



Cambridge Local Plan - Towards 2031  
 South Cambridgeshire Local Plan

# Issues & Options 2

## Part 1 - Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge

January 2013





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# Cambridge Local Plan and South Cambridgeshire Local Plan

## Issues and Options 2

### Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge

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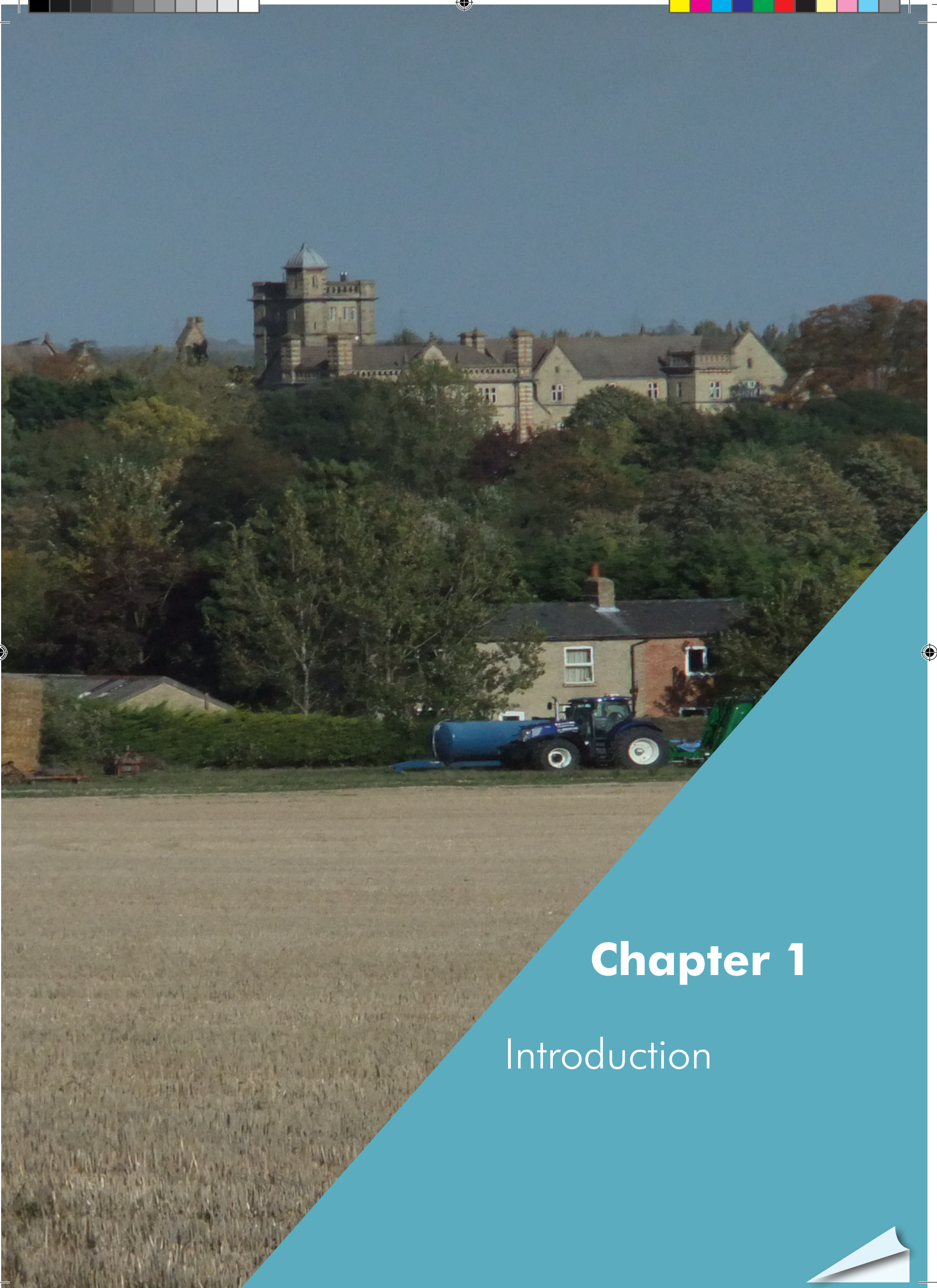
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# Chapter 1

## Introduction





## Chapter 1 Introduction

- 1.1. Cambridge City Council and South Cambridgeshire District Council are preparing new Local Plans for the Cambridge area for the period up to 2031. The existing development plans for the area are the Cambridge Local Plan (adopted 2006) and the South Cambridgeshire Local Development Framework (adopted between 2007 and 2010). Both Plans set out a series of policies and proposals to guide future development up to 2016, and are used to determine planning applications in Cambridge and South Cambridgeshire.
- 1.2. The Councils have been working closely on progressing the review of each Local Plan as well as working with the County Council on the preparation of a Transport Strategy for Cambridge and South Cambridgeshire.
- 1.3. Both Councils carried out consultation on Issues and Options for their Local Plans in Summer 2012. For Cambridge City Council, consultation ran for six weeks between 15 June to 27 July 2012 and for South Cambridgeshire District Council, consultation started on 12 July and ran for 11 weeks to 28 September 2012. Consultation on the first stage of the Transport Strategy for Cambridge and South Cambridgeshire took place in parallel with both District Councils' consultations. Consultation on the Transport Strategy started on 15 June and ran until 28 September 2012.
- 1.4. The Councils took a co-ordinated approach to joint issues in the recent Issues and Options consultations. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 1.5. The Councils continue to work jointly as plan preparation continues. Part 1 of this second stage of Issues and Options consultation is a joint consultation on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds on the Issues and Options consultations that the Councils have already consulted on in the Summer and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
- 1.6. In addition to the joint elements of this consultation, each Council is carrying out consultation on other matters for their own areas in their respective Part 2 consultation documents. The City Council is consulting on site options for the urban area of Cambridge, including a range of uses for possible site allocations as

well as picking up more detailed matters such as consultation on space standards and car and cycle parking standards. South Cambridgeshire District Council is consulting on new issues arising from the Summer's consultation that would be reasonable additional options for the new Local Plan, including possible new site options for allocation for development as well as matters such as possible changes to village frameworks and designations to protect village character.

- 1.7. The document sets out how the Councils are responding to the duty to cooperate on plan making, considers the current development strategy and progress being made and considers the national requirement to deliver sustainable development. Within this context, the document then looks at development needs for jobs and homes across the two Councils' areas over the plan period to 2031. It then explores how the Councils can best continue the sustainable development strategy in their new Local Plans. This leads to a consideration of the approach to the Green Belt in the new plans and brings this together to look at the sustainable development strategy to 2031 and seek views on the most appropriate approach. The document then sets out the approach to testing of a range of sites on the edge of Cambridge and set out the site options for consultation that performed best in the technical assessment process. The document moves on to look at evidence of a need for sub-regional sporting, cultural and community facilities and sets out site options for a community stadium for consultation.
- 1.8. Both Councils' Local Plans will be accompanied by Sustainability Appraisals, which test the sustainability credentials of the plans and alternative options considered. A joint initial sustainability appraisal has been prepared to accompany this consultation document, which considers the impact of options on the sustainability objectives identified in the Scoping Reports of both Councils.
- 1.9. The consultation document is also supported by technical reports and studies, which are listed in Appendix 1 and available to view on the Councils' websites:
  - <http://www.cambridge.gov.uk/localplanreview>
  - <http://www.scambs.gov.uk/ldf/localplan>

Whilst they are not generally published as consultation documents, if you have any concerns about statements contained in the evidence documents, you can raise them as part of your response to the consultation questions.



## How to have your say

1.10. Once you have looked through this joint consultation document, please send us your comments. Please be aware that your comments will be published on the Councils' websites together with your name. There are a number of ways in which you can do this:

- Using **the Councils' online consultation system** - This is both Councils' preferred means of receiving representations because it is the fastest and most accurate method and it will help us to manage your representations quickly and efficiently. Separate instructions on how to use the electronic system are provided on the Councils' websites and officers in the planning policy teams are always available to help if you have any queries. Please go to the following link: <http://cambridge.jdi-consult.net/ldf> or <http://scambs.jdi-consult.net/ldf/>
- By email at [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk) or [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk) using the electronic response form on the Councils' websites.
- Using **a response form** - If you do not have access to a computer, a paper form can be completed and sent to the Councils. Copies of the response form are available from the Planning Policy teams.

## We're here to help

1.11. Your views are important to us, and we recognise that the planning system is not always easy to understand and find your way around. We want to make sure that as many people as possible have an opportunity to have their say as the new Local Plans are prepared. You can contact us using one of the following methods:

### **Cambridge City Council:**

- You can phone us on 01223 457000 (ask to speak to someone in the Planning Policy team);
- You can email us at [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

### **South Cambridgeshire District Council:**

- You can phone us on 03450 450 500 (ask to speak to someone in the Planning Policy team);
- You can email us at [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk)

1.12. There will also be opportunities for you to meet officers face-to-face through exhibitions that have been organised. Details of these events, together with up to date information on the Local Plan review can be found on the Councils' Local Plan websites:

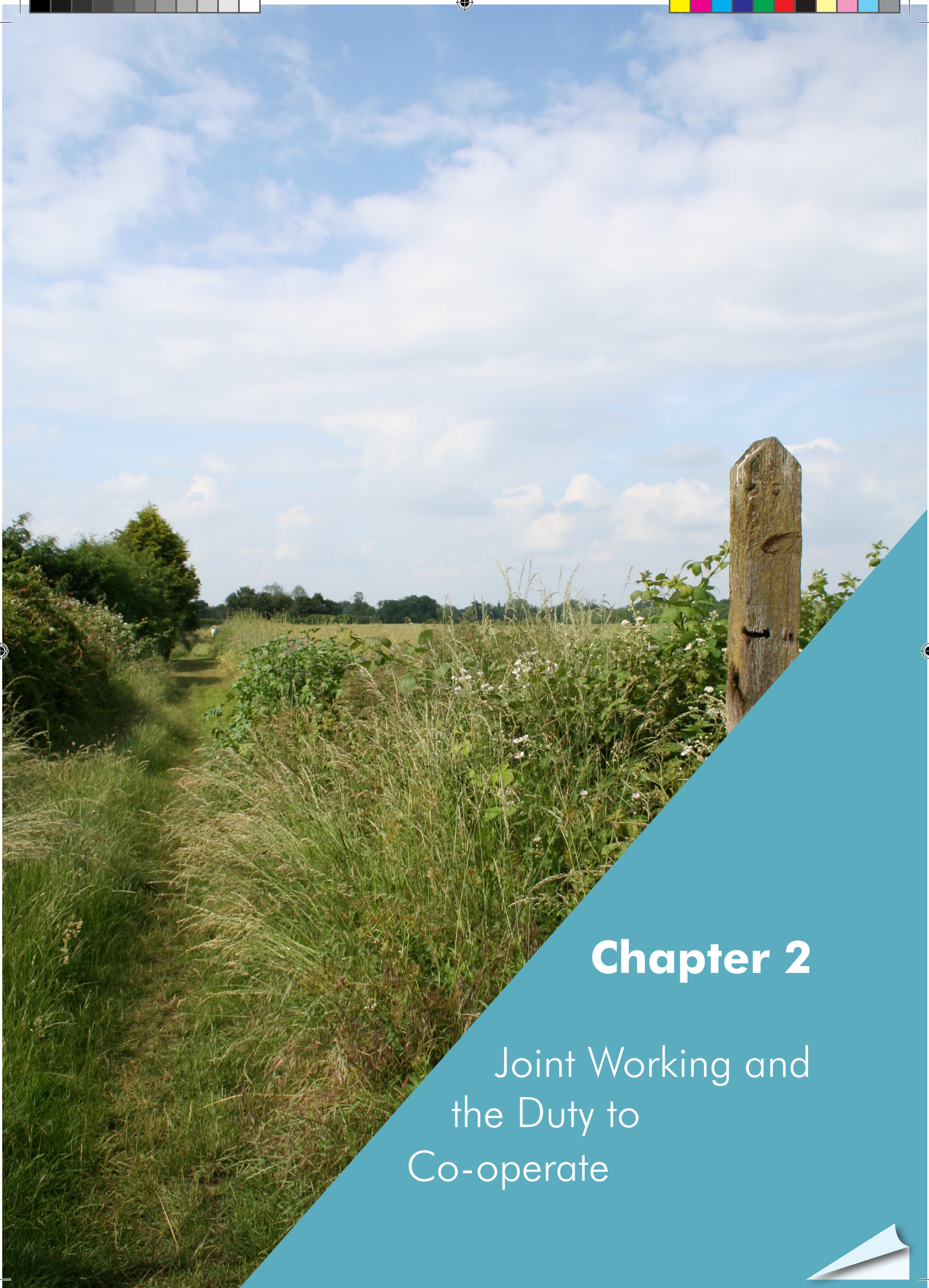
- <http://www.cambridge.gov.uk/localplanreview>
- <http://www.scambs.gov.uk/ldf/localplan>

1.13. For those who use social media, we shall also be providing regular updates on the Councils' Facebook pages, Twitter feeds and the City Council's Local Plan blog.

### **What happens next?**

1.14. This Issues and Options 2 consultation is the second phase in developing new Local Plans for Cambridge and South Cambridgeshire. Once consultation has finished, we will consider all of the representations received to both rounds of consultation, using them to refine site options and policies that will be included in the new Local Plans.

1.15. We will then draft the new Local Plans, which will be subject to a further round of public consultation prior to being submitted to the Secretary of State for examination. At that stage, independent Government inspectors will consider the 'soundness' of the Local Plans at public examinations. In other words, the inspectors will consider whether the plans have been positively prepared, and that policies are justified, effective and are in conformity with the National Planning Policy Framework (NPPF). Following this, the inspectors will produce reports of their findings, and then the Councils can formally adopt the Local Plans.



## Chapter 2

# Joint Working and the Duty to Co-operate





## Chapter 2 Joint Working and Duty to Co-operate

- 2.1. The Councils have a long history of joint working and have worked closely together on a variety of planning matters over many years reflecting the close functional relationship between the tightly drawn city boundary and its rural surroundings. This includes working together on key strategic and joint issues at both officer and Member level through the preparation of Structure Plans, input to Regional Plans, the preparation of existing development plans, joint Area Action Plans for major developments, the preparation of joint evidence base documents on a wide variety of topics, and other planning matters including various transport strategy documents.
- 2.2. The Localism Act and the National Planning Policy Framework (NPPF) have introduced a requirement for Councils to work together on planning issues that cross administrative boundaries. This requirement is known as the ‘Duty to Cooperate’ and also involves a number of other public bodies such as Local Enterprise Partnerships (LEPs), Highways Agency, Environment Agency, English Heritage, Natural England and Primary Care Trusts. The duty requires Councils to engage constructively, actively and on an ongoing basis on ‘strategic matters’ regarding sustainable development or use of land that has or would have a significant impact on at least two planning areas. The NPPF says that Councils should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. It says that Councils should consider producing joint planning policies on strategic matters, but there is no requirement to do so.
- 2.3. The Councils have decided to prepare separate Local Plans for Cambridge and South Cambridgeshire, but are fully aware of the need to work effectively together and that they will need to demonstrate how they have cooperated effectively, both with each other and other key public bodies including the County Council, on the preparation of their respective new Local Plans. The Councils’ ongoing approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process.
- 2.4. Some respondents to the Issues and Options (Summer 2012) consultations questioned why the Councils were not preparing a single joint strategic plan covering the Cambridge area as a whole and whether anything less than this satisfies the duty to co-operate.

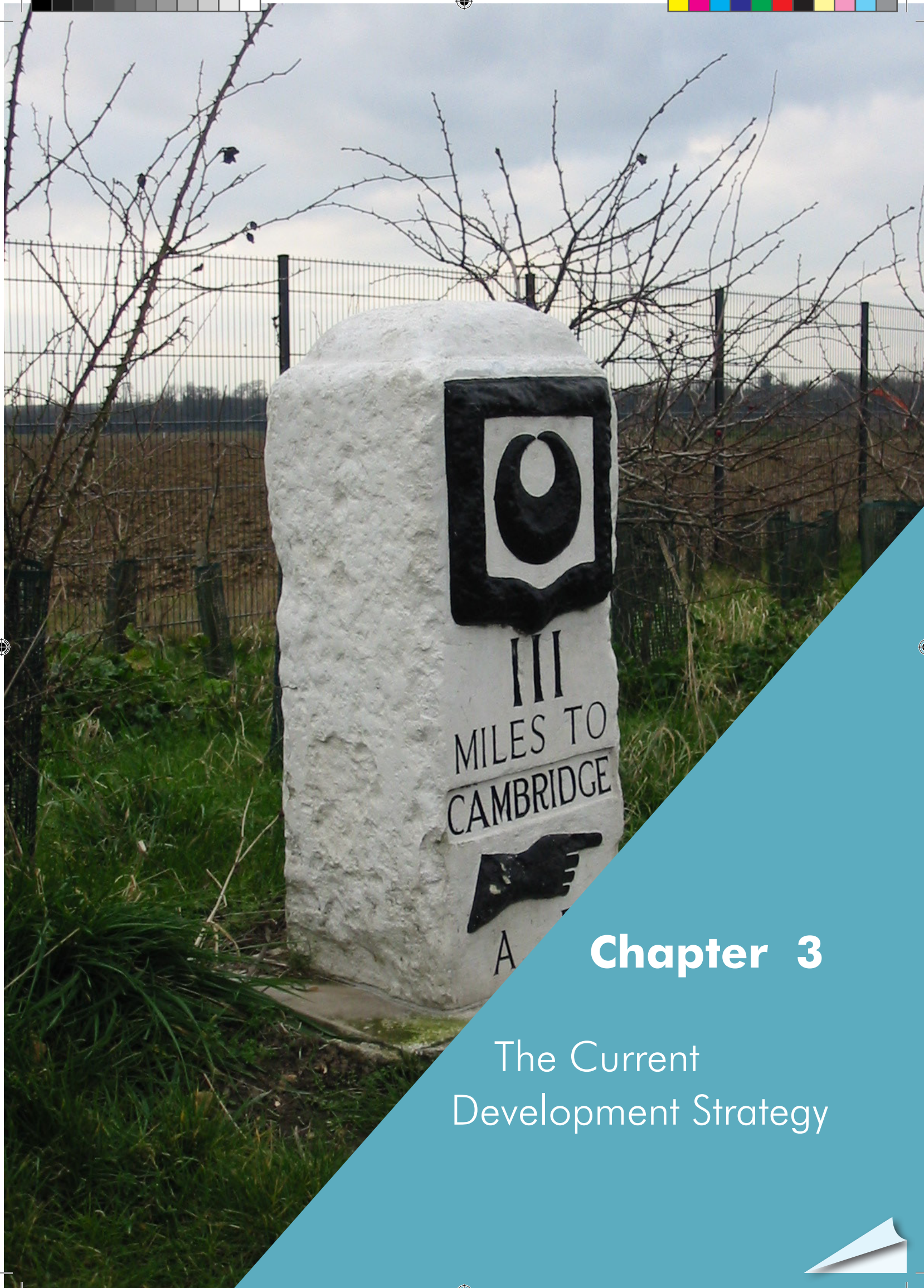
- 2.5. The Councils believe that cooperation while preparing separate plans allows a comprehensive approach to the planning of the wider area to be developed and sound arrangements have been put in place in order to ensure this. Given the close functional relationship between Cambridge and South Cambridgeshire, the Councils are working jointly to ensure that cross boundary issues and relevant wider matters are addressed in a consistent and joined up manner. It is not a requirement of the NPPF that a single plan is produced in these circumstances, rather that the Duty to Co-operate is effectively discharged.
- 2.6. Joint working arrangements have already been established. At a member level, previous joint working groups have been replaced by two new member groups: the Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group which is a County wide group and the Joint Strategic Transport and Spatial Planning Group specifically to address issues affecting Cambridge and South Cambridgeshire. Work is ongoing at an officer level, steered by regular meetings of senior officers: Chief Planning Officers group for county-wide issues and officers from the three Councils for more Cambridge-focused issues. The Cambridgeshire Councils have already established and then commissioned the Joint Strategic Planning Unit to prepare a strategic spatial framework for Cambridgeshire and Peterborough, which will also help demonstrate the co-ordinated approach to planning for the long term needs of the wider area and the Unit has also assisted with the preparation of the evidence base for this consultation.
- 2.7. The Councils have been working together throughout the preparation of the Issues and Options consultations on the Cambridge Local Plan and the South Cambridgeshire Local Plan, and also the parallel consultation on issues for a new Transport Strategy for Cambridge and South Cambridgeshire. The Councils took the same approach to joint issues in the recent Issues and Options consultation. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 2.8. The Councils have agreed to continue to work jointly as plan preparation progresses. In terms of timetables, the Councils' Local Plan programmes have been very similar, although it did not prove possible to align them completely for the Issues and Options (Summer 2012) consultation. The consultations did however overlap in July 2012.
- 2.9. The Local Plan timetables have recently been reviewed and the aim has been to align the Councils' timetables as far as possible. An updated timetable is shown overleaf:

<b>Key Stages in preparing the new Local Plan</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>
<b>Issues and Options public consultation</b>	15 June to 27 July 2012	12 July to 28 September 2012
<b>Issues and Options 2 (Current stage)</b> Part 1 : Joint consultation on the site options for the fringe sites including development strategy context Part 2 : For the City Council, site options for the urban area of the City and other matters. For South Cambridgeshire, new issues arising from the 2012 Issues and Options consultation.	7 January to 18 February 2013	7 January to 18 February 2013
<b>Public consultation on Draft Local Plan</b>	Summer 2013	Summer 2013
<b>Submit the Local Plans to the Secretary of State</b>	Winter 2013/2014	Winter 2013/2014

- 2.10. The timetable after Submission of the Local Plans will be largely determined by the Planning Inspectorate and will be affected by availability of inspectors (having regard to the demand from the many authorities currently preparing new plans) and the way the Inspectorate wishes to run the two examinations, given the close functional relationship between Cambridge and South Cambridgeshire.







# Chapter 3

## The Current Development Strategy





## Chapter 3 The Current Development Strategy

- 3.1. Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries and has a prosperous and dynamic economy. It also has a renowned landscape setting with a network of open spaces linking into a thriving and accessible historic centre. The success of Cambridge means there are also many competing development needs and pressures on what is a small, compact city. There is, in addition to a high demand for housing, a need for more affordable housing to: maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges, and Anglia Ruskin University (ARU); to provide essential services and facilities to meet the day to day needs of residents; and to maintain the city as a sub-regional centre for shopping, leisure and cultural activities.
- 3.2. South Cambridgeshire is a prosperous area with high levels of economic activity and low levels of unemployment and the area close to Cambridge forms an important part of the Cambridge Cluster of research and knowledge-based industries and has experienced significant jobs growth. Its 350 square miles of countryside provide a high quality setting for its 105 settlements. In recent decades, the district has experienced significant growth, reflecting the success of the local economy and the need for new homes.
- 3.3. There is a close functional relationship between the city of Cambridge and surrounding South Cambridgeshire, which provides most of the setting to Cambridge, but also a rural hinterland to the city and includes a number of significant and world leading business parks that contribute to the national as well as the Cambridge economy.
- 3.4. The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures, which influenced the 1999 Regional Plan for East Anglia and the 2003 Cambridgeshire Structure Plan. Prior to that date, development in Cambridge had been constrained by the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt, with people commuting back to jobs in Cambridge contributing to congestion, greenhouse gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridgeshire Structure Plan recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs in, and close to, Cambridge. It also needed to, provide for the long-term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.

- 3.5. The existing Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010) introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in the 2003 Cambridgeshire and Peterborough Structure Plan. The Plans released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the south, north west, north east and east of the city.
- 3.6. The strategy in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Councils' current plans aims to focus development according to the sequence:

**Current Development Sequence**

1. Within the urban area of Cambridge
2. On the edge of Cambridge
3. In the new town of Northstowe
4. In the market towns and better served villages in South Cambridgeshire

- 3.7. The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge and the strategy was put into effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these plans were subject to extensive periods of public consultation and examination by planning inspectors. The strategy was endorsed and included in the East of England Plan 2008.
- 3.8. Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession when it took hold in 2008. Development slowed on the major sites but over the last year housing development has got underway on the large sites on the edge of Cambridge at Clay Farm, Glebe Farm and Trumpington Meadows in the Southern Fringe, and on Huntingdon Road as part of the larger NIAB site. Progress is also being made in relation to the Station area, Addenbrooke's and the University site at North West Cambridge. A resolution to grant permission for a first phase of development at Northstowe has also recently been made and, whilst development is planned to start as soon as possible, it will take a number of years for development at the new town to deliver large volumes of new homes. The table below pulls together the sites currently allocated or with planning permission on the edge of Cambridge in both Councils' areas, and the expected number of homes that will be built between 2011 and 2031, including Orchard Park which was in an earlier plan.

SITE	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
North West Cambridge	1,910	1,090	3,000
NIAB 1	1,744	0	1,744
NIAB 2	0	1,100	1,100
Orchard Park	0	384	384
North of Newmarket Road	0	1,500	1,500
Clay Farm	2,217	0	2,217
Glebe Farm	286	0	286
Bell School	347	0	347
Trumpington Meadows	557	629	1,186
Total	7,061	4,703	11,764

Source: Cambridge and South Cambridgeshire Annual Monitoring Reports 2011  
(Updated for Cambridge East to reflect Marshall's latest proposals)

- 3.9. At the heart of the strategy established in 2003 was the review of the Cambridge Green Belt which released land for a total of around 22,000 homes, of which some 10,000 to 12,000 were to be built at Cambridge Airport in both Cambridge and South Cambridgeshire. In 2009, the landowner - Marshalls of Cambridge - indicated that their land would not be made available in this plan period. This means that there will be a delay in delivering the major development opportunities at Cambridge East, and so the full implementation of the current development strategy cannot take place in the plan period to 2031. Marshall has recently announced a renewed intention to develop the allocated site north of Newmarket Road for 1,500 homes with a planning application expected in 2013.
- 3.10. In 2006, before any of the housing in the current development strategy was built, Cambridge had 46,783 homes. The development of 22,000 homes on the edge of Cambridge that was included in current plans (in both districts) together with planned development within Cambridge would have seen Cambridge grow by 47%. Marshall's decision not to move will mean the planned 9,500 new homes at Cambridge East will not now be realised in this plan period at least. This means that the current strategy will now increase Cambridge by 27% compared with 2006. The site options on the edge of Cambridge in this consultation would increase Cambridge by 28% compared with 2006.

3.11. Notwithstanding the loss of a significant number of homes at Cambridge East, at the base date of the new Local Plan period of end March 2011, the Councils had identified a total housing supply in their current plans of 24,800 new homes that will contribute to meeting development needs to 2031, as set out in the table below. This includes all development in both areas, such as the major developments within and on the edge of Cambridge and the new town of Northstowe.

<b>HOUSING SUPPLY</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridge &amp; South Cambridgeshire</b>
<b>Planning permissions</b>	9,065	2,897	11,962
<b>Allocations</b>	1,547	11,300	12,847
<b>Total</b>	10,612	14,197	24,809

3.12. Throughout the preparation of the current plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area to address commuting by car to jobs in and close to Cambridge and the congestion and emissions that causes.

3.13. As part of the review of the Regional Spatial Strategy (RSS) for the East of England, the Cambridgeshire authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, and how the strategy could be developed if further growth was needed.

3.14. The study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is stronger) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth would be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.

3.15. The study recommended a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns, and focussed on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green

Belt boundary, in the long term. The key objective of the strategy was to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.

- 3.16. The Cambridgeshire local authorities endorsed the findings of the study, which were included in the draft version of the revised East of England Plan that planned for the period 2011 to 2031. The review suggested 14,000 homes and 20,000 jobs for Cambridge over the plan period, and for South Cambridgeshire, it suggested 21,500 homes and 21,200 jobs. This was based on rolling forward the current development strategy for Cambridge and South Cambridgeshire. The draft regional plan was submitted to the previous Government in March 2010, but was not ultimately progressed due to the Coalition Government's statement soon after coming into power in May 2010 that it intended to abolish regional plans.
- 3.17. An issue for the Councils now is whether the current strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up, as it has been in the past. On the whole, South Cambridgeshire looks towards Cambridge in functional terms whilst Cambridge is affected by a tight administrative boundary and surrounding Green Belt, and therefore any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.
- 3.18. This stage of plan making needs to review jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted.







# Chapter 4

## Sustainable Development





## Chapter 4 Sustainable Development

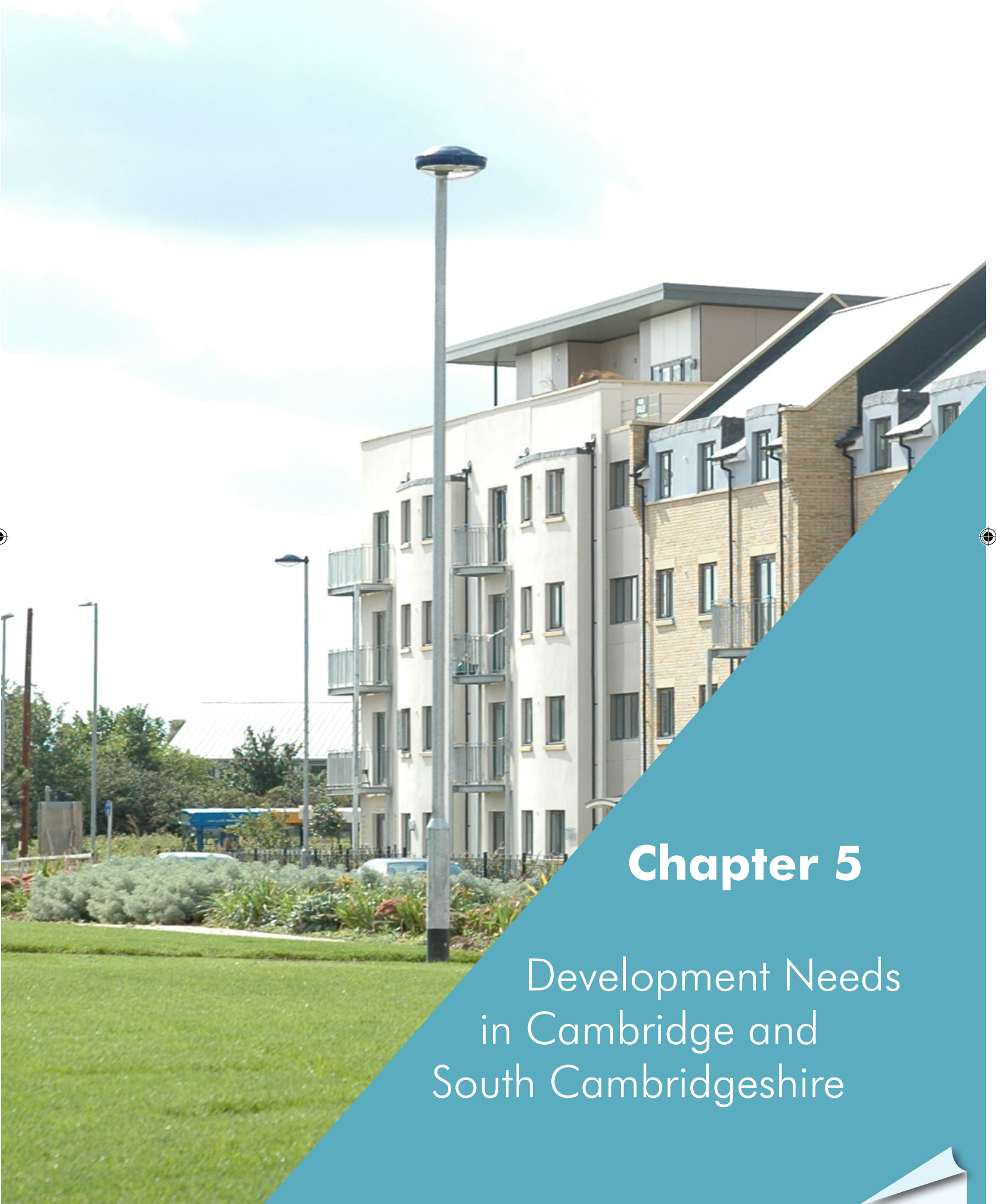
- 4.1. National planning policy sets sustainable development at the heart of the planning system. The 2004 Planning Act and the recently published National Planning Policy Framework (NPPF) continue to place the delivery of sustainable development as a key national objective. To address the three strands of sustainability, the NPPF requires the planning system to fulfil jointly and simultaneously:

### Three Strands of Sustainability

- An economic role – contributing to building a strong responsive and competitive economy;
- A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment, using natural resources prudently, minimising pollution and mitigating and adapting to climate change including moving to a low carbon economy.

- 4.2. For plan making, Councils are required to positively seek opportunities to meet the objectively assessed development needs of their area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.3. Where Green Belts are defined, they should only be altered in exceptional circumstances when preparing a Local Plan. When reviewing Green Belt boundaries, Councils are required to take account of the need to promote sustainable development and consider the consequences for sustainable development of channelling development towards urban areas within Green Belts, to villages inset within the Green Belt and to locations beyond the Green Belt.
- 4.4. This sets a considerable challenge for the Cambridge area, in the context of:
- A strong and growing economy;
  - The need for new homes to support the jobs and the aim to provide as many of those new homes as close to the new jobs as possible to minimise commuting and the harmful effects for the environment, climate change and quality of life that it brings; and
  - A tightly drawn Green Belt to protect the special characteristics of historic Cambridge that help make it attractive to business and residents.

Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new Local Plans. These issues are explored over the following three chapters on development needs, how these affect the development strategy, and findings of a review of the Green Belt, before being drawn together in a chapter on the implications for the development strategy for the period to 2031, and then site options for consultation.



## Chapter 5

# Development Needs in Cambridge and South Cambridgeshire





## Chapter 5 Development Needs in Cambridge and South Cambridgeshire

- 5.1. The Councils must set targets in their Local Plans for levels of housing and employment development in their areas up to 2031. The National Planning Policy Framework (NPPF) makes clear that Councils must use their evidence base to set targets that meet the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF. We must make sure that we plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Given the strong relationship between Cambridge and South Cambridgeshire, the Councils are using this second Issues and Options consultation to draw together the development needs of each area and consider the implications they have for achieving a sustainable development strategy and to review development needs in the context of the latest evidence.
- 5.2. The successful Cambridge economy, with its focus on high tech and bio-tech industries, is a strong driver for growth in the area, with key employment locations in and close to Cambridge in both Councils' areas. To remain successful and maintain the high quality of life, our Local Plans need to continue to provide positively for economic growth and for those jobs to be supported by provision of new homes in locations accessible to the new jobs. At the same time, it is important to achieve the right balance and protect what makes the area so special to ensure that the current high quality of life is maintained for existing and future residents.
- 5.3. The predicted rate of jobs growth is such that people will move to the area to take up work. If the jobs come without new homes, there will be longer commuting and more congestion on our roads. To make sure we plan for sustainable development, those homes need to be located as close as possible to the new jobs and in areas where there is good access to the jobs without having to rely on the private car so that congestion and emissions are minimised. Those are key objectives of both Councils and also a requirement of the NPPF.
- 5.4. The Councils consulted in Summer 2012 in their respective Issues and Options consultations on options for the housing and jobs targets for their Local Plans. These consultations recognised the strong functional relationship between Cambridge and South Cambridgeshire and the need for the Councils to work closely together to plan for the needs of the wider Cambridge area.
- For new jobs, we each looked at the evidence available to identify high, medium and low options for jobs and both Councils drew on forecasts from the Local Economy Forecasting Model (LEFM) prepared jointly for the Cambridgeshire Councils. The model is preferred by the Councils to the East of England Forecasting Model prepared for the County Council on the

basis that it is an economic led model that looks at a wide range of individual industries and the different relationships that exist between them and takes local circumstances more directly into account. As a result, the forecasts are considered to be more realistic. The medium options are those most likely to be delivered according to the forecasts, whilst the low and high options allow for the effects of the national economy performing better or worse than expected.

- For new homes, South Cambridgeshire consulted on the number of new homes that the forecasts and other evidence suggest would need to be provided to support the new jobs target options, so there is a close relationship between the medium jobs target option and the medium housing target options for example. Cambridge drew on its Housing and Employment Technical Paper which outlined a range of sources that look at development needs, which indicated a range of figures between 9,000 and 14,000 homes. In view of the tightly drawn administrative boundary, consideration was also given to the physical capacity of the city and compared with the range of needs identified. The City Council consulted on target options based on capacity in the urban area of Cambridge, the draft regional plan figure that the City Council had previously supported (and had undertaken to consider as part of the Local Plan review), a higher option based on the lower end of capacity in the broad locations in the Green Belt being consulted on, and a high option which was the maximum capacity in the broad locations in the Green Belt (essentially building on all of the land in the Green Belt within the administrative area of Cambridge).

5.5. The targets options we have already consulted on for jobs and homes are set out in the tables below, and the total across both areas is included:

<b>OPTIONS FOR JOBS</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridge and South Cambridgeshire</b>
<b>Low</b>	10,000	14,000	24,000
<b>Medium</b>	15,000	23,100	38,100
<b>High</b>	20,000	29,200	49,200



<b>OPTIONS FOR HOMES</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridge and South Cambridgeshire</b>
<b>Low</b>	12,700	18,500	31,200
<b>Medium</b>	14,000	21,500	35,500
<b>High</b>	21,000	23,500	44,500
<b>Very High</b>	25,000	-	-

5.6. Cambridgeshire County Council Research and Performance Team is looking in detail at population, housing and employment forecasts for the Strategic Planning Unit on behalf of the Cambridgeshire Councils. It will look at the available evidence from official statistics, local data and sub-regional forecasting models and take account of the 2011 Census population figures. It will analyse all available data and inform an update to the Strategic Housing Market Assessment (SHMA), to which the Government now requires Councils to look when setting their housing targets and help the Councils identify appropriate levels of provision to be planned for in their Local Plans to 2031.





# Chapter 6

## Continuing a Sustainable Development Strategy





## Chapter 6 Continuing a Sustainable Development Strategy

6.1. Given that the current Local Plans introduced a step change in growth, the question now is how best to deliver a sustainable development strategy that is right for the next 20 years. This is in light of the growth already committed to on the fringe sites, and material changes in circumstances since the current sustainable development strategy was agreed, in particular the loss of the major urban extension at Cambridge East at least for the plan period to 2031.

### Issues & Options Consultations (Summer 2012)

6.2. Over Summer 2012, the two Councils carried out Issues and Options consultations that sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

- **Cambridge**

6.3. The Cambridge Issues and Options report focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:

#### City Council Options 2012 for Development Focus

1. Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
2. Should more land be released from the Green Belt?
3. If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.
4. Whether there were any other approaches that should be considered at this stage?

6.4. There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

- **South Cambridgeshire**

6.5. The South Cambridgeshire Issues and Options consultation included a question on how the sustainable development strategy should be taken forward.

6.6. It explained that the new development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the new Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5-year supply, given the long lead in time for new major developments which will realistically only start to deliver later in the plan period.

6.7. The options for the development strategy consulted on that lie within South Cambridgeshire were to:

**South Cambridgeshire Options 2012 for Development Focus**

1. Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt.
2. Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
3. Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
4. A combination of the above.

6.8. The Councils have taken account of relevant planning issues arising from the summer consultation on the Green Belt 'Broad Locations' in preparing the technical assessments of sites in the Green Belt. The full results of both consultations will be considered as the Councils prepare their draft Local Plans and decisions are made on the appropriate development strategy for the Cambridge area as a whole and site allocations to deliver that strategy.

### **Sustainable Development Strategy Review**

6.9. The current sustainable development strategy was extensively scrutinised and challenged during its evolution through the regional plan and structure plan into the Cambridge Local Plan and South Cambridgeshire Local Development Framework (LDF). Independent planning inspectors confirmed it as the most sustainable development strategy for the two Districts to 2016 and beyond.

- 6.10. Moving forward into the new Local Plans and having regard to the new Duty to Co-operate, the recently established Cambridgeshire Joint Strategy Unit has worked with the Councils to carry out a further review of the sustainable development strategy for the two Councils' areas. Overall, the Cambridge and South Cambridgeshire Sustainable Development Strategy Review document concludes that the development strategy in the Cambridge Local Plan and the South Cambridgeshire LDF remains the most sustainable for the two areas, subject to striking the right balance between meeting the needs and demands for new homes and jobs, with environmental, infrastructure and quality of life factors. The most sustainable locations for development are within and on the edge of Cambridge and then in one or more new settlements close to Cambridge, which are connected to the city by high quality public transport and other non car modes. Development in market towns (outside Cambridge and South Cambridgeshire) scores broadly similar to new settlements although travel distances are much further making non-car modes less attractive. Development in villages is the least sustainable option and only appropriate in the larger better served villages with good quality public transport.
- 6.11. The review concluded that in addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, the central themes that emerge from this broad assessment are:

**Central Themes of Sustainable Development Strategy Review**

- The need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
- Its ability to deliver the necessary infrastructure to create sustainable communities; and
- Overall delivery implications and timescales.

- 6.12. Whilst the new Local Plans need to add to the supply of housing, planning permission already exists for more employment development than is forecasted by 2031. Whatever decisions are made on supplying additional houses, jobs growth will continue. The challenge will be to develop Local Plans that deliver a sustainable development strategy that balances employment growth with good quality and deliverable travel options with short journey times from the key locations for new and existing homes. Consideration also needs to be given to the special character of Cambridge and quality of life for existing and future residents.

### **Towards a new sustainable development strategy**

- 6.13. The Local Plan reviews that the two Councils are undertaking need to consider how best to evolve the current sustainable development strategy for the period to 2031, and what this looks like under current circumstances as well as taking a range of important factors into account.
- 6.14. It is appropriate now to look at each stage in the development sequence in turn to identify the commitments in the current strategy and the options being consulted on that could provide additional development to meet the identified needs of the Cambridge area and consider how well they compare with the objective of providing as many homes as close as possible to the jobs that exist or are planned in and close to Cambridge.

### **Within Cambridge**

- 6.15. The urban area of Cambridge is the most sustainable location for development across the two areas. At the end of March 2011 there was an existing supply of 3,351 homes in Cambridge City Council's area either with planning permission or outstanding allocations. This is excluding the major developments on the edge of Cambridge in the current Local Plan 2006, that are considered under the edge of Cambridge stage below. Orchard Park also forms part of the urban area of Cambridge, although it lies within South Cambridgeshire. It is largely built, but a further 384 dwellings are expected to be built by 2031. There is therefore a total existing supply of 3,735 homes within the urban area of Cambridge.
- 6.16. Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in September 2011 in order to seek public involvement at an early stage. Whilst the Issues and Options report did not include any site options for consultation in the summer, it was always the intention to consult on site options for allocations as part of a second Issues and Options consultation. The Issues and Options report did identify the capacity coming through the SHLAA, giving an additional supply of suitable sites for residential development within the urban area of 2,060 homes. This gives a total potential supply within Cambridge City Council's area of 5,411 homes and a total in both Council's areas of approximately 5,795 homes.



### **On the edge of Cambridge**

- 6.17. Land on the edge of Cambridge is the second stage in the development sequence, and the most sustainable in South Cambridgeshire. The key to the delivery of the current sustainable development strategy has been the review of the Cambridge Green Belt undertaken in the current Local Plan and LDF, which released land for 22,000 homes at this stage of the sequence. New homes on the edge of Cambridge would be closer to the main sources of jobs and services than development in the rural area or market towns, and provides good public transport and cycle access to the services, facilities and jobs in Cambridge. As identified earlier, the change in position at Cambridge East so that 10,000 to 12,000 planned homes will now not come forward in the plan period at least, means that the current development strategy will not be fully implemented in the period to 2031. However, 11,380 new homes will be delivered on the combined land released from the Green Belt in the Cambridge Local Plan 2006 (7,061 homes) and South Cambridgeshire LDF adopted between 2007 and 2010 (4,319 homes), and good progress in relation to the development of the fringe sites has been made in recent years.
- 6.18. Both Councils included questions in the summer 2012 consultation on the merits of ten broad locations in the Green Belt on the edge of Cambridge to inform this second round of consultation on any further releases of land from the Green Belt. A summary of the views received are contained in the Site Assessments for Edge of Cambridge Sites. This second consultation includes site options for 680 homes on land currently in the Green Belt, 550 homes in Cambridge City Council's area and 130 homes in South Cambridgeshire. This gives a total potential supply on the edge of Cambridge of 12,060 homes.

### **New settlements**

- 6.19. The new town of Northstowe is a key part of the current strategy. The town will comprise 9,500 dwellings in total, of which 7,500 are anticipated to come forward by 2031. Northstowe is located on the Guided Busway and will have good public transport links to Cambridge but at present the guided buses often get caught along with all other traffic on congested roads once they reach Cambridge. South Cambridgeshire District Council consulted on whether the reserve site at Northstowe should be allocated in the Local Plan but recognised that this would not increase the number of homes that could be built by 2031, but could provide flexibility in the way the town is built.
- 6.20. During the Summer's Issues & Options consultation, South Cambridgeshire District Council consulted on options for a new town based on Waterbeach Barracks delivering up to 10,500 new homes, and a new village at Bourn Airfield which could deliver up to 3,500 new homes. New settlement options could deliver significant numbers of new homes but they have major infrastructure

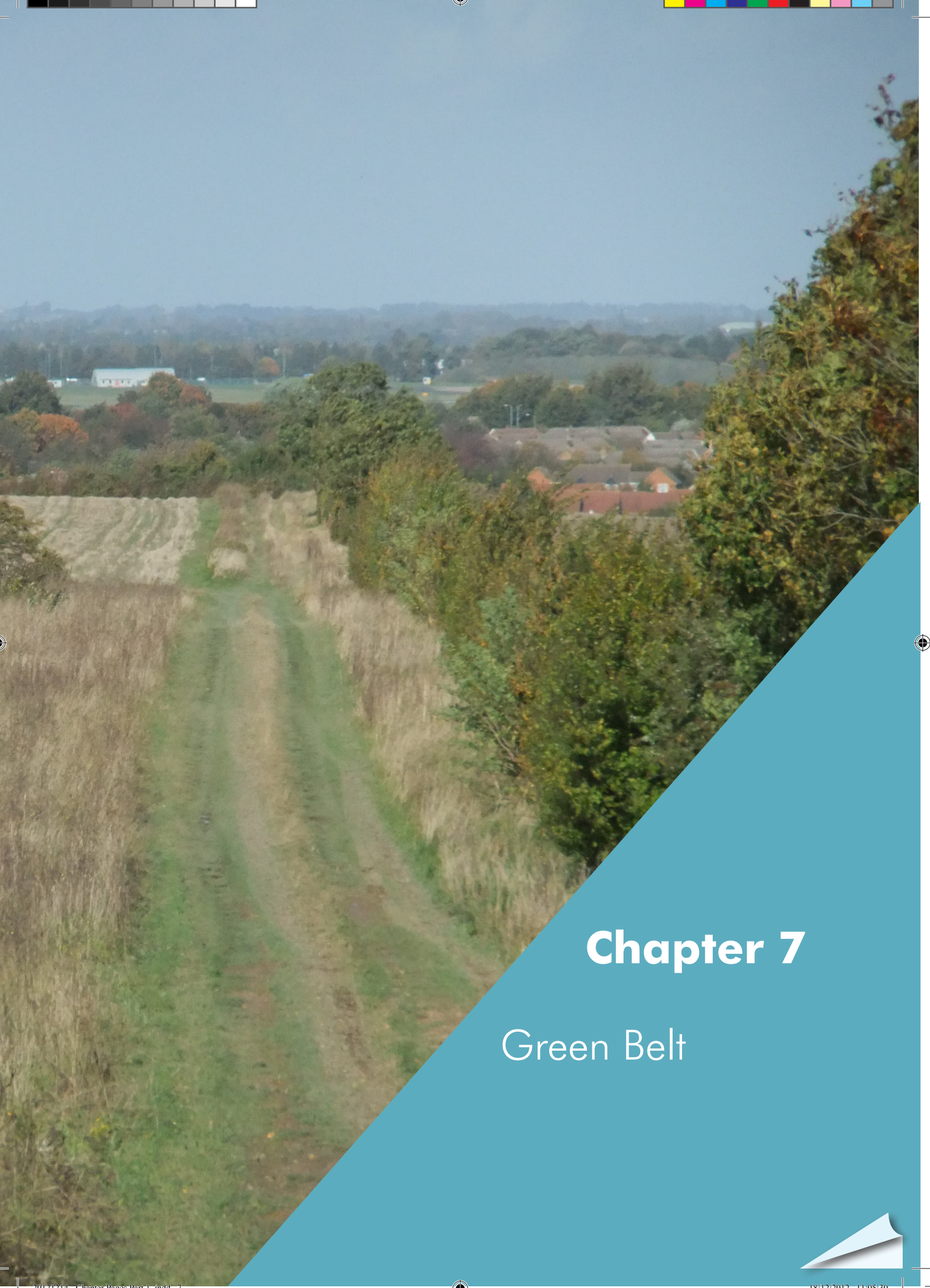
requirements, particularly in terms of transport measures, and are not as sustainable as locations in and on the edge of Cambridge. High quality, sustainable transport solutions would be essential to minimise commuting by private car. New settlements also require long lead in times before they can deliver homes on the ground and therefore could only provide homes for the second half of the plan period, although they would continue to provide housing beyond the plan period. It is therefore considered that a new town at Waterbeach could deliver 4,500 dwellings in the plan period, whilst all of Bourn Airfield could potentially be delivered. This stage in the sequence could therefore deliver up to a maximum of 15,500 new homes in the plan period if both Waterbeach and Bourn Airfield were allocated alongside Northstowe.

### **Larger, better served villages**

- 6.21. This is the least sustainable stage in the sequence for new development, with only the many small villages in South Cambridgeshire being less sustainable. There are outstanding commitments for a total of 3,490 homes in the rural area as a whole as at end March 2011. South Cambridgeshire District Council consulted in the summer on site options that could deliver a total of 5,850 new homes on village sites. As part of the Council's Part 2 Issues and Options consultation, it is consulting on additional site options at larger villages that could deliver an additional 1,245 new homes. This gives options for a total of 7,095 additional new homes at this lowest stage in the development sequence and a total supply of 10,585 homes in the rural area.

### **Implications for a sustainable development strategy**

- 6.22. In its National Planning Policy Framework (NPPF), the Government carries forward the advice from earlier Planning Policy Statements that, when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. As part of preparing new Local Plans and given the change in circumstances since the current development strategy was agreed, it is therefore considered appropriate to carry out a new review of the Cambridge Green Belt in order to establish whether there are new site options for development that should be consulted on.



# Chapter 7

## Green Belt





## Chapter 7 Green Belt

- 7.1. The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.
- 7.2. These characteristics are valued assets and significantly contribute to the character and attractiveness of the city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.
- 7.3. The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.
- 7.4. The NPPF continues the five long established national purposes of including land within Green Belts as being to:



### **Green Belt Purposes in NPPF**

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; and
5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 7.5. At the local level, the following purposes of the Cambridge Green Belt have been established in previous Local Plans:

### Cambridge Green Belt Purposes

1. To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
2. To maintain and enhance the quality of its setting; and
3. To prevent communities in the environs of Cambridge from merging into one another and with the city.

- 7.6. Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundary has been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.
- 7.7. In order to inform the current detailed Green Belt boundary, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by Landscape Design Associates for South Cambridgeshire District Council in September 2002.
- 7.8. The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without harm to the purposes of the Green Belt including the setting of the city.
- 7.9. The City Council also commissioned a specific Green Belt study by Landscape Design Associates (2003) in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release within the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were

attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.

- 7.10. The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However, circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of Cambridge East, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 7.11. Both Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. Ten Broad Locations around the edge of Cambridge were consulted on. A summary of the views received are contained in the Site Assessments for Edge of Cambridge Sites evidence document..
- 7.12. To help inform the process in moving forward, the Councils have since undertaken a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.
- 7.13. The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The broad appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt. It did not identify specific areas with potential for further release.

- 7.14. In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites does now have increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:
1. New developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
  2. The new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
  3. Views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.
- 7.15. The work has concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change<sup>1</sup> easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.
- 7.16. Given that the inner Green Belt boundary was looked at very closely only a decade ago it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.
- 7.17. The work has also confirmed that in areas where changes to the city edge are currently envisaged and they are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.

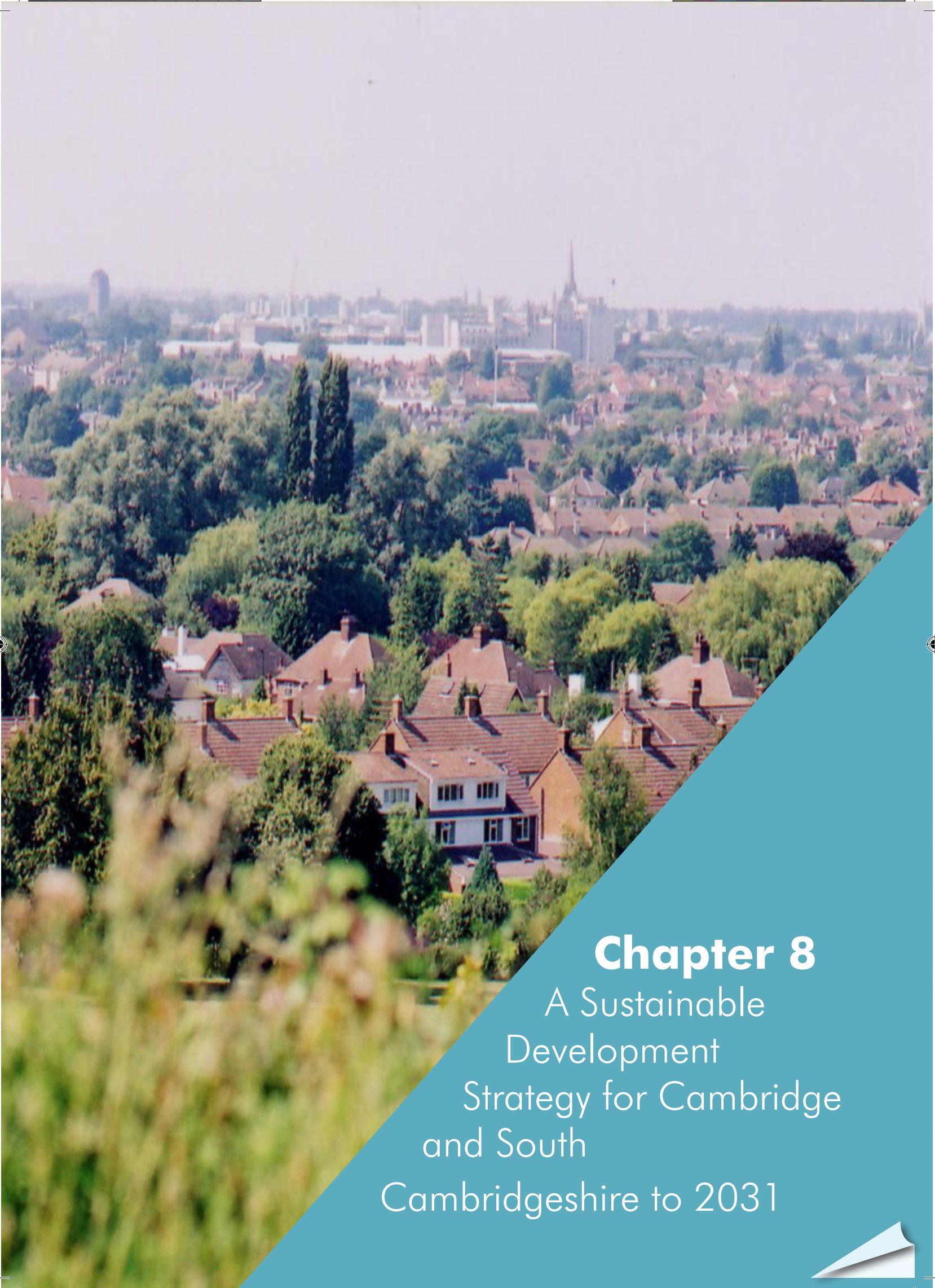
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<sup>1</sup> 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.



- 7.18. Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 finds that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The findings of the study have been incorporated into the technical assessments of sites. The site options both proposed and rejected are considered further in Chapter 9.
- 7.19. Furthermore, the Inner Green Belt Boundary Review 2012 has also concluded that the significant majority of the remaining Green Belt close to Cambridge is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city are compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The conclusions of the Green Belt Study 2002 by Landscape Design Associates remain that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core.





**Chapter 8**  
A Sustainable  
Development  
Strategy for Cambridge  
and South  
Cambridgeshire to 2031





## **Chapter 8 A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031**

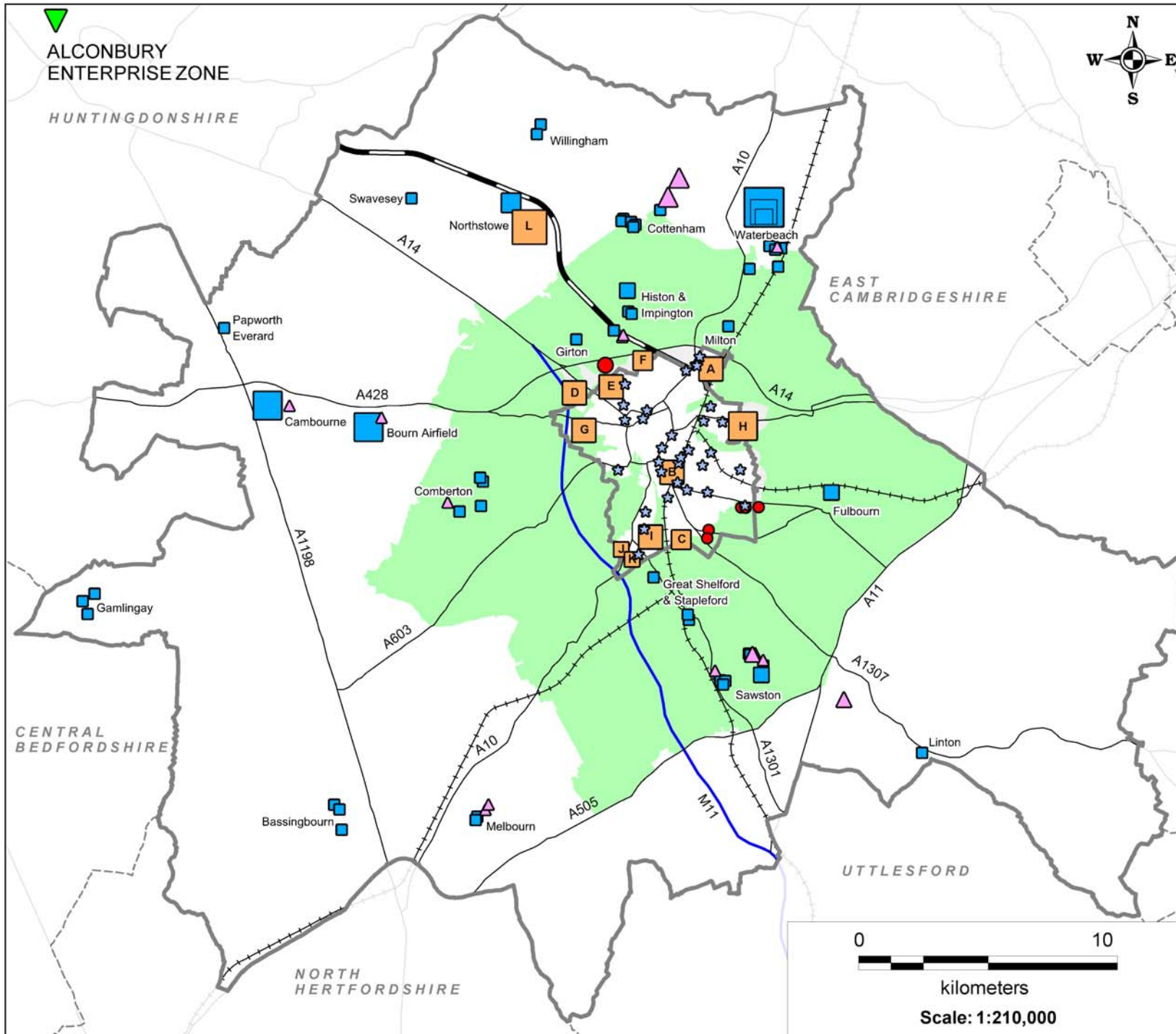
- 8.1. The review of the Green Belt and technical assessment of sites (see Chapters 7 and 9) have identified site options with capacity for only up to 680 dwellings on 4 sites with a further 2 site options for employment use. These are sites that could be developed without significant harm to the purposes for including land in the Green Belt (see Chapter 7). This gives a potential supply of around 12,060 new homes on the edge of Cambridge including current major developments (see para. 6.18).
- 8.2. The National Planning Policy Framework (NPPF) places an emphasis on achieving sustainable development. Looking at the three arms of sustainability, the issue facing the Councils is how best to balance the forecast number of jobs that will be created over the plan period to 2031, for which permissions already exist or land is already allocated, with the new homes that need to be provided to support local needs and the growing economy. Whilst sufficient employment land is already committed for the forecast new jobs, employment studies suggest it is not all in the best locations and that there is an outstanding demand for high quality employment sites in and on the edge of Cambridge. The aim is to locate the homes to support the jobs in places that minimise commuting and congestion and the environmental harm that causes. Congestion also impacts on a successful economy and quality of life for existing and future residents. These factors must be balanced against the need to protect the special qualities of Cambridge as a compact historic city with an attractive setting.
- 8.3. The work in the new Local Plans must consider what a sustainable development strategy looks like today, given the circumstances that currently exist as opposed to those that existed in 2003 when the previous strategy was devised. This could mean that a much higher proportion of new housing will have to be delivered at the lower stages in the sequence with the negative impacts this will have on sustainable development. However, the alternative would be to consider allocating further large sites on the edge of Cambridge where the evidence is clear that there would be very significant harm to the purposes of the Green Belt, although they would have the benefit of being more sustainable in other respects.
- 8.4. The Transport Strategy for Cambridge and South Cambridgeshire is a key factor in this process. This will also consider what measures and enhancements might be put in place to help mitigate impacts of development, enhance accessibility and promote sustainable modes of transport.

- 8.5. On balance, the Councils have concluded that it is not appropriate at this time to consider large Green Belt releases on the edge of Cambridge that would cause significant harm to the Green Belt, but will work together to seek to maximise the delivery of housing in and on the edge of Cambridge that maintains Green Belt purposes. Notwithstanding this, the Councils acknowledge that this will have implications for the amount of housing that will need to be allocated at the lower stages of the development sequence in order to meet identified housing needs.
- 8.6. Map 1 shows the major sites forming the current development strategy and the site options consulted on by South Cambridgeshire in its summer 2012 Issues and Options consultation. It highlights the site options on the edge of Cambridge forming part of this consultation as set out in Chapter 9. It also shows sites options within Cambridge and additional sites at villages forming part of the Councils' Part 2 consultations alongside this joint consultation document.

**Question 1:**

**Where do you think the appropriate balance lies between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes and delivering development away from Cambridge in new settlements and at better served villages?**

Please provide any comments.



# Map 1: Towards a Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031

**Key**

- General Extent of the Green Belt
- Current Development Strategy

**Cambridge**

- A. Cambridge Northern Fringe East
- B. CB1
- C. Addenbrooke's

**Edge of Cambridge**

- D. North West Cambridge
- E. NIAB
- F. Orchard Park
- G. West Cambridge
- H. Cambridge East (no longer deliverable by 2031)
- I. Clay Farm
- J. Trumpington Meadows
- K. Glebe Farm

**New Settlement**

- L. Northstowe

**2012 Consultation**

- South Cambridgeshire District Council - Site Options (for information)

**This Consultation**

- Green Belt Site Options:
- Cambridge Options (Housing, Employment, Mixed Use)
- South Cambridgeshire Options (Housing, Employment, Mixed Use)

**Guided Busway**

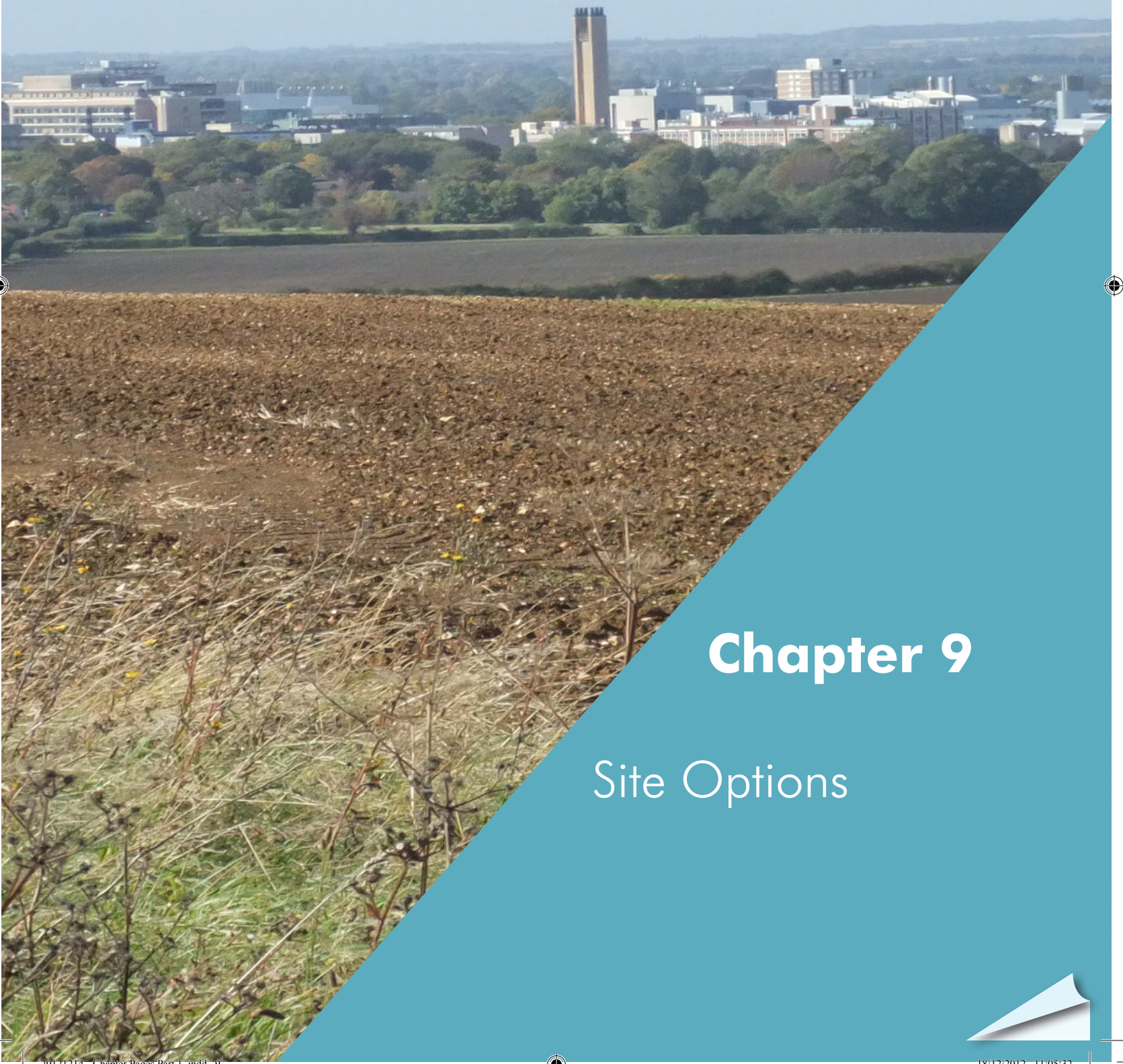
**Train Line**

0 10  
kilometers  
Scale: 1:210,000

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# Chapter 9

## Site Options





## Chapter 9 Site Options

- 9.1. A technical assessment of a range of sites on the edge of Cambridge has been undertaken. This has had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge. The sites assessed are those that were submitted to the Councils as part of their ‘call for sites’ when preparing their respective Strategic Housing Land Availability Assessments (SHLAA) and any land identified through the new Green Belt review as fulfilling Green Belt purposes to a lesser degree.
- 9.2. A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments that inform the selection of the site options for consultation, including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in the Site Assessments for Edge of Cambridge Sites document supporting this consultation.
- 9.3. The outcome of the technical assessments of all sites in each broad location have been brought together in a summary format which can be found at Appendix 3. These use a traffic light system where Green (G/GG) indicates low impact/low significance; Amber (A) indicates medium impact/medium significance; and Red (R/RR) indicates high impact/high significance. These enable a quick visual comparison to be made between the merits of all the different sites assessed.
- 9.4. The following 6 site options have been identified on the edge of Cambridge as having potential for housing or employment development. They are shown on Map 2. The remaining sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other factors including planning constraints such as archaeological merit. The rejected sites are shown on Appendix 2 and listed for information in Appendix 4.

**Question 2:**

**Which of the site options do you support or object to and why?**

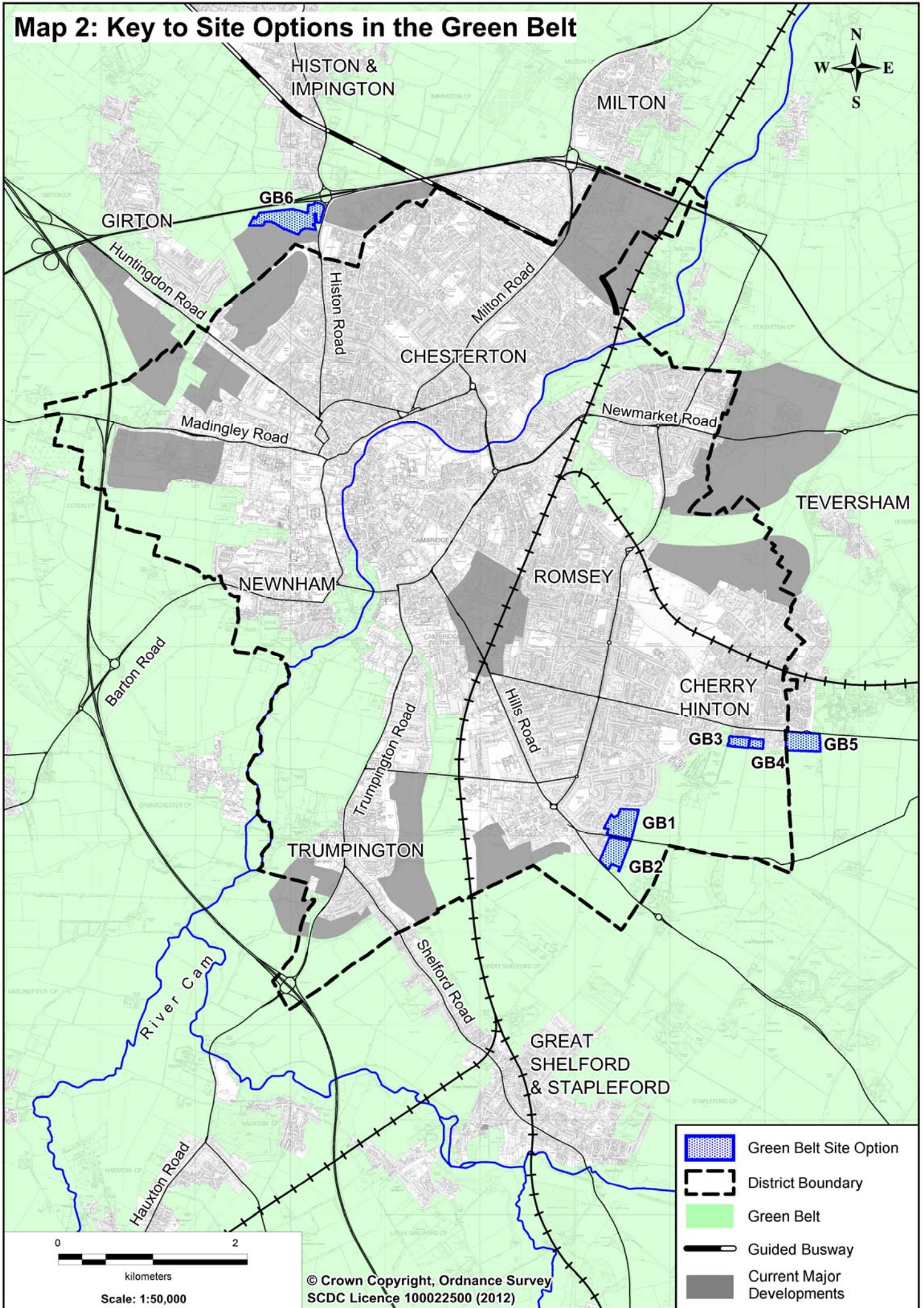
Please provide any comments.

**Question 3:**

**Do you have any comments on the sites rejected by the Councils (see list in Appendix 4)?**

Please provide any comments.

# Map 2: Key to Site Options in the Green Belt



**Site Option GB1: Land North of Worts' Causeway**

<b>District:</b>	Cambridge
<b>Ward / Parish:</b>	Queen Edith's
<b>Area:</b>	7.33ha
<b>Potential Capacity:</b>	250 dwellings
<b>SHLAA Reference(s):</b>	CC930 (overlaps part of CC911 and SC111)

**Description:**

The site comprises locally listed farm buildings, a paddock and part of an open arable field. The field rises to the east beyond the boundary of the site towards Limekiln Hill. The site boundary encompasses the lowest part of the land and its northern boundary is anchored at the point where the field boundary starts to curve away to the north-east. Existing hedges and trees could be retained and a new landscaped boundary created to the east. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

**Pros:**

- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

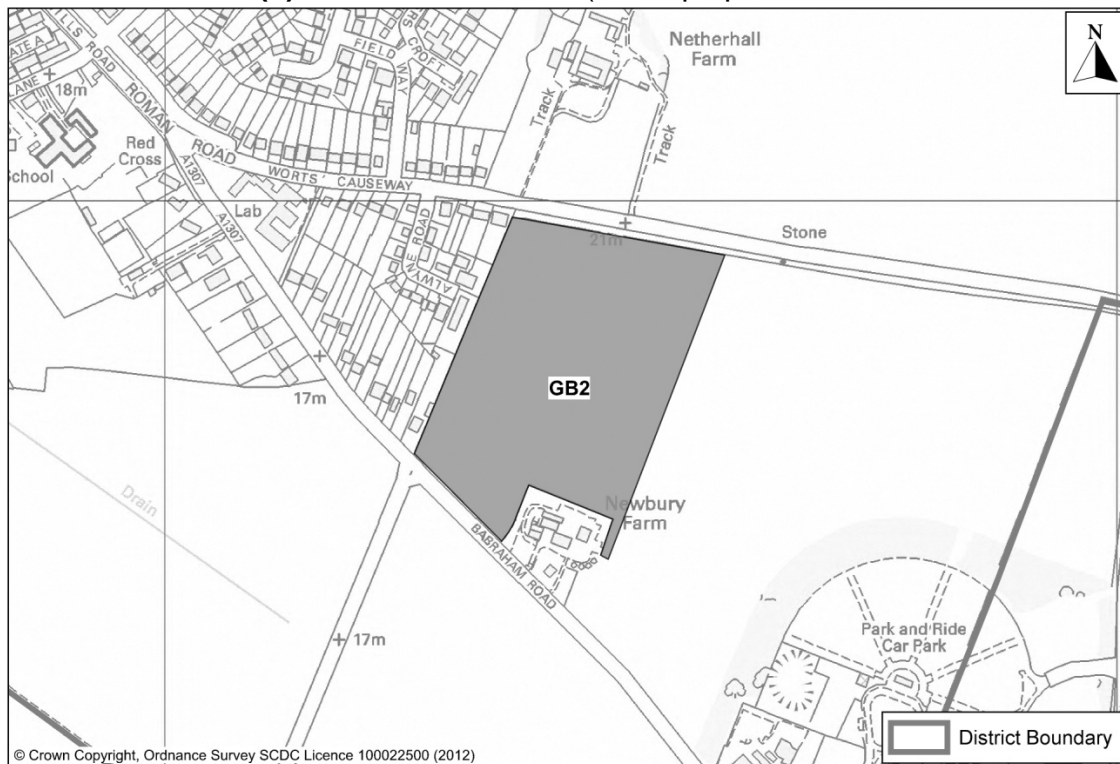
**Cons:**

- Minimal Impact on Green Belt purposes;
- Potential adverse impact on Netherhall Farm Meadow County Wildlife site but capable of mitigation;
- Small part of the site may not be available for development.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

**Site Option GB2: Land South of Worts' Causeway**

<b>District:</b>	Cambridge
<b>Ward / Parish:</b>	Queen Edith's
<b>Area:</b>	6.8ha
<b>Potential Capacity:</b>	230 dwellings
<b>SHLAA Reference(s):</b>	CC929 (overlaps part of CC911, SC284 and SC111)

**Description:**

The site comprises part of a flat open arable field bounded by hedgerows. Existing hedges and trees could be retained and a new landscaped boundary created to the east. The site boundary lines up with that of GB1 to the north, and is partly masked by the existing Newbury Farm to Babraham Road. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

**Pros:**

- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

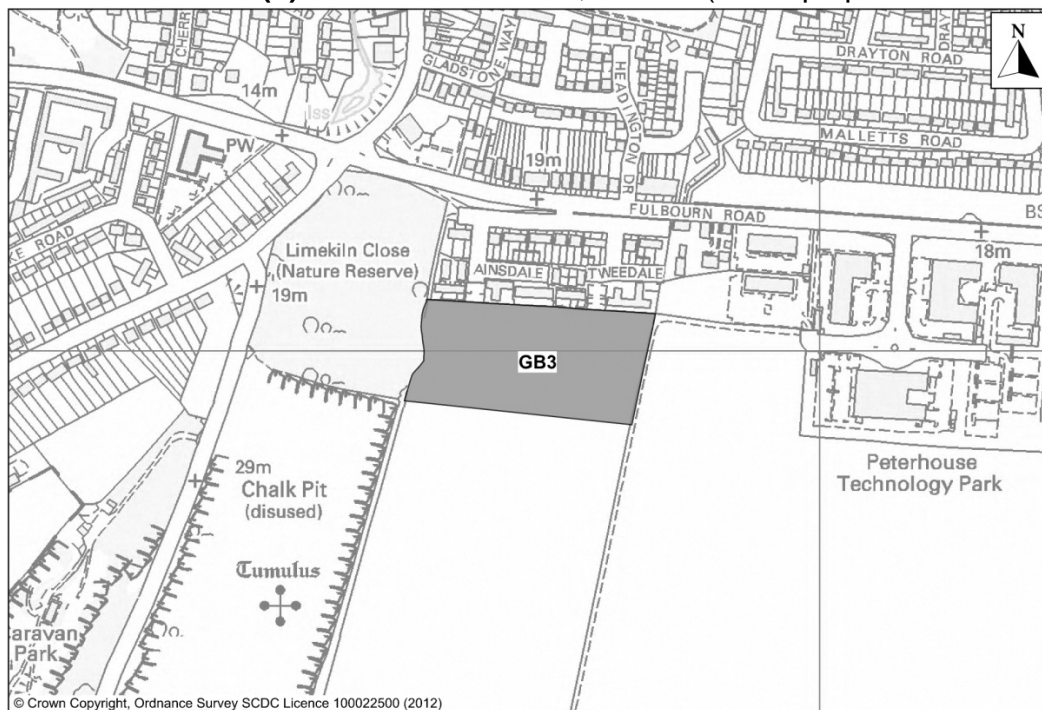
**Cons:**

- Minimal impact on Green Belt purposes;
- Beyond 800m of local services and facilities;
- Beyond 800m of nearest primary school.

(For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>)

**Site Option GB3: Fulbourn Road West (1)**

<b>District:</b>	Cambridge
<b>Ward / Parish:</b>	Cherry Hinton
<b>Area:</b>	2.3ha
<b>Potential Capacity:</b>	75 dwellings. Alternatively, this site could be considered for employment to help to meet demand for quality employment development close to Cambridge.
<b>SHLAA Reference(s):</b>	CC931, CC933 (overlaps part of CC911 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park, residential and woodland. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site if developed for employment. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

**Pros:**

- Highly accessible by public transport and bicycle;
- Highly accessible to local facilities;
- Limited visual impact if well landscaped and any employment buildings are sunk into the ground;
- Ability to integrate with existing communities.

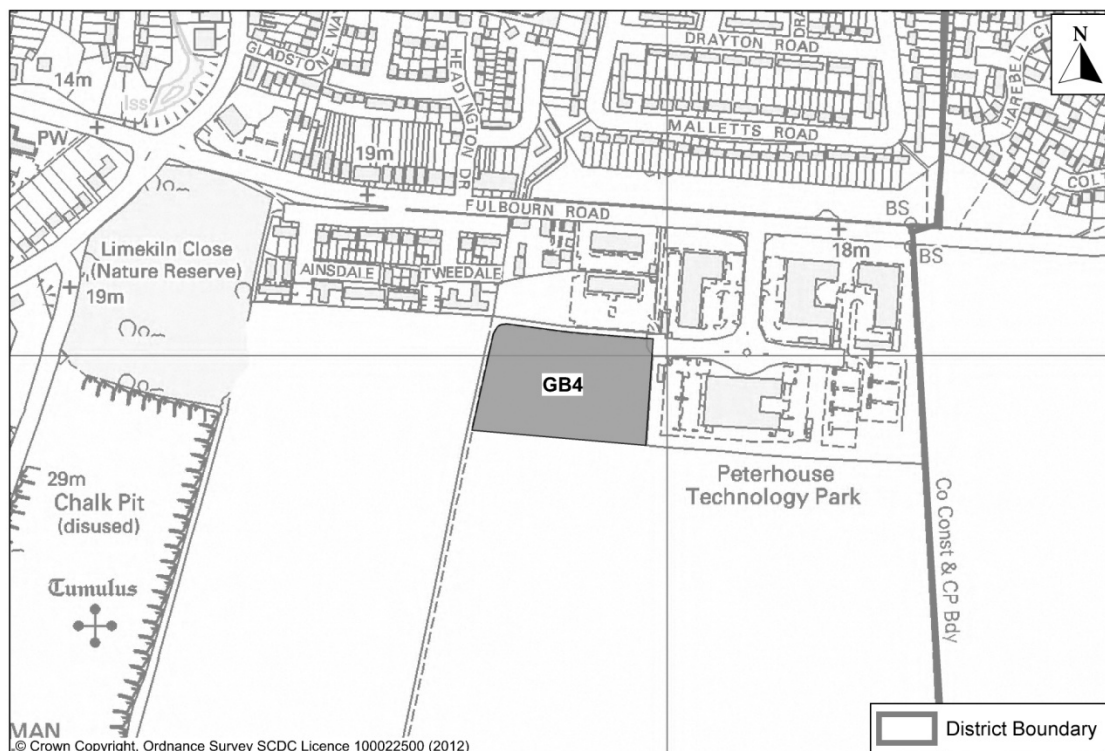
**Cons:**

- Minimal impact on Green Belt purposes;
- Abuts residential to the north which could constrain the form of development and the type of uses possible on site;
- Vehicular access to the residential development would depend either upon the existing access to Fulbourn Road through the Technology Park, or through the residential estate to the north.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

**Site Option GB4: Fulbourn Road West (2)**

<b>District:</b>	Cambridge
<b>Ward / Parish:</b>	Cherry Hinton
<b>Area:</b>	1.4ha
<b>Potential Capacity:</b>	Employment Development
<b>SHLAA Reference(s):</b>	CC932 (overlaps part of CC911 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park, and residential. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

**Pros:**

- Could extend existing employment area to help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

**Cons:**

- Minimal impact on Green Belt purposes;
- Partly abuts residential to the north which could constrain the form of development and the type of employment uses possible on site;
- Would depend upon the existing access to Fulbourn Road through the Peterhouse Technology Park.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)



**Site Option GB5: Fulbourn Road East**

<b>District:</b>	South Cambridgeshire
<b>Ward / Parish:</b>	Fulbourn
<b>Area:</b>	6.92ha
<b>Potential Capacity:</b>	Employment development
<b>SHLAA Reference(s):</b>	SC300 (overlaps part of SC283 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south and east.

**Pros:**

- Could help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

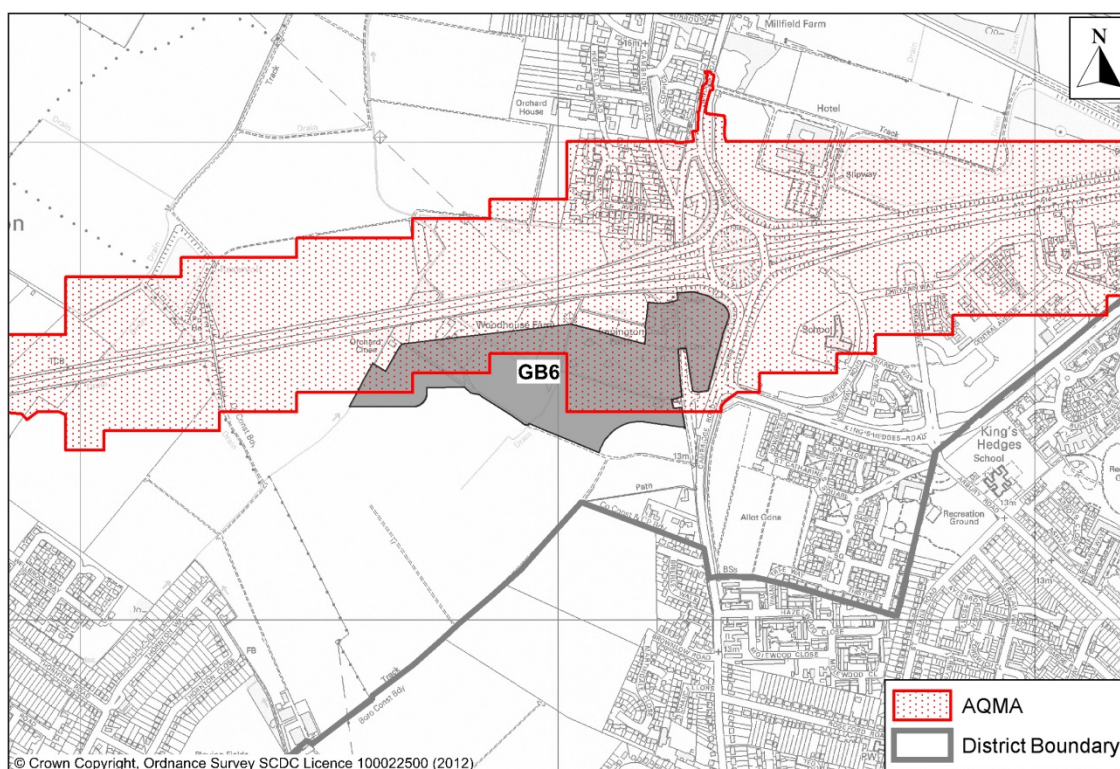
**Cons:**

- Some impact on Green Belt purposes;
- Loss of good quality agricultural land;
- Detailed surveys may reveal that only part of the site should be developed if visual impact is to be limited.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

**Site Option GB6: Land south of the A14 and west of Cambridge Road (NIAB 3)**

<b>District:</b>	South Cambridgeshire
<b>Ward / Parish:</b>	Impington
<b>Area:</b>	12.6ha
<b>Potential Capacity:</b>	Up to 130 dwellings, employment development and with the wider area of open countryside to the west wrapping round NIAB2 to become public open space. See also Site Option CS4 in Chapter 10 which identifies the eastern part of the site for a community stadium as an alternative.
<b>SHLAA Reference(s):</b>	SC298 (part)

**Description:**

Agricultural fields south of the A14 and west of Histon Road including hedges and small areas of woodland. Histon Road and the A14 slip roads are elevated on embankments close to the roundabout above the A14, which would partly shield development on the site from wider views. An Air Quality Management Area (AQMA) runs along the A14 to address an area of poor air quality, which is shown on the map above.

This proposed allocation assumes that all residential development is located on the southern part of the site outside the AQMA in the interest of public health, with employment development in the AQMA.

It also assumes the retention of hedges and woodland and a set back of the development from Histon Road and the A14 to provide effective visual separation between Cambridge and Impington.

The site adjoins the planned developments of NIAB1 and NIAB2 to the south and south west, and the streetpattern, and layout of landuses on the site would be masterplanned with the already allocated NIAB2 site

**Pros:**

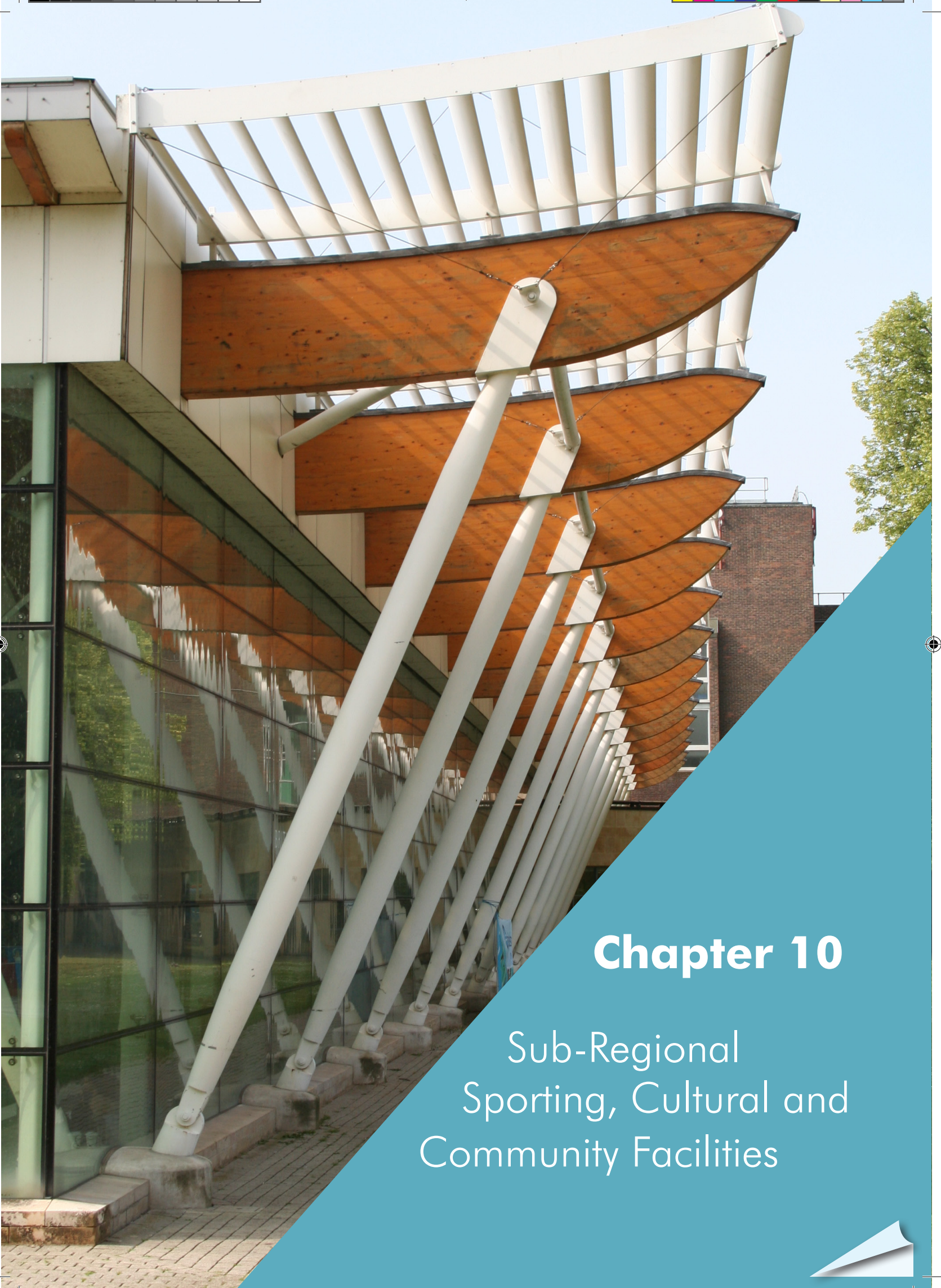
- Opportunity to masterplan with the NIAB2 site;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped.

**Cons:**

- Some impact on Green Belt purposes
- Significant noise and air quality issues, no residential development possible in the AQMA
- Pylons cross the site.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)





# Chapter 10

## Sub-Regional Sporting, Cultural and Community Facilities





## Chapter 10 Sub-Regional Sporting, Cultural and Community Facilities

- 10.1. The National Planning Policy Framework (NPPF) requires Councils to plan positively for the provision of social, recreational and cultural facilities and services. Studies exploring the cultural and sporting needs of the Cambridge Sub-Region identified gaps in provision for some types of major sub regional facilities, including a community stadium, ice rink and concert hall. Through the previous Issues and Options consultations, both Councils sought views on whether there is need for these facilities, and if there is, where they should be located. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review supporting this consultation.

### **Community Stadium**

- 10.2. The term ‘community stadium’ is used to describe a sports stadium facility that delivers amenities and services to local communities beyond its core operations. These may include health, leisure and general community provisions and/or sports and education facilities, as well as local retail and other local businesses. A community stadium also aims to be accessible to the local community at all times during the day and evening, on weekdays and weekends.
- 10.3. The Councils have reviewed the evidence available, to explore whether there is a need for a community stadium and what a community stadium would encompass.
- 10.4. The Cambridge Sub-Regional Facilities Review looked at previous studies that have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the needs of one or more of its major sports clubs and providing supporting facilities to local communities. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/or local business engagement opportunities.
- 10.5. Previous studies also suggest that Cambridge United FC would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United, although the current facilities are not ideal for the club. The facilities at this site do not currently contribute to the broader range of activities that would be found in a community stadium facility.

10.6. Given this situation, no specific need has been identified in the Cambridge Sub-Regional Facilities Review requiring the provision of a community stadium, and it concludes that whether there is considered to be a need for a community stadium to serve the Cambridge Sub-Region is a subjective issue. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region.

10.7. In summary, drawing on factors identified in the Review, the following principles for a community stadium have been identified. It should:

**Principles for a Community Stadium**

- Meet the needs of at least one, but ideally more than one locally significant sports club;
- Be at the centre of the local community, through for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities;
- Deliver amenities and services to local communities beyond its core operations;
- Be accessible to the communities it serves throughout the day and evening, on weekdays and weekends;
- Help provide a critical mass of services, and increased awareness of services available;
- Increase participation in sporting activity;
- Play a community hub role, supporting community engagement and development;
- Include a mix of health, leisure, education, general community provision, sports, retail, and business - the success of these facilities will determine whether the facility is embraced by the local community;
- Reflect the key requirements and priorities of the sub-region's new and existing communities;
- Be financially sustainable.

10.8. To deliver a standalone stadium would require around 3 hectares but, for a community stadium with additional community and sporting facilities, a much larger site would be needed. Site options have been explored within Cambridge, on the edge of Cambridge and elsewhere. There are few sites of this scale available within the built up area of Cambridge. Outside Cambridge much of the land is in the Green Belt, which would preclude this type of development unless the need and benefit was such that it provided an exceptional circumstance to justify a review of the Green Belt through the Local Plan review.



**Question 4:**

**Do you think there is a need for a community stadium serving the sub- region?**

Please provide any comments.

**Question 5:**

**Do you agree with the principles identified for the vision for a community stadium?**

Please provide any comments.

**Question 6:**

**If a suitable site cannot be found elsewhere, do you think the need is sufficient to provide exceptional circumstances for a review of the Green Belt to accommodate a community stadium?**

Please provide any comments.

### **Potential Community Stadium Site Options**

- 10.9. Following the first Issues and Options consultation, the Councils have explored the potential of a range of site options to provide a community stadium as part of the Cambridge Sub-Regional Facilities Review, including a number of sites that were suggested in responses to the consultation. There are major issues associated with all site options and this may mean that some sites may not be capable of being delivered. However, it is considered appropriate to consult on these options at this stage in the process before any decisions are taken on whether a community stadium should be provided and if so where. The view of the local community is an important step in the process. It is also recognised that for some site options, landowners may have different aspirations and we would encourage these to be made clear through the consultation before any decisions are taken. The sites are shown on Map 3. The consultation document highlights the advantages and disadvantages of each option to inform comment.
- 10.10. The Councils have not yet made a decision regarding the need for a site, and are not promoting a specific option, but are seeking views on potential options in order to inform decision making.

10.11. Three potential sites have been identified, within or on the edge of the city, which are outside the Green Belt:

**Potential Sites outside the Green Belt**

- The Abbey Stadium and Adjoining Allotment Lane, Newmarket Road, Cambridge
- Cowley Road, Cambridge (former Park and Ride and Golf Driving Range);
- North of Newmarket Road, Cambridge East.

10.12. Three options have been identified on the edge of Cambridge. They would require a review of the Green Belt:

**Potential Sites within the Green Belt**

- Land south of the A14 and west of Cambridge Road (NIAB 3) (see also Site Option GB6 in Chapter 9);
- Land south of Trumpington Meadows, Hauxton Road, Cambridge;
- Land between Milton and Impington, north of A14 (Union Place).

10.13. A further option would be to locate a community stadium outside Cambridge, at a new town or village. Northstowe is already planned, and it was recently resolved to grant planning permission to the first phase. The first South Cambridgeshire Local Plan Issues and Options Report consulted on two further potential new settlement options, at Waterbeach Barracks and Bourn Airfield.

**New Settlement Options**

- Northstowe;
- Waterbeach - New Town Option;
- Bourn Airfield - New Village Option.

**Question 7:**

**Which if any of the following site options for a community stadium do you support or object to, and why?**

Please provide any comments.

### Map 3: Key to Site Options for a Community Stadium

#### Key

 General Extent of the Green Belt

 Community Stadium Site Option

CS1 - The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge

CS2 - Cowley Road Cambridge (former Park and Ride and Golf Driving Range)

CS3 - North of Newmarket Road, Cambridge East

CS4 - West of Cambridge Road and South of the A14, Impington


CS5 - Land south of Trumpington Meadows, Hauxton Road Cambridge

CS6 - Land between Milton and Impington, north of A14 (Union Place)

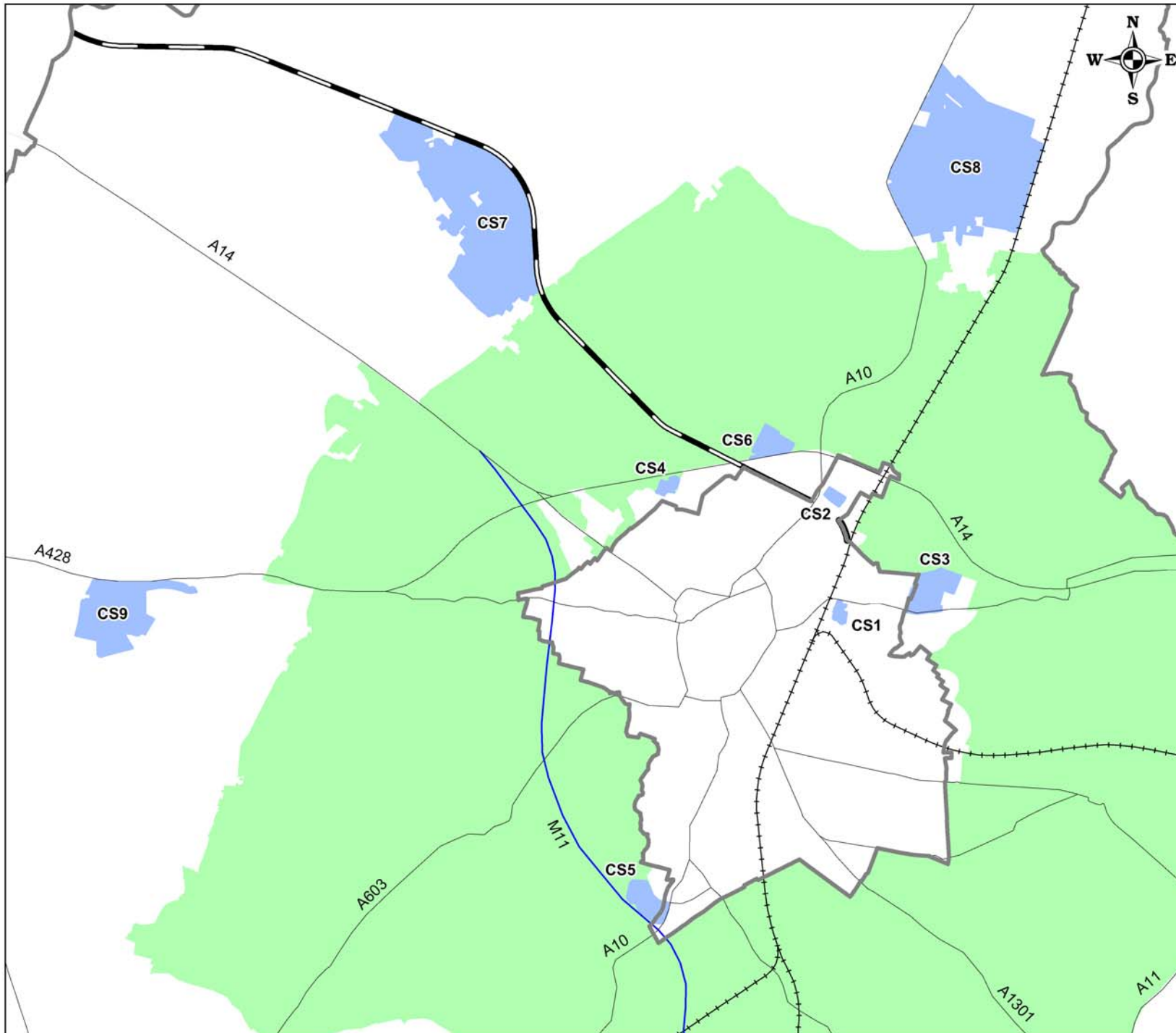
CS7 - Northstowe

CS8 - Waterbeach New Town Option

CS9 - Bourn Airfield New Settlement Option

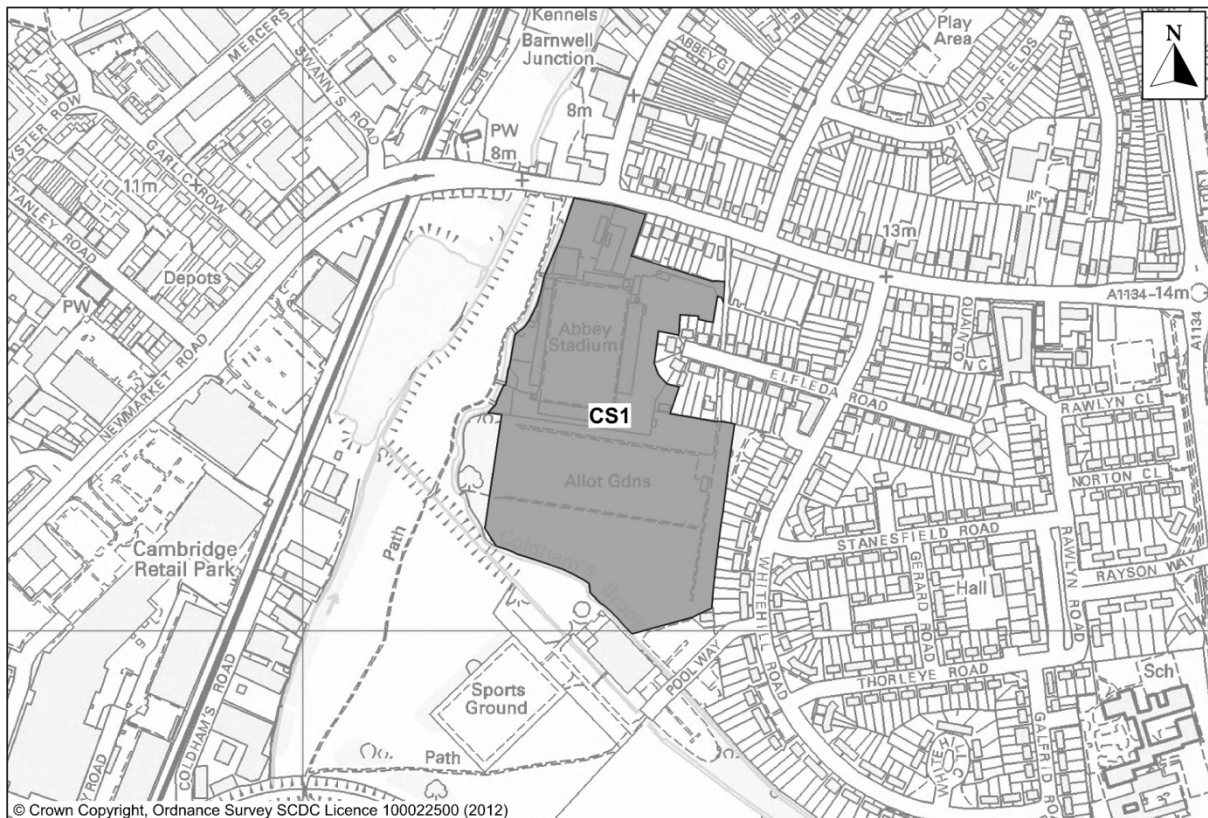
 Guided Busway

 Train Line



### Site Option CS1: The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge

**District:** Cambridge  
**Ward / Parish:** Abbey  
**Area:** 7.1ha  
**Potential Capacity:** Community Stadium



#### Description:

The existing Abbey Stadium site is not sufficient size to accommodate a Community Stadium. The stadium owners are seeking an alternative site. Inclusion of allotment land to the south would make a larger site. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car and van hire firm. To the east and north, the site is surrounded by residential development. To the south is the Abbey Leisure Centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

**Pros:**

- Established football club location;
- Part of an established residential community;
- Near to existing sports facilities, with potential to form a sports hub with the Abbey sports complex;
- With the incorporation of further land around the existing stadium, this would offer greater scope to have a wider community purpose;
- Nearest available site to the City Centre;
- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

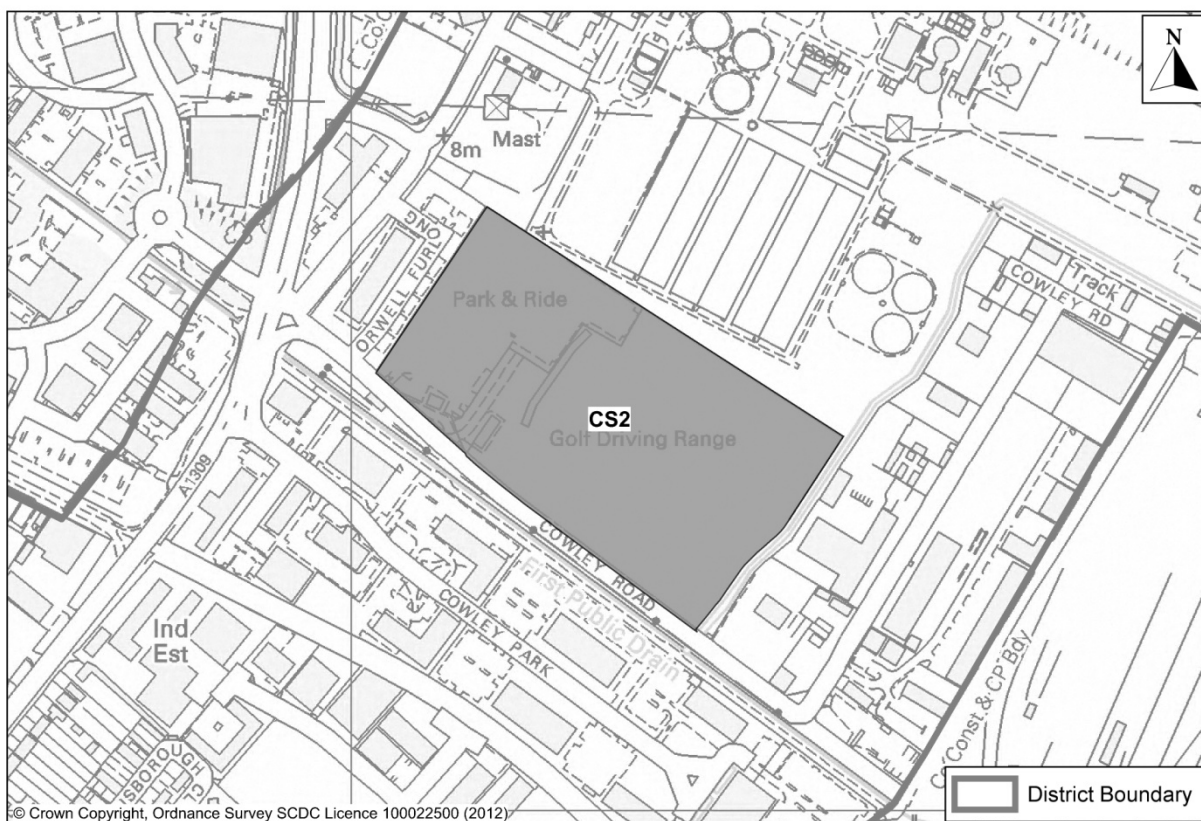
**Cons:**

- Loss of existing allotments (Protected Open Space, would require appropriate replacement elsewhere);
- The site is located off Newmarket Road, which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further;
- Grosvenor have indicated they are pursuing the existing stadium site for housing development.

(For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>)

### Site Option CS2: Cowley Road Cambridge (former Park and Ride and Golf Driving Range)

**District:** Cambridge  
**Ward / Parish:** East Chesterton  
**Area:** 6.5ha  
**Potential Capacity:** Community Stadium



#### Description:

Former Park and Ride site and golf driving range. Related to the development of a new railway station on the nearby railway sidings, the area is identified as having potential for employment development in the Cambridge and South Cambridgeshire Local Plans' Issues and Options reports. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The land is owned by Cambridge City Council, who have previously indicated the land is not available for this use, due to its employment potential as part of the wider Cambridge Northern Fringe East area.

**Pros:**

- Area will be subject to significant public transport improvement with new railway station and links to guided bus;
- Previously developed vacant site, providing an opportunity as part of wider Cambridge Northern Fringe East development.

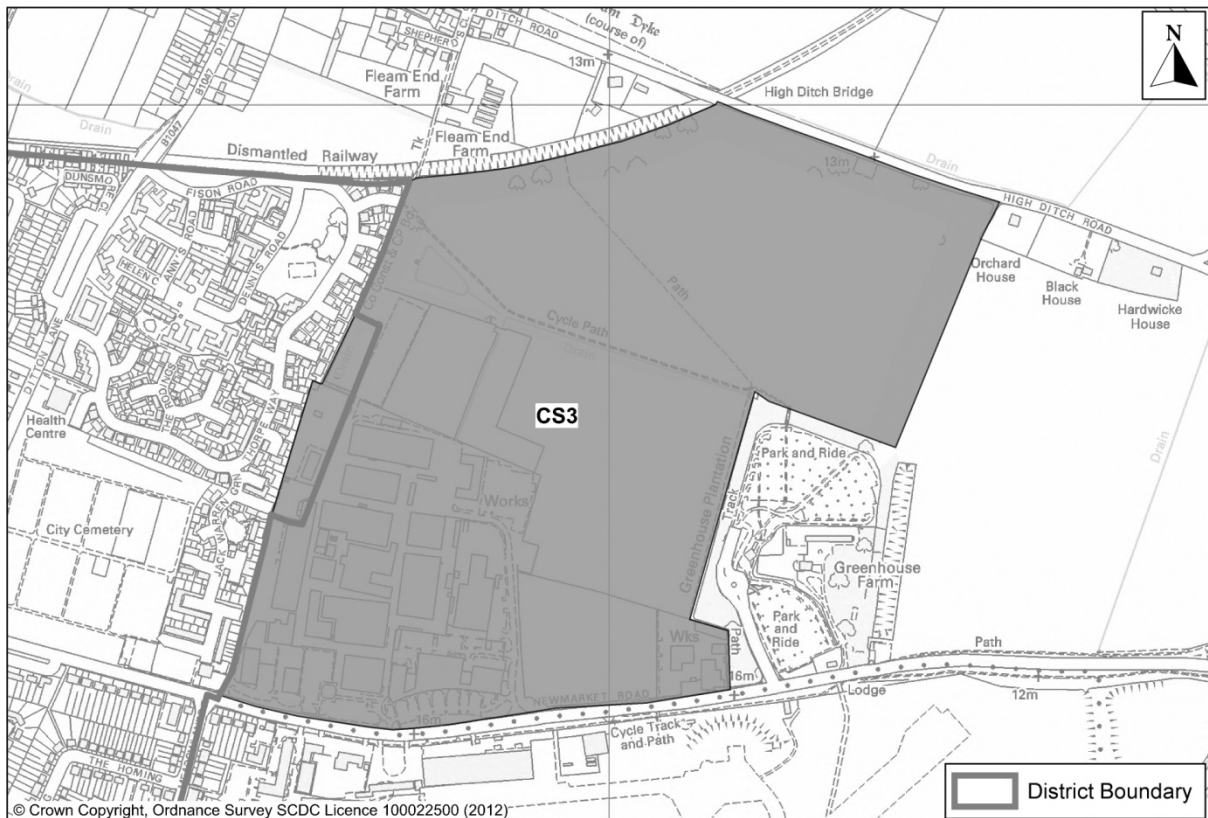
**Cons:**

- Capable of accommodating a stadium, but limited size to accommodate much beyond core Community Stadium facilities;
- Identified as an opportunity for employment development in Local Plan Issues and Options Reports, would reduce land available for this use;
- Isolated from existing or planned residential area;
- Access along single lane road;
- Cambridge City Council, the landowner has previously indicated land not available for this use.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS3: North of Newmarket Road, Cambridge East

**District:** South Cambridgeshire  
**Ward / Parish:** Fen Ditton  
**Area:** 40ha  
**Potential Capacity:** Community Stadium



#### Description:

The site was identified in the Cambridge East Area Action Plan for development of 1,500 to 2,000 homes, that could come forward whilst the airport remains operational. The Cambridge and South Cambridgeshire Local Plan Issues and Options Reports sought views on how the area should be addressed in future development plans.

Marshall has recently announced a renewed intention to submit a planning application for commercial and residential development on this land. This is an early stage in the process. The Councils will continue to work with Marshall to bring forward an appropriate form of development on this site to meet the development needs of Cambridge and the surrounding area.



**Pros:**

- Potential to integrate new facilities with wider development, including a residential community (if the site comes forward for residential development);
- Near to existing Abbey Stadium site;
- Good access to public transport and Park and Ride;
- Opportunities for open space / Green infrastructure in wider site;
- Land already removed from the Green Belt for development.

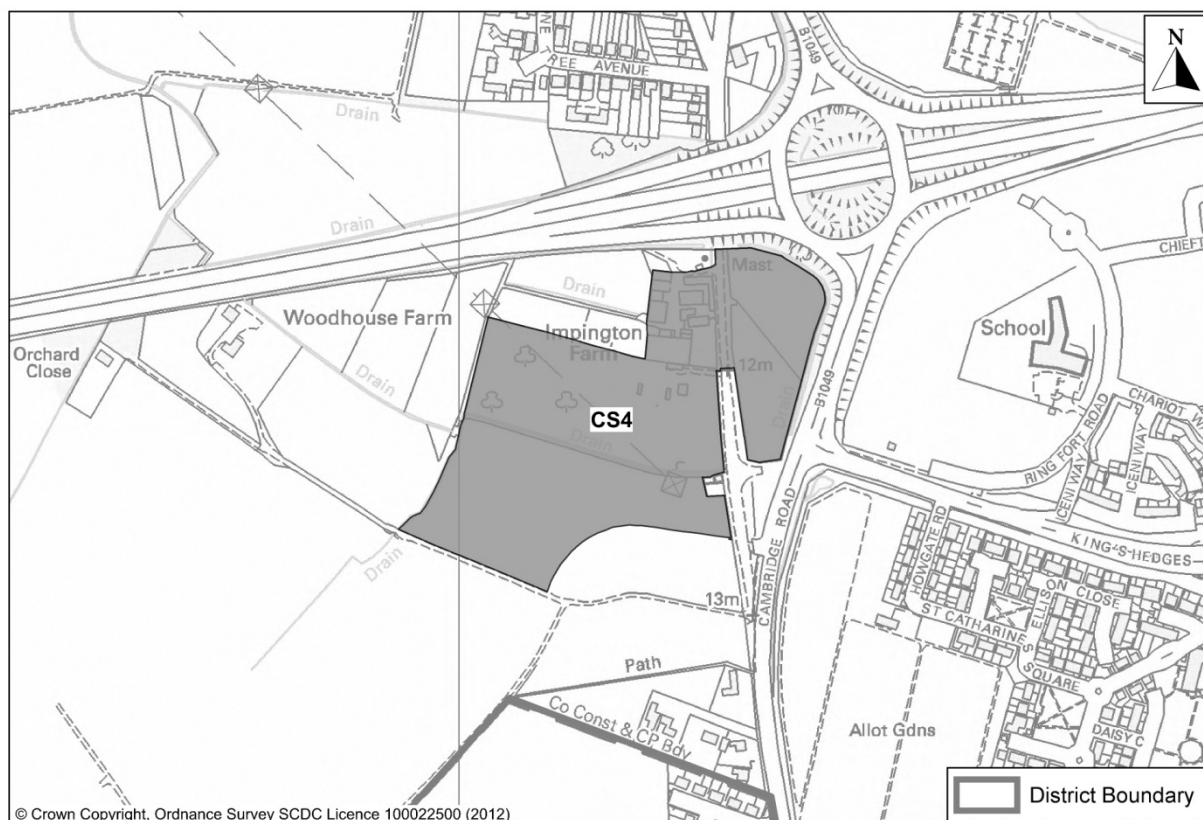
**Cons:**

- Airport safety zones could impact on building height, or influence location of facilities;
- Would reduce land available for housing;
- Marshalls have previously indicated land is not available for this use.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS4: Land south of the A14 and west of Cambridge Road (NIAB 3)

**District:** South Cambridgeshire  
**Ward / Parish:** Impington  
**Area:** 9ha  
**Potential Capacity:** Community Stadium



#### Description:

The existing development plans of South Cambridgeshire and Cambridge City Council have allocated two sites for housing development between Huntingdon Road and Histon Road, totalling 2,600 homes (referred to as NIAB 1 and 2). A further site was identified through the site assessments for Edge of Cambridge Sites, as having potential for development. It is the only one of the six site options identified through this process to warrant consideration for a Community Stadium, due to its scale, location, and lesser impact on the Green Belt than the two specific proposals received.

**Pros:**

- Adjoins a new community, opportunity to integrate facilities;
- Access to High Quality Public Transport and good cycling routes. Access via guided bus to planned new railway station.

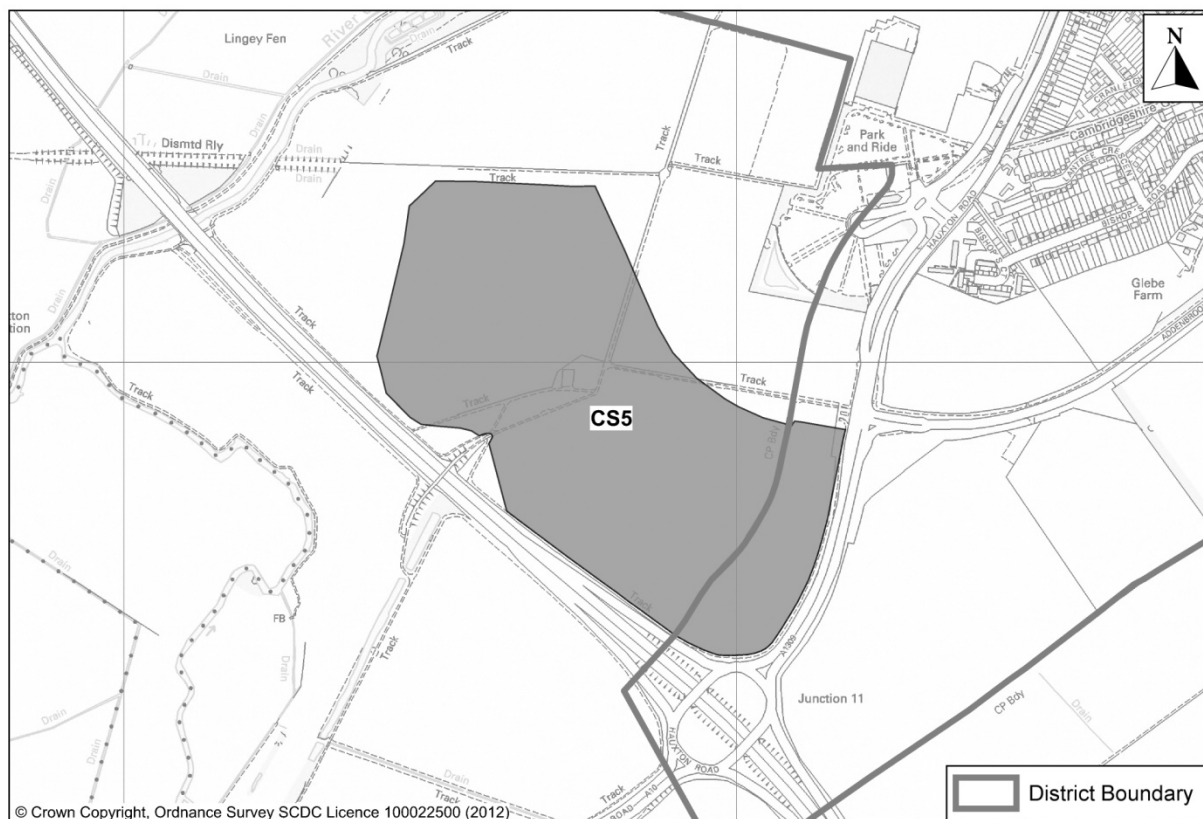
**Cons:**

- Green Belt site - development would have negative impacts on the Green Belt purposes but mitigation possible;
- Within the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Site size and shape could limit range of additional facilities or open space that could be accommodated;
- Over 3km from the City Centre;
- Need to resolve parking and transport issues.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS5: Land south of Trumpington Meadows, Hauxton Road Cambridge

**District:** Cambridge / South Cambridgeshire  
**Ward / Parish:** Trumpington / Haslingfield  
**Area:** 32ha  
**Potential Capacity:** Community Stadium



#### Description:

Trumpington Meadows is a cross boundary site, allocated in South Cambridgeshire and Cambridge City Councils development plans for a development of 1,200 dwellings and associated facilities, and the create a new distinctive urban edge to Cambridge. Planning permission has subsequently been granted, and construction is underway.

Through the Issues and Options consultation the development company Grosvenor / Wrenbridge have submitted a proposal for approximately 15 hectares of Green Belt land between the M11 and the planning development to accommodate a community stadium, 400 additional dwellings, and a range of outdoor sports pitches, and an extension to the planned country park.

This site makes a major contribution to the Green Belt on the edge of Cambridge. Whilst it has been ruled out for residential development by the Councils, and there would be significant impacts with a community stadium in this location, it is considered appropriate to consult on the potential for a community stadium in this location before any decisions are made.

**Pros:**

- Large site, giving flexibility to accommodate a range of facilities;
- Would adjoin planned new community;
- Near to existing park and ride facility, and guided bus links to railway stations;
- Potential to deliver new pitches and open space on city edge;
- Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable.

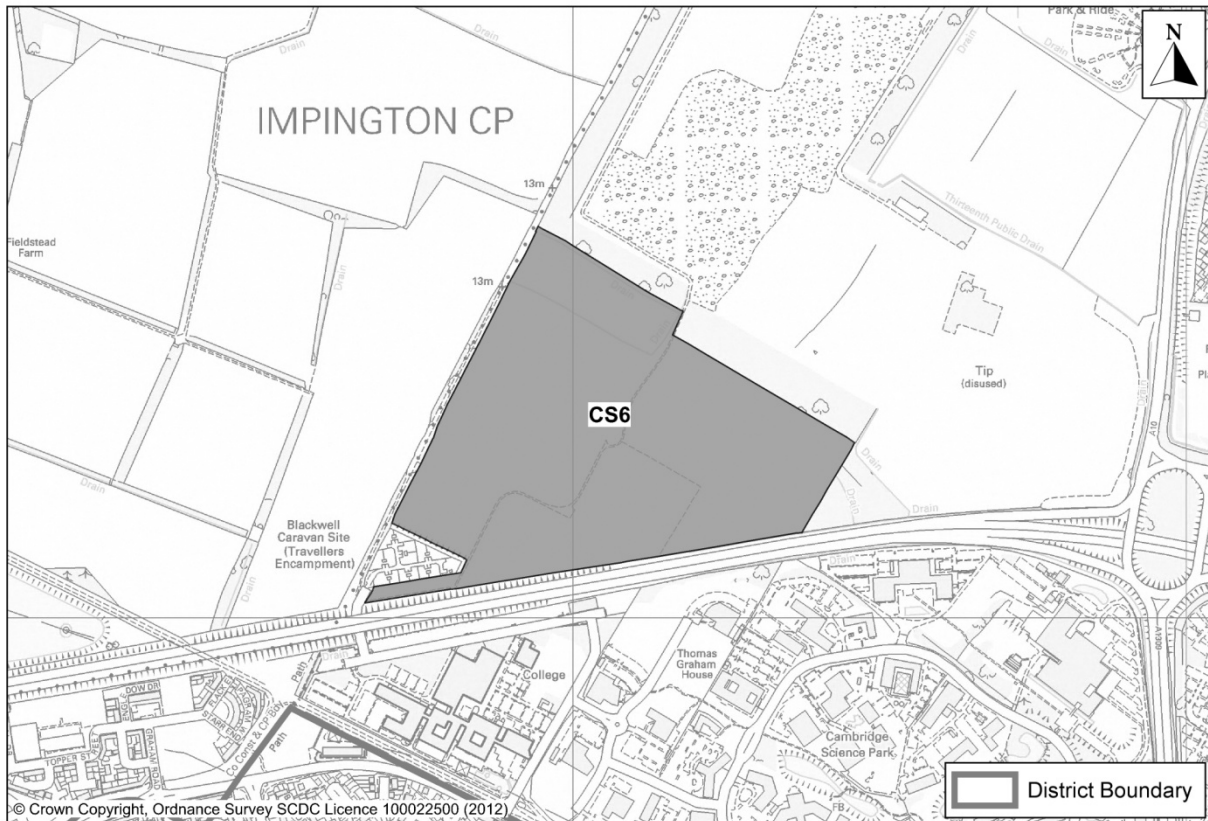
**Cons:**

- Green Belt – Significant adverse impact on the purposes of Green Belt in terms of setting of the city;
- Opportunity to integrate facilities with a new community limited by adding to existing site rather than integrating with existing proposals;
- Nearly 4km from railway station and the City Centre;
- Beyond 400m of Park and Ride site and does not benefit from all aspects of a High Quality Public Transport service;
- Need to resolve parking and transport issues.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS6: Land between Milton and Impington, north of A14 (Union Place)

**District:** South Cambridgeshire  
**Ward / Parish:** Milton  
**Area:** 24 ha  
**Potential Capacity:** Community Stadium



#### Description:

Through representations to the Issues and Options Report, a site has been submitted and referred to as Union Place, between Milton and Impington north of the A14. Representations propose that the site could accommodate a community stadium, concert hall and ice rink. It would also be accompanied by hotel and conferencing facilities. The representation indicates that road access to the site would be through an existing underpass under the A14 to the rear of the Cambridge Regional College, and a new road built along the Mere Way from Butt Lane, a public right of way following the route of a roman road. This would be accompanied by expansion of the Milton Park and Ride, and a new Park and Ride south of Impington.

**Pros:**

- Significant scale would give potential for pitches or open space to accompany proposal (or other sub regional facilities);
- Near to Regional College, potential linkages for sports education.

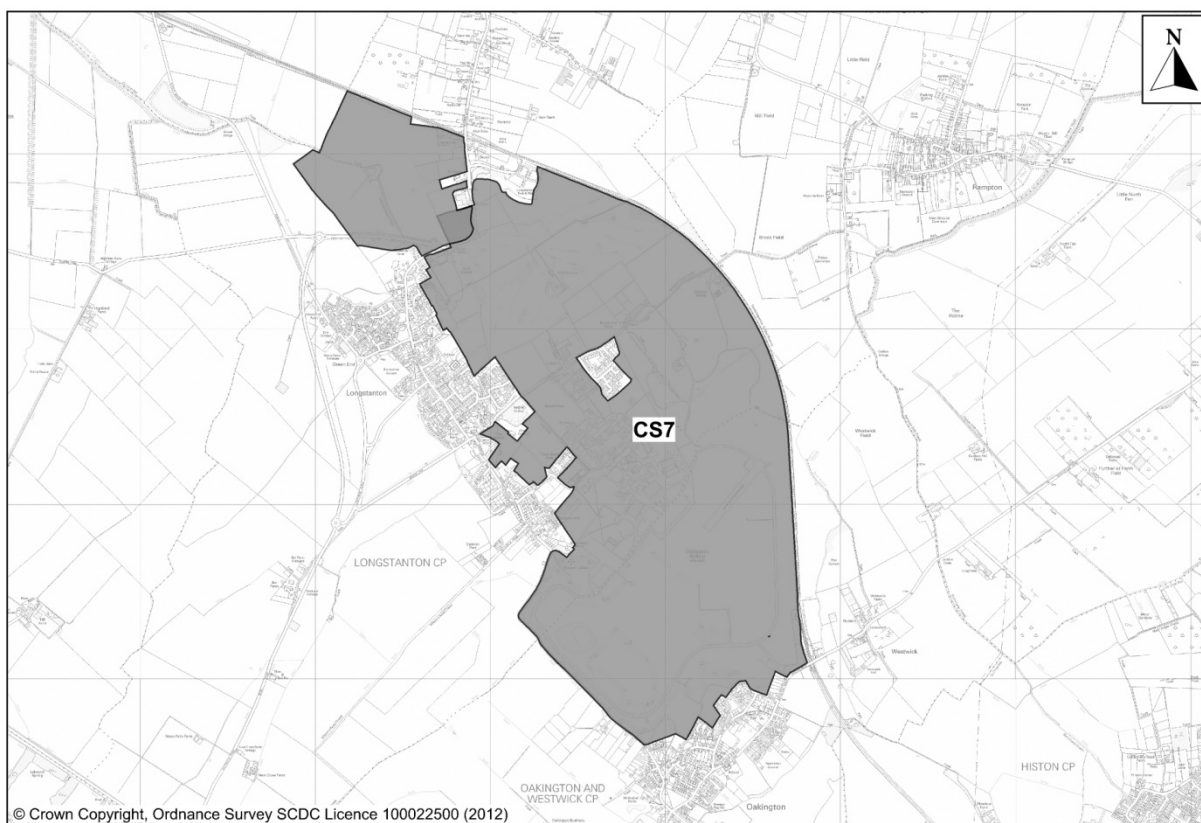
**Cons:**

- Green Belt – significant impact on the purposes of the Green Belt;
- Access constraints – Currently limited access to site through A14 underpass, unsuitable for high volumes of traffic. Proposes new road along Mere Way from Butt Lane, a public right of way;
- Need to demonstrate highway capacity on the A14 and local roads;
- Limited existing walking and cycling access to site. Separated from city by A14 / A10. Underpass to rear of Regional College a particular constraint;
- Relatively long walk from guided bus and Park and Ride . Due to distance does not meet definition of High Quality Public Transport;
- Isolated from existing or new community;
- Potential impact on existing Travellers Site;
- Adjoins the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Potential impacts on Milton A14 junction, need to demonstrate strategic highway capacity.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS7: Northstowe

<b>District:</b>	South Cambridgeshire
<b>Ward / Parish:</b>	Longstanton / Oakington and Westwick
<b>Area:</b>	432ha (with additional 60ha strategic reserve)
<b>Potential Capacity:</b>	Community Stadium



### Description:

The new town of Northstowe is located between Oakington and Longstanton, on the route of the Guided Busway, and is planned to accommodate up to 9,500 dwellings and a range of other services, facilities, and employment. The Northstowe Development Framework was agreed in 2012, and South Cambridgeshire District Council has resolved to grant planning permission for the first phase of development



**Pros:**

- Opportunity to integrate facilities into new town;
- Located on route of the Guided Bus (with links to new station), and existing park and ride facilities;
- Not in the Green Belt.

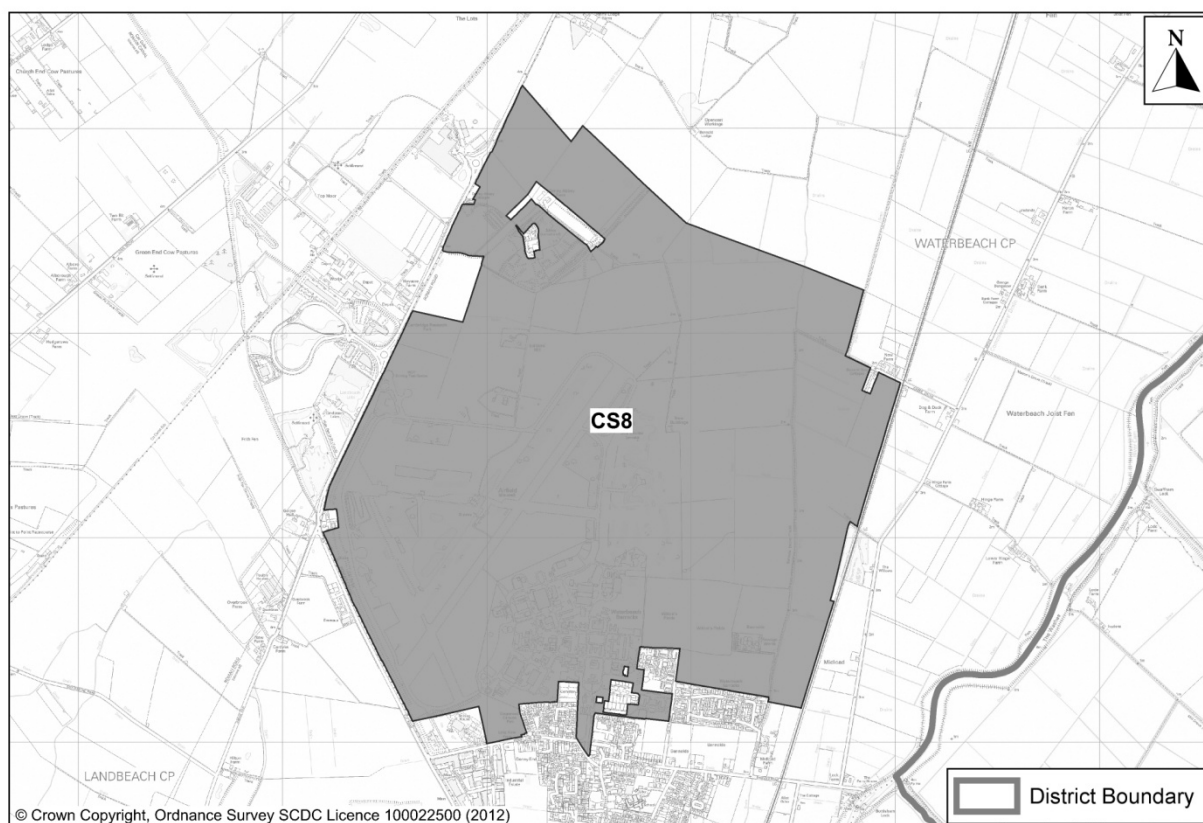
**Cons:**

- Development Framework Plan already agreed, and it has been resolved to grant planning permission for the first phase;
- Tight land budget to accommodate all the uses needed in the town. Inclusion of facilities could impact on ability to deliver other uses;
- 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Constraints of the A14 could mean there would only be highway capacity later in the plan period.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### Site Option CS8: Waterbeach New Town Option

**District:** South Cambridgeshire  
**Ward / Parish:** Waterbeach  
**Area:** 558ha or 280ha  
**Potential Capacity:** Community Stadium



### Description:

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).

**Pros:**

- Opportunities to deliver site as part of town master plan and to integrate stadium to act as community hub;
- Greater flexibility at early planning stage;
- Near to a Waterbeach Railway Station as part of the new town;
- Not in the Green Belt.

**Cons:**

- 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Significant infrastructure requirements could mean only deliverable later in the plan period;
- Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement;
- Waterbeach new town is only an option at this stage.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)



**Pros:**

- Opportunity to integrate community stadium into a new settlement, at very early stages of planning;
- Land not in the Green Belt.

**Cons:**

- 10km from Cambridge City Centre;
- Poorest non-car access of all sites tested. Limiting walking and cycling access from Cambridge. Does not have access to high quality public transport. 12km from railway station;
- Proposal for a new village, conflict with sequential test for major town centre facilities;
- Conflict with desire of Cambridge United for a Cambridge location;
- Bourn Airfield new village is still only an option at this stage.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

### **Ice Rink and Concert Hall**

- 10.14. The Cambridge Sub-Regional Facilities Review identified that analysis in the Cambridgeshire Horizons studies showed that there is demand for an ice rink with a sufficient population catchment similar to a number of other facilities in the country. The Major Sports Facilities Strategy recommended that an ice rink be developed with a vision to provide an ice centre that offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc.) with a focus on providing opportunities for community, local clubs and the University of Cambridge.
- 10.15. Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge, no firm proposals have been put forward. A facility would be much smaller than a community stadium, and there could be more options regarding location.
- 10.16. The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale, Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031.
- 10.17. Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy that would provide a framework for considering any proposals for sub-regional facilities, so that should proposals come forward they can be appropriately considered. This would need to be read alongside other policies of the plan addressing more general planning considerations. Principles could include:

### **Policy Principles for an Ice Rink and Concert Hall**

- Provide evidence of significant cultural and recreational importance to justify the need for a facility, and that it is viable and deliverable;
- As main town centre uses, a sequential approach to development has been applied, seeking City Centre locations before considering edge of centre and out of centre locations;
- Utilise opportunities to create a positive landmark by virtue of high quality design, scale and massing of a development, considering relationships with surrounding buildings and the public realm;
- Consider impact of traffic movement generated at peak times e.g. event days, as well as at other times;
- Maximise use of public transport and non-motorised modes of transport;
- Consider impact of parking and movement of pedestrians in the surrounding area with regard to community safety and linkages to transport hubs.

#### **Question 8:**

**A: Rather than identifying specific sites, should the Local Plans include a general policy to assist the consideration of any proposals for sub regional facilities such as ice rinks and concert halls, should they come forward?**

**B: Are the right principles identified? If not, what should be included?**

Please provide any comments.







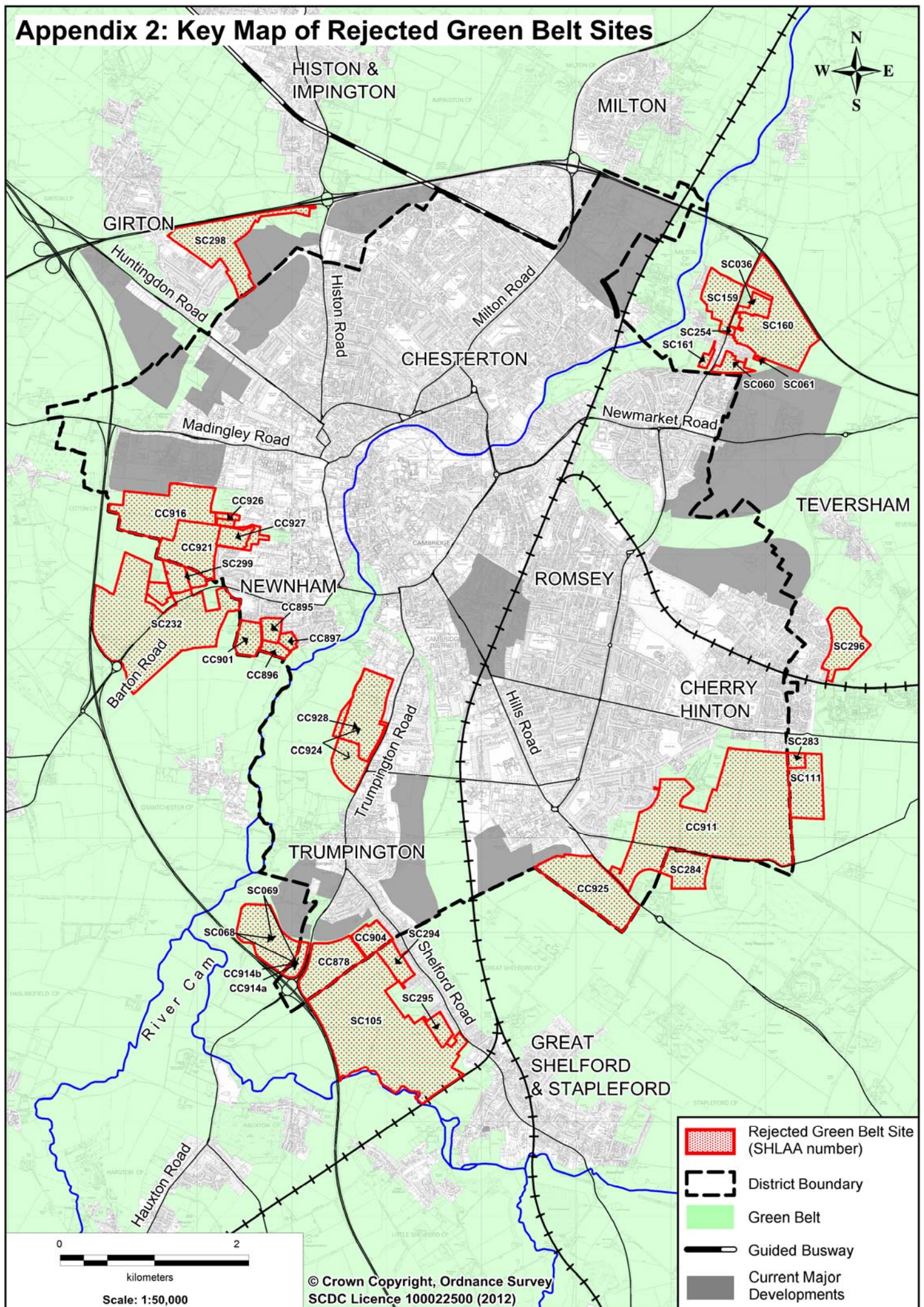
# Appendices



Document	Author (or prepared for)	Year published	Link
Cambridge Sustainability Appraisal Scoping Report	Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/local-plan-review/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/local-plan-review/</a>
South Cambridgeshire Sustainability Appraisal Scoping Report	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/content/sustainability-appraisal-scoping-report">http://www.scambs.gov.uk/content/sustainability-appraisal-scoping-report</a>
Transport Strategy for Cambridge and South Cambridgeshire (consultation documents)	Cambridgeshire County Council	2012	<a href="http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/Transport+Strategy+for+Cambridge+and+South+Cambridgeshire.htm">http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/Transport+Strategy+for+Cambridge+and+South+Cambridgeshire.htm</a>
Cambridge Housing and Employment Technical Paper	Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/</a>
East of England Forecasting Model population runs for South Cambridgeshire to 2031	Cambridgeshire County Council	2012	<a href="http://www.cambridgeshire.gov.uk/business/research/economylab/Economic+forecasts.htm">http://www.cambridgeshire.gov.uk/business/research/economylab/Economic+forecasts.htm</a>
Cambridge Econometrics population forecasting for South Cambridgeshire to 2031	Cambridgeshire Local Planning Authorities	2012	<a href="http://www.cambridgeshire.gov.uk/business/research/economylab/Cambridgeshire+scenarios.htm">http://www.cambridgeshire.gov.uk/business/research/economylab/Cambridgeshire+scenarios.htm</a>
Strategic Housing Market Assessment	Cambridge Sub-Region Housing Board	2012	<a href="http://www.cambridgeshireinsight.org.uk/housing/consultation-shma-chapters">http://www.cambridgeshireinsight.org.uk/housing/consultation-shma-chapters</a>
Cambridge and South Cambridgeshire Sustainable Development Strategy Review	Cambridgeshire Joint Strategy Unit	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/</a>
Cambridge Green Belt Study	Landscape Design Associates for South Cambridgeshire District Council	2002	<a href="http://www.scambs.gov.uk/content/cambridge-green-belt-study">http://www.scambs.gov.uk/content/cambridge-green-belt-study</a>

Document	Author (or prepared for)	Year published	Link
Cambridge City Inner Greenbelt Boundary Study	Cambridge City Council	2002	Not available online.
West of Trumpington Road Green Belt Study	Landscape Design Associates for Cambridge City Council	2003	Not available online.
Inner Green Belt Study Review	South Cambridgeshire District Council and Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/</a>
Site Assessments for Edge of Cambridge Sites	South Cambridgeshire District Council and Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/</a>
Arts and Culture Strategy for the Cambridge Sub Region	Cambridgeshire Horizons	2006	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/">http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/</a>
Major Sports Facilities Strategy for the Cambridgeshire Sub-Region	Cambridgeshire Horizons	2005	<a href="http://www.cambridgeshirehorizons.co.uk/documents/publications/horizons/major_sports_facilities_strategy.pdf">http://www.cambridgeshirehorizons.co.uk/documents/publications/horizons/major_sports_facilities_strategy.pdf</a>
Cambridge Community Stadium – Feasibility Study	Cambridgeshire Horizons	2007	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/community_stadium.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/community_stadium.aspx</a>
Cambridge Sub-Regional Facilities Review	South Cambridgeshire District Council and Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/">http://www.cambridge.gov.uk/ccm/navigation/planning-and-building-control/planning-policy/background-documents/</a>

# Appendix 2: Key Map of Rejected Green Belt Sites



Broad Location 1: Land to the north and south of Barton Road						
Site Reference:	SC232	SC299	CC921	CC916	CC926	CC927
Address:	Land North and South of Barton Road	Land North of Barton Road	Land North of Barton Road	Grange Farm	Land North of Barton Road	Barton Road North (2)
Site area (ha) total/potentially developable	149.97 ha / 74.98-112.48 ha	14.14 ha / 7.07-10.61 ha	36.87 ha / 18.44-27.65 ha	44.03 ha / 22.05-33.02 ha	2.90 ha / 2.18 ha	6.86 ha / 5.14 ha
Notional dwelling capacity: total / proposed	2,999-4,499	2,999-4,499	830-1,244	991-1,486	98	231
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations						
Flood Risk	A	R	A	A	A	A
Green Belt	RR	R	R	RR	A	A
Timeframe for development	A	A	A	A	A	A
Site access	A	A	R	A	R	R
Cambridge Airport safety zone	A	A	A	A	A	A
Level 2 Other Considerations						
Distance to district/local centre	A	R	A	A	R	R
Integration with existing communities	G	R	G	G	R	R
Open space provision	G	G	G	G	R	G
Transport (City context)	R	R	R	A	R	R
Transport (South Cambs context)	A	G	G	GG	G	G
Distance from AQMA,M11, A14	R	R	A	R	A	G
Noise	A	A	A	R	G	A
Biodiversity	A	A	A	A	A	A
Overall Conclusion						
	R	R	R	R	R	R

<b>Broad Location 1: Land to the north and south of Barton Road</b>	
<b>Summary</b>	
<b>SC232 Land North and South of Barton Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Part of land north of Barton Road falls within Flood Zone 3 (high risk).</li> <li>- The site does not have access to high quality public transport.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Further than 800m to access health facilities though the size of the site would merit new provision within the development.</li> </ul>
<b>SC299 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Large areas of the site north of Barton Road within Flood Zone 3 (high risk).</li> <li>- The site does not have access to high quality public transport.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Further than 800m to access health facilities though the size of the site would merit new provision within the development.</li> </ul>
<b>CC921 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- No access unless developed in conjunction with SC232 or CC916.</li> <li>- Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Air quality worsening as a result of size of development.</li> </ul>
<b>CC916 Grange Farm</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Air quality worsening as a result of size of development.</li> </ul>
<b>CC926 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular site access unless developed with site CC927 or with allocated site 7.09 which is in the same ownership.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field, which could potentially be protected under Cambridge Local Plan Policy 4/2. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC927 Barton Road North 2</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular site access unless developed with adjoining sites.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- it is not accessible to high quality public transport.</li> </ul>

Broad Location 2: Playing fields off Grantchester Road, Newnham				
Site Reference:	CC895	CC896	CC897	CC901
Address:	Downing Playing Field Grantchester Road	Pembroke Playing Field Grantchester Road	St. Catherines Playing Field Grantchester Road	Westes Renault RUFT Grantchester Road
Site area (ha) total/potentially developable	4.83 ha / 2.42-3.62 ha	3.76 ha / 1.88-2.82 ha	2.71 ha / 1.35-2.03 ha	8.55 ha / 4.28-6.41 ha
Notional dwelling capacity: total / proposed	109-163	85-127	61-91	192-289
Green Belt site option	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations				
Flood Risk	A	G	G	R
Green Belt	RR	RR	RR	RR
Timeframe for development	R	R	R	R
Site access	A	A	R	A
Cambridge Airport safety zone	A	A	A	A
Level 2 Other Considerations				
Distance to district/local centre	A	A	A	R
Integration with existing communities	A	A	A	A
Open space provision	R	R	R	R
Transport (City context)	R	R	R	R
Transport (South Cambs context)	GG	GG	GG	GG
Distance from AQMA, M11, A14	A	A	A	A
Noise	G	G	G	G
Biodiversity	G	G	A	A
Overall Conclusion				
	R	R	R	R

<b>Broad Location 2: Playing fields off Grantchester Road, Newnham</b>	
<b>Summary</b>	
<b>CC895 Downing Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC896 Pembroke Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC897 St. Catherines Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Inadequate vehicular access.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC901 West's Renault RUFT Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant flooding problems.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>



Broad Location 3: Land west of Trumpington Road	
	Summary
<b>CC924</b> Land west of Trumpington Road	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area.</li> <li>- Loss of Grade 2 agricultural land (32 ha).</li> </ul>
<b>CC928</b> Land west of Trumpington Road	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area.</li> <li>- Loss of Grade 2 agricultural land (32 ha).</li> </ul>

Broad Location 3: Land west of Trumpington Road		
Site Reference:	CC924	CC928
Address:	Land west of Trumpington Road	Land west of Trumpington Road
Site area (ha) total/potentially developable	45.30 ha / 22.65-33.98 ha	32.8 ha / 24.6 ha
Notional dwelling capacity: total / proposed	1,019-1,529	1,107
Green Belt site option	n/a	n/a
<b>Level 1 Strategic Considerations</b>		
Flood Risk	A	A
Green Belt	RR	R
Timeframe for development	R	R
Site access	A	A
Cambridge Airport safety zone	A	A
<b>Level 2 Other Considerations</b>		
Distance to district/local centre	A	A
Integration with existing communities	G	G
Open space provision	G	G
Transport (City context)	A	A
Transport (South Cambs context)	GG	GG
Distance from AQMA, M11, A14	G	A
Noise	A	A
Biodiversity	A	A
<b>Overall Conclusion</b>		
	R	R

Broad Location 4: Land west of Hauxton Road				
Site Reference:	SC068	SC069	CC914A	CC914B
Address:	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington
Site area (ha) total/potentially developable	27.56 ha	27.56 ha	4.65 ha	4.65 ha
Notional dwelling capacity: total / proposed	Up to 500	Up to 500	Not developable without larger site	Not developable without larger site
Green Belt site option	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations				
Flood Risk	G	G	G	G
Green Belt	RR	RR	RR	RR
Timeframe for development	A	A	A	A
Site access	A	A	A	A
Cambridge Airport safety zone	A	A	A	A
Level 2 Other Considerations				
Distance to district/local centre	R	R	R	R
Integration with existing communities	G	G	G	G
Open space provision	GG	GG	GG	GG
Transport (City context)	A	A	A	A
Transport (South Cambs context)	GG	GG	GG	GG
Distance from AQMA, M11, A14	R	R	R	R
Noise	A	A	A	A
Biodiversity	G	G	G	G
Overall Conclusion				
	R	R	R	R

<b>Broad Location 4: Land west of Hauxton Road</b>	
<b>Summary</b>	
<b>SC068</b> <b>Land west of Hauxton Road,</b> <b>Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>SC069</b> <b>Land west of Hauxton Road,</b> <b>Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC914A</b> <b>Land west of Hauxton Road,</b> <b>Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC914B</b> <b>Land west of Hauxton Road,</b> <b>Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>

Broad Location 5: Land South of Addenbrooke's Road					
Site Reference:	CC878	SC105	CC904	SC294	SC295
Address:	Land east of Hauxton Road	Land to the south of Addenbrooke's Road, Cambridge	Land east of Hauxton Road	Land east of Hauxton Road	Land east of Hauxton Road
Site area (ha) total/potentially developable	23.0 ha	145.0 ha	9.22 ha / 6.9 ha	8.23 ha / 6.2 ha	5.69 ha / 4.27 ha
Notional dwelling capacity: total / proposed	Up to 776	2,500	310	Up to 247	Up to 171
Green Belt site option	n/a	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations					
Flood Risk	G	G	G	G	G
Green Belt	RR	R	R	A	A
Timeframe for development	A	A	A	A	A
Site access	A	A	A	R	R
Cambridge Airport safety zone	A	A	A	A	A
Level 2 Other Considerations					
Distance to district/local centre	R	A	R	R	R
Integration with existing communities	A	G	A	A	A
Open space provision	G	GG	G	G	G
Transport (City context)	A	R	G	G	R
Transport (South Cambs context)	GG	G	GG	GG	GG
Distance from AQMA, M11, A14	R	R	A	A	G
Noise	A	A	A	A	A
Biodiversity	G	G	G	G	G
Overall Conclusion					
	R	R	R	R	R

<b>Broad Location 5: Land South of Addenbrooke's Road</b>	
<b>Summary</b>	
<b>CC878</b> <b>Land east of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>SC105</b> <b>Land to the south of Addenbrooke's Road, Cambridge</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Could provide own services, facilities and schools.</li> <li>- Poor transport accessibility in City context but good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC904</b> <b>Land east of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from existing Primary School.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>
<b>SC294</b> <b>Land east of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular access.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>
<b>SC295</b> <b>Land east of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular access.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor public transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>

<b>Broad Location 6: Land south of Addenbrooke's and southwest of Babraham Road</b>	<b>Summary</b>
<b>Cc925 Land South of Addenbrooke's and Southwest of Babraham Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of Grade 2 agricultural land (majority of site - which is 40ha).</li> </ul>

<b>Broad Location 6: Land south of Addenbrooke's and southwest of Babraham Road</b>		<b>CC925</b>
<b>Site Reference:</b>	Land South of Addenbrooke's and Southwest of Babraham Road	
<b>Address:</b>	39.80 ha / 19.9-29.85 ha	
<b>Site area (ha) total/potentially developable</b>	896-1,343	
<b>Notional dwelling capacity: total / proposed</b>	n/a	
<b>Green Belt site option</b>		
<b>Flood Risk</b>	A	
<b>Green Belt</b>	RR	
<b>Timeframe for development</b>	R	
<b>Site access</b>	A	
<b>Cambridge Airport safety zone</b>	A	
<b>Distance to district/local centre</b>	A	
<b>Integration with existing communities</b>	G	
<b>Open space provision</b>	G	
<b>Transport (City context)</b>	A	
<b>Transport (South Cambs context)</b>	GG	
<b>Distance from AQMA, M11, A14</b>	A	
<b>Noise</b>	A	
<b>Biodiversity</b>	A	
<b>Overall Assessment</b>	R	

Broad Location 7: Land between Babraham Road and Fulbourn Road										
Site Reference:	CC911	SC111	SC283	SC284	CC929	CC930	CC932	CC933	SC300	
Address:	Fulbourn Rd r/o Peterhouse Technology Park	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Worts Causeway, Cambridge	Worts' Causeway South	Worts' Causeway North	Fulbourn Road South 2	Fulbourn Road South 1	Fulbourn Road South 3	
Site area (ha) total/potentially developable	116.55 ha / 58.28-87.41 ha	29.05 ha / 14.52-21.79 ha	6.62 ha / 3.31-4.96 ha	24.92	6.8 ha / 5.1 ha	7.84 ha / 5.88 ha	1.4 ha / 1.05 ha	2.3 ha / 1.73 ha	116.55 ha / 58.28-87.41 ha	
Notional dwelling capacity: total / proposed	2,622-3,934	581-872	132-199	712	230	265	47	78	2,622-3,934	
Green Belt site option	n/a	n/a	n/a	n/a	GB2	GB1	GB4	GB3	GB5	
<b>Level 1 Strategic Considerations</b>										
Flood Risk	A	A	G	A	A	A	G	G	G	
Green Belt	RR	RR	R	RR	A	A	A	A	A	
Timeframe for development	G	G	G	G	A	A	n/a	A	n/a	
Site access	A	A	A	A	A	G	A	A	A	
Cambridge Airport safety zone	R	A	A	A	A	A	A	A	A	
<b>Level 2 Other Considerations</b>										
Distance to district/local centre	A	R	A	R	R	A	A	A	A	
Integration with existing communities	G	R	R	R	G	G	n/a	A	n/a	
Open space provision	G	G	G	G	G	G	G	G	G	
Transport (City context)	R	A	A	A	R	G	G	G	G	
Transport (South Cambs context)	G	GG	GG	GG	GG	GG	GG	GG	GG	
Distance from AQMA, M11, A14	G	G	G	G	G	G	G	G	G	
Noise	A	A	A	A	A	A	A	A	A	
Biodiversity	A	A	A	R	A	A	A	A	A	
<b>Overall Conclusion</b>										
	R	R	R	R	A	A	A	A	A	

<b>Broad Location 7: Land between Babraham Road and Fulbourn Road</b>	
<b>Summary</b>	
<b>CC911</b> Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Large part of site constrained by Cambridge Airport public safety zone.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Significant air quality impact.</li> <li>- Loss of protected open space, but this could be mitigated because the site is large.</li> <li>- The site does not have access to high quality public transport, and poor cycle access.</li> </ul>
<b>SC111</b> Land south of Cambridge Road Fulbourn, Cambridge	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- Cycle access is poor.</li> <li>- Loss of Grade 2 agricultural land (X ha).</li> </ul>
<b>SC283</b> Land south of Cambridge Road Fulbourn, Cambridge	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Cycle access issues.</li> </ul>
<b>SC284</b> Land south of Worts Causeway, Cambridge	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is not near to local facilities such as district / local centre &amp; GP surgery.</li> <li>- Also scores badly on a local wildlife site, green infrastructure and biodiversity.</li> </ul>
<b>CC929</b> Worts' Causeway South	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> </ul>
<b>CC930</b> Worts' Causeway North	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Less than half of the site is further than 800m from the nearest primary school.</li> <li>- The site contains a County Wildlife Site, which is important for its semi natural grassland and biodiversity. This area is also designated as protected open space for its environmental qualities. Any development should not adversely affect this area.</li> <li>- Lacks dedicated cycling provision on Worts Causeway and during rush hour could result in added risks to cycling.</li> </ul>
<b>CC932</b> Fulbourn Road South 2	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>
<b>CC933</b> Fulbourn Road South 1	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>
<b>SC300</b> Fulbourn Road South 3	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>



Broad Location 8: Land east of Gazelle Way	
Summary	
<b>SC296 Land east of Gazelle Way</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Very significant archaeology constraints.</li> </ul>

Broad Location 8: Land east of Gazelle Way	
Site Reference:	<b>SC296</b>
Address:	Land east of Gazelle Way
Site area (ha) total/potentially developable	21.0 ha / 10.5 ha
Notional dwelling capacity: total / proposed	420
Green Belt site option	n/a
<b>Flood Risk</b>	
	<b>A</b>
<b>Green Belt</b>	
	<b>RR</b>
<b>Timeframe for development</b>	
	<b>G</b>
<b>Site access</b>	
	<b>G</b>
<b>Cambridge Airport safety zone</b>	
	<b>A</b>
<b>Distance to district/local centre</b>	
	<b>R</b>
<b>Integration with existing communities</b>	
	<b>R</b>
<b>Open space provision</b>	
	<b>G</b>
<b>Transport (City context)</b>	
	<b>R</b>
<b>Transport (South Cambs context)</b>	
	<b>GG</b>
<b>Distance from AQMA, M11, A14</b>	
	<b>A</b>
<b>Noise</b>	
	<b>R</b>
<b>Biodiversity</b>	
	<b>G</b>
<b>Other</b>	
	<b>R</b>

Broad Location 9: Land at Fen Ditton							
Site Reference:	SC036	SC060	SC061	SC159	SC160	SC161	SC254
Address:	Land east of Horningsea Road, Fen Ditton	Land south of Shepherds Close, Fen Ditton	Land off High Ditch Road, Fen Ditton	Land at Fen Ditton (west of Ditton Lane)	Land at Fen Ditton (east of Ditton Lane)	High Street, Fen Ditton	Land between 12 & 28 Horningsea Road, Fen Ditton
Site area (ha) total/potentially developable	5.36 ha / 4.02 ha	6.06 ha / 3.79 ha	0.32 ha / 0.32 ha	17.19 ha / 8.6 ha	52.44 ha / 20.98 ha	1.69 ha / 1.52 ha	0.52 ha / 0.47 ha
Notional dwelling capacity: total / proposed	120	114	10	258	629	46	14
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations							
Flood Risk	G	G	G	G	G	G	A
Green Belt	RR	RR	RR	RR	RR	R	A
Timeframe for development	G	G	A	A	G	G	G
Site access	G	G	G	G	A	G	A
Cambridge Airport safety zone	A	A	A	A	A	A	A
Level 2 Other Considerations							
Distance to district/local centre	A	A	R	A	G	A	A
Integration with existing communities	A	A	R	R	A	G	G
Open space provision	G	G	G	G	G	G	GG
Transport (City context)	G	G	A	A	G	A	G
Transport (South Cambs context)	GG	GG	GG	GG	GG	GG	GG
Distance from AQMA, M11, A14	A	A	A	R	G	A	R
Noise	A	A	A	A	G	A	A
Biodiversity	G	G	G	G	G	G	G
Overall Conclusion							
	R	R	R	R	R	R	A

<b>Broad Location 9: Land at Fen Ditton</b>	
<b>Summary</b>	
<p><b>SC036</b> Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Distant from well served bus stops.</li> <li>- Significant Conservation constraints.</li> <li>- Noise and vibration constraints.</li> </ul>
<p><b>SC060</b> Land south of Shepherds Close, Fen Ditton</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> <li>- Significant negative impact on Listed Buildings.</li> </ul>
<p><b>SC061</b> Land off High Ditch Road, Fen Ditton</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>
<p><b>SC159</b> Land at Fen Ditton (west of Ditton Lane)</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Significant Conservation constraints.</li> <li>- Significant negative impact on Listed Buildings.</li> </ul>
<p><b>SC160</b> Land at Fen Ditton (east of Ditton Lane)</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>
<p><b>SC161</b> High Street, Fen Ditton</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Significant Conservation constraints.</li> </ul>
<p><b>SC254</b> Land between 12 and 28 Horningsea Road, Fen Ditton</p>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>

Broad Location 10: Land south of the A14 and west of Cambridge Road (NIAB 3)	
Summary	
<b>SC298</b> Land south of the A14 and west of Cambridge Road	- Adverse impact on Green Belt purposes. - Noise and air quality constraints due to proximity to A14.

Broad Location 10: Land south of the A14 and west of Cambridge Road (NIAB 3)		SC298
Site Reference:		Land south of the A14 and west of Cambridge Road
Address:		12.6 ha
Site area (ha) total/potentially developable		Up to 130
Notional dwelling capacity: total / proposed		GB6
Green Belt site option		
Flood Risk		A
Green Belt		A
Timeframe for development		G
Site access		A
Cambridge Airport safety zone		A
Distance to district/local centre		A
Integration with existing communities		G
Open space provision		GG
Transport (City context)		G
Transport (South Cambs context)		GG
Distance from AQMA, M11, A14		R
Noise		A
Biodiversity		G
		A

## Appendix 4 Rejected Green Belt Sites

In the following schedule reference to a site reference (part) indicates that part of the site as submitted has not been rejected. In these cases the part of the site that has been taken forward for consultation will have its own reference number except for SC298.

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
<b>Broad Location 1</b>	<b>Land to the North and South of Barton Road</b>		
BL1 SC232	Land North and South of Barton Road	Red-Although the site is large enough to provide its own facilities it causes very significant impact on Green Belt purposes.  Part of area north of Barton Road suffers from significant flooding problems. The site has poor public transport facilities and sections near the M11 suffer from air quality and noise issues.	Rejected
BL1 SC299	Land North of Barton Road	Red-Significant impact on Green Belt purposes.  The site floods requiring much to be given over to green infrastructure. Site is distant from local facilities and too small to provide its own.	Rejected
BL1 CC921	Land North of Barton Road	Red-Significant impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Air quality issues and poor public transport. Distance from health facilities	Rejected
BL1 CC916	Grange Farm	Red- Very significant impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Air quality and noise issues near the M11. Poor public transport. Distance from health facilities.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
BL1 CC926	Barton Road North 1	Red- Adverse impact on Green Belt purposes.  Loss of protected open space. Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
BL1 CC927	Barton Road North 2	Red- Adverse impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
<b>Broad Location 2</b>	<b>Playing Fields off Grantchester Road, Newnham</b>		
BL2 CC895	Downing Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC896	Pembroke Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC897	St. Catherine's Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Access issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
BL2 CC901	Wests Renault RUFC Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Flooding issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
<b>Broad Location 3</b>	<b>Land West of Trumpington Road</b>		
BL3 CC924	Land West of Trumpington Road	Red- Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some community facilities	Rejected
BL3 CC928	Trumpington Road West Amended	Red-Significant impact on Green Belt purposes.  No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
<b>Broad Location 4</b>	<b>Land West of Hauxton Road</b>		
BL4 SC68	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 SC69	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 914A	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected



<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
BL4 914B	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
<b>Broad Location 5</b>	<b>Land South of Addenbrooke's Road</b>		
BL5 CC878	Land East of Hauxton Road	Very significant impact on Green Belt purposes  Distance from local facilities and inability to provide its own. Poor public transport in a City context. Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	Rejected
BL5 SC105	Land to the south of Addenbrooke's Road, Cambridge	Red-Although the site is large enough to provide its own facilities it causes significant impact on Green Belt purposes.  Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	Rejected
BL5 CC904	Land East of Hauxton Road	Significant impact on Green Belt purposes  Distance from local facilities and a primary school. Poor public transport in a City context.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
BL5 SC294	Land East of Hauxton Road, north of Westfield Road	Significant impact on Green Belt purposes  Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
BL5 SC295	Land East of Hauxton Road, south of Stonehill Road	Adverse impact on Green Belt purposes.  Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
<b>Broad Location 6</b>	<b>Land South of Addenbrooke's and between Babraham Road and Shelford Road</b>		
BL6 CC925	Land South of Addenbrooke's and Southwest of Babraham Road	Red- Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
<b>Broad Location 7</b>	<b>Land between Babraham Road and Fulbourn Road</b>		
BL7 CC911	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts' Causeway, land west of Babraham P&R	Red- Very significant impact on Green Belt purposes.  Large section of site affected by Cambridge Airport Air Safeguarding constraints. Loss of protected open space. Air quality issues by virtue of its size though it could provide good community integration. Poor public transport and cycle access at present.	Rejected
BL7 SC111 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Very significant impact on Green Belt purposes.  Poor community integration and access to local facilities.	Rejected
BL7 SC283 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Significant impact on Green Belt purposes.  Poor community integration. Poor cycle access.	Rejected
BL7 SC284 (part)	Land South of Worts' Causeway, Cambridge	Red- Very significant impact on Green Belt purposes.  Poor community integration and access to local facilities. Adverse impacts on local wildlife site, green infrastructure and biodiversity.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
<b>Broad Location 8 Land East of Gazelle Way</b>			
BL8 SC296	Land East of Gazelle Way	Red-Adverse impact on Green Belt purposes.  Major archaeological significance. Loss of agricultural land. Distance from existing local services and facilities.	Rejected
<b>Broad Location 9 Land at Fen Ditton</b>			
BL9 SC036	Land East of Horningsea Road, Fen Ditton (land South and East of 42 Horningsea Road, Fen Ditton)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities including Secondary School. Poor public transport. Loss of protected open space, noise and vibration constraints.	Rejected
BL9 SC060	Land South of Shepherds Close, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from a Secondary School.	Rejected
BL9 SC061	Land off High Ditch Road, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Distance from local facilities including a secondary school. Conservation constraints.	Rejected
BL9 SC159	Land at Fen Ditton (West of Ditton Lane)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities.	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
BL9 SC160	Land at Fen Ditton (East of Ditton Lane)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from a secondary school. Air quality issues near the A14. Loss of agricultural land.	Rejected
BL9 SC161	High Street, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact.	Rejected
BL9 SC254	Land between 12 and 28 Horningsea Road, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities including a secondary school.	Rejected
<b>Broad Location 10</b>	<b>Land south of the A14 and west of Cambridge Road (NIAB 3)</b>		
BL10 SC298 (part)	Land south of the A14 and west of Cambridge Road	Red – Significant impact on Green Belt purposes.  Air quality and noise impacts from the A14.	Rejected

