extent of the Gog Magog foothills.</p>

<b>Sector Number: 10</b>			
<b>Assessment Criteria</b>	<b>Sub Area 10.1 - south of Granham's Road</b>	<b>Sub Area 10.2 - north of Granham's Road</b>	<b>Sub Area 10.3 - White Hill</b>
6. Long distance footpaths and bridleways providing access to the countryside	The route of Sustrans National Cycle Route 11 follows the eastern edge of the railway line along the western edge of the sector, before turning along the northern boundary of the sector. This provides a well-used cycle link between the centre of Cambridge and Great Shelford. Public access into the remainder of the sector is relatively limited, with the exception of a public footpath leading from Granham's Road to Nine Wells Local Nature Reserve.		
7. Key views of Cambridge from the surrounding landscape	There are no defined key views within this sector, but the sector is visible in key views from Magog Down and Babraham Road close to Wandlebury Country Park, as well as other viewpoints on roads on higher ground to the south of the sector. Views of the large buildings at Addenbrooke's (which are recognisable landmarks) are possible from much of this sector, in the context of the ongoing development on the hospital site, and obstruct views to the historic city centre landmarks to the north.		
8. Significant areas of Distinctive and Supportive townscape and landscape	All of this sector is identified as Supportive landscape. Much of it lies on the lower foothills of the Gog Magog Hills, which are an important feature of the setting of Cambridge in their own right and also form the backdrop in views out of and across the city. The Gog Magog Hills are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. White Hill in sub area 10.3 is a particularly noticeable expression of this landform. The flatter land in the northern and eastern parts of this sector forms part of the rural foreground to the city as seen in elevated views from the south east.		
9. A soft green edge to the city	In much of this sector, the city is lacking a green edge where new developments are occurring around Addenbrooke's. New housing development at the Bell School site off Babraham Road, as well as the expansion of Addenbrooke's, are very visible and present a hard urban edge at present. A softer green edge will become apparent as new planting associated with the developments matures.		
10. Good urban structure with well-designed edges to the city	The masterplans for the developments at Addenbrooke's and the Bell School site indicate that the developments have been designed to create long-term edges to the city.		
11. Green corridors into the city	This sector is adjacent to the green corridor along Hobson's Brook in sector 9. It is separated from the green corridor by the railway line, with limited connections across the railway into the green corridor.		

<b>Sector Number: 10</b>			
<b>Assessment Criteria</b>	<b>Sub Area 10.1 - south of Granham's Road</b>	<b>Sub Area 10.2 - north of Granham's Road</b>	<b>Sub Area 10.3 - White Hill</b>
12. The distribution, physical and visual separation of the necklace villages	Development at Addenbrooke's is currently extending the edge of Cambridge further southwards. The open countryside of this sector, and particularly the landform and vegetation of White Hill, are key in maintaining separation between Cambridge and Great Shelford. Despite the existing ribbon development along the A1301 Cambridge/Shelford Road west of Sector 9, there is still a sense of separation between Great Shelford and Cambridge that is important to retain.		
13. The scale, character, identity and rural setting of the necklace villages	The western part of this sector (sub area 10.3 and the part of sub area 10.2 lying west of 10.3) forms part of the rural setting of Great Shelford.		
14. Designated sites and areas enriching the setting of Cambridge	This sector includes Nine Wells Local Nature Reserve in the north west. In addition to its ecological importance, it has important heritage associations as the historic source of clean water for the city. A hedgerow west of the A1307 Babraham Road, on the northern boundary, is designated as a City Wildlife Site.		
15. Elements and features contributing to the character and structure of the landscape	The small number of mature hedgerows and the treed approach into Cambridge along the A1307 Babraham Road are important features in these sub areas. Small woodland blocks, including the Nine Wells Local Nature Reserve, also enhance the setting of Cambridge. The lack of a strong landscape structure increases the risk of urban sprawl if development is extended into the sector in the future.	The distinctive landform of White Hill forms a key element in the setting of Cambridge in this vicinity. The wooded hilltop makes it particularly distinctive.	
16. A city set in a landscape which retains a strongly rural character	This sector retains a rural character to the south, becoming more urbanised to the north as a result of the new development that is occurring, which creates a sense of encroachment into the countryside. The effect of the ongoing Addenbrooke's and Babraham Road developments should reduce once development is completed and the surrounding planting begins to mature.		

**Importance of the sector to Green Belt Purposes**

- 6.13.3. This sector plays a key role in the setting of the south of Cambridge, forming the most westerly extent of the foothills of the Gog Magog Hills, which form the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present, as well as ensuring that Cambridge and Great Shelford do not further coalesce. The sector is also important to the green approaches

to the city from the south, along the railway and Babraham Road, and the rural setting of Great Shelford.

**Implications of Green Belt release for development**

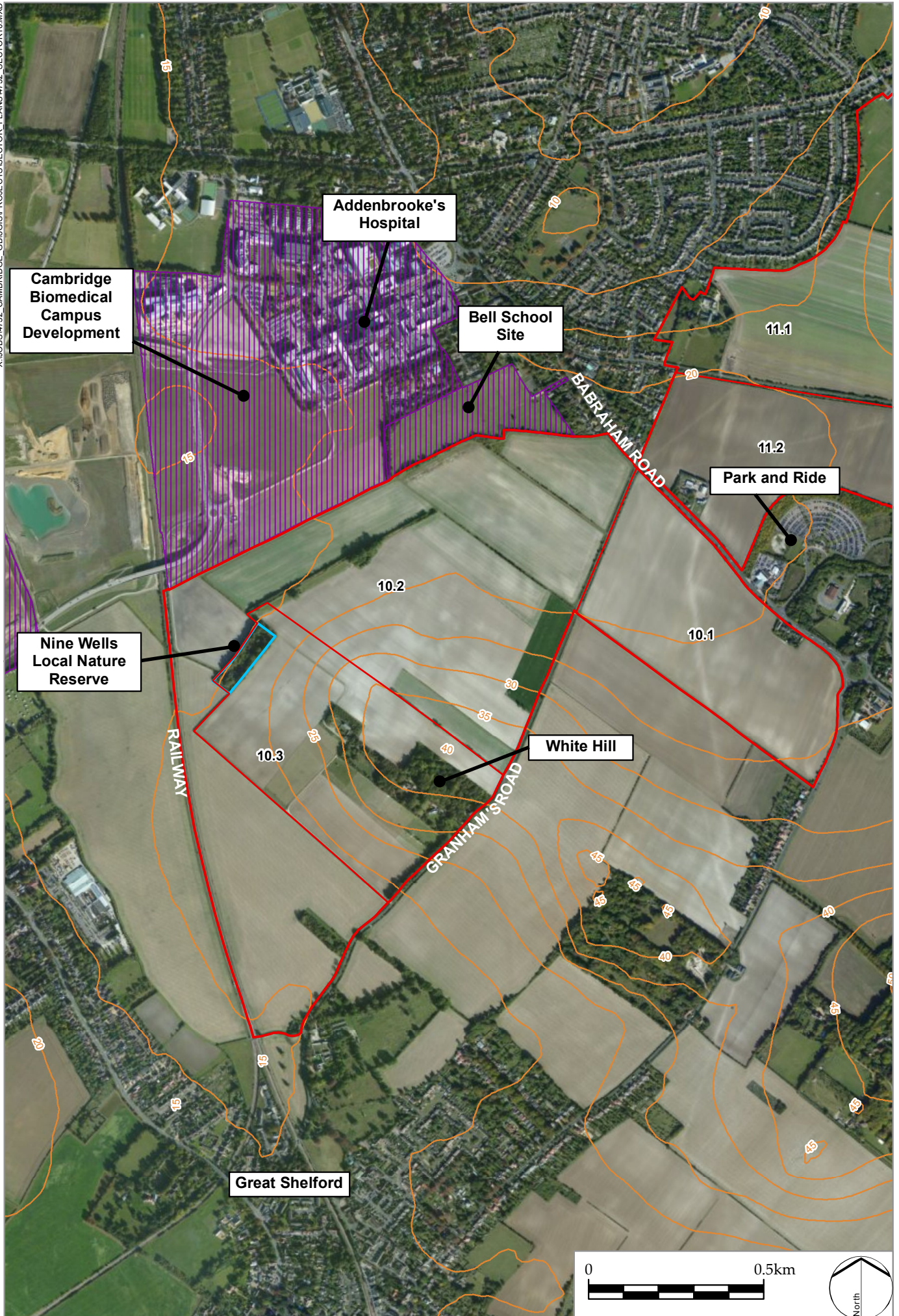
- 6.13.4. Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. Any development between White Hill and the railway would diminish the rural setting of Great Shelford and reduce the separation between the village and Cambridge. No Green Belt release should be contemplated in these areas, which include the whole of sub area 10.3.
- 6.13.5. However, limited development in the northern and eastern parts of the sector could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm for the following reasons:
  - The new Green Belt boundary would be no further from the historic core than existing boundaries to the west at Trumpington and the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.
  - A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside.
  - The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and the quality of the approach to the city along Babraham Road.

Parameters for Green Belt release (refer to the drawing on the following page):

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills, which includes White Hill falling within sub areas 10.2 and 10.3..
- Land released along the northern edge of sub area 10.2 should extend no further from the existing Green Belt boundary than the northern corner of sub area 10.3, except at the east end where a wider area of land could be released to tie in with a new urban gateway on Babraham Road (see below regarding sub area 10.1).
- An appropriate buffer of Green Belt land should be retained to protect the ecological interest of Nine Wells Local Nature Reserve.
- Land at the northern corner of sub area 10.1 could be released in conjunction with a release in sub area 11.2 to create a new urban gateway on Babraham Road. However, a substantial buffer should be retained as Green Belt between the new urban gateway and the Park & Ride site (refer to sector 11). The remainder of sub area 10.1 should remain as Green Belt to prevent additional urban sprawl, encroachment into the countryside and excessive loss of rural land at the foot of the Gog Magog Hills.

- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.
- Parameters should be set for any large scale buildings on the released land to ensure they are no more prominent in views from elevated land to the south east than the existing buildings at Addenbrooke's (taking account of the fact that new buildings will be in front of the existing buildings as seen in such views).







**6.14. Sector Number: 11**

**Location: West of Limekiln Road**

- 6.14.1. Located on the south eastern edge of Cambridge, Sector 11 extends onto the foothills of the Gog Magog Hills. It abuts the urban edge of the city, south-west of Cherry Hinton and to the east of Addenbrooke’s Hospital. This sector of Green Belt is relatively distant from the historic core, which is 3.18 km north-west. Beaumont Road and the urban edge form the western edge of the sector. Limekiln Road forms the eastern extent of the sector, with the A1307 Babraham Road the southwest boundary, and with the Babraham Road Park and Ride adjoining the south of the sector. Worts’ Causeway dissects the centre of the sector east-west.
- 6.14.2. Land use is predominantly arable farmland with associated farm buildings, consisting of large fields on topography that is relatively flat adjacent to the existing urban edge and rises up towards Limekiln Road along the eastern edge of sector 11.1. To the north of these fields, are the grounds of Netherhall School, as well as Cherry Hinton Caravan Club and Cherry Hinton Chalk Pits. The sports pitches are Protected Open Space, whilst the Chalk Pits (which extend into Sector 12 on the opposite side of Limekiln Road) are part of a Site of Special Scientific Interest, Local Nature Reserve and a County Wildlife Site. Netherhall Farm Meadow in the west of the sector is also a County Wildlife Site, with the Limekiln Road verge and hedge designated as a City Wildlife Site.
- 6.14.3. This sector of Green Belt land is prominent in the key elevated panoramic view of Cambridge from Wort’s Causeway (east) and from Magog Down. Additionally, local views of Cambridge from the higher ground within the SSSI include several of the distinctive landmarks of the historic core and the sector is visible in local views from Limekiln Road.

<b>Sector Number: 11</b>		
<b>Assessment Criteria</b>	<b>Sub Area 11.1 – north of Worts’ Causeway</b>	<b>Sub Area 11.2 – south of Worts’ Causeway</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas south east of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge as a whole retains its historic character. This sector is relatively remote from historic core, with the adjacent development having little sense of connection with the historic character of the city. The extent of development on this side of the city gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core.	

<b>Sector Number: 11</b>		
<b>Assessment Criteria</b>	<b>Sub Area 11.1 – north of Worts’ Causeway</b>	<b>Sub Area 11.2 – south of Worts’ Causeway</b>
2. A city focussed on the historic core	<p>There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre. Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core.</p>	
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The south eastern approach to Cambridge along Babraham Road, on the south western boundary of the sector, is a historic route that passes over the Gog Magog Hills. The first view of the city is an elevated panoramic view from the top of the hill near the Haverhill Road junction, south east of this sector. The urban gateway is marked by suburban housing and Addenbrooke’s Hospital at the northern corner of the sector. The approach then becomes a green treed approach along Hills Road with large detached and semi-detached houses set back from the road.</p> <p>Worts’ Causeway through the sector provides an alternative route into Cambridge from Fulbourn, subsequently joining either Limekiln Road to the east of the sector or Babraham Road to the west, both of which are slightly shorter and more characteristic green approaches into the city.</p> <p>The sector makes a significant contribution to the rural character of these approaches to the city edge but does not contribute to the approaches from the city edge to the historic core.</p>	
4. A city of human scale easily crossed by foot and by bicycle	<p>This quality has already been eroded to a certain extent to the south east of Cambridge, due to the extent of suburban development already present. Consequently the compactness of the city has been reduced and this sector is relatively far from the historic core for people to walk or cycle into the centre. However, well used routes are apparent including the cycle lane along Babraham Road/Hills Road to the west.</p>	
5. Topography providing a framework to Cambridge	<p>The chalk hills of the Gog Magog Hills are a key element of the topographic bowl in which Cambridge is located, providing physical and visual containment to the south east of the city. They provide a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. These are the closest areas of high ground to the edge of Cambridge, with the high point of Wandlebury located to the south of this sector.</p>	

<b>Sector Number: 11</b>		
<b>Assessment Criteria</b>	<b>Sub Area 11.1 – north of Worts’ Causeway</b>	<b>Sub Area 11.2 – south of Worts’ Causeway</b>
	The eastern area of sub area 11.1 rises up significantly to form part of the Gog Magog foothills, whilst land on the western edge that is adjacent to existing settlement is much flatter and clearly part of the bowl landform.	Sub area 11.2 is relatively flat and part of the bowl landform in which Cambridge is located.
6. Long distance footpaths and bridleways providing access to the countryside	This sector does not contain any definitive public rights of way, with the Chalk Pits the only accessible part of the sector. The E2 European Long Distance Route runs through the sector along Worts’ Causeway, but generally, links between urban areas where people live and the open countryside in this vicinity are relatively poor. There is potential for links between the city and its landscape setting to be improved through this sector.	
7. Key views of Cambridge from the surrounding landscape	There are no defined key views within this sector, but the sector is visible in key views from Magog Down and further east on Wort’s Causeway (east), and to a lesser extent from other viewpoints on roads to the south of the sector where the landform is more elevated e.g. Hinton Way. In addition, there are local views of Cambridge from within the SSSI and from Limekiln Road, where several of the distinctive landmarks in the historic core are clearly visible.	
8. Significant areas of Distinctive and Supportive townscape and landscape	This sector is all assessed to be Supportive landscape. The eastern part of sub area 11.1 lies on the lower foothills of the Gog Magog Hills. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. The flatter land in the western parts of this sector forms part of the rural foreground to the city as seen in elevated views from the south and east.	
9. A soft green edge to the city	The edge of Cambridge in the vicinity of sector 11 is mixed. It varies from abrupt, hard edges with modern housing abutting arable fields, to vegetated areas such as around the Chalk Pits and along Limekiln Road. In views north west towards Cambridge, the soft green edge present around some of the older parts of Cambridge, which creates a distinctive boundary between urban and rural, is not present and the urban edge would benefit from softening.	

<b>Sector Number: 11</b>		
<b>Assessment Criteria</b>	<b>Sub Area 11.1 – north of Worts’ Causeway</b>	<b>Sub Area 11.2 – south of Worts’ Causeway</b>
10. Good urban structure with well-designed edges to the city	The edge of the city adjacent to the western boundaries of sub areas 11.1 and 11.2 is not well designed and does not currently demonstrate a good urban structure. The interface with the open countryside is formed by garden fences and occasional garden vegetation, and does not present the coherent vegetated edge to the city present in other some other areas of Cambridge.	
11. Green corridors into the city	There are no green corridors into the city associated with this sector.	
12. The distribution, physical and visual separation of the necklace villages	Great Shelford and Stapleford are located 1.5km to the south west of this sector. Ribbon development along Cambridge Road to the north west of the necklace villages has already linked them to Cambridge to a limited extent. Despite the existing ribbon development along the A1301 Cambridge/Shelford Road west of Sector 9, there is still a sense of separation between Great Shelford and Cambridge that is important to retain.	
	The landform to the east of this sub area forms part of the physical and visual separation between the Cherry Hinton area of Cambridge and Great Shelford/Stapleford.	Although sub area 11.2 is flatter than sub area 11.1, the open countryside of this sector is important in maintaining physical separation between Cambridge and Great Shelford.
13. The scale, character, identity and rural setting of the necklace villages	This sector does not directly form part of the setting of any of the necklace villages.	
14. Designated sites and areas enriching the setting of Cambridge	The sports pitches at Netherhall School are Protected Open Space, whilst the Cherry Hinton Pits are a Site of Special Scientific Interest as well as a Local Nature Reserve and a County Wildlife Site. Netherhall Farm Meadow in the west of the sector is also a County Wildlife Site, with the Limekiln Road verges and hedges designated as a City Wildlife Site.	

<b>Sector Number: 11</b>		
<b>Assessment Criteria</b>	<b>Sub Area 11.1 – north of Worts’ Causeway</b>	<b>Sub Area 11.2 – south of Worts’ Causeway</b>
15. Elements and features contributing to the character and structure of the landscape	The rising topography in the east of this sub area is one of the features that contributes most to the character of the landscape setting of Cambridge in this vicinity. The SSSI and associated vegetation also contribute positively to the setting of Cambridge. Strong field boundary vegetation also plays a part in the landscape setting of Cambridge within this sub area.	Strong field boundary vegetation, particularly along Worts’ Causeway, and the extensive planting around the Babraham Road Park and Ride site play a part in the landscape setting of Cambridge within this sub area.
16. A city set in a landscape which retains a strongly rural character	The landscape in this sector retains a significant rural character, despite the awareness of the edge of Cambridge immediately adjacent to the sector and the presence of the Babraham Road Park and Ride site. The Park and Ride site is well contained by maturing vegetation. The urbanising influence of the edge of Cambridge on the rural setting of south east Cambridge could be reduced through planting and vegetation management along the urban edge.	

**Importance of the sector to Green Belt Purposes**

6.14.4. This sector plays a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present.

**Implications of Green Belt release for development**

6.14.5. Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. No Green Belt release should be contemplated on the sloping or elevated landform in the eastern part of sub area 11.1.

6.14.6. Limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm for the following reasons:

- The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be

permanently limited and would not affect perceptions of the compact nature of the city.

- A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside.
- The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.

Parameters for Green Belt release (refer to the drawing on the following page):

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- Land along the western edge of sub area 11.2 could be released for development. However, a substantial buffer should be retained as Green Belt between the new urban gateway and the Park & Ride site. The remainder of sub area 11.2 should remain as Green Belt to prevent additional urban sprawl, encroachment into the countryside and excessive loss of rural land at the foot of the Gog Magog Hills. A release of land in sub area 11.2 could be planned in conjunction with a release in sub area 10.1 to create a new urban gateway on Babraham Road. In the absence of a release in sub area 10.1, particular care should be taken to ensure a high quality new urban gateway on Babraham Road.
- The boundary of any land released along the western edge of sub area 11.1 should correspond with the edge of any release in sub area 11.2, to create a clear urban gateway on Worts' Causeway. To the north east, it should extend no further than the existing eastern edge of development along Beaumont Road.
- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.
- The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing is likely to be most appropriate.







**6.15. Sector Number: 12**

**Location: South East Cambridge**

- 6.15.1. Sector 12 is located to the south-east of Cambridge and south of Cherry Hinton. It extends onto the foothills of the Gog Magog Hills and is relatively remote from the historic core, which is 3.57 km north-west. This sector of Green Belt abuts the urban edge of Cherry Hinton, which forms the northern boundary. Limekiln Road forms the western boundary, separating Sector 12 from Sector 11. Sub area 12.1 is bounded to the south by Worts’ Causeway (east), with sub area 12.2 a single arable field to the south of this road, abutting Cherry Hinton Road on the western side.
- 6.15.2. Land use is largely arable, although Cherry Hinton Chalk Pits and Lime Kiln Reservoirs are located in the north west of the sector. The Chalk Pits are part of a SSSI and Local Nature Reserve that extends into Sector 11 on the opposite side of Limekiln Road, and are also Protected Open Space. Limekiln Reservoirs are designated as a County Wildlife Site and are further Protected Open Space. A further area of SSSI is located further south along Limekiln Road. Worts’ Causeway roadside verge on the southern boundary of the sector is designated as a County Wildlife Site.
- 6.15.3. The elevated landform of this sector allows key views of the city from parts of Worts’ Causeway on the southern boundary of this sector.

<b>Sector Number: 12</b>		
<b>Assessment Criteria</b>	<b>Sub Area 12.1 - Large arable fields north of Worts’ Causeway</b>	<b>Sub Area 12.2 - Field south of Worts’ Causeway</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas south east of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. This sector is relatively remote from the historic core, with the adjacent development having little sense of connection with the historic character of the city. The extent of development on this side of the city gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core.	
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Peterhouse Technology Park). Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core.	

<b>Sector Number: 12</b>		
<b>Assessment Criteria</b>	<b>Sub Area 12.1 - Large arable fields north of Worts' Causeway</b>	<b>Sub Area 12.2 - Field south of Worts' Causeway</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The approach along Cambridge Road from Fulbourn into Cambridge is a suburban approach into the city from the east, close to the northern boundary of this sector, with the north west corner of sub area 12.1 located immediately adjacent to Cambridge Road. Given the extent of suburban development to the south east of the historic core, this approach is relatively long and does not currently contribute positively to the setting or special character of the city.</p> <p>Worts' Causeway (east) and Shelford Road provides an alternative route into Cambridge from Fulbourn, subsequently joining either Limekiln Road or Babraham Road, both of which are more characteristic green approaches into the city. Worts' Causeway (east) itself offers elevated views over Cambridge that contribute to the special qualities of the Green Belt in their own right.</p> <p>The sector makes a significant contribution to the rural character of these approaches to the city edge but does not contribute to the approaches from the city edge to the historic core.</p>	
4. A city of human scale easily crossed by foot and by bicycle	<p>This quality has already been eroded to a certain extent to the south east of Cambridge, due to the extent of suburban development already present. Consequently the compactness of the city has been reduced and this sector is relatively far from the historic core for people to walk or cycle into the centre. Specific well used routes into the historic core are not as evident in the vicinity of this sector as they are for other areas of Cambridge, and walkers and cyclists appear more likely to use the area for recreational purposes.</p>	
5. Topography providing a framework to Cambridge	<p>The chalk hills of the Gog Magog Hills are a key element of the topographic bowl in which Cambridge is located, providing physical and visual containment to the south east of the city. They provide a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. These are the closest areas of high ground to the edge of Cambridge, with the high point of Wandlebury located to the south of this sector.</p>	
	<p>The sloping landform within this sub area faces predominantly north towards Cherry Hinton, clearly forming the backdrop to views out to the south from within Cambridge.</p> <p>Peterhouse Technology Park is cut</p>	<p>The sloping landform within this sub area faces predominantly west and is less pronounced than in sub area 12.1.</p>

<b>Sector Number: 12</b>		
<b>Assessment Criteria</b>	<b>Sub Area 12.1 - Large arable fields north of Worts' Causeway</b>	<b>Sub Area 12.2 - Field south of Worts' Causeway</b>
	into the rising topography of the lower foothills of the Gog Magog Hills.	
6. Long distance footpaths and bridleways providing access to the countryside	This sector does not contain any definitive public rights of way. Sub area 12.2 has a permissive route along its northern boundary, leading to the nature reserve to the west of the sector. The E2 European Long Distance Route runs along Worts' Causeway, but generally, links between urban areas where people live and the open countryside in this vicinity are relatively poor. There is potential for links between the city and its landscape setting to be improved through this sector.	
7. Key views of Cambridge from the surrounding landscape	There are key views towards Cambridge from the higher ground along Wort's Causeway (east), to the south of sub area 12.1. More recent development, such as tall buildings in the vicinity of Cambridge station and expansion of Addenbrooke's Hospital, compete with historic landmark features in these views to some degree. However, many of the features within the historic core are clearly identifiable, set within the context of Cambridge as a whole. The scale of the city is apparent in these views, with the Claylands to the west and the Fens to the east highlighting the position of Cambridge within a bowl landform.	
8. Significant areas of Distinctive and Supportive townscape and landscape	This sector is all assessed to be Supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction.	
9. A soft green edge to the city	The edge of Cambridge in the vicinity of Sector 12 is generally green with built development largely screened from view. Being cut into the landform and with well planted boundaries, Peterhouse Technology Park is largely concealed in views from higher ground to the south.	

<b>Sector Number: 12</b>		
<b>Assessment Criteria</b>	<b>Sub Area 12.1 - Large arable fields north of Worts' Causeway</b>	<b>Sub Area 12.2 - Field south of Worts' Causeway</b>
10. Good urban structure with well-designed edges to the city	The edge of the city adjacent to the northern boundary of sub area 12.1 is not well designed and does not currently demonstrate a good urban structure. The interface with the open countryside is formed by garden fences and occasional garden vegetation, and does not present the coherent vegetated edge to the city present in other some other areas of Cambridge. The Peterhouse Technology Park is sunk into the landform such that it is hardly visible from the south, and has a better designed edge incorporating vegetation.	This sub area has no direct association with the existing urban edge.
11. Green corridors into the city	There are no green corridors into the city associated with this sector.	
12. The distribution, physical and visual separation of the necklace villages	Great Shelford and Stapleford are located 1.8km to the south west of this sector. Fulbourn is located 2km to the east. This sector plays little role in their separation.	
13. The scale, character, identity and rural setting of the necklace villages	This sector does not directly form part of the setting of any of the necklace villages.	
14. Designated sites and areas enriching the setting of Cambridge	Cherry Hinton Pits are a SSSI, Local Nature Reserve and Protected Open Space. The verge to Limekiln Road is a City Wildlife Site, with the hedgerows and verges along Worts' Causeway also a County Wildlife Site. These sites enrich the setting of Cambridge, as well as people's experience of this setting.	The hedgerows and verges along Worts' Causeway is a County Wildlife Site.

Sector Number: 12		
Assessment Criteria	Sub Area 12.1 - Large arable fields north of Worts' Causeway	Sub Area 12.2 - Field south of Worts' Causeway
15. Elements and features contributing to the character and structure of the landscape	The elevated and undulating landform of this sector is one of the features that contributes most to the character of the landscape setting of Cambridge in this vicinity. The relative absence of field boundary hedgerows is also a notable characteristic of the arable areas of this sub area. However, the lack of a strong landscape structure increases the risk of urban sprawl if development is extended into the sector in the future.	
	The lime pits and reservoirs in the north west of this sub area are well vegetated and contrast with the open farmland.	
16. A city set in a landscape which retains a strongly rural character	The landscape in this sector retains a strong rural character, despite the awareness of the edge of Cambridge immediately adjacent to the sector. The generally soft and well vegetated edge reduces the urbanising influence of the edge of Cambridge on the countryside.	

**Importance of the sector to Green Belt Purposes**

6.15.4. This sector plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present.

**Implications of Green Belt release for development**

6.15.5. Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. This has already occurred to a degree at Peterhouse Technology Park and a recent planning consent for an extension west of the Technology Park will extend this. It is essential that no development should encroach any higher up the slopes of the Gog Magog Hills or any further south in this sector than has already occurred. However, given the encroachment that has already occurred, little further harm to Green Belt purposes would arise from a further release of land for development west of the recently consented site, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant further harm for the following reasons:

- Any new development would extend no higher up the slopes of the Gog Magog Hills than the highest point on the existing boundary of Peterhouse Technology Park and would avoid the steepest land towards the western edge of the sector.
- Any new development would extend no further south than the existing boundary of Peterhouse Technology Park. A permanent, well-designed edge to the city

would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.

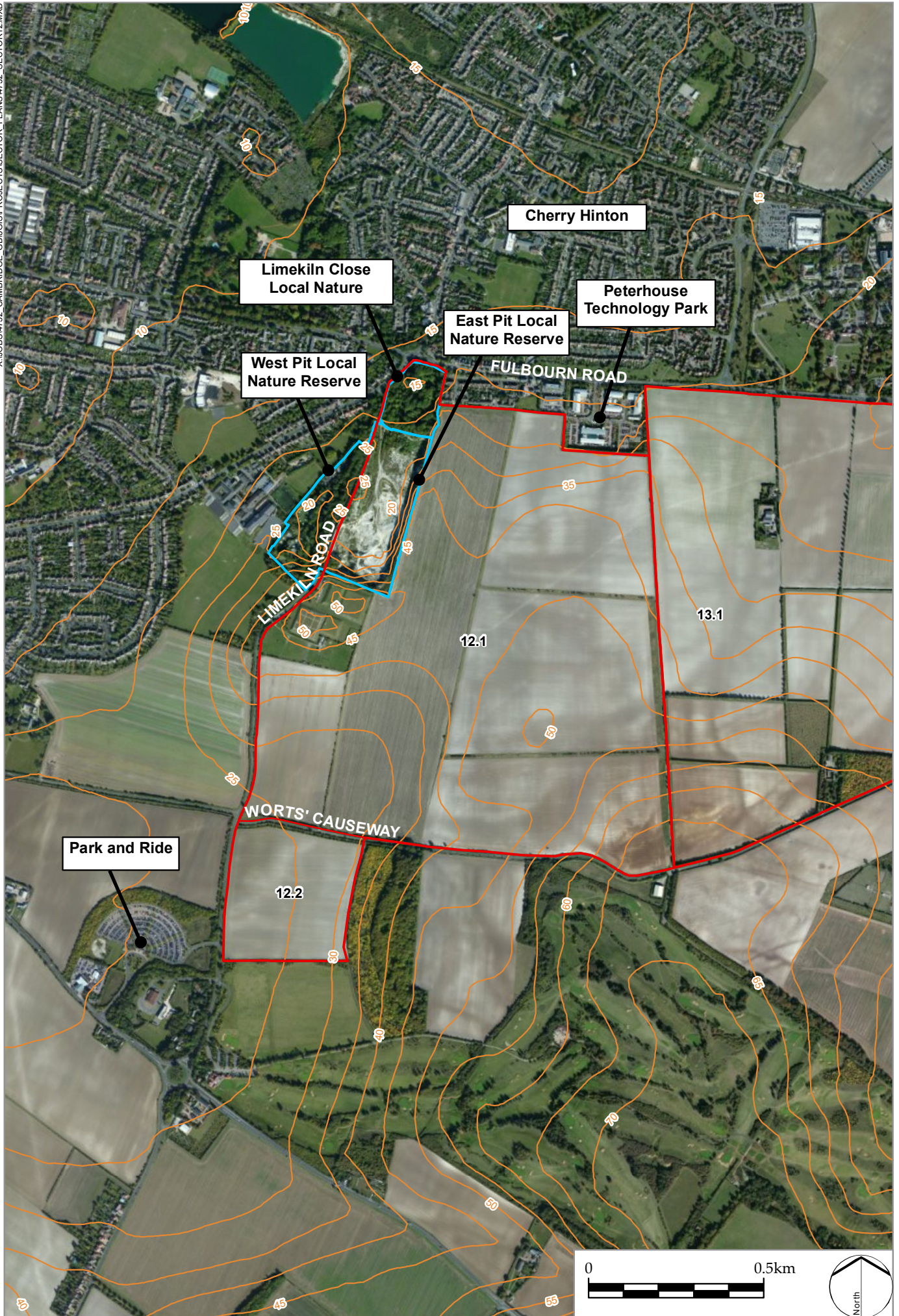
- A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside.
- The rising topography of the Gog Magog Hills, higher than the existing Peterhouse Technology Park, would be kept open, retaining a key feature of the setting of the city.

Parameters for Green Belt release (refer to the drawing on the following page):

- The boundary of any land released from Green Belt along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
- Any new development on land released from Green Belt should not encroach onto land with a higher elevation than the highest point on the existing boundary of Peterhouse Technology Park.
- Development should not encroach onto the steeper rising slopes towards Limekiln Close and East Pit Local Nature Reserves.
- The development site should be cut into the slope in a similar way to Peterhouse Technology Park.
- An appropriate buffer should be retained free of development to protect the ecological interest of Limekiln Close and East Pit Local Nature Reserves. This will overlap with the steeper land from which development should be kept clear.
- Development should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.
- The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate.

6.15.6. No release should be contemplated in sub area 12.2.







**6.16. Sector Number: 13**

**Location: South of Fulbourn**

- 6.16.1. Sector 13 extends onto the foothills of the Gog Magog Hills to the south east of the city, and exhibits undulating topography. It is one of the furthest Green Belt sectors from the historic core, which is 4.1 km away. Only the north-west corner of this sector abuts the edge of Cambridge at Cherry Hinton. This area forms the majority of the separation between Cambridge and Fulbourn, with the remainder of the separation formed by Fulbourn Hospital and Capital Park. In particular, sub area 13.2 is bounded by the village of Fulbourn to the east and Fulbourn Hospital and Capital Park to the west. Sub area 13.2 is further bounded by Fulbourn Old Drift Road to the north and Cambridge Road to the south. Sub area 13.1 is located on the south side of Cambridge Road, with the western boundary taken as the district boundary between Cambridge and South Cambridgeshire and the southern and eastern boundaries being Shelford Road.
- 6.16.2. Land use in this sector is entirely arable. The Conservation Area associated with Fulbourn Hospital is located immediately to the north west of the sector.
- 6.16.3. An elevated panoramic view of Cambridge from Shelford Road overlooks this area of Green Belt. Fulbourn Hospital and Fulbourn Windmill are key local landmarks that can be seen from this sector and are highlighted as distinctive/memorable features in the setting of Cambridge.

<b>Sector Number: 13</b>		
<b>Assessment Criteria</b>	<b>Sub Area 13.1 - south of Cambridge Road</b>	<b>Sub Area 13.2 - north of Cambridge Road</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas south east of the historic core, the scale of the historic core relative to the overall city still remains such that Cambridge retains its historic character. This sector is relatively remote from historic core, and equally as closely associated with the edge of Fulbourn as the edge of Cambridge, with the adjacent development being the furthest edge of the city from the historic core and having little sense of connection with the historic character of the city. The extent of development on this side of the city gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core.	

<b>Sector Number: 13</b>		
<b>Assessment Criteria</b>	<b>Sub Area 13.1 - south of Cambridge Road</b>	<b>Sub Area 13.2 - north of Cambridge Road</b>
2. A city focussed on the historic core	<p>There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Capital Park and Peterhouse Technology Park). Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core, as well as preventing the importance of Fulbourn as a centre increasing in its own right.</p>	
3. Short and/or characteristic approaches to the historic core from the edge of the city	<p>The approach along Cambridge Road from Fulbourn into Cambridge is a suburban approach into the city from the east, along the northern boundary of sub area 13.1 and the southern boundary of sub area 13.2. Given the extent of suburban development to the south east of the historic core, this approach is relatively long and does not currently contribute positively to the setting or special character of the city.</p> <p>Worts' Causeway (east) and Shelford Road provides an alternative route into Cambridge from Fulbourn, subsequently joining either Limekiln Road or Babraham Road, both of which are more characteristic green approaches into the city. Shelford Road offers elevated views over Cambridge that contribute to the special qualities of the Green Belt in their own right.</p> <p>The sector makes a significant contribution to the rural character of these approaches to the city edge but does not contribute to the approaches from the city edge to the historic core.</p>	
4. A city of human scale easily crossed by foot and by bicycle	<p>This quality has already been eroded to a certain extent to the south east of Cambridge, due to the extent of suburban development already present. Consequently the compactness of the city has been reduced and this sector is relatively far from the historic core for people to walk or cycle into the centre. However, there is a cycle route along Fulbourn Road/Cambridge Road between the two sub areas that is well used.</p>	

<b>Sector Number: 13</b>		
<b>Assessment Criteria</b>	<b>Sub Area 13.1 - south of Cambridge Road</b>	<b>Sub Area 13.2 - north of Cambridge Road</b>
5. Topography providing a framework to Cambridge	The area east of Westbourn Farm in the north west of this sector is relatively flat and forms part of the lower ground of the bowl landform in which Cambridge is located. The remainder of the sector slopes up towards the Gog Magog Hills to the south of the sector. The chalk hills of the Gog Magogs Hills are a key element of the topographic bowl in which Cambridge is located, providing physical and visual containment to the south east of the city. They provide a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. These are the closest areas of high ground to the edge of Cambridge, with the high point of Wandlebury located to the south west of this sector.	
6. Long distance footpaths and bridleways providing access to the countryside	There is no formal public access into or through this sector. Links from Fulbourn and Cambridge into this sector are very poor.	
7. Key views of Cambridge from the surrounding landscape	A key view has been identified from Shelford Road to the south west of Fulbourn. This key view has visibility of a number of the landmark features in the historic core are also visible when looking towards Cambridge, as well as the hangars at Cambridge Airport and Addenbrooke's Hospital. In addition, there are views of Fulbourn, including the local landmark features of Fulbourn Hospital and the windmill on Mill Hill.	
8. Significant areas of distinctive and supportive townscape and landscape	This sector is all assessed to be supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to the village of Fulbourn and Fulbourn Hospital.	

<b>Sector Number: 13</b>		
<b>Assessment Criteria</b>	<b>Sub Area 13.1 - south of Cambridge Road</b>	<b>Sub Area 13.2 - north of Cambridge Road</b>
9. A soft green edge to the city	The edge of Cambridge in the vicinity of Sector 13 is mixed and generally unremarkable. It varies from abrupt, hard edges with modern housing or commercial development abutting arable fields, to more mature treed landscapes such as in the vicinity of Fulbourn Hospital. In views north west towards Cherry Hinton, the soft green edge present around some of the older parts of Cambridge, which creates a distinctive boundary between urban and rural, is not present and the urban edge would benefit from softening. Separately, the edge of Fulbourn also varies in terms of how green it appears.	
10. Good urban structure with well-designed edges to the city	The edge of the city adjacent to the north western corner of sub area 13.1 is not well designed and does not currently demonstrate a good urban structure. However, Peterhouse Technology Park is sunk into the landform such that it is hardly visible from the south and east, and has a well planted edge.	The edge of the Fulbourn adjacent to the eastern edge of sub area 13.2 is also not well designed and does not currently demonstrate a good urban structure.
11. Green corridors into the city	There are no green corridors into the city associated with this sector.	
12. The distribution, physical and visual separation of the necklace villages	This sector plays a key role in separation between Cambridge and Fulbourn.	
13. The scale, character, identity and rural setting of the necklace villages	Fulbourn is a relatively large, nucleated necklace village and has expanded from its historic core. This sector forms the immediate setting to Fulbourn to its south west and is important to prevent the sprawl of Fulbourn into the open countryside south west of the village.	
14. Designated sites and areas enriching the setting of Cambridge	Both sub areas of this sector abut the Conservation Area around Fulbourn Hospital, to the north of Cambridge Road. The windmill on Mill Hill is also a Grade II listed building.	

<b>Sector Number: 13</b>		
<b>Assessment Criteria</b>	<b>Sub Area 13.1 - south of Cambridge Road</b>	<b>Sub Area 13.2 - north of Cambridge Road</b>
15. Elements and features contributing to the character and structure of the landscape	The elevated and undulating landform of this sector is one of the features that contributes most to the character of the landscape setting of Cambridge in this vicinity. The relative absence of field boundary hedgerows is also a notable characteristic of the arable areas of this sector. However, the lack of a strong landscape structure increases the risk of urban sprawl if development is extended into the sector in the future. The windmill at Fulbourn and the distinctive buildings at Fulbourn Hospital are also positive features in and adjacent to this sector that contribute to the setting of Cambridge from the south east.	
16. A city set in a landscape which retains a strongly rural character	The landscape in this sector retains a strong rural character, despite the awareness of the edges of both Cambridge and Fulbourn immediately adjacent to the sector. The urbanising influence of the edge of Cambridge creates a sense of encroachment into the countryside and the rural setting of south east Cambridge, which could be reduced through planting and vegetation management along the urban edge.	

**Importance of the sector to Green Belt Purposes**

- 6.16.4. This sector plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital.

**Implications of Green Belt release for development**

- 6.16.5. Any development within sub area 13.2 would compromise the separation between Fulbourn and Cambridge, and impact on the relationship with the Fulbourn Hospital Conservation Area and the limited remaining separation between Fulbourn and Cambridge. No Green Belt release should be contemplated in this sub area.
- 6.16.6. Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. This has already occurred to a degree at Peterhouse Technology Park and a recent planning consent for an extension west of the Technology Park will extend this. It is essential that no development should encroach any higher up the slopes of the Gog Magog Hills than has already occurred. However, given the encroachment that has already occurred, little further harm to Green Belt purposes would arise from a further release of land for development adjacent to Peterhouse Technology Park, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant further harm for the following reasons:

- Any new development would extend no higher up the slopes of the Gog Magog Hills than the highest point on the existing boundary of Peterhouse Technology Park.
- The rising topography of the Gog Magog Hills, higher than the existing Peterhouse Technology Park, would be kept open, retaining a key feature of the setting of the city.
- The new Green Belt boundary would not significantly increase the extent of the city from the historic core, aligning with the existing boundaries around Peterhouse Technology Park and Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.
- A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside.
- The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced.

Parameters for Green Belt release (refer to the drawing on the following page):

- The boundary of any land released in the north western corner of sub area 13.1 should extend no further south than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout, which is the furthest extent of the urban area from the historic core.
- Any new development on land released from Green Belt should not encroach onto land with a higher elevation than the highest point on the existing boundary of Peterhouse Technology Park.
- The development site should be cut into the slope in a similar way to Peterhouse Technology Park.
- Development should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.
- The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate.





**6.17. Sector Number: 14**

**Location: East of Cherry Hinton**

- 6.17.1. Located on the eastern side of the city, Sector 14 wraps around the north-eastern side of Cherry Hinton, separating the city from Teversham and Fulbourn. This sector is 3.7 km from the historic core, with most of it further away than Cherry Hinton (the current urban area of the city furthest from the historic core). This sector is bounded by Teversham to the north, Teversham Road to the east, the Ipswich railway line to the south and Cherry Hinton and Airport Way to the west.
- 6.17.2. Land use within this sector is predominantly arable, with a small area of pony paddocks off Teversham Road, around Fernleigh Farm. There is a mixture of field sizes, with several tall hedgerows and woodland belts, as well as Caudle Ditch running through the sector.
- 6.17.3. There are two Scheduled Ancient Monuments within this sector, a settlement site by Caudle Corner Farm in the south of the sector and a moated site at Manor Farm, just south of Teversham. There are no key views within or across this sector, but Fulbourn Hospital is a local landmark visible from the sector, set within a Conservation Area.

<b>Sector Number: 14</b>		
<b>Assessment Criteria</b>	<b>Sub Area 14.1 – arable fields to the north, abutting Teversham</b>	<b>Sub Area 14.2 – arable fields in the south, abutting Fulbourn Hospital</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas east and south east of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. This sector is relatively remote from the historic core, and is as closely associated with the edges of Teversham and Fulbourn as with the edge of Cambridge, with the adjacent development being the furthest edge of the city from the historic core and having little sense of connection with the historic character of the city. The extent of development on this side of the city gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core.	
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Capital Park). Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core, as well as preventing any increase in the importance of Teversham and Fulbourn as centres that might compete with the historic core.	



<b>Sector Number: 14</b>		
<b>Assessment Criteria</b>	<b>Sub Area 14.1 – arable fields to the north, abutting Teversham</b>	<b>Sub Area 14.2 – arable fields in the south, abutting Fulbourn Hospital</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	There are no identified direct approaches to Cambridge in the immediate vicinity of this sector. This sector does not make a significant contribution to the rural character of approaches to the city edge or to the approaches from the city edge to the historic core.	
4. A city of human scale easily crossed by foot and by bicycle	This quality has already been eroded to a certain extent to the east and south east of Cambridge, due to the extent of suburban development already present. Consequently the compactness of the city has been reduced and this sector is relatively far from the historic core for people to walk or cycle into the centre. Specific well used routes into the historic core are not as evident, partly due to the presence of the airport preventing any across that area.	
5. Topography providing a framework to Cambridge	The flat fen edge landscape is characteristic of the east edge of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.	
6. Long distance footpaths and bridleways providing access to the countryside	There is no public access in to the majority of this sector, and no public rights of way from the urban area into this open countryside.	
7. Key views of Cambridge from the surrounding landscape	There are no key views within or across this sector. There is a key view from Airport Way looking westwards, away from this sector (refer to Sector 17).	
8. Significant areas of Distinctive and Supportive townscape and landscape	This sub area is entirely Supportive landscape, forming a key part of the setting of Teversham.	This sub area is entirely Supportive landscape, forming a key part of the setting of the village of Fulbourn and Fulbourn Hospital and the foreground of views towards Cambridge from the higher ground to the east and north east. A row of pylons passes through this sub area, creating a visual detractor through the arable landscape.

<b>Sector Number: 14</b>		
<b>Assessment Criteria</b>	<b>Sub Area 14.1 – arable fields to the north, abutting Teversham</b>	<b>Sub Area 14.2 – arable fields in the south, abutting Fulbourn Hospital</b>
9. A soft green edge to the city	Views out from this sector towards Cambridge exhibit a relatively soft green edge, even looking westwards towards the modern development on the edge of Cherry Hinton. The edge of Teversham, to which this sector clearly relates, is also very green, particularly around Manor Farm.	
10. Good urban structure with well-designed edges to the city	The urban structure of Cambridge has little relationship to this sub area. The built form of the southern part of Teversham, adjacent to this sub area, is less characteristic than the linear development within the village and is less vegetated than northern parts of the village.	The edge of the city adjacent to the western boundary of sub area 14.2 does not currently demonstrate a good urban structure. The interface with the open countryside is formed by a busy road lined with occasional vegetation, with the rear gardens of cul-de-sac housing on the opposite side. It does not present the coherent vegetated edge to the city present in some other areas of Cambridge.
11. Green corridors into the city	This sector does not currently form part of any green corridors into the city. As part of the future expansion of Cambridge, the adjacent Sector 17 is intended to become a green corridor, with potential opportunities for this sector to link into the future green corridor.	
12. The distribution, physical and visual separation of the necklace villages	This sector plays a key role in the separation between the edge of Cambridge and both Teversham and Fulbourn, as well as between the two necklace villages.	
13. The scale, character, identity and rural setting of the necklace villages	This sub area is closely related to Teversham and forms its immediate rural setting to the south.	This sector forms part of the rural setting of Fulbourn and, to a lesser degree, of Teversham. It also provides a rural setting for Fulbourn Hospital.
14. Designated sites and areas enriching the setting of Cambridge	There are two Scheduled Ancient Monuments within this sector, a settlement site by Caudle Corner Farm in the south of the sector and a moated site at Manor Farm, just south of Teversham. Fulbourn Hospital, on the southern edge of the sector, is set within a Conservation Area.	

<b>Sector Number: 14</b>		
<b>Assessment Criteria</b>	<b>Sub Area 14.1 – arable fields to the north, abutting Teversham</b>	<b>Sub Area 14.2 – arable fields in the south, abutting Fulbourn Hospital</b>
15. Elements and features contributing positively to the character and structure of the landscape	Tall hedgerows and woodland belts are a positive feature of this sub area, particularly around the moated site at Manor Farm and throughout the smaller fields of this sub area.	The lack of a strong landscape structure within this sub area increases the risk of urban sprawl if development is extended into the sector in the future.
16. A city set in a landscape which retains a strongly rural character	This sector largely retains its rural character, despite the presence of the urban edge of Cambridge at Cherry Hinton and visually detracting features such as pylons.	

**Importance of the sector to Green Belt Purposes**

6.17.4. This sector plays a key role in the setting of the east of Cambridge, ensuring that Cambridge does not coalesce with Teversham or Fulbourn. It retains open countryside close to the edge of the city and provides visual relief from the urban edge. This sector prevents the further sprawl of built development to the east of the city, ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. Sub area 14.2 also plays a role in the setting of the Conservation Area at Fulbourn Hospital.

**Implications of Green Belt release for development**

6.17.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any form of development would affect the separation between Cambridge and both Teversham and Fulbourn, as well as between the two necklace villages. It would also affect the rural setting of the villages. Development within sub area 14.2 would also impact on the relationship with the Fulbourn Hospital Conservation Area. No Green Belt release should be contemplated in this sector.

**6.18. Sector Number: 15**

**Location: North of Fulbourn**

- 6.18.1. Located to the east of Cambridge and north of Fulbourn, Sector 15 is the area of Green Belt furthest east in the assessment and the furthest from the historic core at 4.77 km away. It is also separated from the edge of Cambridge by open countryside (Sector 14), with the closest urban edge being 0.8 km to the west. However, this sector does abut the necklace village of Fulbourn. Caudle Ditch is the northern edge of the sector and acts as the boundary between Sectors 15 and 16. The eastern side of the sector is formed by a combination of rights of way, New Cut drain and Little Wilbraham River. The railway line to Ipswich forms part of the southern boundary, with a small part of the sector located between Fulbourn and the railway line. Teversham Road forms the western boundary.
- 6.18.2. Land use across the sector is largely arable, with a small area of pony paddocks on the land adjacent to Teversham Road, in the south west of the sector. A large swathe of this area of Green Belt is true Fen landscape.
- 6.18.3. Little Wilbraham River is designated as a County Wildlife Site. Wilbraham Fens abut the sector to the north of the river, and are designated as a Site of Special Scientific Interest. The Harcamlow Way long distance footpath runs along the northern boundary. The sector is overlooked by key views to the city from Little Wilbraham Road.

<b>Sector Number: 15</b>			
<b>Assessment Criteria</b>	<b>Sub Area 15.1 - Fen edge landscape to the north of the railway line</b>	<b>Sub Area 15.2 - True fen landscape</b>	<b>Sub Area 15.3 - Fen edge landscape to the south of the railway line abutting Fulbourn</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas east and south east of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. The current extent of suburban development to the east of Cambridge gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core. This sector is remote from both the historic core and the edge of Cambridge, and more closely associated with the edge of Fulbourn than with the edge of Cambridge.		

<b>Sector Number: 15</b>			
<b>Assessment Criteria</b>	<b>Sub Area 15.1 - Fen edge landscape to the north of the railway line</b>	<b>Sub Area 15.2 - True fen landscape</b>	<b>Sub Area 15.3 - Fen edge landscape to the south of the railway line abutting Fulbourn</b>
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as Capital Park). Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core, as well as preventing the importance of Fulbourn as a centre increasing in its own right, as development this distant from the current edge of the city would need to provide a level of local facilities.		
3. Short and/or characteristic approaches to the historic core from the edge of the city	This sector is too remote from the edge of Cambridge to be adjacent to any characteristic approaches to the city. The approach by rail from Ipswich is considered to start west of Fulbourn.		
4. A city of human scale easily crossed by foot and by bicycle	This sector is too remote from the edge of Cambridge to contribute to a human scale city.		
5. Topography providing a framework to Cambridge	The flat fen edge landscape is characteristic of the east edge of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.	The flat fen landscape lies slightly lower than the adjacent fen edge and, along with sub area 16.1, is the closest area of true fen to Cambridge, exemplifying the city's location at the meeting point of three landscapes.	The flat fen edge landscape is characteristic of the east edge of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.



<b>Sector Number: 15</b>			
<b>Assessment Criteria</b>	<b>Sub Area 15.1 - Fen edge landscape to the north of the railway line</b>	<b>Sub Area 15.2 - True fen landscape</b>	<b>Sub Area 15.3 - Fen edge landscape to the south of the railway line abutting Fulbourn</b>
6. Long distance footpaths and bridleways providing access to the countryside	A long distance footpath, the Harcamlow Way, follows the eastern boundary of this sector. The only other right of way is a public footpath along the northern boundary of this sector. Routes out from Fulbourn into this landscape are poor.		
7. Key views of Cambridge from the surrounding landscape	There are no key views of Cambridge from this sector, as it is generally not possible to see Cambridge from this area, given the intervening vegetated flat landform. The sector forms the foreground in views from slightly elevated areas to the east of the city. There are glimpsed views of the local landmark feature of Fulbourn Hospital.		
8. Significant areas of Distinctive and Supportive townscape and landscape	The majority of this sector is Supportive landscape, forming a significant part of the rural setting of Fulbourn and Fulbourn Hospital, and to a lesser extent Teversham, and containing one of the closest remaining areas of fen to the city. In addition, the sector is visible in the foreground of views towards the city from the east and north east. The eastern edge of the sector becomes Connective landscape as it is more remote from the city and has less of a relationship with it. It should, however, be noted that the transition from Supportive to Connective in this area is gradual, not abrupt. There is also an area of visually detractive landscape where a row of pylons runs north/south through this sub area.		
9. A soft green edge to the city	When looking west to the city, it appears very green. However, the sector remains relatively removed from the city and a lot of this vegetation is not on the edge of Cambridge itself, but rather located within the intervening landscape.		
10. Good urban structure with well-designed edges to the city	This sector is remote from the city. The edge of Fulbourn adjacent to the southern edge of the sector is not well designed and does not currently demonstrate a good urban structure.		
11. Green corridors into the city	This sector does not currently form part of any green corridors into the city.		
12. The distribution, physical and visual separation of the necklace villages	The sector plays a significant role in the separation between Fulbourn and Teversham and between Fulbourn and Stow cum Quy.		

<b>Sector Number: 15</b>			
<b>Assessment Criteria</b>	<b>Sub Area 15.1 - Fen edge landscape to the north of the railway line</b>	<b>Sub Area 15.2 - True fen landscape</b>	<b>Sub Area 15.3 - Fen edge landscape to the south of the railway line abutting Fulbourn</b>
13. The scale, character, identity and rural setting of the necklace villages	Fulbourn is a relatively large, nucleated necklace village and has expanded from its historic core. This sector forms the immediate rural setting to Fulbourn to its north and is important to prevent the sprawl of Fulbourn into the open countryside north of the village. Sub area 15.3 also provides important rural separation between the east end of the village and the railway.		
14. Designated sites and areas enriching the setting of Cambridge	This sector abuts the northern edge of Fulbourn Conservation Area and the southern edge of Wilbraham Fens SSSI.		
15. Elements and features contributing positively to the character and structure of the landscape	The key elements of the landscape within this sector are the flatness of the landscape and the presence of small woodland blocks and occasional hedgerows. However, the lack of a strong landscape structure increases the risk of urban sprawl if development is extended into the sector in the future.		
		Within this sub area, ditches and tree lined watercourses are a key element, combined with the presence of reeds and sedges that are characteristic fen vegetation types.	
16. A city set in a landscape which retains a strongly rural character	This sector is strongly rural, given its separation from Cambridge, although there are some places where there are urbanising influences e.g. Capital Park to north of Fulbourn, the pylons through the sector and the railway track along the northern edge of Fulbourn.		

**Importance of the sector to Green Belt Purposes**

6.18.4. This sector is remote from the existing edge of Cambridge and plays a key role in the setting and separation of the villages of Fulbourn and Teversham. It retains some of the closest Fen landscape to the city, which an unusual landscape element in its own right and a key component of the historic setting of the city. It also forms part of the foreground in views from slightly elevated areas to the east of the city.

**Implications of Green Belt release for development**

- 6.18.5. It is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. The separation of the sector from the existing edge of Cambridge and the distance from the historic core would mean that any expansion of the city into this sector would represent a high degree of urban sprawl and would be likely to change Cambridge from being a historic city dominated by its historic core, to a modern city with a historic core dominated by modern development. Any development would also damage the historic relationship between the city and the Fens, as well as harming the setting of Fulbourn and the separation between Fulbourn and Teversham. More limited development on the edge of Fulbourn in sub areas 15.1 or 15.3 would also harm the rural setting of the village. No Green Belt release should be contemplated in this sector.

**6.19. Sector Number: 16**

**Location: East of Teversham**

- 6.19.1. Sector 16 is located on the eastern side of Cambridge, to the east of Cambridge Airport and Teversham village. This sector is distant from the historic core, located 4.3 km to its west. The sector abuts Cambridge Airport across Airport Way and lies 0.83 km at the closest from the existing urban edge of Cambridge at Cherry Hinton. The A1303 forms the northern boundary and the north eastern boundary is formed by Quy Water. This area of Green Belt abuts Sector 15 on the southern side, bounded by Caudle Ditch. The western edge is defined by Airport Way, the edge of Teversham and Fulbourn Road.
- 6.19.2. Land use is predominantly agricultural. Sub area 16.1 comprises an area of true Fen landscape through the centre of the sector, whilst sub areas 16.2 and 16.3 are characterised as Fen Edge landscape. Sub area 16.2 comprises two separate areas of large arable fields in the north and south of the sector, divided by the tongue of true Fen, while sub area 16.3 is distinguished by smaller field sizes and a stronger relationship to Teversham village.
- 6.19.3. Teversham Conservation Area extends across the north eastern part of the village and into the north western part of this sector. Wilbraham Fens SSSI abuts the north eastern edge of the sector and the Harcamlow Way long distance footpath extends along this edge. National Cycle Route 51 follows the A1303 along the northern boundary of the sector. The sector is overlooked by key slightly elevated panoramic views on the A1303 just south of Stow cum Quy and from Little Wilbraham Road. Pylons run through this sector and are identified as a visually detracting feature of the landscape.

<b>Sector Number: 16</b>			
<b>Assessment Criteria</b>	<b>Sub Area 16.1 - True Fen landscape</b>	<b>Sub Area 16.2 - Fen edge landscape (two parcels)</b>	<b>Sub Area 16.3 - Smaller fen edge arable parcels</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas east and south east of the historic core, the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. The current extent of suburban development to the east of Cambridge gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction. Significant expansion of development into this sector could start to threaten Cambridge’s identity as a city dominated by the historic core. This sector is remote from both the historic core and the edge of Cambridge, and more closely associated with the edge of Teversham than with the edge of Cambridge.		

<b>Sector Number: 16</b>			
<b>Assessment Criteria</b>	<b>Sub Area 16.1 - True Fen landscape</b>	<b>Sub Area 16.2 - Fen edge landscape (two parcels)</b>	<b>Sub Area 16.3 - Smaller fen edge arable parcels</b>
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre. Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core, as well as preventing the importance of Teversham as a centre increasing in its own right, as development this distant from the current edge of the city would need to provide a level of local facilities.		
3. Short and/or characteristic approaches to the historic core from the edge of the city	This sector is too remote from the edge of Cambridge to be adjacent to any characteristic approaches to the city. The approach along Newmarket Road is considered to start further west at the Park & Ride.		
4. A city of human scale easily crossed by foot and by bicycle	This sector is too remote from the edge of Cambridge to contribute to a human scale city.		
5. Topography providing a framework to Cambridge	The flat fen landscape lies slightly lower than the adjacent fen edge and, along with sub area 15.2, is the closest area of true fen to Cambridge, exemplifying the city's location at the meeting point of three landscapes.		
6. Long distance footpaths and bridleways providing access to the countryside	A long distance footpath, the Harcamlow Way, follows the north eastern boundary of this sector. A public footpath follows the southern boundary of the sector and another crosses the sector from Teversham towards the A1303. Routes out from Teversham into this sector are poor. Sustrans route 51 also runs along northern boundary of the sector.		
7. Key views of Cambridge from the surrounding landscape	There are no key views of the historic core of Cambridge from this sector, as it is generally not possible to see the majority of the city from this area, given the intervening vegetated flat landform. However, Cambridge Airport is prominent in some views to the west from within this sector. The sector forms the foreground in views from slightly elevated areas to the east of the city.		

<b>Sector Number: 16</b>			
<b>Assessment Criteria</b>	<b>Sub Area 16.1 - True Fen landscape</b>	<b>Sub Area 16.2 - Fen edge landscape (two parcels)</b>	<b>Sub Area 16.3 - Smaller fen edge arable parcels</b>
8. Significant areas of Distinctive and Supportive townscape and landscape	<p>This sector is assessed to be Supportive landscape, forming the setting to Teversham and the foreground of views towards the city from the east and north east, and containing the closest remaining areas of Fen to the city.</p> <p>A row of pylons passes through the sector, creating a visual detractor through the arable landscape.</p>		
9. A soft green edge to the city	<p>When looking west towards the city, it appears very green. However, the sector remains relatively removed from the city and a lot of this vegetation is not on the edge of Cambridge itself, but rather located within the intervening landscape. The edge of Teversham, to which this sector clearly relates, is also relatively green, particularly around the Conservation Area.</p>		
10. Good urban structure with well-designed edges to the city	<p>The urban structure of Cambridge has little relationship to this sector. The built form of the northern part of Teversham, adjacent to this sub area, is reflective of the characteristic linear development within the village and has a relatively well vegetated edge.</p>		
11. Green corridors into the city	<p>There are no green corridors into the city in the vicinity of this sector.</p>		
12. The distribution, physical and visual separation of the necklace villages	<p>This sector contributes significantly to preventing development on the eastern edge of Cambridge surrounding Teversham and in the separation of Teversham from Stow cum Quy.</p>		
13. The scale, character, identity and rural setting of the necklace villages	<p>This sector contributes significantly to the rural character and setting of Teversham. It also prevents Teversham's growth on the northern side of the village, preserving its scale, character and separate identity from Cambridge.</p>		
14. Designated sites and areas enriching the setting of Cambridge	<p>Teversham Conservation Area extends across the north eastern part of the village and into the north western part of this sector. Wilbraham Fens SSSI abuts the north eastern edge of the sector and the Harcamlow Way long distance footpath extends along this edge. National Cycle Route 51 follows the A1303 along the northern boundary of the sector.</p>		



<b>Sector Number: 16</b>			
<b>Assessment Criteria</b>	<b>Sub Area 16.1 - True Fen landscape</b>	<b>Sub Area 16.2 - Fen edge landscape (two parcels)</b>	<b>Sub Area 16.3 - Smaller fen edge arable parcels</b>
15. Elements and features contributing positively to the character and structure of the landscape	Within this sub area, ditches and tree lined water courses are a key element, combined with the presence of reeds and sedges that are characteristic fen vegetation types.	The key elements of the landscape within these sub areas are the flatness of the landscape and the presence of small woodland blocks and occasional hedgerows. However, the relative lack of a strong landscape structure within these sub areas increases the risk of urban sprawl if development is extended into the sector in the future.	
16. A city set in a landscape which retains a strongly rural character	This sector is strongly rural, given its separation from Cambridge, although there are places where there are urbanising influences e.g. the pylons through the sector and the A14 relatively close to the northern boundary of the sector.		

**Importance of the sector to Green Belt Purposes**

- 6.19.4. This sector is remote from the existing edge of Cambridge, although it is close to an area previously removed from the Green Belt that could eventually become the edge of Cambridge. It plays a key role in the setting of the east of Cambridge, preventing increased sprawl to the east of the city and in the setting of Teversham and its separation from Stow cum Quy. It retains some of the closest Fen landscape to the city, which is an important landscape element in its own right and a key component of the historic setting of the city. It also forms part of the foreground in views from slightly elevated areas to the east of the city.

**Implications of Green Belt release for development**

- 6.19.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. The separation of the sector from the existing edge of Cambridge west of the airport would mean that any development would represent a high degree of urban sprawl and would be likely to change Cambridge from being a historic city dominated by its historic core, to a modern city with a historic core dominated by modern development. Any proposed development would also damage the historic relationship between the city and the Fens, as well as harming the setting of Teversham and the separation between Teversham and Stow cum Quy. No Green Belt release should be contemplated in this sector.

**6.20. Sector Number: 17**

**Location: Cambridge Airport**

- 6.20.1. Sector 17 is an area of Green Belt to the east of the city, extending from Coldham’s Common in Cambridge to the necklace village of Teversham, through the Cambridge Airport site. It is currently surrounded to the north and south by airport land, with the intention that these areas may eventually become developed, and is bounded on the west and east by the A1134 (Barnwell Road) and Airport Way respectively. The nearest edge of the sector to the city lies 2.1 km from the historic core.
- 6.20.2. The sector currently forms part of the airport, which continues to be its predominant land use. The westernmost area is a small parcel of land designated as Barnwell Road East Local Nature Reserve and the easternmost area of the sector is part of an area of large arable fields.
- 6.20.3. Airport Way roadside verge is designated as a County Wildlife Site. Barnwell Road East Local Nature Reserve is designated as Protected Open Space and a City Wildlife Site. The sector is overlooked by a key low level view from Airport Way towards the city.

<b>Sector Number: 17</b>	
<b>Assessment Criteria</b>	<b>Sub area 17.1 – Cambridge Airport</b>
1. A large historic core relative to the size of the city as a whole	Despite the presence of substantial suburban housing areas east of the historic core, the presence of the airfield has prevented urban development in the vicinity of this sector and the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. The current extent of suburban development to the south east of Cambridge gives an impression of urban sprawl. This sector plays an important role in restricting further growth of the city in this direction and will continue to do so should further development occur to the north and south of the sector within the airport.
2. A city focussed on the historic core	There are a number of neighbourhood hubs and areas of commercial, industrial, retail or institutional focus in the east and south east of the city. Although detailed analysis of this aspect of Cambridge has not been undertaken, it appears as though these nodes either serve local community needs without seriously competing with the city centre, or specialise in certain services that the city centre cannot cater for, and which would be out of character with the city centre (such as the airport and other associated development). Retention of this sector of Green Belt helps to prevent the requirement for community scale centres to expand to a size that would compete with the historic core.
3. Short and/or characteristic approaches to the historic core from the edge of the city	There are currently no identified characteristic approaches into Cambridge in close proximity to this sector.

<b>Sector Number: 17</b>	
<b>Assessment Criteria</b>	<b>Sub area 17.1 – Cambridge Airport</b>
4. A city of human scale easily crossed by foot and by bicycle	This sector is relatively close to the historic core in relation to most of the rest of the east of Cambridge. However, the presence of the airport prevents direct access for pedestrians and cyclists from the east of the city and villages such as Teversham. Public access through this sector could be improved as part of any future development to the north and south of this sector.
5. Topography providing a framework to Cambridge	The airport area is relatively flat and lies within the bowl landform within which Cambridge sits. It forms part of the low lying landscape that drops down further to the Fens north east of the city.
6. Long distance footpaths and bridleways providing access to the countryside	There is no formal public access into or through this sector. Links from Teversham and Cambridge into this sector are very poor, but there is potential for them to be improved as part of any future development to the north and south of this sector.
7. Key views of Cambridge from the surrounding landscape	A key view has been identified from Airport Way towards the city, across this sector of Green Belt. It allows views of some of the landmark features within the historic core, such as the Roman Catholic Church and All Saints Jesus Lane spires, as well as the Cambridge Airport hangars.
8. Significant areas of Distinctive and Supportive townscape and landscape	This sector is entirely formed of Connective landscape, which currently performs a limited role in the setting of Cambridge due to its function as an airfield. However, Coldham’s Common is identified as Supportive landscape, with the potential for this sector to also become Supportive landscape in the future if it fulfils its potential as part of a green corridor.
9. A soft green edge to the city	The eastern edge of Cambridge in this vicinity is relatively unvegetated, with the exception of the area around Coldham’s Common. New development in the areas removed from the Green Belt could help to further soften the edge of the city.
10. Good urban structure with well-designed edges to the city	This sector does not currently relate to any built up areas, connecting to Coldham’s Common rather than the urban edge of Cambridge.

<b>Sector Number: 17</b>	
<b>Assessment Criteria</b>	<b>Sub area 17.1 – Cambridge Airport</b>
11. Green corridors into the city	There is an existing green corridor between Cherry Hinton and Coldham’s Common west of this sector. Should future development take place on the airport site, this sector is intended to provide a further green corridor into the city from the countryside east of Cambridge. It connects with Coldham’s Common, ensuring that the Common will not become isolated and separated from the countryside around Teversham if the land to the north and south of this sector becomes developed in the future.
12. The distribution, physical and visual separation of the necklace villages	This sector contributes significantly to the physical separation between Cambridge and Teversham. Should development occur to the north and south of this sector, it will remain the only separation between the two settlements.
13. The scale, character, identity and rural setting of the necklace villages	Although this sector abuts the western edge of Teversham, it does not play a role in the visual setting of the village due to the presence of vegetation between Teversham and Airport Way, which forms a visual barrier. It does, however, form part of the physical setting along with Airport Way, along the eastern edge of the sector, that prevents the spread of Teversham further west.
14. Designated sites and areas enriching the setting of Cambridge	Airport Way roadside verge is designated as a County Wildlife Site. Barnwell Road East Local Nature Reserve is designated as Protected Open Space and a City Wildlife Site.
15. Elements and features contributing positively to the character and structure of the landscape	This sector currently remains open, but its role within the airfield means that distinctive features are currently limited. However, it has potential as part of a future green corridor. The current lack of a strong landscape structure means that future development of the airport site will need to be carefully planned and designed to avoid urban sprawl.
16. A city set in a landscape which retains a strongly rural character	The airport and its associated hangars and other buildings have a strongly urbanising influence on this sector at present, although it remains open and undeveloped itself. Overall, the sector does not have a strong rural character, despite the presence of arable fields in the east of the sector.

**Importance of the sector to Green Belt Purposes**

6.20.4. At present, this sector forms a key part of the limited separation between Cambridge and Teversham. This role is currently performed by the airport and this sector will continue to provide some separation if future development occurs on the airport site. It allows views across the airfield towards key landmark features in the historic core and throughout Cambridge. This sector presents the opportunity to create a green corridor into the city from the surrounding countryside, should the closure of the airport and the future development envisaged for the airport site occur, preventing

Coldham's Common from becoming isolated from the countryside and allowing Coldham's Common to form part of the green corridor. It will also allow the continuation of views across the airport site and create the opportunity for improved links into the city for walking and cycling, reinforcing the human scale of the city.

**Implications of Green Belt release for development**

- 6.20.5. It is unlikely that any development within this sector could be accommodated without harm to Green Belt purposes. Development in the eastern part of the sector would substantially harm the rural setting and physical separation of Teversham from Cambridge.
- 6.20.6. If in the future the airport is closed and its site redeveloped, development within the future green corridor that it is envisaged this sector will become would prevent opportunities to increase connectivity into the centre of the city and stop connections from the wider countryside into the urban area, resulting in Coldham's Common becoming isolated from the countryside around Teversham. The sector could also allow a soft green edge to be created to any new development, as well as softening the existing eastern edge of the city. No Green Belt release should be contemplated in this sector.

**6.21. Sector Number: 18**

**Location: Eastern side of Fen Ditton**

- 6.21.1. Sector 18 is located to the north east of Cambridge, 4.23 km from the historic core and 0.3 km from the urban edge of Cambridge at its closest point. This area of Green Belt lies to the east of Fen Ditton, bounded by the A14 to the north and the B1047 to the west. The southern edge of the sector is defined by a combination of a dismantled railway line, High Ditch Road, the A1303 and a field boundary between these two roads that forms the current Green Belt boundary. The sector wraps around the proposed Major Development Site between the A1303 and High Ditch Road, which forms part of the Cambridge East (Wing) development area.
- 6.21.2. The land use is predominantly arable and this sector has been divided into 3 sub areas. Sub area 18.1 consists of smaller parcels of land to the south of Fen Ditton, which are a combination of arable and horse grazing land. Sub areas 18.2 and 18.3 are larger arable fields, sub area 18.2 to the west of the dismantled railway with a closer relationship to Fen Ditton, and sub area 18.3 to the east of the dismantled railway further east of Cambridge and divided by High Ditch Road.
- 6.21.3. The sector is partially overlooked by the key slightly elevated panoramic view from the A1303 to the south of Stow cum Quy. Fen Ditton Conservation Area is located immediately to the west of the sector, forming most of the village boundary. National Cycle Route 51 runs through the south of the sector.

<b>Sector Number: 18</b>			
<b>Assessment Criteria</b>	<b>Sub Area 18.1 - Smaller parcels south east of Fen Ditton</b>	<b>Sub Area 18.2 - west of dismantled railway</b>	<b>Sub Area 18.3 - east of dismantled railway</b>
1. A large historic core relative to the size of the city as a whole	Although there has been expansion of Cambridge to the north east, such as at Chesterton, King’s Hedges and Ditton Fields, this is not as extensive as development to the south east of the city. Despite the presence of substantial suburban housing areas, the scale of the historic core relative to the overall city currently remains such that Cambridge retains its historic character. This sector is relatively remote from historic core.		
2. A city focussed on the historic core	Fen Ditton and the community nodes within north east Cambridge serve local community needs without seriously competing with the historic core of Cambridge. Retention of this sector of Green Belt helps to prevent the requirement for any community scale centres to expand to a size that would compete with the historic core.		



<b>Sector Number: 18</b>			
<b>Assessment Criteria</b>	<b>Sub Area 18.1 - Smaller parcels south east of Fen Ditton</b>	<b>Sub Area 18.2 - west of dismantled railway</b>	<b>Sub Area 18.3 - east of dismantled railway</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	Whilst not a direct approach to Cambridge, the B1047 approach from the A14 to Fen Ditton is important to the setting of Fen Ditton. The characteristic approach past small scale arable fields that form part of Sector 19 on the west of the road, with glimpses of the tower of the village church, are distinctive features of this approach towards Cambridge. Views into these sub areas are less distinctive.		The approach towards Cambridge from the A14 along Newmarket Road, on the southern boundary of this sub area, is particularly long. The urban gateway does not occur until further west than this sub area, and then becomes a mixture of a suburban and commercial approach.
4. A city of human scale easily crossed by foot and by bicycle	While there is some distance between the historic core of Cambridge and this sector, it is evident that the sector has connections to the historic core by footpath and cycle routes, including Sustrans National Cycle Route 51 along the southern edges of sub areas 18.1 and 18.3, as well as a dedicated cycle lane along A1303 into the centre.		
5. Topography providing a framework to Cambridge	The flat fen edge landscape is characteristic of the north east of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.		
6. Long distance footpaths and bridleways providing access to the countryside	There are no long distance footpaths or bridleways through this sector, although Sustrans National Cycle Route 51 runs along the southern edges of sub areas 18.1 and 18.3, and there is a dedicated cycle lane along the A1303 into centre. Public rights of way through the sector are relatively limited, with the exception of routes from Fen Ditton through sub area 18.1.		
7. Key views of Cambridge from the surrounding landscape	There are no key views towards Cambridge from within or close to this sector. However, the sector is visible as the foreground to views towards Cambridge from the A1303 north of the A14 and to a lesser extent forms the foreground in views towards Fen Ditton when travelling south from the A14 along the B1047.		

<b>Sector Number: 18</b>			
<b>Assessment Criteria</b>	<b>Sub Area 18.1 - Smaller parcels south east of Fen Ditton</b>	<b>Sub Area 18.2 - west of dismantled railway</b>	<b>Sub Area 18.3 - east of dismantled railway</b>
8. Significant areas of Distinctive and Supportive townscape and landscape	<p>The parts of this sector closest to Fen Ditton, including sub area 18.1 and the western edge of sub area 18.2, are identified as Supportive landscape. These areas form an important part of the setting of Fen Ditton, as well as the separation between Fen Ditton and Cambridge. These areas are also characteristic of the flat landscape north east of Cambridge.</p> <p>Most of the remainder of sub area 18.2 and the majority of sub area 18.3 are considered to be Connective landscapes, largely because they are not distinctive landscapes in their own right and feel somewhat removed from Cambridge, with little evidence of most of the special qualities of Cambridge. The A14 corridor, along the northern edge of sub areas 18.2 and 18.3, creates a visual detractor to these sub areas.</p>		
9. A soft green edge to the city	<p>From within the sector, the presence of the built up area of Cambridge is not immediately obvious as a result of the presence of the green edge.</p>		
10. Good urban structure with well-designed edges to the city	<p>The urban structure of Cambridge has little relationship to this sector, being separated from the south of the sector by the disused railway line. The built form of Fen Ditton, adjacent to this sector, becomes less characteristic further north along the B1047 than more historic areas of the village and is much less vegetated than in western parts of the village.</p>		
11. Green corridors into the city	<p>This sector does not currently form part of any green corridors into the city.</p>		
12. The distribution, physical and visual separation of the necklace villages	<p>This sub area is critical to maintaining the limited separation between the southern side of Fen Ditton village and Cambridge.</p>	<p>This sub area forms part of the separation between Cambridge/Fen Ditton and Horningsea and also between Fen Ditton and Stow cum Quy.</p>	<p>This sub area forms part of the separation between Cambridge/Fen Ditton and Stow cum Quy.</p>
13. The scale, character, identity and rural setting of the necklace villages	<p>This sector plays an important role in preserving the small scale of Fen Ditton and providing its rural setting, particularly to the north and east. The character, form and distinctive village feel of Fen Ditton are particularly important to maintain, as it is one of the closest necklace villages to Cambridge.</p>		

<b>Sector Number: 18</b>			
<b>Assessment Criteria</b>	<b>Sub Area 18.1 - Smaller parcels south east of Fen Ditton</b>	<b>Sub Area 18.2 - west of dismantled railway</b>	<b>Sub Area 18.3 - east of dismantled railway</b>
14. Designated sites and areas enriching the setting of Cambridge	Fen Ditton Conservation Area, with its associated Listed Buildings, is located immediately to the west of the sector, forming most of the village boundary.		
15. Elements and features contributing positively to the character and structure of the landscape	The network of hedgerows and occasional hedgerow trees are an important element of this sector, where they remain intact. High Ditch Road is a green/treed approach to Fen Ditton, although not to Cambridge itself, from the south east. The small fields to the south of Fen Ditton are also important to the setting of Fen Ditton, enclosed by the vegetated alignment of the disused railway line. However, the lack of a strong landscape structure in sub areas 18.2 and 18.3 increases the risk of urban sprawl if development is extended into the sector in the future.		
16. A city set in a landscape which retains a strongly rural character	This sector has a strongly rural character, despite the presence of the A14 to the north which is audible. The disused railway line and vegetation along High Ditch Road create separation between the sector and the edge of Cambridge, minimising any urbanising influences.		

**Importance of the sector to Green Belt Purposes**

6.21.4. This sector plays a key role in the setting of the north east of Cambridge, and the approach to both Fen Ditton and Cambridge along the B1047 from the north. Sub area 18.1 plays an essential role in the separation between Fen Ditton and Cambridge, being the only remaining separation between the two settlements. Sub areas 18.2 and 18.3 provide separation between the village and the A14, as well as between the future allocated edge of Cambridge and the A14, retaining a rural setting to the city when viewed from the strategic route. The sector also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character.

**Implications of Green Belt release for development**

6.21.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub area 18.1 would remove the remaining area of separation between Fen Ditton and the edge of Cambridge and affect the rural setting of Fen Ditton. Development within sub area 18.2 would affect the rural setting, form and character of the village, and within sub area 18.3 would affect the wider rural setting of Fen Ditton and Cambridge from the north east. No Green Belt release should be contemplated in this sector.

**6.22. Sector Number: 19**

**Location: West of Fen Ditton**

- 6.22.1. Section 19 is located to the north east of Cambridge and is one of the few areas between the city and the A14 that has not been infilled with urban development. It extends in a green corridor from the A14 and the west side of Fen Ditton into the city, along the River Cam corridor, and is only 1.44 km from the historic core at its closest point. It is bounded to the north and east by the A14 and the B1047/urban edge of Fen Ditton respectively. The southern side of the sector abuts the urban edge of Cambridge, following a dismantled railway line, and the western side is bounded by the urban edge of Chesterton and the railway line to Ely and Peterborough.
- 6.22.2. Land use in this sector is mixed. Sub area 19.1, to the west of the B1047 between Fen Ditton and the A14, is arable. Sub area 19.2 is the river corridor of the Cam and forms part of the commons that link the countryside to the historic core. The river corridor consists of common land and flood meadows as well as some sites used by Gypsies and Travellers, pony paddocks and flood meadow grazing. Sub area 19.3 is a smaller area of paddocks to the south of Fen Ditton, separating the village from the urban edge of Cambridge. The sector contains key low level views towards the city along the river corridor. Several long distance footpaths, including the Harcamlow Way and the Fen Rivers Way, and National Cycle Route 11 run through the river corridor, connecting the historic core with countryside beyond Cambridge.
- 6.22.3. A large proportion of this sector of Green Belt is designated as a Conservation Area. Parts of sub areas 19.1 and 19.2 closest to Fen Ditton fall within the village’s Conservation Area and all of the river corridor within sub area 19.3 is part of the Riverside and Stourbridge Common Conservation Area. The River Cam is also a County Wildlife Site. Ditton Meadows, on the south side of the river, is a Protected Open Space and City Wildlife Site. Barnwell Junction Pasture and Disused Railway, to the south of Ditton Meadows, is also designated a Protected Open Space and City Wildlife Site. Stourbridge Common is an area of Common Land designated as a City Wildlife Site.

<b>Sector Number: 19</b>			
<b>Assessment Criteria</b>	<b>Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village</b>	<b>Sub Area 19.2 - Land forming part of the river corridor</b>	<b>Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge</b>
1. A large historic core relative to the size of the city as a whole	Although there has been expansion of Cambridge to the north east, such as at Chesterton, King’s Hedges and Ditton Fields, this is not as extensive as development to the south east has been. Despite the presence of substantial suburban housing areas, the scale of the historic core relative to the overall city still currently remains such that Cambridge retains its historic character. The majority of this sector is relatively remote from historic core, with the exception of the river corridor.		

Sector Number: 19			
Assessment Criteria	Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village	Sub Area 19.2 - Land forming part of the river corridor	Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge
		<p>This green corridor of common land, along the River Cam, enhances the sense of compactness to the historic core in the north east of Cambridge, through creating a feeling of bringing the countryside closer to the historic core. Part of the adjoining area of Chesterton is also considered to form a separate area of historic core (refer to Figure 7).</p>	
2. A city focussed on the historic core	<p>Fen Ditton and the community nodes within north east Cambridge serve local community needs without seriously competing with the historic core of Cambridge. Retention of this sector of Green Belt helps to prevent the requirement for any community scale centres to expand to a size that would compete with the historic core.</p>		

<b>Sector Number: 19</b>			
<b>Assessment Criteria</b>	<b>Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village</b>	<b>Sub Area 19.2 - Land forming part of the river corridor</b>	<b>Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge</b>
3. Short and/or characteristic approaches to the historic core from the edge of the city	Whilst not a direct approach to Cambridge, the approach from the A14 to Fen Ditton is important to the setting of Fen Ditton. The characteristic approach past small scale arable fields on the west of the road, with glimpses of the tower of the listed village church, are distinctive features of this approach towards Cambridge.	The River Cam is a characteristic green approach into the city for users of the river, cyclists and walkers, rather than vehicles. Whilst not a short approach, the green corridor is one of the key distinctive features of Cambridge as a city. It contains distinctive footpath approaches, linking the countryside with the city.	The south eastern corner of this sub area marks the urban gateway to Cambridge. The approach from Fen Ditton to this gateway, with a longer, suburban approach into the historic core of Cambridge beyond, is very short but a noticeable transition between a distinct village and a large urban area.
4. A city of human scale easily crossed by foot and by bicycle	While there is some distance between the historic core of Cambridge and the majority of this sector, it is evident that the sector is well connected to the historic core by footpaths and cycle routes, particularly along the river corridor.		
5. Topography providing a framework to Cambridge	The flat fen edge landscape is characteristic of the north east of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.	The river valley landscape is characteristic of the green corridors along the River Cam; flat and low lying, with the city very slightly elevated above the valley bottom.	The flat fen edge landscape is characteristic of the north east of Cambridge, providing a rural context to the city and contrasting with the elevated views available to the south and west of the city.



<b>Sector Number: 19</b>			
<b>Assessment Criteria</b>	<b>Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village</b>	<b>Sub Area 19.2 - Land forming part of the river corridor</b>	<b>Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge</b>
6. Long distance footpaths and bridleways providing access to the countryside	This sector contains a key corridor for long distance routes (Harcamlow Way and the Fen River Way) which both follow the river corridor and divert to pass through Fen Ditton. A number of footpaths diverge from these main routes and provide links into other parts of Cambridge and Fen Ditton. Links between the urban areas and the open countryside, as well as to villages beyond the A14, are good within this sector and well used.		
7. Key views of Cambridge from the surrounding landscape	Views of the green edge to Cambridge are possible from the B1047 between the A14 and Fen Ditton. This route also has local views towards Fen Ditton church, across the small scale arable landscape. However, some of the other qualities that are special to Cambridge, such as views of landmark features, are not experienced from this sub area.	Key views are possible along the river corridor, particularly at Ditton Meadows and Stourbridge Common. These key views are largely of the river corridor itself, rather than the landmarks in the historic core or other special qualities, although there are glimpsed views of spires and the Museum of Technology chimney when travelling along the river corridor.	The relatively enclosed character of this sub area does not allow views out.
8. Significant areas of Distinctive and Supportive townscape and landscape	The majority of this sector is assessed to be Supportive landscape, becoming Distinctive closer to Cambridge along the river corridor. The area around Fen Ditton forms an important part of the approach towards Cambridge from the A14, whilst the green space formed by the water meadows and open land along the River Cam forms important areas of distinctive landscape running from the historic core, out towards open countryside to the north east of the city.		
9. A soft green edge to the city	The River Cam corridor plays a key role in creating a soft green edge to the city, drawing the countryside into the city. From within the sector, the presence of the built up area of Cambridge is not immediately obvious as a result of the presence of the green edge.		

<b>Sector Number: 19</b>			
<b>Assessment Criteria</b>	<b>Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village</b>	<b>Sub Area 19.2 - Land forming part of the river corridor</b>	<b>Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge</b>
10. Good urban structure with well-designed edges to the city	<p>The urban structure of Cambridge is varied along the boundaries of this sector. Most areas of built development have a well vegetated edge, although few areas have properties fronting on to the open space within this sector.</p> <p>The built form of Fen Ditton adjacent to this sector is characteristic of the historic areas of the village and is generally well vegetated.</p>		
11. Green corridors into the city	<p>The River Cam corridor forms one of the key green corridors into the city. It is the northern part of a green corridor passing through the heart of the city, linking the countryside north and south of Cambridge.</p>		
12. The distribution, physical and visual separation of the necklace villages	<p>This sector is key to maintaining the limited separation between Fen Ditton and Cambridge. The sector also provides separation between Fen Ditton, Cambridge and Horningsea.</p>		
13. The scale, character, identity and rural setting of the necklace villages	<p>This sector preserves the small scale of Fen Ditton. The character, form and distinctive village feel of Fen Ditton are particularly important to maintain, as it is one of the closest necklace villages to Cambridge.</p>		
14. Designated sites and areas enriching the setting of Cambridge	<p>Fen Ditton Conservation Area includes the village and some of the adjacent small fields and contains a number of Listed Buildings. Much of the corridor of the River Cam is also a Conservation Area, as well as Common Land and a City Wildlife Site as it approaches Cambridge. These sites enrich the setting of both Cambridge and Fen Ditton, as well as people’s experience of this setting.</p>		
15. Elements and features contributing positively to the character and structure of the landscape	<p>Fen Ditton’s listed church forms an important local landmark that is visible from many parts of this sector. The river corridor and associated meadows/common land, as well as the distinctive willows and other riparian vegetation, are a characteristic element of Cambridge and an integral part of the landscape setting.</p> <p>Within the areas of arable fields, treed hedgerows and field boundaries are important features that contribute to the landscape setting of Cambridge and Fen Ditton, creating a relatively strong landscape structure.</p>		

Sector Number: 19			
Assessment Criteria	Sub Area 19.1 - Arable land to west of Horningsea Road between A14 and village	Sub Area 19.2 - Land forming part of the river corridor	Sub Area 19.3 - Smaller land parcel separating edge of Fen Ditton and urban edge of Cambridge
16. A city set in a landscape which retains a strongly rural character	This sub area is strongly rural and important to the setting of both Cambridge and Fen Ditton. It provides the foreground in views towards Fen Ditton, particularly when approaching from the north, and to a lesser extent Cambridge.	The river corridor feels strongly rural, with its vegetated edge screening the presence of development for much of its length and only occasional glimpses of taller buildings in the historic core of the city possible. Where properties do front on to the corridor or the river, these do not generally feel as if they are part of a large city.	This sub area is less strongly rural, with the presence of paddocks giving it a village edge feel. It provides the foreground in views towards Fen Ditton, but a disused railway line along the northern edge of Cambridge clearly defines the edge of the city.

**Importance of the sector to Green Belt Purposes**

- 6.22.4. This sector plays a key role in the setting of the north east of Cambridge, the setting of Fen Ditton and the approach to the village and city along the B1047 from the north. Sub area 19.3 also plays an essential role in the separation between Fen Ditton and Cambridge, being the only remaining separation between the two settlements. The sector also forms the rural setting of Fen Ditton to the north and west and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.

**Implications of Green Belt release for development**

- 6.22.5. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub area 19.1 would affect the characteristic setting to Fen Ditton and the rural approach towards Cambridge. Within sub area 19.2 it would alter the highly distinctive approach into Cambridge along the River Cam and would disrupt the special qualities of the key green corridor. Within sub area 19.3 it would remove the remaining area of separation between Fen Ditton and the edge of Cambridge. No Green Belt release should be contemplated in this sector.

**Appendix 1: Review of Studies Submitted by Objectors**

**Cambridge Inner Green Belt:  
Review of Studies Submitted by Objectors**

November 2015

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*This document has been prepared and checked in accordance with ISO 9001:2008.*

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## **1.0 Introduction**

### **1.1 Appointment and Scope**

1.1.1. This report is supplemental to the Cambridge Inner Green Belt Boundary Study by LDA Design (October 2015) (referred to in this report as LDA Design’s main report). As described in section 1.1 of that report, Cambridge City Council and South Cambridgeshire District Council (jointly referred to in this report as the Councils) commissioned LDA Design to undertake two pieces of work:

- 1) To undertake assessment of the Inner Green Belt Boundary and set out the methodology used. The assessment should provide a robust, transparent and clear understanding of how the land in the Cambridge Green Belt performs against the purposes of the Cambridge Green Belt.
- 2) To review the methodologies put forward by objectors in relation to the Inner Green Belt Boundary.

1.1.2. This report addresses item 2. Item 1 is the subject of LDA Design’s main report.

1.1.3. The following studies are reviewed in this report:

- Response to Review of the Inner Green Belt Boundary Study, CSa Environmental Planning (February 2013) on behalf of Januarys (Cambridge) Limited for North of Barton Road Landowners’ Group and South of Barton Road Landowners’ Group.
- Cambridge Green Belt Review, Terence O’Rourke Limited (July 2012) on behalf of Grosvenor Estates.
- Green Belt Review & Critique of Cambridge South, Helen Thompson and Bidwells (September 2013) on behalf of Lands Improvement Holdings Limited, Pigeon Land, Jesus College and the Pemberton Trust.
- Cambridge South East Green Belt Review Technical Report, Tyler Grange (September 2013) on behalf of Commercial Estates Group.
- Green Belt Assessment: Land at Fen Ditton, Cambridge, Liz Lake Associates (September 2013) on behalf of Carter Jonas for the Quy Estate.

1.1.4. The studies are reviewed in turn in the following sections of this report. The section titles refer to the promoters who commissioned the reports.

### **1.2 Assessment Parcels**

1.2.1. The assessments undertaken on behalf of Lands Improvement Holdings Limited and Commercial Estates Group both break down the areas of land to be assessed into small parcels, sometimes comprising a single field or part of a field. This is not appropriate.

1.2.2. The issues raised by Green Belt Purposes, such as urban sprawl, merging of settlements, setting, etc., are matters that must be considered at a broad scale; they require a holistic, contextual view to be taken and do not stop at specific field boundaries. Applying the various criteria involved in a Green Belt assessment may



result in one field receiving a slightly different score from the adjacent field. If the consequence is that one field is considered appropriate for development, that development would change the conditions in the neighbouring field and would be likely to change the results of a future Green Belt assessment of the neighbouring field. Whilst the harm resulting from the incremental development of each individual field might be relatively minor, the harm resulting from what might add up to a significant loss of Green Belt land could be much greater.

- 1.2.3. It is therefore important to keep sight of the 'big picture', considering each area of Green Belt land under assessment in the context of the city as a whole.
- 1.2.4. For these reasons, the Study undertaken by LDA Design defined larger sectors that can be considered in relation to the city as a whole and enable robust conclusions to be drawn regarding the performance of Green Belt Purposes. Sectors are only sub-divided where there are areas of noticeably different land use, character or context which could change the outcome of the assessment to a material degree.

## 2.0 North and South of Barton Road Landowners' Groups

- 2.1.1. This report relates to land north and south of Barton Road, equivalent to sectors 3 and 4 in LDA Design's main report.
- 2.1.2. The report does not itself contain a Green Belt Assessment, nor does it propose a methodology for one. Rather, it comments on the Councils' 2012 Inner Green Belt Boundary Study (the Councils' Study) and refers to an initial landscape and visual impact assessment previously undertaken by CSa in relation to the promotion site.
- 2.1.3. In criticising the Councils' Study, the report places considerable emphasis on the issue of coalescence between settlements, asserting in several places (paras 2.8, 2.11 and 3.4) that this is the main purpose of Green Belt. Such an assertion is at odds with Green Belt Policy as contained in the NPPF, which sets out five purposes in paragraph 80 and states in paragraph 79 that *'the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open'*.
- 2.1.4. At paragraph 2.9, the report states that the Councils' methodology places too much weight on matters such as rural character, which is not in itself a Green Belt matter. However, as identified in LDA Design's main report, rural character is a key element of the setting and special character of Cambridge, the preservation of which is covered by National Green Belt purpose 4.
- 2.1.5. At paragraph 2.10, the report states *'Whilst the land does not form part of a larger gap between the two settlements, it is the M11 which provides a clear break between Coton and Cambridge, thus preventing any perceived or actual coalescence'*. This appears to suggest that Coton and Cambridge could both extend as far as the M11 without perceived or actual coalescence because the M11 would separate them. It is apparent at Girton, Histon and Milton on the north edge of Cambridge that the separation created by a major road between two otherwise conjoined areas of development is minimal and that the distinctive identity and rural setting of necklace villages is significantly compromised in such circumstances.
- 2.1.6. At paragraph 2.12, the report states that the Councils' Study does not identify any significant views adjacent to the site. However, Figure 3 in the Councils' Study identifies a significant view from Coton Countryside Reserve towards the site. This view is represented as Photograph 1 on Figure 15 to LDA Design's main report (also the cover image to that report) in which the importance of sector 3 as the rural foreground to the city is clear.
- 2.1.7. Paragraph 2.14 assesses the land north of Barton Road as being of low to medium landscape quality. Even taken on its own terms, this does not appear to recognise the value of the strong field pattern and substantial hedgerows within the land. More significantly, it fails to recognise the value of the land in providing the rural setting to the west side of Cambridge and being the closest area of rural land to the historic core.
- 2.1.8. At paragraph 1.4, the study summarises the findings of the initial landscape and visual impact assessment. The second bullet point states that significant views *'could be*

*retained along green corridors or above new buildings, with some open land retained in the foreground'. The cover photograph and Photographs 1 and 2 on Figure 15 to LDA Design's main report demonstrate that for the significant views to be retained intact, with the land forming the rural foreground to the city, the land must be retained entirely free of new development.*

## 3.0 Grosvenor Estates

- 3.1.1. This study relates to land between Trumpington and the M11 on the west side of Hauxton Road, identified as sector 7 in LDA Design's main report.
- 3.1.2. Note: 20 Figures are listed on page 2 of the report but Figures 18-20 were missing from the report as reviewed.
- 3.1.3. Reference is also made to Terence O'Rourke drawing number 173604/SK/600 (included as Appendix 1 to this report and originally submitted to the City Council as a part of Grosvenor's representation 27137 to the Proposed Submission consultation in relation to Policy 4: The Cambridge Green Belt), which provides an indication of Grosvenor's proposals for an extension to the consented Trumpington Meadows development.
- 3.1.4. The report refers at section 1.1 to the Cambridge Green Belt purposes (as defined in LDA Design's main report) and makes numerous references to LDA Design's Cambridge Green Belt Study 2002, undertaken on behalf of South Cambridgeshire District Council.
- 3.1.5. Section one (numbered as paragraph 2.1 onwards) contains extensive baseline information, focussing particularly on landscape character and views.
- 3.1.6. Section two (numbered as paragraph 3.1 onwards) analyses the effects of development.
- 3.1.7. Section three (numbered as paragraph 4.1 onwards) presents the conclusions of the assessment.
- 3.1.8. Paragraph 3.4 refers to the Special Qualities of Cambridge and its surrounding landscape that were identified in section 6 of LDA Design's 2002 Study. The report lists 11 of the 14 Special Qualities identified by LDA Design, describing them as '*qualities relevant to this study*'. The three it omits are:
- A large historic core relative to the size of the city as a whole
  - A city of human scale easily crossed by foot and by bicycle
  - Designated sites and areas enriching the setting of Cambridge.
- 3.1.9. There is no explanation as to why these three qualities are not mentioned. As the assessment of sector 7 in LDA Design's main report shows, they are of relevance to the sector.
- 3.1.10. Having listed 11 of the qualities, the report makes little reference to the majority of them. Only six of those listed are included in the table at paragraph 4.6 (see below).
- 3.1.11. Paragraphs 3.10 onwards contain an assessment of the effects of development on character areas. As the heading above paragraph 3.7 indicates, this is undertaken very much as an assessment of effects on landscape and visual resources rather than an assessment of effects relevant to Green Belt Purposes.

- 3.1.12. At paragraph 3.20, the report states that any future development would predominantly be located in an area classified in LDA Design's 2002 Study as Connective landscape. This refers to the assessment of townscape and landscape role and function in section 5.6 of LDA Design's 2002 Study, parts of which are quoted in paragraph 3.6. Whilst it is correct that LDA Design's 2002 Study identified much of the landscape on which Grosvenor propose development as Connective, it identified some of it as Supportive. Due to the significant changes that have occurred since 2002 in this area of Cambridge, associated with the construction of Addenbrooke's Road and the Glebe Farm and Trumpington Meadows developments, the whole of sector 7 is now classified as Supportive landscape for the reasons explained in section 4.14 of LDA Design's main report.
- 3.1.13. At paragraph 3.21, the report states that any extension to Trumpington Meadows would lie in the same character areas as land previously released from the Green Belt, which was subject to detailed analysis work undertaken for the Trumpington Meadows outline planning application. Whilst it is correct that the land lies in the same landscape character area, landscape character is a component of the baseline understanding of the landscape but is not directly relevant to Green Belt Purposes.
- 3.1.14. Paragraph 3.23 states *'It would be important that a green swathe of open landscape around any new development edge is maintained north of the M11 so as to retain a strong landscape setting on the approach to Cambridge along Hauxton Road and in views from the M11'*. There is further reference to a green swathe in paragraph 4.11. However, there is reference to sports pitches in the table at paragraph 4.6, and paragraph 4.15 also refers to sports pitches. Terence O'Rourke drawing number 173604/SK/600 (see Appendix 1) shows that the land between the proposed extension to Trumpington Meadows and the M11 would be allocated for outdoor sport. It therefore appears clear that Grosvenor's proposals would not retain agricultural land between the M11 and the proposed Trumpington Meadows extension.
- 3.1.15. At paragraph 3.41, the report states that the experience and character of views from the western section of the Country Park and from the A10 would remain unaltered. Once the consented Trumpington Meadows scheme is completed, a significant area of agricultural land will remain between the built edge and the M11 junction. Under the Grosvenor proposals, approximately half of this agricultural land would be built upon and the remainder would change from agricultural land to sports pitches with associated fencing and lighting. This would have a significant effect on the character and appearance of the land and would affect the perception of the city as being set in a landscape which retains a strongly rural character, this being one of the important qualities of the Green Belt identified in section 5 of LDA Design's main report (and a Special Quality identified in LDA Design's 2002 Study).
- 3.1.16. In the unnumbered paragraph after 3.47, the report states that there will be no impact on four attributes relevant to Green Belt Purposes. Whilst it is correct that views of the historic core of Cambridge would remain unaffected and that the green corridor along the River Cam would remain intact, LDA Design's assessment of sector 7 is that significant expansion of development in this area would increase the impression of

urban sprawl and could start to threaten the compactness of the city. The report states that *'a green setting to the city can be maintained'*; as noted above, whilst sports pitches could be described as green, there would be an effect on the rural setting of the city, and it is the rural character of the landscape that is important to Green Belt Purposes, as emphasised in the references to LDA Design's 2002 Study quoted at paragraphs 4.2 and 4.3 of the report.

- 3.1.17. The table at paragraph 4.6 purports to consider the effect of development on various qualities that contribute to Green Belt Purposes. Only six of the 14 qualities identified in LDA Design's 2002 Study are considered, along with four qualities drawn from other sources. In each case, the table states that there will be no impact on the relevant quality but the accompanying comments do not rigorously support this and several amount to little more than bare assertion. Against 'A distinct urban edge', there is a statement that development of a stadium has potential to create a truly distinct and exemplar urban gateway. There does not appear to be any other reference in the report to a stadium, and a building of the scale of a stadium would appear to conflict with the building heights strategy described in paragraph 4.12. A stadium would also be completely out of character with the new residential urban edge that is being created at Glebe Farm and Trumpington Meadows. It would presumably require extensive areas of car parking which would further detract from urban form and the rural character of the landscape adjoining the urban edge.
- 3.1.18. Against the quality 'A city set in a landscape which retains a strongly rural character', it is noted that sports pitches are located within the Green Belt to the west of Cambridge and do not impact on the overall rural setting to the city. This occurs in sectors 3.3 and 4.3 assessed in LDA Design's main report, both of which have a strong framework of large hedgerows and trees which contain and conceal the pitches so that they are not perceived within the otherwise rural character of the landscape. This would not be the case in sector 7.
- 3.1.19. Paragraph 4.7 refers to the classification of the landscape as Connective. As discussed above in relation to paragraph 3.20, LDA Design's 2002 Study identified some of the landscape on which Grosvenor propose development as Supportive. Due to the changes that have occurred in the area, LDA Design's main report now classifies the whole of sector 7 as Supportive.
- 3.1.20. In conclusion, the report does not adopt a methodology that amounts to a rigorous assessment of the performance of the land or the implications of its development for Green Belt purposes. The methodology largely follows that used for Landscape and Visual Impact Assessments, focussing on effects on landscape character and views. Where matters directly relevant to Green Belt are mentioned, they are not considered in a robust or transparent manner and the conclusions in relation to Green Belt are largely unsubstantiated.

## 4.0 Pigeon Land, Lands Improvement Holdings Limited and Others

- 4.1.1. This study relates to land south of Trumpington, identified as sector 8 in LDA Design's main report.
- 4.1.2. The study includes a detailed review and critique of the Councils' Study and goes on to undertake an assessment of the land described as Cambridge South using the same methodology as used in the Councils' Study but with two adjustments, as explained in paragraph 5.12. Paragraph 5.9 provides a justification for the first adjustment (using smaller areas) but, as explained in section 1.2 of the present report, dividing the assessment area into small land parcels is not a valid approach. The second adjustment to the Councils' methodology, that Importance to Green Belt is based on the highest value of the preceding attributes, is justified in paragraph 4.33. Since the evaluation process is not clear in the Councils' Study, this approach does not appear unreasonable.
- 4.1.3. Whilst stating that the study follows the Councils' methodology (subject to the two adjustments above), it includes two tables which do not appear in the Councils' study and appear to supplement the methodology.
- 4.1.4. Table 2 shows the Inter-relationship of Purposes and Assessment. Under the heading 'Purposes', it sets out the five National Green Belt purposes and the three Cambridge Green Belt purposes (both terms as defined in LDA Design's main report), as well as the factors identified in the South Cambridgeshire Core Strategy 2007 as contributing to the special character of Cambridge. Under the heading 'Method of Assessment', it lists the four 'purposes' set out in paragraph 2.2 of the Councils' Study and it indicates how the Purposes are to be assessed. The table states that National Green Belt purposes 1, 3 and 5 are not included in the Councils' Assessment as they are not usually seen to be of paramount importance for Cambridge. In relation to National Green Belt purpose 4 (setting and special character) a number of factors are identified which it is assumed the Study takes into account in the assessment. There is repeated emphasis on the rural character of the landscape both as the setting to the city and the setting of necklace villages. Reference is also made to soft green edges to the city, historic and social associations and the separation, setting, scale and character of villages. There is acknowledgement that Cambridge is a compact city but the text states that *'care must be exercised as this is not necessarily about distance from the centre but about ease of access and communication between different areas'*. However, although compactness is mentioned here, it does not appear to be considered or addressed in the subsequent assessment.
- 4.1.5. Table 3 sets out how the Assessment of Special Character has been approached. It draws from the Cambridge Landscape Character Assessment 2003 (CLCA) and LDA Design's 2002 Study. In relation to the CLCA, Defining Character is expressed to be in terms of setting, separation, views, green corridor and environmental character. However, from reviewing the CLCA, environmental character does not appear to be identified in that document as Defining Character. The table then highlights relevant aspects of Supporting Character from the CLCA. In relation to Edges, it notes that the



south extent of the urban area is identified in the CLCA as a negative edge but does not refer to the new urban edge which has been created along Addenbrooke's Road and which will, as the vegetation matures, become a positive edge. One of the aspects of Supporting Character in the CLCA is Archaeology but this is omitted from the table despite the fact that the Cambridge South site includes a Scheduled Monument, as identified as paragraph 5.21 of the report.

4.1.6. In relation to LDA Design's 2002 Study, the table mentions a number of the Special Qualities identified in section 6 of that Study but omits to mention eight of the 14 Special Qualities. Those omitted are as follows:

- A large historic core relative to the size of the city as a whole
- A city focussed on the historic core
- Short and/or characteristic approaches to Cambridge from the edge of the city
- A city of human scale easily crossed by foot and by bicycle
- Topography providing a framework to Cambridge
- Designated sites and areas enriching the setting of Cambridge
- Long distance footpaths and bridleways providing links between Cambridge and the open countryside
- A city set in a landscape which retains a strongly rural character.

4.1.7. As is apparent from the assessment of sector 8 in LDA Design's main report, these omitted qualities cover a number of considerations which are important to the assessment of this sector.

4.1.8. There are a number of errors and inaccuracies in the table in relation to the Special Qualities that are referred to:

- The table states that no particular qualities are identified to be safeguarded on plan 1641LP/09 in LDA Design's 2002 Study. However, the plan identifies the land as being important in separating Hauxton and Little Shelford from Cambridge.
- The table states that the site is in an area of Connective landscape/townscape. Whilst this was correct in the 2002 Study, the assessment in LDA Design's main report identifies the northern part of sector 8 as Supportive landscape for the reasons explained in section 4.14 of LDA Design's main report.
- In relation to key views, the table states that Cambridge South does not come into the view cone of the view from the M11 junction. Whilst it is no longer identified as a key view in LDA Design's main report, the view from the M11 junction is an important part of the experience of arrival at Cambridge along Hauxton Road and the Cambridge South site provides the rural setting on the right hand side of the view. A key view has been identified in LDA Design's main report from St Margaret's Mount (Rowley's Hill). The Cambridge South site forms part of the rural foreground to the city in this view.

- In relation to the distribution, physical separation, setting, scale and character of necklace villages, the table states that plan 1641LP/09 shows open countryside separating the site from Little Shelford and from Hauxton. This wording is incorrect. The plan shows the site as open countryside separating the inner necklace villages from Cambridge.
- In relation to the attribute of a soft green edge to the city, the table states that Cambridge South is bounded on three sides with road infrastructure making it a hard and negative edge. The city edge is defined by Addenbrooke’s Road and by the ribbon development along Cambridge/Shelford Road. The latter has a soft green edge. The planting that has taken place in association with the Glebe Farm development is expected to provide a soft green edge along Addenbrooke’s Road as it matures.

4.1.9. Paragraph 5.27 of the report proposes a new Green Belt boundary extending out to the M11 and the edge of the river corridor, which appears to be in order to align the boundary with permanent features. Paragraph 5.28 states that not all land released from the Green Belt need be developed and that *‘The apron of land which the Councils regard as important to the setting of Cambridge could be established’*. If the premise for a Green Belt release is, as implied at paragraph 6.6, that much of the site *‘could be developed without significant undue harm to the purpose of the Green Belt’*, then the new development edge could form a permanent boundary to the Green Belt. Land which is regarded as important to the setting of Cambridge should not be released from the Green Belt.

4.1.10. The assessment of land in the sector is presented in Table 4, with the site broken down into fourteen areas as shown on Figure 12 to the report. Table 4 contains minimal explanation to support the assessment and there appear to be significant grounds for concern. These are listed below against the relevant criteria in the left hand column of table 4.

Character Area/Type	For most of the areas, the table states that parts are Supporting but the reason for this is unclear. Table 3 appears to indicate that no elements of Supporting Character are applicable to sector 8. Areas 6 and 9 are stated to be wholly or partly Defining, which is assumed to relate to the river corridor.
Proximity to Historic Core	There appears to be inaccuracy in the figures for many of the areas. For example, both areas 1 and 4 are stated to be 5km from the historic core but area 4 lies 1km south of area 1 and is therefore 1km further from the historic core. Area 6, stated to be 5.5km, is 1.5km south of area 1. Area 14 is stated to be 5.5km whilst area 12, which is immediately adjacent to it, is stated to be 5km.
Edge Type	For areas 1, 12, 13 and 14, edge type is described in relation to the adjoining roads. However, the relevance of edge type

	is in relation to the quality of the urban edge of the city, which for these areas is defined by the new housing development on the north side of Addenbrooke's Road.
Prevalent Local Built Form	In areas 1, 12, 13 and 14, there is no reference to the new housing along Addenbrooke's Road.
Importance to Setting	Whilst paragraph 5.16 of the report refers to the Guidance Notes in Table 2 of the Councils' Study, there is no explanation as to how the various areas have been assessed. Areas 1-5 and 7-8 are assessed as being of Low importance to setting although, as agricultural land, they all contribute to the rural setting of the city, which is a quality mentioned in the Table 2 Guidance Notes in the Councils' Study. Areas 10-13 are identified as being of Medium importance, which may be due to their greater visibility from adjacent roads (M11 and Hauxton Road), although area 1, which is adjacent to Addenbrooke's Road, is classified as being of Low importance. Area 14 is classified as High importance, although there is no apparent reason why it should differ from area 12.
Importance to Character	Similarly, there is no explanation of these assessments. A clear anomaly is that areas 13 and 14 are classified as Medium, whilst area 12, which lies between them, is classified as Low.
Importance to Physical Separation, Distribution, Setting, Scale and Character of Green Belt Villages	Areas 1-4 are classified as Negligible or Low, which does not appear to take into account the implications of additional development alongside the existing ribbon development on Cambridge/Shelford Road, the effect of which would be to decrease the perception of separation between Cambridge and Great Shelford. Areas 10-14 are classified as Low or Negligible, although they form part of the rural separation between Cambridge and Hauxton.
Importance to Rural Character	Most of the areas are assessed as Medium, with area 1 being Low and areas 6 and 9 being High. As noted in the assessment of sector 8 in LDA Design's main report, there are urbanising influences on the sector but, being entirely agricultural land and with a visual connection to the countryside beyond, it retains much of its rural character. The assessments of Low or Medium for the majority of this sector downgrade its importance unduly.
Importance to Green Belt	The assessment copies the highest score given against the previous four criteria, with the highest scoring criterion

	<p>varying from one area to another. The concerns expressed above are reflected in the assessments. Areas 5, 6, 7, 9 and 14 are assessed as being of High or Very High importance. With the exception of area 14, these are the southernmost areas within the sector. This ignores the importance of the northern part of the sector in forming the setting for the new edge of the city being constructed at Glebe Farm and the greater visibility of the northern part of the sector in views on the approach to Cambridge along Hauxton Road and from higher ground to the west such as St Margaret’s Mount (Rowley’s Hill).</p>
<p>Significance of Development on the Green Belt</p>	<p>It is assumed that this assessment uses the Significance Matrix at Table 1 of the Councils’ Study. Since the magnitude of effect of a development proposal is not stated in the report, it must be worked out from the matrix. This appears to indicate that a Very High magnitude has been identified for areas 9 and 14, High for 1, 6 and 10-13, and Medium for areas 2-5 and 7-8. The rationale behind these assessments is not at all apparent.</p>

4.1.11. Paragraph 6.6 of the report states that most of the land in the sector is of Medium importance to the purposes of Green Belt and ‘*could be developed without significant undue harm to the purpose of the Green Belt*’. Notwithstanding the concerns expressed above in relation to the assessment, no explanation or justification is provided as to why land of Medium importance to Green Belt can be developed without significant undue harm to Green Belt purposes. Since this appears to be the conclusion upon which the entire assessment turns, the lack of any explanation is highly surprising.

4.1.12. In conclusion, there are serious concerns about the study. The methodology appears to overlook a number of matters that should be taken into consideration in the assessment, which are identified in documents from which the study purports to draw. The assessment is based on inappropriately small land parcels. It lacks any explanation of the judgements made and there are obvious errors and inaccuracies in some of the judgements.

## 5.0 Commercial Estates Group

- 5.1.1. This report was prepared by Tyler Grange on behalf of the promoter of land at South East Cambridge comprising sectors 11, 12 and the westernmost part of 13 in LDA Design's main report.
- 5.1.2. The report contains a critique of the Councils' Study and then presents what it describes as a '*robust and transparent*' methodology which is used to assess not only South East Cambridge but also selected other sectors of the Inner Green Belt to contrast its conclusions with those of the Councils.
- 5.1.3. Paragraph 19 on page 13 refers to '*a methodology that places equal weighting to a range of Green Belt criteria*', and the approach of combining the outcomes against all criteria is used throughout the assessments. The criteria are derived from five purposes of the Cambridge Green Belt identified by Tyler Grange, which are set out at paragraph 42. They include National Green Belt purposes 1 and 4 (with the wording of 4 modified to refer specifically to Cambridge) and Cambridge Green Belt Purposes 1 and 3. In addition there is a specific purpose relating to the protection of green corridors running from open countryside into the urban area, which is one of the 'purposes' identified in section 2.2 of the Councils' Study. There is apparent duplication between the reference to special character in National Green Belt purpose 4 and the unique character of Cambridge in Cambridge Green Belt purpose 1. On the other hand, Cambridge Green Belt purpose 2, which relates purely to setting, is omitted and the only reference to setting is under National Green Belt purpose 4 where it is combined with special character.
- 5.1.4. Although not mentioned in paragraph 42, National Green Belt purpose 3 is also used in the assessments of the sectors.
- 5.1.5. Paragraphs 48-51 explain that the sectors are sub-divided into distinct land parcels. Section 1.2 of this report explains why such an approach is not appropriate.
- 5.1.6. The table in Appendix 2 lists the Green Belt purposes to be used for the assessments (i.e. those identified in paragraph 42 along with National Green Belt purpose 3) and identifies criteria for assessment against each purpose. It then identifies indicators to be used for assessing the various criteria. The criteria and indicators are largely drawn from existing sources, including the Special Qualities identified in LDA Design's 2002 Study. However, the following Special Qualities are not represented:
- A city focussed on the historic core
  - A city of human scale easily crossed by foot and by bicycle
  - Significant areas of distinctive and supportive townscape and landscape
  - Designated sites and areas enriching the setting of Cambridge
  - Long distance footpaths and bridleways providing links between Cambridge and the open countryside.

- 5.1.7. Three other Special Qualities are nominally represented but are used to a limited or minimal extent:
- Topography providing a framework to Cambridge – this is a key factor in South East Cambridge; it is used to a limited extent in considering views and in determining whether landform contains the land parcel under assessment but not as a quality in its own right.
  - Elements and features contributing positively to the character of the landscape setting – this is referred to in relation to setting and special character but is not addressed by any of the indicators.
  - The distribution, physical separation, setting, scale and character of necklace villages – physical separation is addressed by the criteria and indicators but the other aspects of this Special Quality are not considered.
- 5.1.8. The table in Appendix 3 sets out scoring parameters against each of the assessment indicators.
- 5.1.9. In relation to the purpose of safeguarding countryside from encroachment, one of the criteria identified in Appendices 2 and 3 is *'To what extent is the land parcel contained/separated from the wider countryside by landform?'*. The parameters in Appendix 3 make clear that a land parcel will receive a low score for importance to Green Belt purposes if it is located on land which slopes towards the built edge. The relevance of this criterion to encroachment on the countryside is by no means clear. As sectors 10-13 are the only part of the Inner Green Belt where there is significant landform and the landform in this area slopes towards the urban edge, this criterion would appear to be particularly favourable to South East Cambridge.
- 5.1.10. One of the criteria in relation to setting and special character is *'Does the land parcel form part of a rural backdrop in views from within the city?'*. The indicator for this criterion is analysis of views from Castle Mound within the historic core. Both the criterion and the indicator are too limiting. Land in the Inner Green Belt, particularly the foothills of the Gog Magog Hills, which include the land at South East Cambridge, are important not just in views from Castle Mound but in views out to the countryside from locations within the south eastern areas of the city and in views across the city from other Green Belt areas. These issues are not given consideration.
- 5.1.11. The criteria identified for assessing the purpose of checking unrestricted sprawl are limited, referring only to the land parcel's role in halting ribbon development and whether the land parcel is closely associated with the existing built edge. As identified in the table in section 5.1 of LDA Design's main report, other criteria are relevant to the issue of sprawl including those related to compactness, urban structure and city edges, and elements and features contributing to the structure of the landscape. These qualities are not assessed.
- 5.1.12. The principle of giving equal weight to all six of the purposes in the assessments is inherently flawed for two reasons:

- 1) Since one of the purposes relates to green corridors, sectors which are not located within or adjacent to a green corridor will receive an assessment of low importance in relation to this purpose, which will bring down their overall score. A sector or land parcel which scored highly in relation to all five of the other purposes would receive a lower overall score than a sector which scored highly in the other five purposes and was in addition located within a green corridor. Whilst the importance of green corridors has been recognised in various publications in relation to the Cambridge Green Belt, there has never been a suggestion that Green Belt land within a green corridor is inherently more valuable than Green Belt land which is not in a green corridor.
- 2) Averaging the score of a sector or land parcel across all purposes implies that all areas of Green Belt land should ideally fulfil all Green Belt purposes. There has never been a suggestion in planning policy that this should be the case. For example, it is possible to envisage an area of Green Belt land that is critical in preventing coalescence between settlements but performs little other role in relation to the Green Belt purposes. The fact that it is critical in preventing coalescence could, on its own, mean that it is important to retain the land as Green Belt. However, if a high score for coalescence was combined with low scores against other Green Belt purposes and all were given equal weighting, its overall score would be low or medium-low, implying there is little reason to retain it as Green Belt.

5.1.13. Paragraphs 25-27 refer to two areas of the Inner Green Belt that have been excluded from the Study following representations from English Heritage (now Historic England) concerning their value and importance. These areas include land at Grantchester, which broadly corresponds to sectors 3-6 of the Councils' study, and land at Fen Ditton, which corresponds to Sector 18 of the Councils' study. Paragraph 28 states *'Land within these sectors is considered to be highly sensitive to change and important in respect of the Green Belt Purposes and has been scoped out of this review'*.

5.1.14. In order to test the validity of the CEG methodology, LDA Design has assessed parcels of land within these areas using the CEG methodology. Sub areas 4.1, 4.2 and 4.3 in Sector 4 (as identified in LDA Design's main report) have been assessed to represent land at Grantchester and sub areas 18.1, 18.2 and 19.1 have been assessed to represent land at Fen Ditton. The assessments are included in Appendix 2 to this report.

5.1.15. As indicated on Figures 23 and 24 within Appendix 2 to this report, the results of the assessment of land within South West Cambridge (land at Grantchester) indicate that only sub area 4.1 makes a High contribution overall to the Green Belt. It makes a High contribution to the Green Belt purposes of 'Ensure the protection of green corridors running from open countryside into the urban area', 'Assist in safeguarding the countryside from encroachment' and 'To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre', whilst making a Medium or Low contribution to the other purposes. Sub areas 4.2 and 4.3 both make a Medium contribution overall to the Green Belt, with sub area 4.2 making a High contribution to the Green Belt purpose of 'To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre', but both of these sub areas



making a Low contribution to the Green Belt purpose of 'Ensure the protection of green corridors running from open countryside into the urban area'.

- 5.1.16. As indicated on Figures 27 and 28 within Appendix 2 to this report, the results of the assessment of land within North East Cambridge (land at Fen Ditton) indicate that sub area 18.1 makes a Medium contribution overall to the Green Belt, whilst sub areas 18.2 and 19.1 make a Low contribution overall to the Green Belt. Sub area 18.1 makes a High contribution to the Green Belt purpose of 'Prevent communities in the environs of Cambridge from merging into one another and with the City' due to its location between Cambridge and Fen Ditton, and a Low contribution to the Green Belt purposes of 'Ensure the protection of green corridors running from open countryside into the urban area' and 'To preserve the setting and special character of Cambridge'. Sub areas 18.2 and 19.1 make a Low contribution to four out of six of the CEG Green Belt purposes, due to their location away from the existing edge of Cambridge but proximate to Fen Ditton and their location away from key views.
- 5.1.17. Whilst sub areas 4.2, 4.3, 18.1, 18.2 and 19.1 are within areas of land described in the CEG report as '*highly sensitive to change and important in respect of the Green Belt Purposes*', the application of the CEG methodology to these sub areas results in an assessment that they all make Medium or Low contributions to Green Belt purposes overall. This confirms that the methodology is fundamentally flawed.
- 5.1.18. Paragraphs 62-72 set out observations summarising the detailed assessments of various sectors of the Inner Green Belt. Paragraph 65 states that the overall assessment of sector 1 is Low to Medium due to generally low scores against three of the identified Green Belt purposes. However, the highlighted text box at the top of page 22 states that if the other three purposes were considered alone, the overall assessment would be Medium to High. The report therefore appears to be ignoring its own preference for equal weighting and instead emphasising the purposes which are of most importance in relation to the sector.
- 5.1.19. The same approach is taken in relation to sectors 7 and 8, where emphasis is placed on three purposes where the sectors score relatively highly stating that, in relation to those three purposes, the sectors would have an overall Medium to High score. However, the assessment shows that the overall score for most land parcels within the sectors is Medium and for some parcels it is Low.
- 5.1.20. However, in relation to South East Cambridge, at paragraph 69 the report criticises the Councils' Study for not emphasising the assessment of Low importance made in relation to separation and coalescence issues. The highlighted text in the box under paragraph 70 emphasises the low overall score for sectors 11 and 12, whereas the higher scores for particular purposes are emphasised for the previous sectors.
- 5.1.21. The detailed assessments of the sectors are contained in Appendices 8-11. Only Appendix 10 relating to South East Cambridge has been examined in any detail. A number of anomalies arise (the following may not be exhaustive):

- In response to the criterion *‘Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?’*, for land parcels 2-6 the assessment is that they do not lie within any area recognised as a green corridor and they are given a score of Low. Against the question *‘Does the land parcel create a soft green edge to the city or have a distinctive urban edge?’*, the answer for land parcel 8 is that it does not adjoin the built edge or urban fringe development and it is given a score of High. There is therefore an inconsistency in the way a land parcel is scored when it does not contribute to a particular criterion. The same inconsistency is apparent in other assessments, for example East Cambridge land parcel 16.
- In relation to land parcel 7, in response to the criterion *‘Is the land parcel strongly rural in character?’* the parcel is scored as Medium, with the assessment referring to detractors such as the incinerator chimneys at Addenbrooke’s Hospital and Marshalls buildings at Cambridge Airport. These detracting features are at a considerable distance from the land parcel and could not be said to undermine its strongly rural character.
- Also in relation to land parcel 7, the assessment of the comparison of the distance of the outer edge of the land parcel from the historic core with the existing extents of the built edge of Cambridge is misleading. It states that *‘The outer extent of the land parcel lies a greater distance from the historic centre than the existing built edge at South East Cambridge but lies within the extents of the urban gateway on Cambridge Road’*. It is given a score of Medium. Drawing 1665/P10d shows that approximately half of parcel 7 lies beyond the extent of the existing built edge, and this is measured at the east side of Cherry Hinton, which is the furthest existing built edge from the historic core. The score of Medium is clearly incorrect in this instance and should be scored as High. The second indicator relevant to the issue of compactness relates to urban gateways and is scored as Low because the parcel does not lie adjacent to a main approach road with an identified gateway. Combining the Medium and Low scores against the two indicators, the land parcel is given an overall score of Low in relation to the purpose of preserving the unique character of Cambridge as a compact, dynamic city with a thriving historic core. When considering a potential development that would potentially extend the built edge of Cambridge significantly further than its current furthest extent, a score of Low is manifestly wrong.
- A similar point arises in relation to land parcel 8, which is awarded a High score for distance of the outer edge of the land parcel from the historic core but the overall score against the purpose is downgraded to Medium due to a Low score because the parcel does not lie adjacent to a main approach road.

5.1.22. In conclusion, the study purports to follow a *‘robust and transparent’* methodology but fails to do so. It uses inappropriately small land parcels for assessment. The criteria and indicators used for the assessment omit many factors which are relevant to Green Belt purposes, and appear to be skewed towards understating the importance of South East Cambridge to Green Belt purposes. The principle of giving equal weight to all six of the purposes used in the assessments is inherently flawed. There are several anomalies in the detailed assessment of the land parcels in South East Cambridge. The

flawed nature of the methodology has been clearly demonstrated by its application to areas of land in South West and North East Cambridge, which yields results which are in direct conflict with the statement in the report that these areas are *'highly sensitive to change and important in respect of the Green Belt Purposes'*.

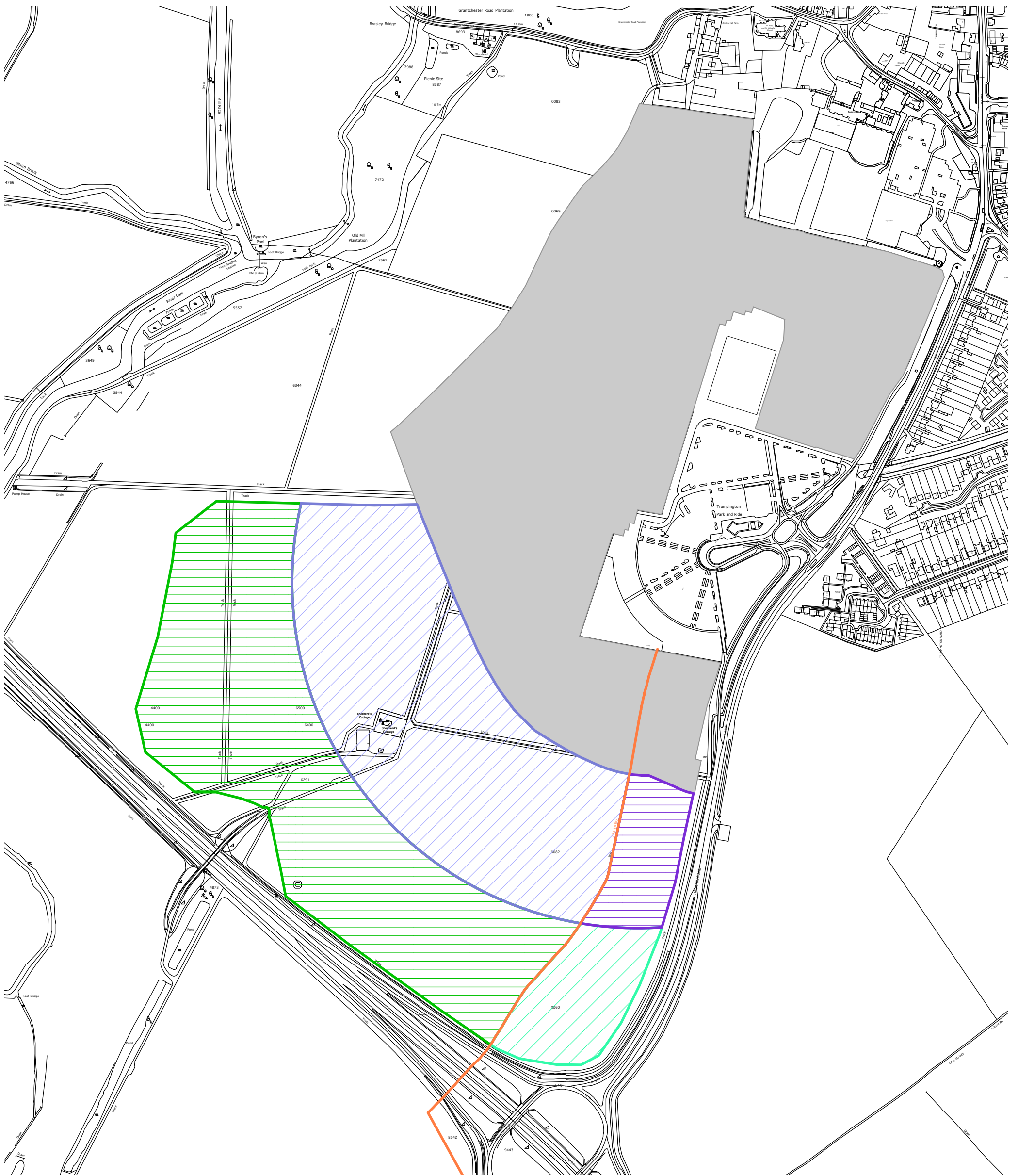
## 6.0 Quy Estate







- 6.1.1. This study relates to land at Fen Ditton, lying within sectors 18 and 19 as identified LDA Design's main report.
- 6.1.2. In section 1.2, the report states that the study follows a methodology developed by Liz Lake Associates in October 2012. The methodology is not explained in any detail in the report, although Appendix C contains 'Methodology Tables' for each parcel assessed in the study. The Methodology Tables set out National Green Belt purposes 1 to 4 and, for each purpose, set out criteria indicating substantial, moderate or slight adverse effects. For each land parcel, some of the criteria are highlighted, which appears to indicate the assessment made for that parcel.
- 6.1.3. With regard to the setting and special character of historic towns (National Green Belt purpose 4), the criteria in the Methodology Tables are inadequate for making any meaningful assessment of the performance of land in relation to this Green Belt purpose. No analysis or interpretation of 'setting' or 'special character' is given, so there is no indication as to the attributes a parcel of land should have if it is to contribute to this Green Belt Purpose. Thus, no explanation is provided as to how the assessment has been made.
- 6.1.4. At section 3.1, the report states that various studies were reviewed, including LDA Design's 2002 Study, but there is no evidence that the report has taken any account of the analysis or conclusions of that Study.
- 6.1.5. The Assessment of Green Belt Functions is included in section 6 and, as noted above, offers no explanation as to the assessments made, particularly in relation to National Green Belt purpose 4. Of the six parcels identified for assessment, three (WP1, EP1 and EP2) are assessed to play a *'limited role in the preservation of the local setting and special character of a historic town or significant feature of historic interest'*, with the other parcels assessed as playing no part in relation to setting or special character. The quoted wording differs from the wording used in the Methodology Tables in Appendix C, where the highlighted text for WP1 and EP1 indicates an assessment of Moderate. The assessment of EP2 in Appendix C as Slight is the same as other parcels assessed as playing no part in relation to setting or special character and is not reflected in the summary table in section 6.8.1, so there may be an error in the text in section 6.
- 6.1.6. These conclusions in relation to National Green Belt purpose 4 take no account of the role that all the parcels play in relation to the rural setting and identity of both Fen Ditton and Cambridge and the way in which the character and identity of the necklace villages contributes to the setting and special character of Cambridge.
- 6.1.7. Another inconsistency within the report arises in relation to parcel EP2. The text in section 6.5.1 in relation to National Green Belt purpose 1 states that it has Medium potential to lead to unrestricted sprawl, whereas the Methodology Table in Appendix C and the table in section 6.8.1 indicates Substantial.

- 6.1.8. The assessments are summarised in the table in section 6.8. The category ‘Substantial adverse effect’ in the Methodology Tables is reflected in Green in the table, indicating that a parcel is fulfilling the relevant Green Belt purpose. ‘Slight adverse effect’ is shown in red, indicating a parcel that is failing to meet the relevant Green Belt purpose.
- 6.1.9. The table includes a column headed ‘overall performance of the parcel to fulfil the functions of the Green Belt’, which appears to take an average of the performance against the five Green Belt purposes. This implies that Green Belt land should perform all Green Belt purposes but there is no indication in the NPPF that this should be the case.
- 6.1.10. All six parcels are given an overall assessment of Amber. Despite this, paragraph 7.1.6 states that three parcels are not considered of long term importance for the purposes of the Green Belt. The only explanation offered is that they have been *‘identified as parcels where initial development within Fen Ditton would be more suitable out of the six parcels assessed, due to their immediate proximity to the existing development boundary’*. This reason is not mentioned elsewhere in the report as a relevant criterion for assessment and there is nothing within the assessment that appears to justify these parcels as being more suitable for development than others.

**Review of Studies Submitted by Objectors**

**Appendix 1: Terence O'Rourke drawing number 173604/SK/600**



-  Cambridge City / South Cambs boundary
-  Trumpington Meadows development
-  Land to be removed from Green Belt in Cambridge City and allocated for a mixed use development as part of an extension to Trumpington Meadows comprising, residential use, indoor sport and ancillary supporting uses
-  Land to be removed from Green Belt in South Cambs and allocated for a mixed use development as part of an extension to Trumpington Meadows comprising, residential use, indoor sport and ancillary supporting uses
-  Area to remain as Green Belt within Cambridge City and allocated for outdoor sport at Trumpington
-  Area to remain as Green Belt within South Cambs and allocated for outdoor sport at Trumpington





**Review of Studies Submitted by Objectors**

**Appendix 2: LDA Design Assessment of Parcels of Land using CEG  
Methodology**

LDĀDESIGN

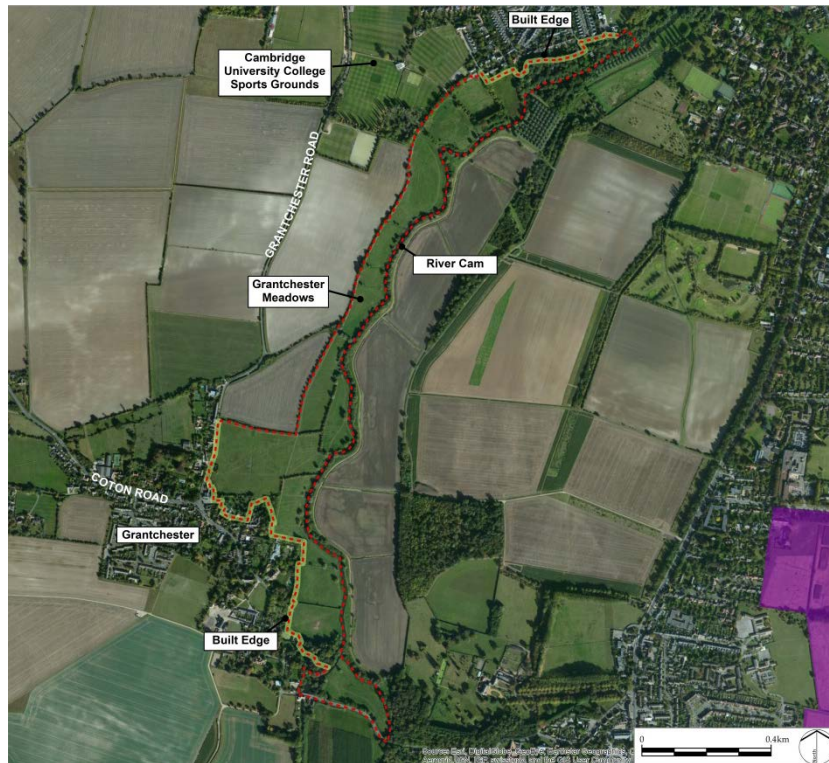
**Assessment of Land in South West Cambridge**

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## South West Cambridge Assessment

### Assessment Summary Table

Cambridge Green Belt Purposes	Scoring of Sub Areas against Green Belt Purposes		
	Sub Area 4.1	Sub Area 4.2	Sub Area 4.3
Prevent communities in the environs of Cambridge from merging into one another and with the City	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
Ensure the protection of green corridors running from open countryside into the urban area	<i>High</i>	<i>Low</i>	<i>Low</i>
Assist in safeguarding the countryside from encroachment	<i>High</i>	<i>Medium</i>	<i>Medium</i>
To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre	<i>High</i>	<i>High</i>	<i>Medium</i>
To preserve the setting and special character of Cambridge	<i>Low</i>	<i>Medium</i>	<i>Low</i>
Check unrestricted sprawl of large built up areas	<i>Low</i>	<i>Medium</i>	<i>Medium</i>
<b>Overall Contribution of Sub Area to Green Belt</b>	<b>High</b>	<b>Medium</b>	<b>Medium</b>



Three empty rectangular boxes for notes or additional information.

South West Cambridge, Sub Area 4.1

Criteria for Assessment	Indicators used for Assessment	
<b>Urban Fringe or Gateway Development beyond the Built Edge</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Relationship with Built Edge</b>	<p>To the north, the parcel adjoins the built edge of the Newnham area of Cambridge at Grantchester Meadows Road. To the south, the parcel abuts the built edge of Grantchester necklace village. Both built edges are soft, green edges, with large mature trees, particularly the edge abutting Grantchester.</p>	
<b>Rurality</b>	<b>Landscape Features*</b> <ul style="list-style-type: none"> <li>Flood meadows</li> <li>Footpaths along river</li> <li>Well vegetated, with mature hedgerows and individual trees</li> </ul>	<b>Townscape Features*</b> <ul style="list-style-type: none"> <li>1900-1945 Suburban Housing and Victorian/Edwardian Terraced Housing</li> <li>Bespoke houses of Grantchester with no regimented pattern and large gardens</li> </ul>
	<b>Detractors:</b> <ul style="list-style-type: none"> <li>None</li> </ul>	

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002

South West Cambridge Sub Area 4.1: Assessment of Contribution to Green Belt Purposes

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from south western corner of the sub area to the residential edge off Grantchester Meadows = 1.6km  Distance from south western corner of the sub area to the residential edge of Grantchester (High Street) = immediately adjacent	High
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The sub area lies on low-lying flat land adjacent to the River Cam. Woodland associated with the River Cam and Grantchester will partially screen views to and from Grantchester and Trumpington (see <i>Assessment Sheet</i> )	Medium <b>Medium</b>
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The River Cam runs along the eastern boundary of the sub area, an area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> )	<b>High</b>
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Where the sub area abuts the urban edge, off Grantchester Meadows, woodland and mature trees soften the built edge and largely prevent visibility of buildings.	High

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area is characteristic of the River Cam Corridor Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ). There are limited detractors within or adjacent to the land parcel (see <i>Assessment Sheet</i> ).	High
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on relatively flat low-lying land but views would be limited from the surrounding landscape by the vegetation along the river corridor and hedgerows/tree belts along field boundaries.	Medium High
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The south of the sub area extends a greater distance from the historic core than the existing built edge and the gateway feature of the M11 junction with Barton Road and Coton Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	High
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to the River Cam and development of the sub area would therefore extend the perceived urban gateway (see <i>Urban Gateways and Distances from Historic Core plan</i> )	High High

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
<b>To preserve the setting and special character of Cambridge</b>	To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?  Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?	Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.  Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.	<b>Key Views 6, 9 and 10 (Grantchester Meadows):</b>  There are intermittent views of landmark features within the historic core, such as the spire of the Roma Catholic Church and King’s College Chapel throughout this sub area, particularly from the locations of these key views. The sub area forms the foreground to these views and enables intermittent views of buildings within the Historic Core.	Medium
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low <b>Low</b>
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area does not lie adjacent to a main route into Cambridge and therefore has limited potential to facilitate linear/ribbon expansion.	Low
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	To the north the sub area lies adjacent to the residential edge of Cambridge and to the south west it is adjacent to the residential edge of Grantchester, with open countryside to the east and west.	Medium <b>Low</b>
<b>Overall Score</b>				<b>High</b>





South West Cambridge, Sub Area 4.2

Criteria for Assessment	Indicators used for Assessment	
<b>Urban Fringe or Gateway Development beyond the Built Edge</b>	<ul style="list-style-type: none"> <li>Barton Road M11 junction</li> </ul>	
<b>Relationship with Built Edge</b>	The southern edge of the sub area is adjacent to the built edge of Grantchester to the south of the sub area, which is soft, green and well-treed.	
<b>Rurality</b>	Landscape Features* <ul style="list-style-type: none"> <li>Flat arable land</li> <li>Some treed hedgerow boundaries</li> </ul>	Townscape Features* <ul style="list-style-type: none"> <li>1900-1945 Suburban Housing and Victorian/Edwardian Terraced Housing beyond the Cambridge University sports grounds.</li> <li>Historic core and bespoke houses of Grantchester.</li> </ul>
	Detractors: <ul style="list-style-type: none"> <li>Barton Road M11 junction</li> </ul>	

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002

South West Cambridge Sub Area 4.2: Assessment of Contribution to Green Belt Purposes

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from south western edge of the sub area to the residential edge off Fulbrooke Road = 1.4km  Distance from south western edge of the sub area to the residential edge of Grantchester (Coton Road) = immediately adjacent	Medium
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The sub area lies within relatively flat low-lying land west of Cambridge. Woodland and tree planting associated with the edge of Cambridge and Grantchester will partially screen views to and from Cambridge and Grantchester (see <i>Assessment Sheet</i> )	Medium
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The sub area does not lie within any area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> ) or serve to provide connection between a green corridor that penetrates the City and the wider countryside, nature conservation and recreation resources beyond.	Low
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Mature trees and vegetation associated with garden and field boundaries north of Grantchester run along the southern boundary of the sub area and provide a degree of softening along the existing built edge.	Medium

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area exhibits a number of the characteristics of the Rhee and Bourn Valleys Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ), including relatively flat landform and large arable fields. There are a small number of detractors adjacent to the land parcel, such as the Barton Road M11 junction (see <i>Assessment Sheet</i> ).	Medium
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on flat low-lying land but views would be possible from some areas in the surrounding landscape where vegetation along field boundaries is low and/or intermittent.	Medium <b>Medium</b>
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The south west of the sub area extends a greater distance from the historic core than the existing built edge and the gateway feature of the M11 junction with Barton Road and Coton Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	High
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to Barton Road and development of the sub area would therefore extend the perceived urban gateway (see <i>Urban Gateways and Distances from Historic Core plan</i> )	High <b>High</b>

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
<p><b>To preserve the setting and special character of Cambridge</b></p>	<p>To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?</p> <p>Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?</p>	<p>Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.</p> <p>Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.</p>	<p><b>Key View 2 (Coton Road):</b></p> <p>There are open views across this sub area towards the historic core, with many features prominent on the horizon, including the University Library, King’s College Chapel and the Roman Catholic Church spire. The sub area provides a rural foreground to this view.</p> <p><b>Key View 3 (Barton Road, crossing the M11 at junction 12):</b></p> <p>Vegetation along the M11 on slip largely prevents this sub area forming the foreground in views towards the Historic Core from this viewpoint.</p> <p><b>Key View 5 (Red Meadow Hill):</b></p> <p>There are open distant views towards the historic core with the University Library prominent on the skyline from this location. The sub area is visible from this viewpoint but does not form the foreground to the views of the historic core.</p> <p><b>Key View 7 (Barton Road):</b></p> <p>There are intermittent views through vegetation across this land parcel towards the historic core, with many features prominent on the horizon, including the University Library, King’s College Chapel and the Roman Catholic Church spire. The sub area provides a rural foreground to this view.</p>	<p>High</p>

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low
				<b>Medium</b>
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area lies adjacent to Barton Road, a main route into Cambridge, and therefore has potential to facilitate linear/ribbon expansion.	Medium
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	To the south the sub area lies adjacent to the residential edge of Grantchester, with open countryside in all other direction.	Medium
<b>Overall Score</b>				<b>Medium</b>



South West Cambridge, Sub Area 4.3

Criteria for Assessment	Indicators used for Assessment	
<b>Urban Fringe or Gateway Development beyond the Built Edge</b>	<ul style="list-style-type: none"> <li>Barton Road M11 junction</li> <li>Recreation Ground Sports Field buildings</li> <li>Model Railway – Cambridge Model Engineering Society</li> </ul>	
<b>Relationship with Built Edge</b>	The sub area adjoins the built edge of Cambridge at Fulbrooke, Selwyn, and South Green Roads. The whole extent of the built edge is soft and well-treed.	
<b>Rurality</b>	Landscape Features* <ul style="list-style-type: none"> <li>Tree belts and woodland</li> <li>Sports pitch</li> <li>Absence of arable fields</li> </ul>	Townscape Features* <ul style="list-style-type: none"> <li>1900-1945 Suburban Housing and Victorian/Edwardian Terraced Housing</li> </ul>
	Detractors: <ul style="list-style-type: none"> <li>Sports fields, including tennis courts (within parcel)</li> </ul>	

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002



South West Cambridge Sub Area 4.3: Assessment of Contribution to Green Belt Purposes

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from south western corner of the sub area to the residential edge off Fulbrooke Road = 550m  Distance from south western corner of the land parcel to the residential edge of Grantchester (Coton Road) = 1.4km	Medium
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The land parcel lies within relatively flat low-lying sub area of Cambridge. Woodland and tree planting associated with the edge of Cambridge and Grantchester will partially screen views to and from Cambridge and Grantchester (see <i>Assessment Sheet</i> )	Medium
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The sub area does not lie within any area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> ) or serve to provide connection between a green corridor that penetrates the City and the wider countryside, nature conservation and recreation resources beyond.	Low
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Mature trees and vegetation associated with garden boundaries along the edge of Cambridge and around the sports pitches run along and through the northern boundary of the sub area and provide a degree of softening along the existing built edge.	Medium

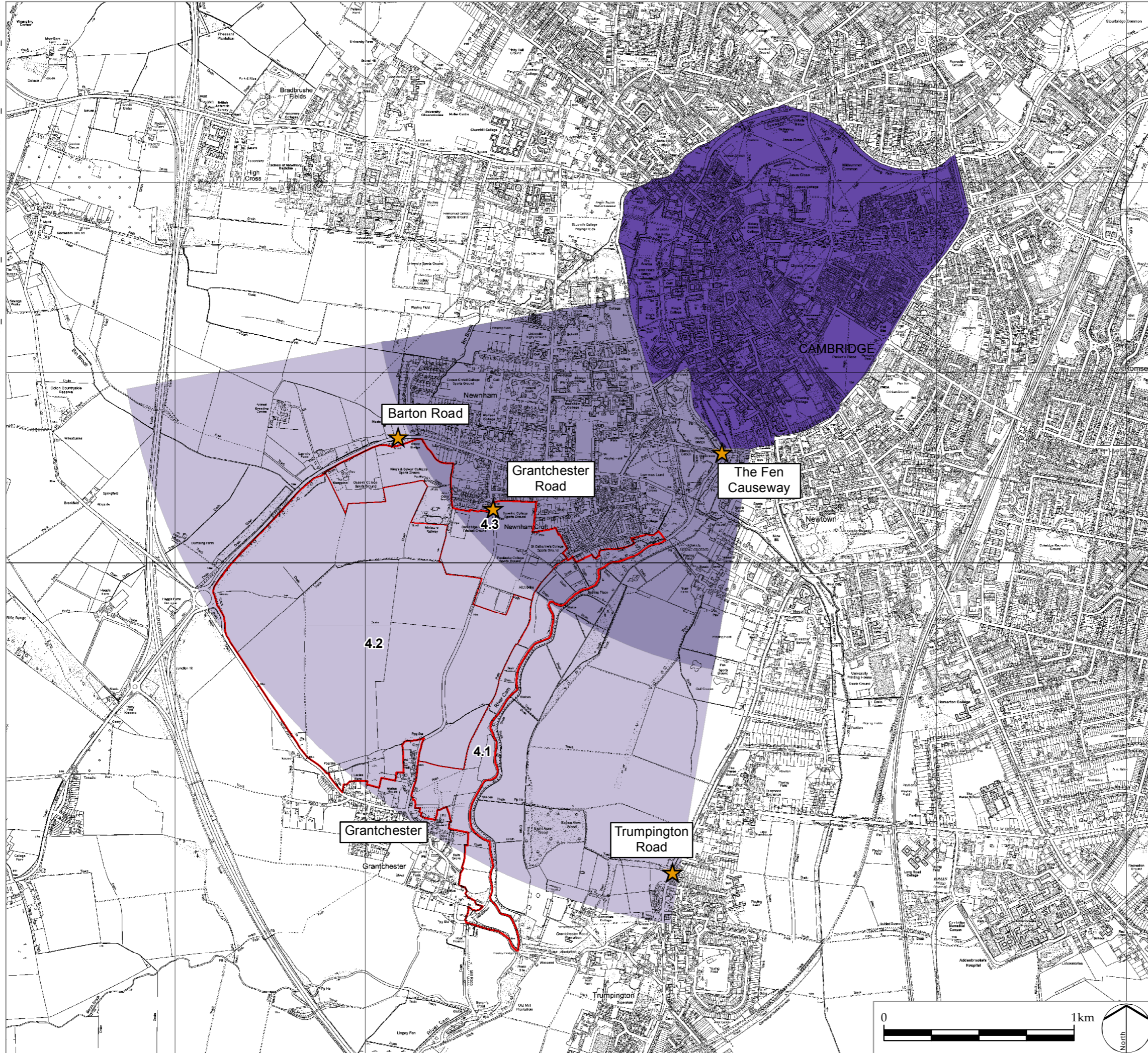


Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area is not typical of the Rhee and Bourn Valleys Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ), due to the presence of large numbers of sports pitches and associated facilities. There are a number of detractors within the sub area, predominantly associated with the sports pitches (see <i>Assessment Sheet</i> ).	Low
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on relatively flat low-lying land but views would be possible from some areas in the surrounding landscape where vegetation along field boundaries is low and/or intermittent.	Medium <b>Medium</b>
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The south western edge of the sub area extends a greater distance from the historic core than the existing built edge, but is within the gateway feature of the M11 junction with Barton Road and Coton Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Medium
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to Barton Road and development of the sub area would therefore extend the perceived urban gateway (see <i>Urban Gateways and Distances from Historic Core plan</i> )	High <b>Medium</b>

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
<p><b>To preserve the setting and special character of Cambridge</b></p>	<p>To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?</p> <p>Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?</p>	<p>Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.</p> <p>Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.</p>	<p><b>Key View 2 (Coton Road):</b></p> <p>There are open views towards the historic core, with many features prominent on the horizon, including the University Library, King’s College Chapel and the Roman Catholic Church spire. The sub area appears largely as part of the soft edge of Cambridge, contributing a small amount to a rural foreground to this view.</p> <p><b>Key View 3 (Barton Road, crossing the M11 at junction 12):</b></p> <p>Vegetation along the M11 on slip largely prevents this sub area forming the foreground in views towards the Historic Core from this viewpoint.</p> <p><b>Key View 5 (Red Meadow Hill):</b></p> <p>There are open distant views towards the historic core with the University Library prominent on the skyline from this location. The sub area is visible from this viewpoint but does not form the foreground to the views of the historic core.</p> <p><b>Key View 7 (Barton Road):</b></p> <p>There are intermittent views through vegetation towards the historic core, with many features prominent on the horizon, including the University Library, King’s College Chapel and the Roman Catholic Church spire. The sub area appears largely as part of the soft edge of Cambridge, contributing a small amount to a rural foreground to this view.</p>	<p>Medium</p>

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low
				<b>Low</b>
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area lies adjacent to Barton Road, a main route into Cambridge, and therefore has potential to facilitate linear/ribbon expansion.	Medium
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	To the north east the sub area lies adjacent to the residential edge of Cambridge, with open countryside to the south.	Medium
<b>Overall Score</b>				<b>Medium</b>





LEGEND

- Study Area
- Land Parcel Boundary (with reference number)
- Historic Core
- Extent of South West Cambridge
- Extent of Urban Gateways and Gateway Features beyond the Built Edge
- Urban Gateways  
*(as identified in the Cambridge Green Belt Study, 2002 - Detailed Appraisal East of the City)*

# LDĀ DESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
**Figure 21:**  
South West Cambridge -  
Urban Gateways and Distance from Historic Core

ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:20,000	CHECKED RK
STATUS	Final	APPROVED ChC

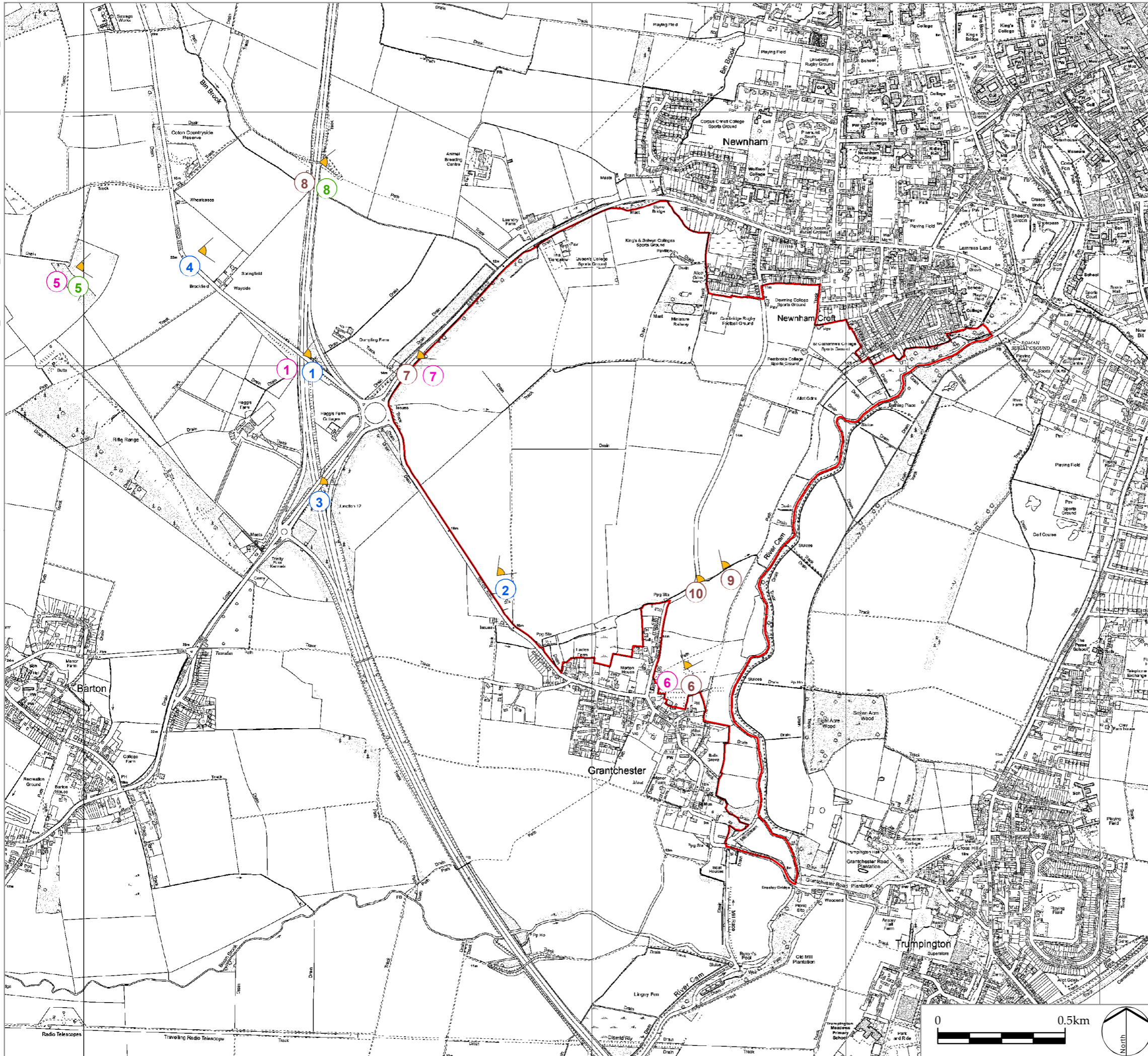
**DWG. NO. 4732\_021**

No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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Sources: Ordnance Survey





LEGEND

- Study Area
- Viewpoint

**Cambridge Landscape Character Assessment, 2003 - Setting and Skyline Views**

1. Grantchester Road, crossing the M11 at junction 12
2. Coton Road
3. Barton Road, crossing the M11 at junction 12
4. Grantchester Road, further north

**Cambridge Skyline Guidance, 2012 - Strategic Viewpoints**

1. Grantchester Road, crossing the M11 at junction 12
5. Red Meadow Hill, Coton Countryside Reserve
6. Grantchester Meadows
7. Barton Road, east of the junction 12 of the M11

**Cambridge Green Belt Study, 2002 - Key Views and Gateways: First View of Cambridge**

6. Grantchester Meadows - first view of Cambridge
7. Barton Road, east of the junction 12 of the M11 - key low-level view
8. Footbridge over M11, between junctions 12 and 13 - key low-level view
9. Grantchester Meadows (2) - key low-level view
10. Grantchester Meadows (3) - first view of Cambridge

**2012 Inner Green Belt Boundary Study - Significant and Setting Views**

5. Red Meadow Hill, Coton Countryside Reserve - significant view
8. Footbridge over M11, between junctions 12 and 13 - setting view

# LDĀDESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
**Figure 22:  
South West Cambridge -  
Key Views**

ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:15,000	CHECKED RK
STATUS	Final	APPROVED ChC

**DWG. NO. 4732\_022**

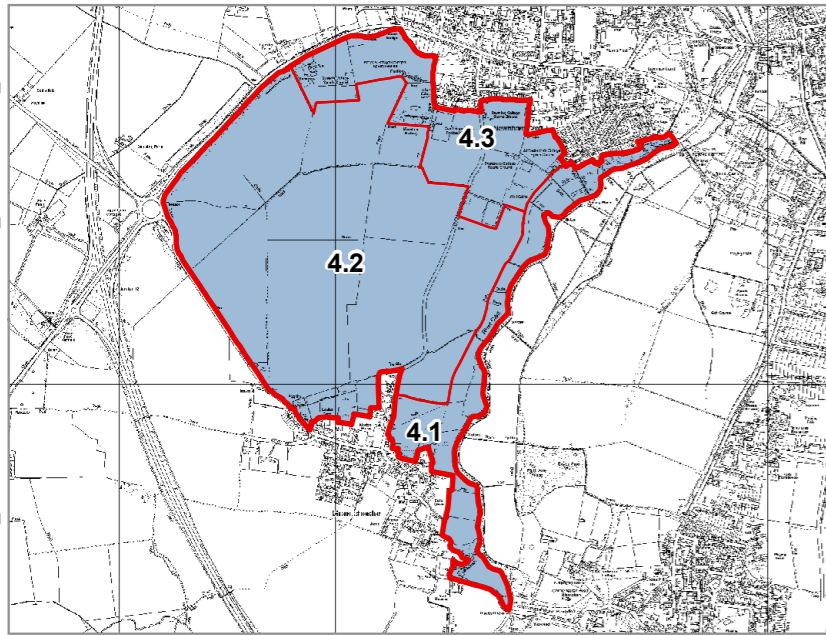
No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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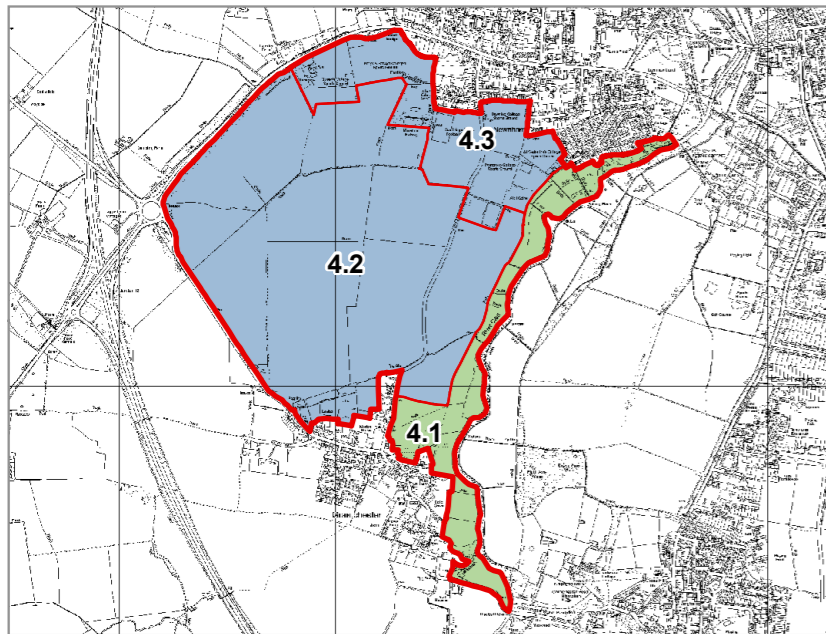
Sources: Ordnance Survey



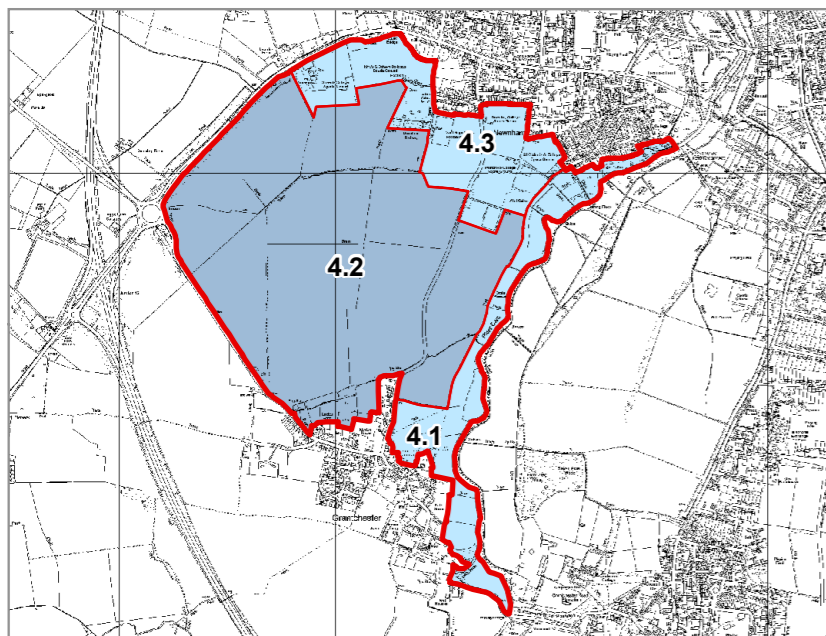
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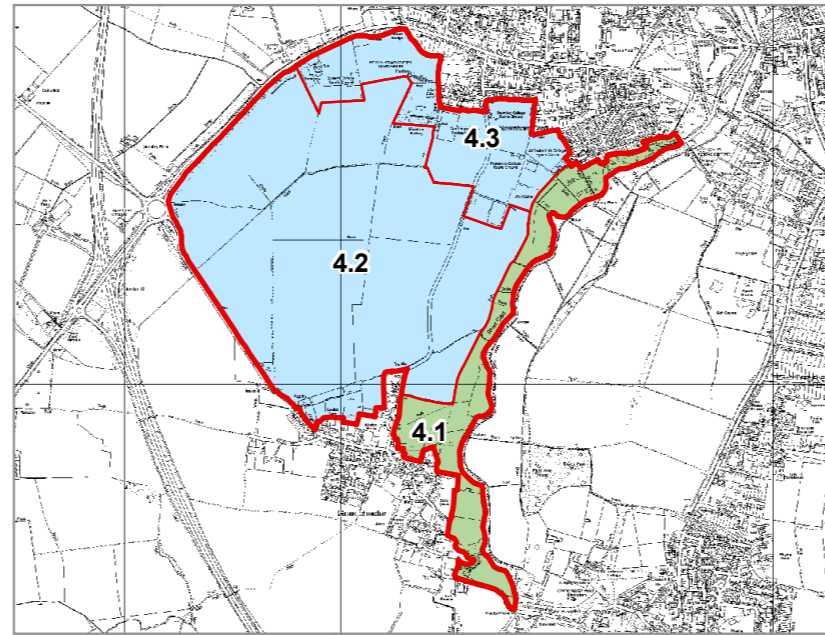
Prevent communities in the environs of Cambridge from merging into one another and with the city



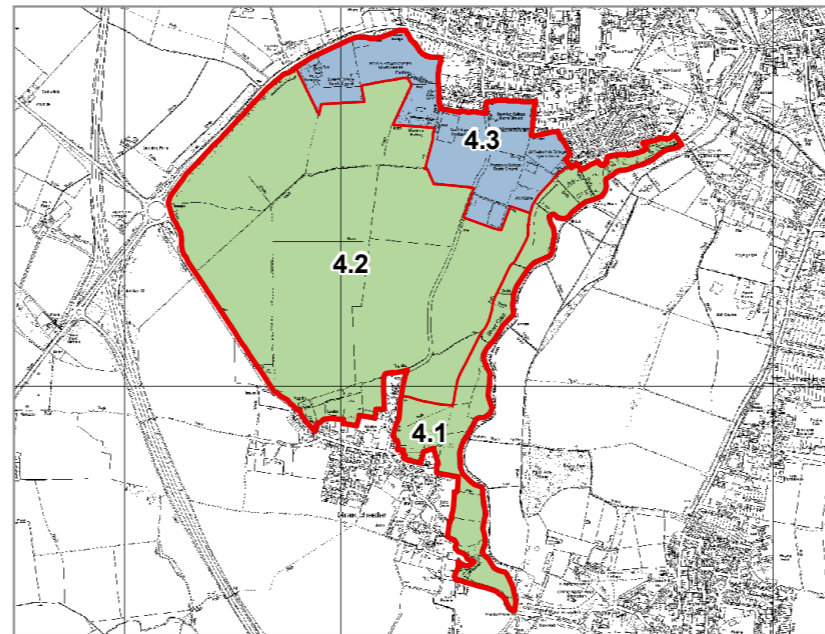
Assist in safeguarding countryside from encroachment



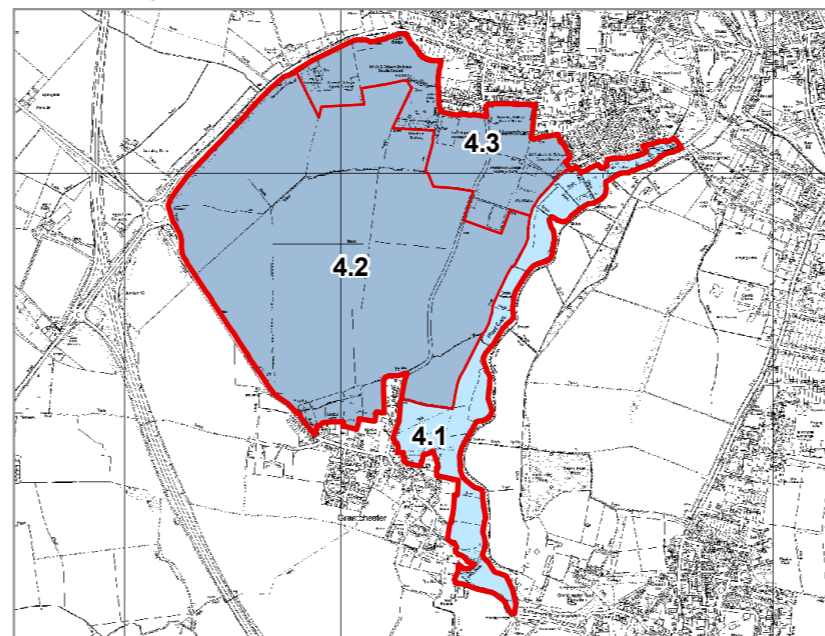
To preserve the setting and special character of Cambridge



Ensure the protection of green corridors running from open countryside into the urban area





To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre



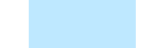


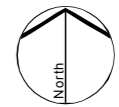
Check unrestricted sprawl of large built up areas

LEGEND

-  Study Area
-  Land Parcel Boundary (with reference number)

Contribution of Land Parcel to Green Belt

-  High
-  Medium
-  Low



LDĀDESIGN

PROJECT TITLE

CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE

Figure 23:  
South West Cambridge - Assessment Summary of Individual Green Belt Purposes

ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:35,000	CHECKED RK
STATUS	Final	APPROVED ChC

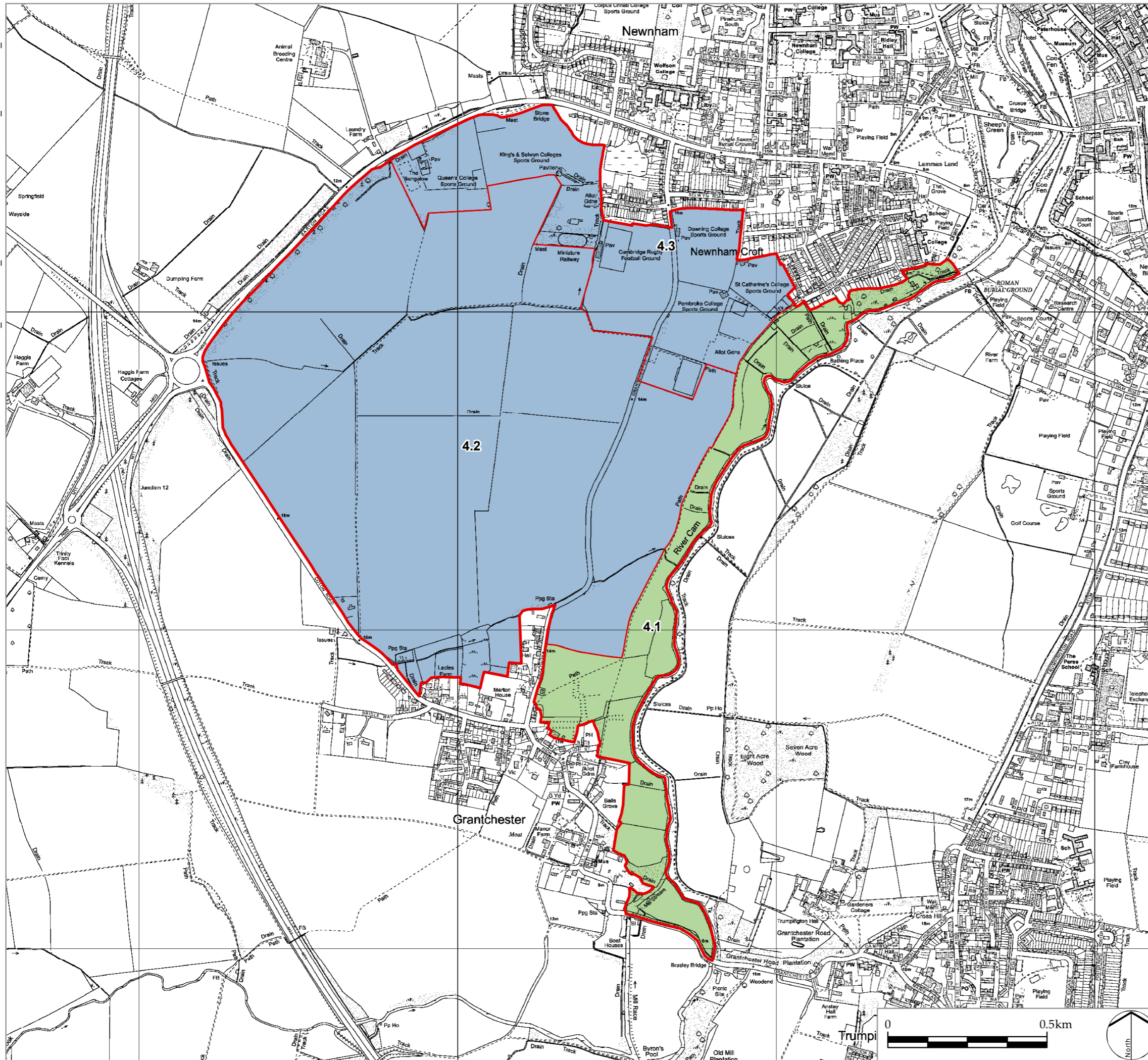
**DWG. NO. 4732\_023**

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Sources: Ordnance Survey





LEGEND

- Study Area
- Land Parcel Boundary (with reference number)

Contribution of Land Parcel to Green Belt

- High
- Medium
- Low

# LDĀ DESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
**Figure 24:**  
South West Cambridge - Assessment Summary

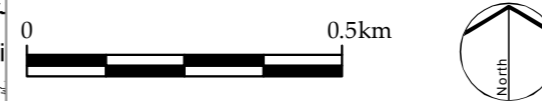
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STATUS	Final	APPROVED ChC

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**Assessment of Land in North East Cambridge**

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North East Cambridge Assessment

Assessment Summary Table

Cambridge Green Belt Purposes	Scoring of Sub Areas against Green Belt Purposes		
	Sub Area 18.1	Sub Area 18.2	Sub Area 19.1
Prevent communities in the environs of Cambridge from merging into one another and with the City	<i>High</i>	<i>Medium</i>	<i>Medium</i>
Ensure the protection of green corridors running from open countryside into the urban area	<i>Low</i>	<i>Low</i>	<i>Low</i>
Assist in safeguarding the countryside from encroachment	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre	<i>Medium</i>	<i>Low</i>	<i>Low</i>
To preserve the setting and special character of Cambridge	<i>Low</i>	<i>Low</i>	<i>Low</i>
Check unrestricted sprawl of large built up areas	<i>Medium</i>	<i>Low</i>	<i>Low</i>
<b>Overall Contribution of Sub Area to Green Belt</b>	<b>Medium</b>	<b>Low</b>	<b>Low</b>



North East Cambridge, Sub Area 18.1

Criteria for Assessment	Indicators used for Assessment	
<p><b>Urban Fringe or Gateway Development beyond the Built Edge</b></p>	<ul style="list-style-type: none"> <li>Residential properties within the eastern part of the parcel</li> <li>A14 junction with Horningsea Road</li> </ul>	
<p><b>Relationship with Built Edge</b></p>	<p>The sub area is bordered by the built edge of Fen Ditton along High Ditch Road to the north and the properties of Ditton Lane to the east. The housing along Fison Road and Thorpe Road on the north eastern edge of Cambridge are obscured and separated from the parcel by the well vegetated disused railway line that forms the southern boundary.</p>	
<p><b>Rurality</b></p>	<p>Landscape Features*</p> <ul style="list-style-type: none"> <li>Small field parcels bordered by mature treed hedgerows</li> <li>Well vegetated disused railway line</li> </ul>	<p>Townscape Features*</p> <ul style="list-style-type: none"> <li>Post-war suburban housing of East Cambridge to the south.</li> <li>Residential properties with large gardens in Fen Ditton</li> </ul>
<p>Detractors:</p> <ul style="list-style-type: none"> <li>Disused and run down farm buildings in the east of the sub area</li> </ul>		

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002

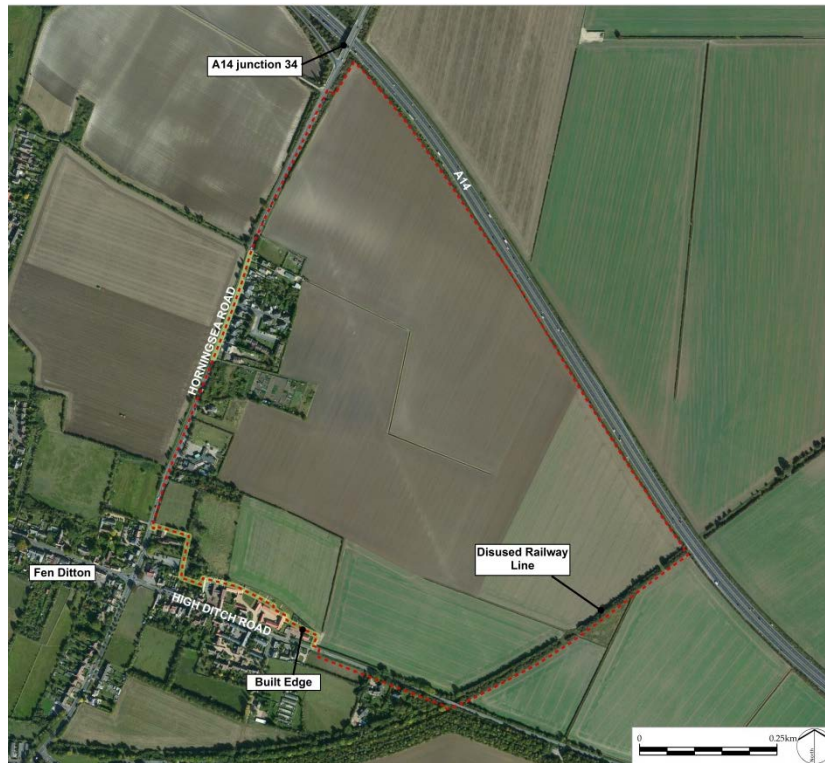
North East Cambridge Sub Area 18.1: Assessment of Contribution to Green Belt Purposes

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from northern corner of the sub area to the residential edge off Fison Road = 220m  Distance from northern corner of the sub area to the residential edge of Fen Ditton (High Ditch Road) = immediately adjacent	High
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The sub area lies within relatively flat low-lying land north east of Cambridge. Woodland and tree planting associated with the disused railway line along the edge of Cambridge and field boundaries south of Fen Ditton will partially screen views to and from Cambridge and Fen Ditton, but there will be clear visibility into the sub area from some properties in Fen Ditton (see <i>Assessment Sheet</i> )	High
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The sub area does not lie within any area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> ) or serve to provide connection between a green corridor that penetrates the City and the wider countryside, nature conservation and recreation resources beyond.	Low
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Where the sub area abuts the urban edge, off Fison Road, woodland and mature trees along the disused railway line soften the built edge and largely prevent visibility of buildings.	High

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area is not typical of the Eastern Fen Edge Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ), due to the small scale and enclosed nature of the sub area. There are a number of disused and run down farm buildings within the east of this sub area that are localised detractors within the sub area (see <i>Assessment Sheet</i> ).	Low
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on relatively flat low-lying land but views would be possible of parts of the sub area from the surrounding landscape, where vegetation along field boundaries is low and/or intermittent.	Medium Medium
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The eastern edge of the sub area extends a greater distance from the historic core than the existing built edge, but within the gateway feature of the A14 junction with Horningsea Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Medium
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to Ditton Lane/B1047 and development of the sub area would therefore extend the perceived urban gateway (see <i>Urban Gateways and Distances from Historic Core plan</i> )	High Medium

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub Area to Green Belt Purposes	Score
<b>To preserve the setting and special character of Cambridge</b>	To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?  Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?	Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.  Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.	The sub area does not enable views of the historic core from the Key Views 1, 2 or 3.	Low
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low
				<b>Low</b>
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area lies adjacent to the B1047, a main route into Cambridge, and therefore has potential to facilitate linear/ribbon expansion.	High
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	The sub area lies between the existing built edge of Cambridge and the built edge of Fen Ditton.	Low
				<b>Medium</b>
<b>Overall Score</b>				<b>Medium</b>





North East Cambridge, Sub Area 18.2

Criteria for Assessment	Indicators used for Assessment	
<b>Urban Fringe or Gateway Development beyond the Built Edge</b>	<ul style="list-style-type: none"> <li>Residential properties along Horningsea Road</li> <li>A14 junction with Horningsea Road</li> </ul>	
<b>Relationship with Built Edge</b>	<p>This sub area adjoins the built edge of housing in Fen Ditton along High Ditch Road to the south and Horningsea Road to the west. The older part of the housing that forms the western part of the built edge is well treed, the built edge of the newer housing is more stark.</p>	
<b>Rurality</b>	<b>Landscape Features*</b> <ul style="list-style-type: none"> <li>Large flat arable fields</li> <li>Few Hedgerows</li> <li>Well vegetated disused railway line</li> </ul>	<b>Townscape Features*</b> <ul style="list-style-type: none"> <li>Residential cul-de-sac of Musgrave Way (within parcel)</li> <li>Bespoke houses and 21<sup>st</sup> century housing of Fen Ditton along High Ditch Road to the south</li> </ul>
	<b>Detractors:</b> <ul style="list-style-type: none"> <li>A14 to the north</li> </ul>	

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002

North East Cambridge Sub Area 18.2: Assessment of Contribution to Green Belt Purposes

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from northern corner of the sub area to the residential edge off Fison Road = 1.3km  Distance from northern corner of the sub area to the residential edge of Fen Ditton (Horningsea Road) = 400m	Medium
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The sub area lies within relatively flat low-lying land north east of Cambridge. There would be clear visibility into the sub area from some properties in Fen Ditton (see <i>Assessment Sheet</i> )	High
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The sub area does not lie within any area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> ) or serve to provide connection between a green corridor that penetrates the City and the wider countryside, nature conservation and recreation resources beyond.	Low
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Parts of the built edge of Fen Ditton adjacent to this sub area have limited vegetation and do not have a soft green edge.	Low

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area exhibits a number of the characteristics of the Eastern Fen Edge Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ), being relatively open arable land with occasional hawthorn hedgerows. The A14 runs along the north eastern boundary of the sub area and is a visual and audible detractor (see <i>Assessment Sheet</i> ).	Medium
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on flat low-lying land but views would be possible from some areas in the surrounding landscape where vegetation along field boundaries is low and/or intermittent.	Medium <b>Medium</b>
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The north east of the sub area extends a greater distance from the historic core than the existing built edge, but within the gateway feature of the A14 junction with Horningsea Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Medium
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to the B1047, which is an approach road to Fen Ditton and then Cambridge, but is beyond Fen Ditton and development of the sub area would therefore not extend the perceived urban gateway (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Low <b>Low</b>

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
<b>To preserve the setting and special character of Cambridge</b>	To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?	Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.	The sub area does not enable views of the historic core from the Key Views 1, 2 or 3.	Low
	Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?	Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.		
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area does not lie adjacent to an identified main route into Cambridge and therefore has limited potential to facilitate linear/ribbon expansion.	Low
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	The sub area lies adjacent to the built edge of Fen Ditton to the south west and west, and fronts open countryside to the east and beyond the A14 to the north east.	Medium
<b>Overall Score</b>				<b>Low</b>



North East Cambridge, Sub Area 19.1

Criteria for Assessment	Indicators used for Assessment	
<b>Urban Fringe or Gateway Development beyond the Built Edge</b>	<ul style="list-style-type: none"> <li>Residential properties along Horningsea Road</li> <li>A14 junction with Horningsea Road</li> </ul>	
<b>Relationship with Built Edge</b>	<p>This parcel is partially bordered by built edges of Fen Ditton on the western, southern and eastern boundaries. The built edges comprise the bespoke residential properties along Green End Road, Stanbury Close and Fen Ditton High Street. All the built edges are soft and well-treed.</p>	
<b>Rurality</b>	Landscape Features* <ul style="list-style-type: none"> <li>Large arable fields with treed hedgerow boundaries</li> </ul>	Townscape Features* <ul style="list-style-type: none"> <li>Bespoke houses and historic core of Fen Ditton</li> </ul>
	Detractors: <ul style="list-style-type: none"> <li>A14 to the north</li> </ul>	

\*From Cambridge Landscape Character Assessment 2003, and Cambridge Green Belt Study 2002

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North East Cambridge Sub Area 19.1: Assessment of Contribution to Green Belt Purposes

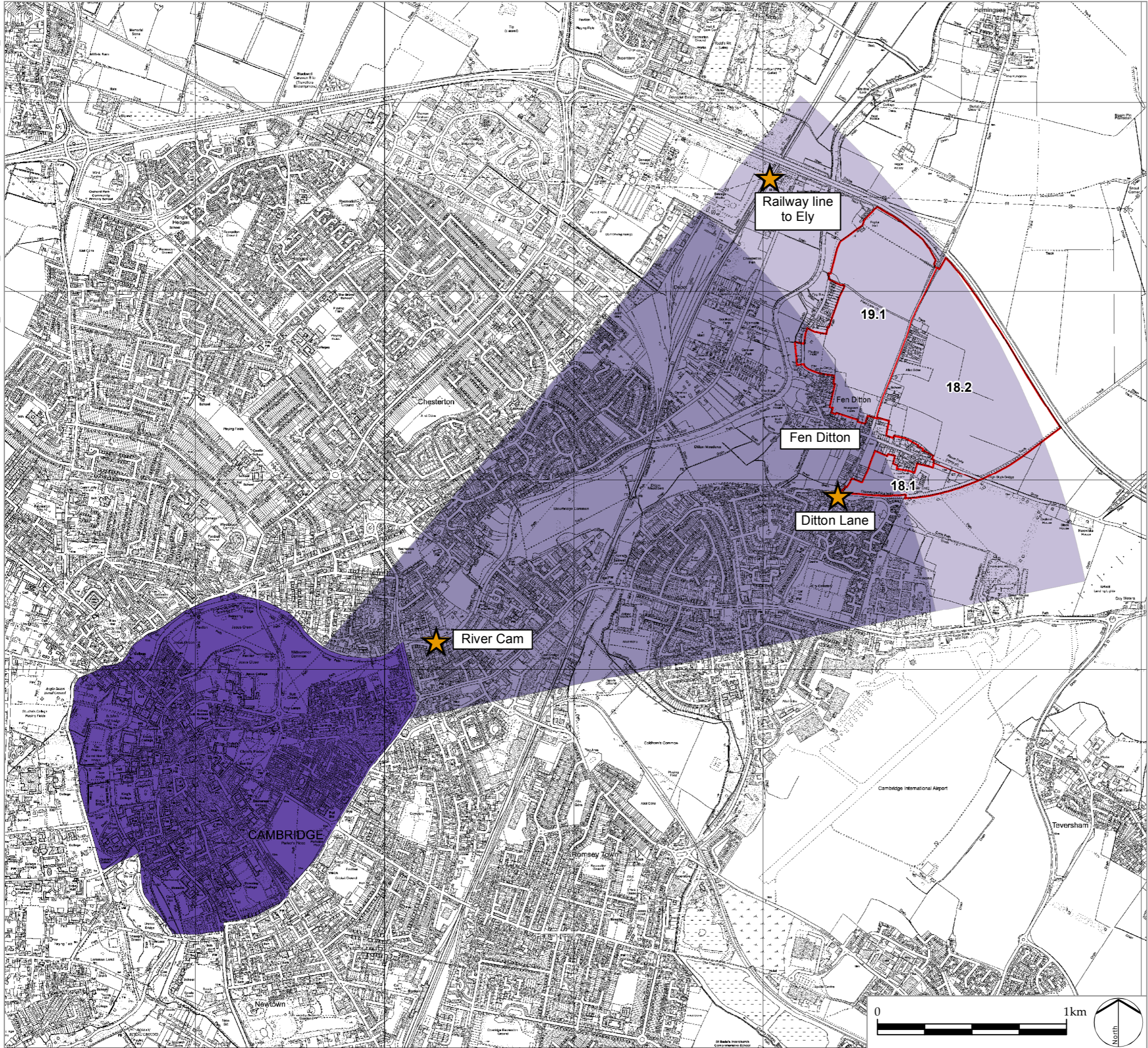
Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
Prevent communities in the environs of Cambridge from merging into one another and with the City	Does the land parcel prevent communities in the environs of Cambridge from merging into one another and with the City?	Measured distance from the outer boundary of the land parcel and the nearest neighbouring urban area / settlement edge.	Distance from northern corner of the sub area to the residential edge off Dunsmore Close = 1.5km  Distance from northern corner of the sub area to the residential edge of Fen Ditton (Green End) = 450m	Medium
		Analysis of topography and intervening vegetation to determine likely intervisibility of development of the land parcel and neighbouring settlement.	The sub area lies within relatively flat low-lying land north east of Cambridge and close to the River Cam corridor. There would be clear visibility into the sub area from some properties in Fen Ditton (see <i>Assessment Sheet</i> )	High  Medium
Ensure the protection of green corridors running from open countryside into the urban area	Does the land parcel lie within a green corridor penetrating the city and connecting with the wider countryside?	Assessment of whether the land parcel lies within a green corridor and the role it may play in facilitating connection between the urban area and the wider countryside.	The sub area does not lie within any area recognised as a green corridor ( <i>Cambridge Landscape Assessment, 2003</i> ) or serve to provide connection between a green corridor that penetrates the City and the wider countryside, nature conservation and recreation resources beyond.	Low
Assist in safeguarding the countryside from encroachment	Does the land parcel create a soft green edge to the city, or have a distinctive urban edge?	Analysis of aerial imagery, photographs field work to establish relationship with built edge and degree of softening vegetation.	Mature trees and vegetation associated with garden and field boundaries along the edges of Fen Ditton run along the southern and western boundaries of the sub area and provide a degree of softening along the existing built edge.	Medium









Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
	Is the land parcel strongly rural in character?	Assessment of the key characteristics and features of the land parcel, and identification of detractors within the local landscape that influence the perceived rurality and tranquillity of the land parcel.	The sub area exhibits a number of the characteristics of the Eastern Fen Edge Landscape Character Area ( <i>Cambridge Green Belt Study, 2002</i> ), being relatively open arable land with occasional hawthorn hedgerows. The A14 runs along the northern boundary of the sub area and is an audible detractor (see <i>Assessment Sheet</i> ).	Medium
	To what extent is the land parcel contained / separated from the wider countryside by landform?	Analysis of topography and slope to determine whether land form contains the land parcel.	The sub area is located on flat low-lying land but views would be possible from areas in the surrounding landscape, particularly along Horningsea Road where there is little roadside vegetation.	Medium
<b>To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</b>	To what extent would development of the land parcel increase the distance of the built edge from the historic centre?	Comparison of distance of outer edge of land parcel from historic core with the existing extents of the built edge to the east of Cambridge	The north of the sub area extends a greater distance from the historic core than the existing built edge, but within the gateway feature of the A14 junction with Horningsea Road (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Medium
	Would development of the land parcel extend the perceived urban gateways to the city* and lengthen the distance of the approaches to the historic core?  * As defined in the Cambridge Green Belt Study, 2002, dwg 07	Identification of any existing gateway features along approach roads beyond the existing built edge, to include: <ul style="list-style-type: none"> <li>• Business and commercial premises;</li> <li>• Out of town retail and parking; and</li> <li>• Road signage, street lighting.</li> </ul>	The sub area lies adjacent to the B1047, which is an approach road to Fen Ditton and then Cambridge, but is beyond Fen Ditton and development of the sub area would therefore not extend the perceived urban gateway (see <i>Urban Gateways and Distance from Historic Core plan</i> ).	Low
				Low

Cambridge Green Belt Purposes	Assessment Criteria	Assessment Indicator	Assessment of Contribution of Sub area to Green Belt Purposes	Score
<b>To preserve the setting and special character of Cambridge</b>	To what extent does the land parcel enable key or important views of the historic skyline of Cambridge?  Does the parcel form an open rural foreground in key or important views of the historic skyline of Cambridge?	Analysis of key views in order to establish the visibility of the historic skyline and whether the land parcel enables these.  Analysis of key views in order to establish whether the land parcel forms an open rural foreground to views of the historic core.	Key View 3 has partial views across this sector towards the historic skyline, which continue in places when travelling south along the B1047 towards Fen Ditton. The sub area forms the foreground in views towards Fen Ditton and consequently towards the historic skyline, although these views are not as obvious as they would have been in 2002 as a consequence of vegetation growth since that time.	Medium
	Does the land parcel form part of a rural backdrop in views from within the historic core of the city?	Analysis of views from Castle Mound within the historic core in order to establish whether the land parcel is visible and forms a backdrop to views across the city skyline.	In views from within the city, the sub area is screened by intervening built form and does not form part of the backdrop to skyline views.	Low
				<b>Low</b>
<b>Check unrestricted sprawl of large built up areas</b>	Does the land parcel assist in halting ribbon development?	Identifying whether the land parcel lies along a route which may, if developed facilitate the linear / ribbon expansion of the city	The sub area does not lie adjacent to an identified main route into Cambridge and therefore has limited potential to facilitate linear/ribbon expansion.	Low
	Is the land parcel closely associated with the existing built edge?	Analysis of whether the land parcel adjoins the built edge and / or urban fringe development.	The sub area lies adjacent to the built edge of Fen Ditton to the south and west, and fronts open countryside to the north west and beyond the A14 to the north east.	Medium
<b>Overall Score</b>				<b>Low</b>





LEGEND

-  Study Area
-  Land Parcel Boundary (with reference number)
-  Historic Core
-  Extent of North East Cambridge
-  Extent of Urban Gateways and Gateway Features beyond the Built Edge
-  Urban Gateways  
*(as identified in the Cambridge Green Belt Study, 2002 - Detailed Appraisal East of the City)*

# LD&A DESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
**Figure 25:**  
North East Cambridge -  
Urban Gateways and Distance from Historic Core

ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:20,000	CHECKED RK
STATUS	Final	APPROVED ChC

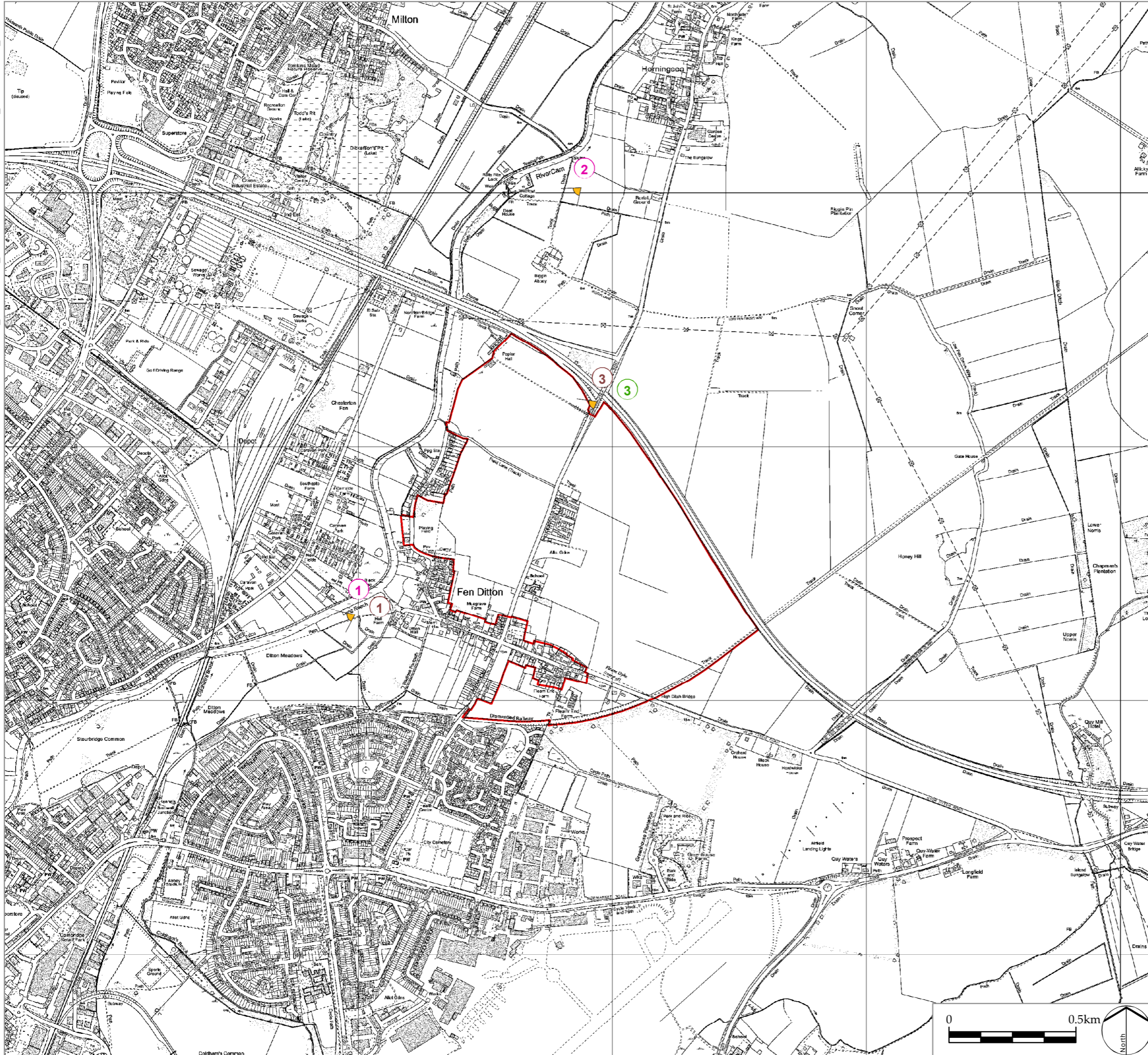
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Sources: Ordnance Survey





LEGEND



Study Area



Viewpoint

Cambridge Landscape Character Assessment, 2003 - Setting and Skyline Views  
N/A

Cambridge Skyline Guidance, 2012 - Strategic Viewpoints

- 1. Ditton Meadows, south of Fen Ditton
- 2. River Cam footpath south of Baits Bite Lock

Cambridge Green Belt Study, 2002 - Key Elevated Views and Gateways: First View of Cambridge

- 1. Ditton Meadows, south of Fen Ditton - key low-level view and first view of Cambridge
- 3. A14 junction 34, as it is crossed by the B1047 - key low-level view

2012 Inner Green Belt Boundary Study - Significant and Setting Views

- 3. A14 junction 34, as it is crossed by the B1047 - setting view

# LDĀ DESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
Figure 26:  
North East Cambridge -  
Key Views

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DATE	November 2015	DRAWN MPa
SCALE @A3	1:15,000	CHECKED RK
STATUS	Final	APPROVED ChC

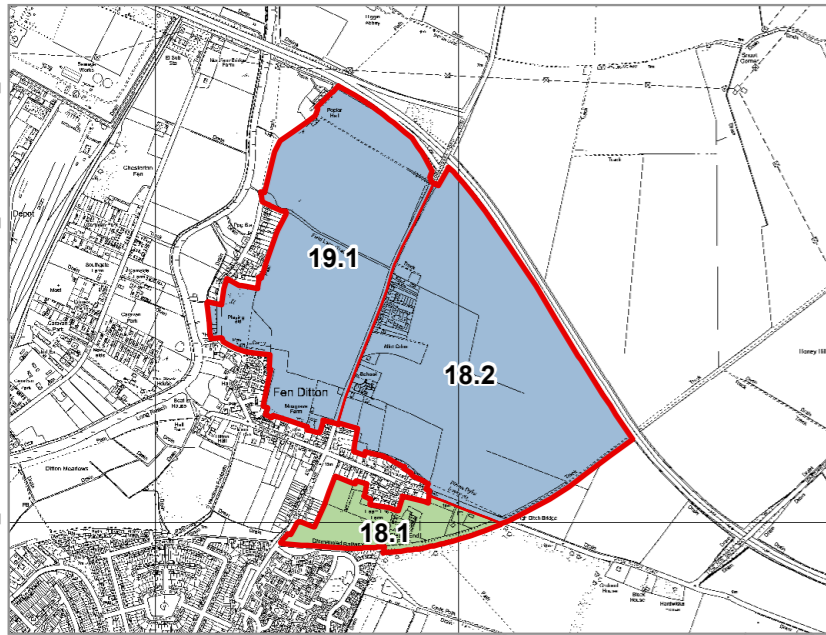
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Area measurements for indicative purposes only.

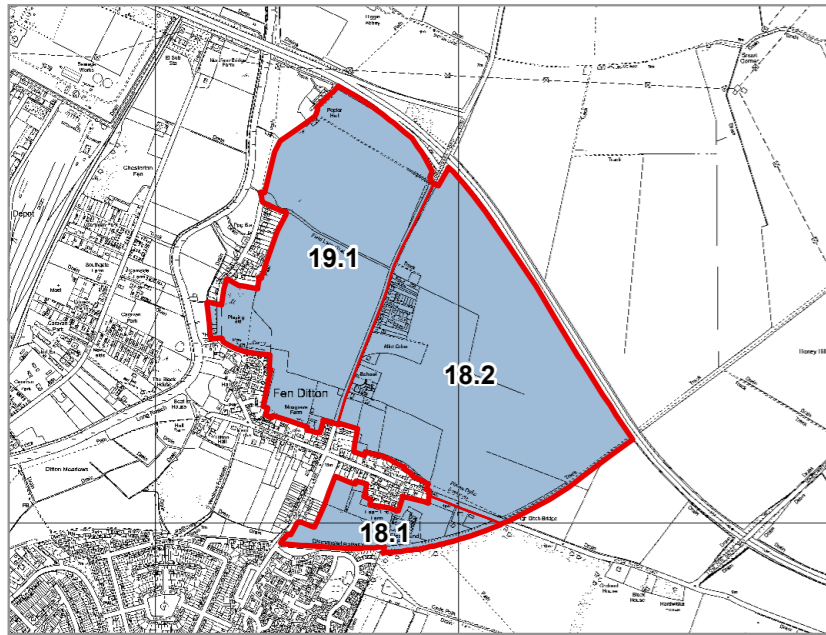
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Sources: Ordnance Survey

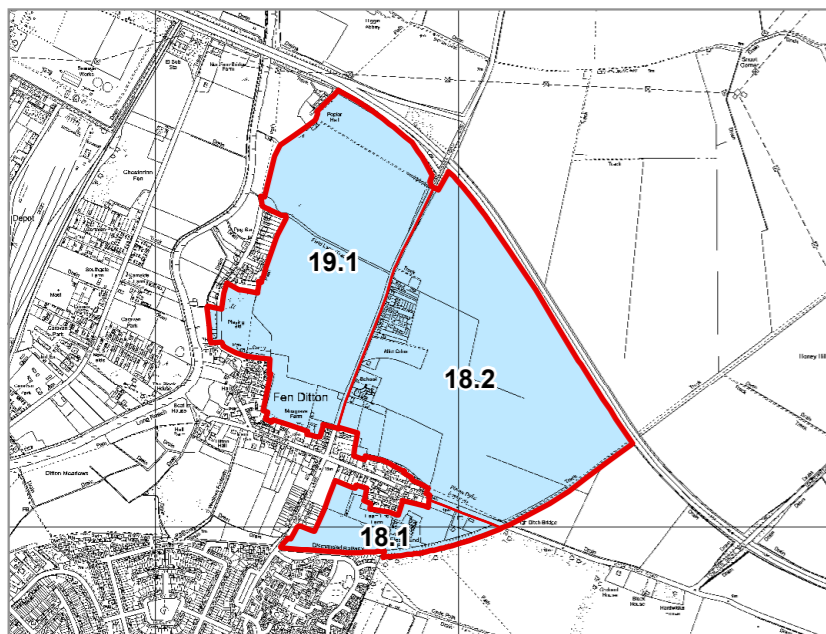




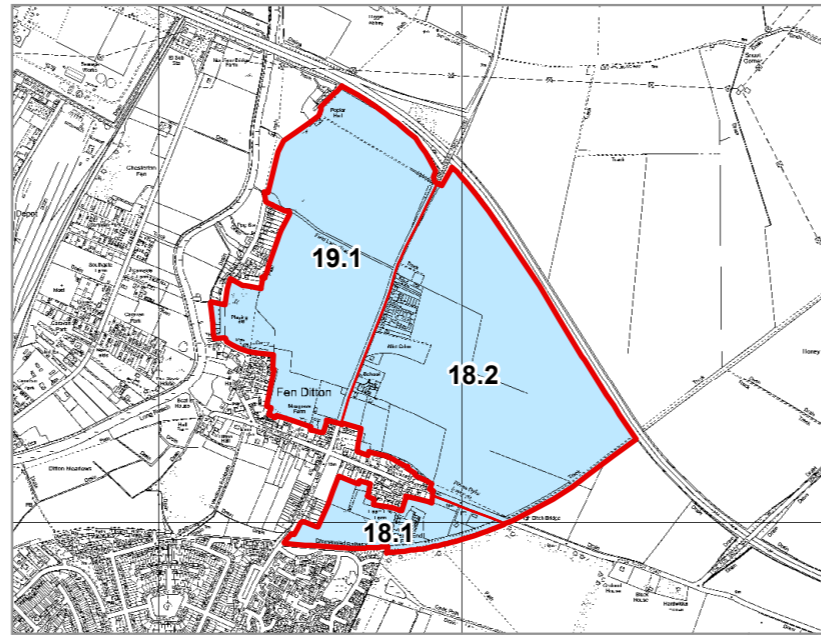
Prevent communities in the environs of Cambridge from merging into one another and with the city



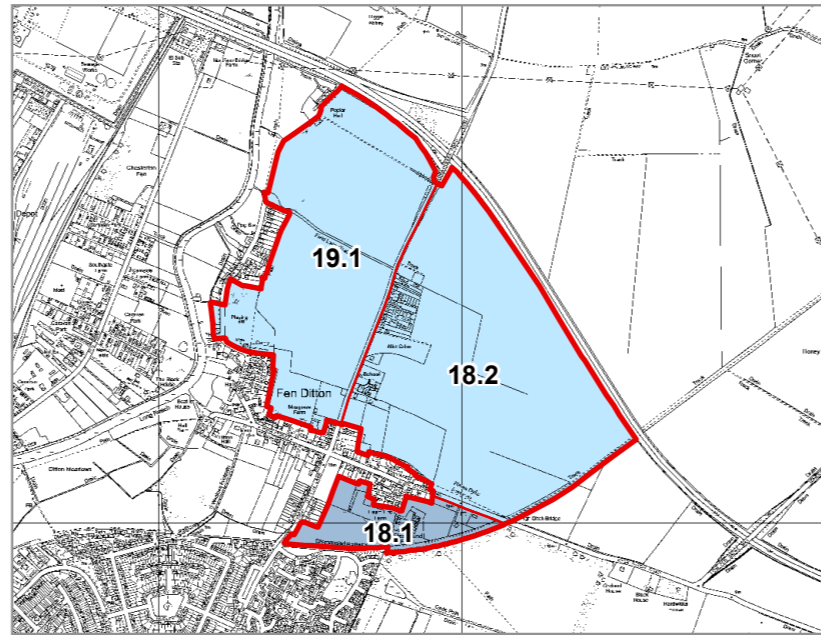
Assist in safeguarding countryside from encroachment



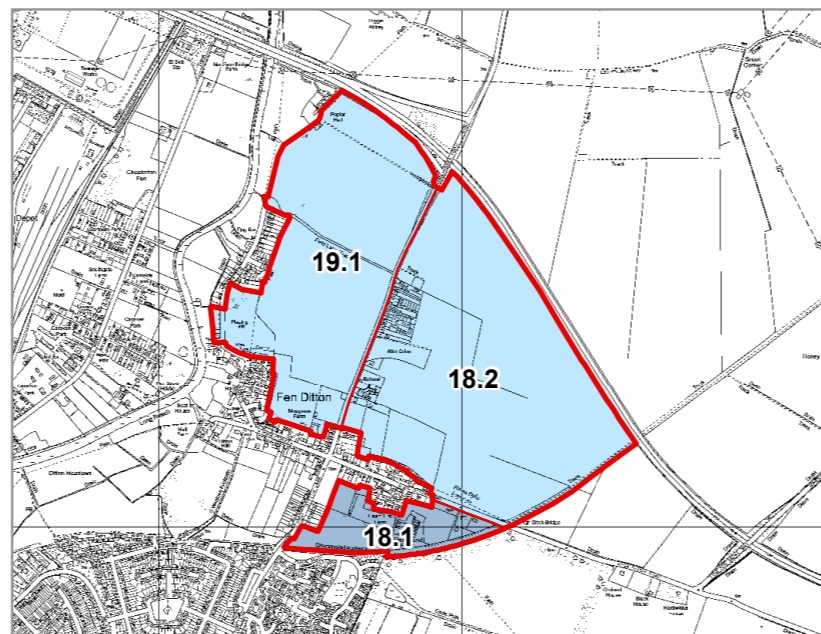
To preserve the setting and special character of Cambridge



Ensure the protection of green corridors running from open countryside into the urban area





To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre



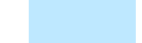


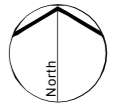
Check unrestricted sprawl of large built up areas

LEGEND

-  Study Area
-  Land Parcel Boundary (with reference number)

Contribution of Land Parcel to Green Belt

-  High
-  Medium
-  Low



LDĀ DESIGN

PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
Figure 27:  
North East Cambridge - Assessment Summary of  
Individual Green Belt Purposes

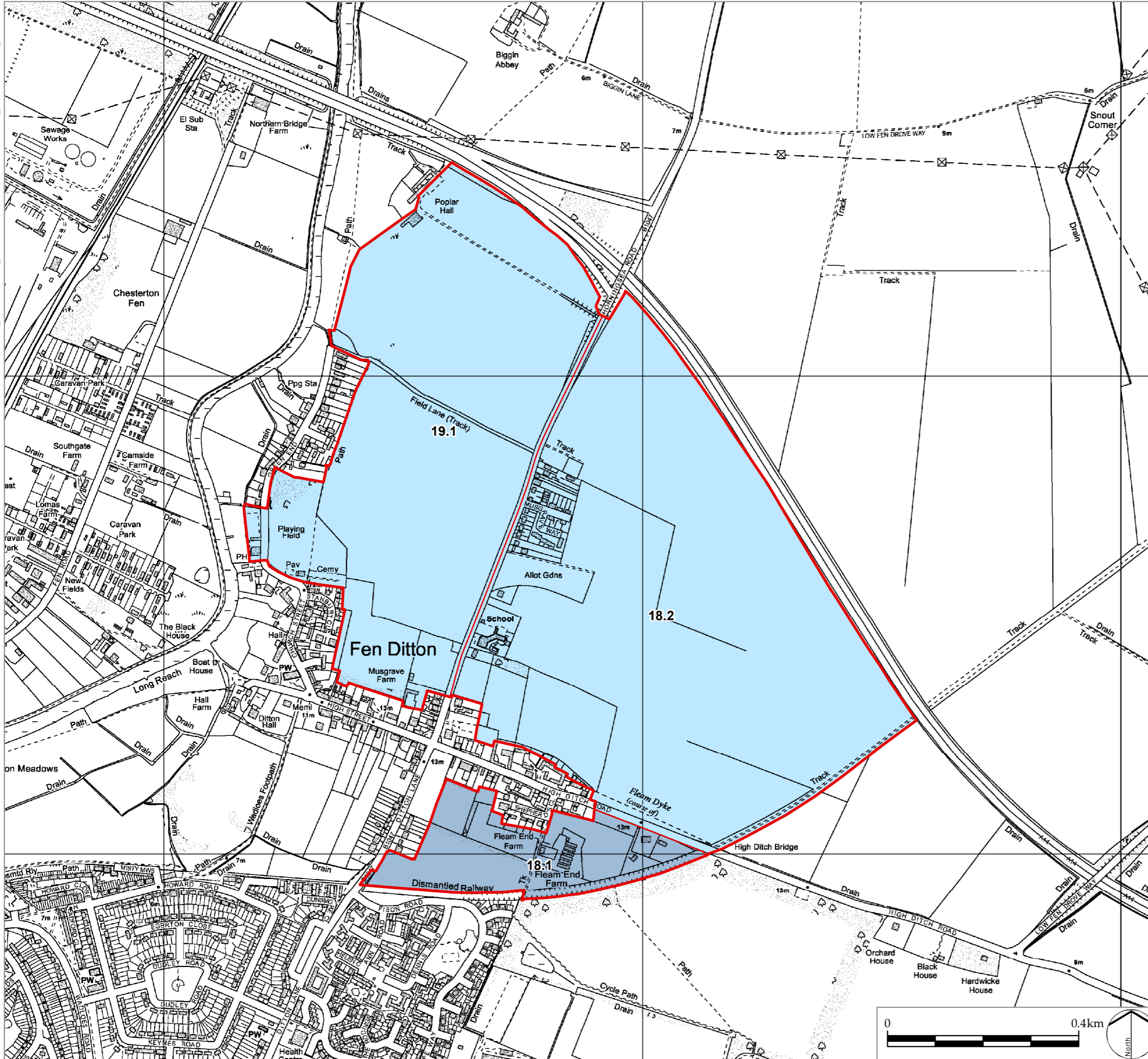
ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:25,000	CHECKED RK
STATUS	Final	APPROVED ChC

DWG. NO. 4732\_027

No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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Sources: Ordnance Survey



LEGEND

- Study Area
- Land Parcel Boundary (with reference number)

Contribution of Land Parcel to Green Belt

- High
- Medium
- Low

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PROJECT TITLE  
CAMBRIDGE GREEN BELT STUDY

DRAWING TITLE  
Figure 28:  
North East Cambridge - Assessment Summary

ISSUED BY	Peterborough	T: 01733 310 471
DATE	November 2015	DRAWN MPa
SCALE @A3	1:8,000	CHECKED RK
STATUS	Final	APPROVED ChC

**DWG. NO. 4732\_028**

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Sources: Ordnance Survey