

South Cambridgeshire Hall  
Cambourne Business Park  
Cambourne  
Cambridge  
CB3 6EA

t: 08450 450 500  
f: 01954 713149  
dx: DX 729500 Cambridge 15  
minicom: 01480 376743  
[www.scambs.gov.uk](http://www.scambs.gov.uk)



5 July 2007

To: Chairman – Councillor JH Stewart  
Vice-Chairman – Councillor RE Barrett  
All Members of the Council

Dear Councillor

You are invited to attend an Extraordinary Meeting of **COUNCIL**, called by Ordinary Resolution of the Council on 22 March 2007 in accordance with Council Procedure Rule 3.1, to be held in **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **TUESDAY, 17 JULY 2007 at 10.00 a.m.**

Yours faithfully  
**GJ HARLOCK**  
Chief Executive

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#### AGENDA

	PAGES
1. APOLOGIES FOR ABSENCE	
2. DECLARATIONS OF INTEREST	
3. NORTH WEST CAMBRIDGE AREA ACTION PLAN: RESPONSES TO CONSULTATION AND PREFERRED WAY FORWARD Report and appendices attached.	1 - 422

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## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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<b>REPORT TO:</b>	Extraordinary Meeting of Council	17 July 2007
<b>AUTHOR/S:</b>	Executive Director / Planning Policy Manager	

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**NORTH WEST CAMBRIDGE AREA ACTION PLAN; RESULTS OF THE ISSUES AND OPTIONS PARTICIPATION; DETERMINING THE SITE FOOTPRINT, RESPONSES TO REPRESENTATIONS AND PREFERRED APPROACHES**

**Purpose and Executive Summary**

1. This report sets out the results of the public participation on the Issues and Options for the Area Action Plan (AAP) for North West Cambridge being prepared jointly by Cambridge City Council and South Cambridgeshire District Council. It covers land in both Councils' areas between Huntingdon Road and Madingley Road and seeks to establish the site footprint for the University related development set out in the Cambridgeshire and Peterborough Structure Plan 2003. In doing so, it will also establish the revised boundaries of the Cambridge Green Belt in this area. The recommended responses to representations on all issues and options for the AAP are also set out along with the recommended preferred approaches that flow from them in respect of the options consulted on. These will guide the development of a Preferred Options report and a Draft Area Action Plan in the subsequent stage of the plan's preparation. A similar report was considered by the **North West Cambridge Joint Member Reference Group** at its meeting on 29 June 2007

**Background and Considerations**

**The Issues and Options Report**

2. The Issues and Options Report forms the first stage in the preparation of the Area Action Plan.
3. The report sets out the various issues, options and possible approaches to the development of the area of North West Cambridge as required by the Structure Plan Policy P9/2b which proposes development here for predominantly University related uses. Not every issue for the Area Action Plan has a reasonable alternative. In some cases the Issues and Options therefore consulted on a preferred approach. For other issues, there was no specific option and the draft AAP will propose a policy approach.
4. The starting point is the Structure Plan proposal to remove land from the Green Belt. At the Structure Plan Examination the Panel of Inspectors was satisfied that there was *"a general need for land to be available specifically for the expansion of the University"* and that in terms of delivery *"there is considerable benefit to be derived from using land in the single ownership of the University...and that this could not be met elsewhere..."*.
5. However, the Panel also noted that *"the land is prominent, being highly visible from the west and provides an open setting to the village of Girton"*. They thus accepted that this area performed an important Green Belt function and that it *"should only be released from the Green Belt on the basis that the University are able to show a need for the land to be brought forward"*. In this, they considered that the University's

growth “should be accommodated as part of the city, so far as that is compatible with meeting the vision of the city as a compact city.”

6. The University has indicated that it is seeking to development during the period to 2025 for:
  - accommodation for 2,000 students
  - 2,000 – 2,500 dwellings, including housing for their key workers
  - a new Earth Science Faculty and academic facilities
  - research institutes and commercial research
  - appropriate community facilities and open space.
7. The University has emphasised that these uses reflect their development needs for the longer term if the University is to maintain its position as a world leader and centre of excellence for further education and research. The University has produced a draft Masterplan which for this development that would require some 77 ha of land.
8. The Issues and Options report highlighted that the area forms an important part of the Green Belt setting of Cambridge and that much of it is prominent in views from the western approaches to the City, most notably from the M11 and the higher ground in the vicinity of Madingley and the American Cemetery. The other main component of land that will perform a Green Belt function within the Plan area is a strategic gap which maintains separation between the built-up area of the City and the village of Girton.
9. In order to explore with the public how land could be released from the green belt to meet the University’s development needs 5 site footprint options, 10.1 to 10.5, were generated for comment.
  - 10.1 is based on the University’s draft masterplan.
  - 10.2 would provide slightly less built development but with more development in the south of the site in the vicinity of the Madingley Road Park & Ride.
  - 10.3 and 10.4 have a more limited scale of development as they restricted it to the general alignment of the 20m contour with the Strategic Gap running north-south (10.3) or east-west (10.4).
  - 10.5, had very limited development and only on land within the City Council’s area at the eastern end of the area.
10. As well as site footprint the report covered matters including:
  - Housing, including the proportion of Affordable Housing which should be sought and where to accommodate higher and lower densities, and where to locate market housing, key worker housing and student accommodation in relation to each other
  - Whether the Plan should accommodate commercial research
  - Providing for transport infrastructure, including a potential orbital route
  - The provision of a local centre and appropriate community facilities including the potential for a secondary school
  - How to provide for renewable energy.
11. The key issues which the Councils will need to determine in order to produce the North West Cambridge Area Action Plan are:
  - (a) What land needs to be retained in the Green Belt in order to maintain and enhance the setting of Cambridge in this vicinity (Structure Plan policy P9/2a and P9/2b)
  - (b) In considering (1) having regard to the objective to meet the University’s development needs (Structure Plan policy P9/2b)

- (c) The development area should be capable of providing high quality sustainable development which enhances the character of Cambridge (Structure Plan policy P9/2c)

## **The Participation Process**

12. The North West Cambridge AAP Issues and Options Report was the subject of extensive public participation from 25<sup>th</sup> September to 6<sup>th</sup> November 2006. The document was sent to a wide range of consultees, including local organisations and interest groups as well as statutory consultees.
13. The Report was supported by a Green Belt Landscape Assessment Report prepared by David Brown Landscape Associates and Richard Morrish Associates which had been commissioned to inform the report and by a Transport Study prepared by W.S. Atkins which had been commissioned by the County Council.
14. Although not a requirement of Regulation 25 of the Town and Country Planning Regulations 2004, the Councils agreed that as the AAP would have a significant impact on the area, it was important to engage the public as well as the specific and general consultation bodies (or key stakeholders). This would also be consistent with the emphasis on early public participation in the plan making process. The public were therefore advised by press releases and formal public notices in the press and invited to comment on the issues and options raised by the AAP. A summary leaflet was delivered to all households in the part of the City between Huntingdon Road and Madingley Road and in the villages of Coton, Girton and Histon/Impington. Additionally, three exhibitions were held to assist this process. These were manned by Officers of Cambridge City Council, South Cambridgeshire District Council and the County Council. The exhibitions included material from the University (who showed their emerging Masterplan), David Wilson Estates (who showed proposals for development on nearby land between Huntingdon Road and Histon Road within Cambridge City), and Cambridgeshire Horizons.
15. The Councils also set up an interactive website to assist access to the document and to facilitate making responses online.

## **The Results of Participation**

16. There was a very positive response to the participation with a large number of people visiting the exhibitions and 701 comments being received on the Issues and Options Report (I&O). Good use was made of the interactive website with 70 % of representations being made online.

## **North West Joint Member Reference Group (NWJMRG)**

17. The NWJMRG met on Friday 29 June to discuss a covering report and papers 1 & 2 which on the basis of consultation included 4 revised options to the site footprint.
  - **Option A:** Development along the Girton Ridge generally not extending below the 20m contour, the green belt between Girton and Cambridge narrows to 100m south of the SSSI towards Madingley Road where it is not visible from Huntingdon Road.
  - **Option B:** Development along the Girton Ridge generally not extending below the 20m contour, the green belt between Girton and Cambridge narrows to 200m south of the SSSI towards Madingley Road where it is not visible from Huntingdon Road.

- **Option C:** Based on option 10.1, development is drawn slightly further up the slope, the strategic gap widens out into a large circular open space in the vicinity of the SSSI.
  - **Option D:** Based on option C, with additional green indentations into the outer edge of the development, the 200m strategic gap runs south towards Madingley Road.
18. The NWJMRG was addressed by Cambridge University and Girton Parish Council. The University argued that Option A, as recommended by officers was not soundly based whilst Girton Parish Council were concerned about the implications of the development on the integrity of Girton. The University preferred Options C or D as a basis for further discussion.
19. At the meeting, a refinement to Option A was put forward titled Option E which would generally maintain development above the 20 metre contour line in South Cambridgeshire in order to respect the Green Belt setting, whilst providing a larger, high amenity value central green space as part of the north-south strategic gap, primarily in the City. By careful design, it would also be possible to retain the cohesion between the western and eastern parts of the development by narrowing the width of the gap to 100 metres, south of the central green space, as it runs towards Madingley Road.
20. The NWJMRG accepted this proposal and recommended that this refinement should be taken forward by officers in consultation with the Executive Members before putting it to the meetings of each Council in July, together with a site assessment and sustainability appraisal.
21. A map of Option E, a site assessment and sustainability appraisal will be circulated to Members before the meeting on 17 July.

### **Site Footprint and the Green Belt**

22. This matter is dealt with in detail in **Paper 1**, which sets out how each site footprint option was assessed. The Paper has been written so that it provides a detailed technical commentary, which can be used as a stand alone document and form part of the evidence base for the AAP.
23. At the heart of the consideration of site footprint lies the need to balance the needs / aspirations of the University with the maintenance of the purposes of the Cambridge Green Belt as found by the Inspectors at the Structure Plan Examination (see paragraph 3.1.4 of this report).
24. It was also clear from the responses to the participation that this was one of the most important issues for consultees. In the responses, the University had indicated that it supported 10.1, which had been based on its draft masterplan but that it could accommodate most of its requirements on the slightly lower site footprint set out in 10.2. It also put forward an alternative site for consideration. The local Parish Councils and residents groups favoured the smaller scale development in 10.5. It was clear that none of the published Options fully met the requirements of all key consultees. The Sustainability Appraisal also indicated that there were a number of conflicts, which remained unresolved in these Options.
25. Given the significance of the site footprint, a considerable amount of further work has been undertaken on this issue. In order to compare the relative merits of the site options, Site Assessment Criteria were developed from the Issues & Options report

drawing on the Draft Vision (Option 7.1), the draft Objectives (Option 8.1) and other relevant planning criteria. The draft criteria were agreed with the Executive Councillor (Climate Change and Growth) at the City Council and the Growth and Sustainable Communities Portfolio holder at South Cambridgeshire District Council). The draft Criteria were then the subject of additional participation with key local stakeholders including the University, the County Council, local Parish Councils and residents groups.

26. In parallel with the development of the Assessment Criteria, there have been on-going discussions between the joint officer team (Cambridge City Council and South Cambridgeshire District Council) and the University's officers. In December 2006 a workshop was held to consider how further options could be developed in order to meet more closely the objectives of the Plan as set out in draft in the Issues & Options report. This included the University's officers and its planning consultants EDAW, officers from the City Council, South Cambridgeshire District Council, the County Council and Cambridgeshire Horizons. The workshop focussed on whether amendments to the University's preferred site option, 10.1, could be made in order to reduce the impact on the purposes of the Green Belt whilst accommodating the University's aspirations. This centred around whether a greater amount of Green Belt could be retained on the slope down to the M11 in order to provide a more significant green foreground setting for the development, whether it was appropriate to allow more development further south towards the Park & Ride and to limit the extent of the Strategic Gap within the development to compensate, thus achieving more of the University's aspirations than set out in some of the Options in the Issues and Options report.
27. The workshop also focussed on the use of three dimensional modelling to demonstrate the visual impact of various options. This led to a number of meetings between officers of the University, the Councils and EDAW. The results of this modelling are also set out in Paper 1. It is hoped that the modelling will assist Members to understand the implications of the site footprint options.
28. This additional work has resulted in the generation of the four further options referred to above. Options A and B were developed by the Joint Officer Team. These two Options seek to reduce the adverse impact on the Green Belt setting of Cambridge by maintaining a wider green foreground on the slope to the M11/Washpit Brook with development kept generally to the higher ground around the 20m contour. In order to provide a scale of development as close as possible to the University's needs/aspirations, there is slightly more development at the southern end of the slope where it is less acute and is partly screened by hedgerow (this would need to be enhanced through masterplanning and a landscaping strategy). They also seek to maximise development potential by providing only a relatively narrow Strategic Gap through the development. This is 200m wide at Huntingdon Road where it has an important function of maintaining separation between Cambridge and Girton. Officers have taken the view that the Strategic Gap becomes less important with distance from Huntingdon Road as Girton village lies essentially north of Huntingdon Road. Indeed within the new University quarter which will be developed, a wide and open gap could actually hinder the creation of a cohesive and sustainable community by making distances within it unnecessarily long, especially to the local centre which will be needed. Thus Option A reduces the Strategic Gap to 100m further within the development. Option B is similar but maintains the width of the Strategic Gap at 200m throughout.
29. The University has also developed two further options. Option C has been approved by the University's North West Cambridge Committee and formed part of the

University's response to the consultation; it draws development slightly further up the slope leading to the M11 compared with 10.1 but maintains the wide area of open space connected with the Strategic Gap. Option D, which has been put forward informally by the University as a result of the on-going dialogue with officers, has a more irregular edge to it on the M11 slope with the edge broken up by green "indentations" and reduces the Strategic Gap to a general width throughout of 200m.

30. These four new Options are also assessed in Paper 1 in exactly the same way as the published Options. Members will see that the Joint Officer Team originally recommended that Option A be taken forward as the Preferred Option on the basis that it would have a less adverse impact on the Green Belt than 10.1, C or D as the slope towards the M11 and Madingley is largely maintained thus providing what will become a new edge to the City with a green foreground. The David Brown study considered that a site contained by the 20m contour could provide a "workable Green Belt setting function". By limiting the extent of the width of the Strategic Gap in Option A, the area available for built development would be increased so that it would compare favourably with the amount of developable land in Options 10.1, C and D which are put forward by the University. Work undertaken by the Urban Design Team within Cambridge City Council has demonstrated in an illustrative masterplan that Option A is capable of being developed satisfactorily and which is included as an appendix to Paper 1. Option A would provide 71ha of development compared with 77ha in Option 10.1, 72ha in Option C and 75ha in Option D. It should also be noted that the University in its responses to the consultation had indicated that its needs could be met on the site footprint of Option 10.2 (68 ha). All land in the AAP area outside the site footprint will be included in the Green Belt, including the land in Cambridge that was removed from the Green Belt by the Local Plan Inspector along Madingley Road and in the strategic gap, with the exception of the open space located close to Storey's Way which will be surrounded by built development.
31. Option E which now forms the basis of the recommendation to Council revises Option A to provide a large central public open space which is intended to have the purpose and character of one of Cambridge's many commons and at 5ha is similar in extent to Lammas Land on Barton Road. This space would be protected from traffic noise emanating from the M11 by development. Option E provides 69 ha of developable land.

## Representations on Other Issues

32. The representations on the other Issues and Options are set out in **Paper 2**. This is made up of a Table that summarises the key issues for each option, an indication of the number of representations and the preferred approach which is recommended for the Area Action Plan. The Table is supported by a detailed Appendix (Appendix 2.1) which sets out a summary of each representation together with a response and recommended preferred approach.
33. Of these Options the most significant number of representations relate to transport, the provision of a secondary school, and whether its playing fields should be located in the Strategic Gap, the provision of renewable energy and sustainable drainage.
34. The key transport Options are:
- The nature and location of an orbital route which would connect Huntingdon Road with Madingley Road: Taking the responses to the Options into account together with the findings of the North West Cambridge Transport Study, the recommended approach is to take forward Option 13.2 with a new all-purpose route, designed to not impact on the purposes and amenity of the Strategic



Gap and which would also serve to provide access for the proposed development. It would also reduce rat-running through Storey's Way and offer an alternative access to the strategic road network. There will also be a need to ensure adequate dedicated networks of cycle and pedestrian links in order to encourage sustainable travel.

- The possible addition of north facing slip roads to the M11/A1303 Madingley Road junction: The recommended approach is that, as the Transport Study shows negligible benefits, this Option should not be included as a preferred approach.
35. On the provision of a secondary school, the County Council has now indicated that its preferred location would be between Huntingdon Road and Histon Road, and therefore the preferred approach is to take forward Option 14.4 which would not provide for a secondary school within the area of the AAP. There is therefore no need for playing fields associated with the secondary school to be accommodated within the AAP area.
36. On renewable energy, the preferred approach is to pursue a combination of options and to clarify that in addition to 20% being generated by on-site renewables there will be a requirement for Combined Heat and Power or, if this is proved impossible or not viable, a District Heating Scheme preferably fuelled by renewable energy sources to meet the needs of a substantial proportion of the development.
37. The preferred approach on surface water drainage and flood risk is to ensure that policies address surface water run-off in the event of ordinary rainfall events which could lead to flood risk downstream as well as storm events.
38. On Sustainable Drainage Systems the preferred approach is to ensure that development does not take place until written agreements with the Councils have been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems in perpetuity. It is also the preferred approach to develop an integrated water strategy in the AAP and to include a policy to reduce per capita water consumption by 25% compared with 2006.

### **Responses to the Interim Sustainability Appraisal**

39. It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impact on social, economic and environmental objectives. As part of this process, the Issue and Options Report was appraised and reported in the interim Sustainability Appraisal Report prepared by Scott Wilson (2006). This document was consulted on at the same time as the Issues and Option report and Appendix 2.2 to Paper 2 sets out a summary of each representation received together with a response.

### **Next steps**

40. The programme for preparing the draft NW Cambridge AAP is very tight, in order to bring development forward as soon as possible to address the needs of the University including affordable housing for its own staff. The aim is for both the City and South Cambridgeshire to agree a draft AAP with an accompanying Preferred Options report in September 2007, for a 6-week public participation period in October/December so that the AAP can be submitted to the Secretary of State in June 2008. It is anticipated that a public examination would be held in November / December 2008 with a view to a binding Inspector's Report being received in May

2009. The housing content of the AAP will also inform the forthcoming debate at the South Cambridgeshire Site Specific Policies DPD Examination when the Inspector will be looking to make up a shortfall of approximately 1,000 dwellings in South Cambridgeshire as a result of delays in bringing forward development at Northstowe.

## Options

41. Within the Issues and Options Report there are some 45 different Options. The resulting preferred options, taking into account the responses to the public participation and the Sustainability Appraisal are set out in this report and its accompanying Papers and their appendices. The Issues and Options Report also sought through the participation process to identify if there were any other reasonable alternatives. The iterative process of developing preferred options has only identified other reasonable alternatives in the case of the site footprint Options which had been published, where a further 4 options were identified. These have been assessed and appraised in exactly the same way as those published for consultation.

## Implications

42. Financial	The cost of preparing the AAP to adoption will require budgetary provision by each Council.
Legal	As set out in the main body of the report.
Staffing	The continued involvement of staff from both Councils is required to progress the AAP.
Risk Management	None specific
Equal Opportunities	None specific

## Consultations

43. The North West Cambridge Area Action Plan Issues and Options report has been the subject of extensive public participation and consultation with key stakeholders. There has also been a continuing dialogue with the University as the landowner and developer of the site.

## Effect on Annual Priorities and Corporate Objectives

44. Taking the AAP forward will have a significant affect on all the Council's annual priorities and corporate objectives, especially growth areas and sustainability.

## Conclusions/Summary

45. This report presents the responses to representations on the Issues and Options for the North West Cambridge AAP and the preferred approaches to be taken in developing the Preferred Options and Draft AAP.

## Recommendations

46. Council is recommended to agree:
- (1) Option E as the site footprint and revised Green Belt boundary as set out in paragraphs 17 to 21 of this report and informed by Paper 1.
  - (2) Responses to the Issues and Options document and the preferred approach to the Area Action Plan as set out in Paper 2.

**Background Papers:** the following background papers were used in the preparation of this report:

Cambridgeshire and Peterborough Structure Plan 2003  
The Panel's report for the Cambridgeshire & Peterborough Structure Plan  
Cambridge Local Plan 2006  
Cambridge Local Plan Inspector's Report 2006  
North West Cambridge Landscape Study 2006  
North West Cambridge Transport Study 2007  
Inner Green Belt Boundary Study, Cambridge City Council, 2002  
North West Cambridge AAP, Issues and Options report September 2006

**Contact Officer:** Keith Miles – Planning Policy Manager  
Telephone: (01954) 713181  
e-mail: [keith.miles@scams.gov.uk](mailto:keith.miles@scams.gov.uk)

## Appendices

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**NW Cambridge Area Action Plan – Issues & Options:**  
**Paper 1: Site Footprint Assessments**

**1. Background**

- 1.1 North West Cambridge between Huntingdon Road and Madingley Road comprises the Girton ridge, which is visible as the rising land that is seen on the approaches to Cambridge from the west. From the west and southwest, the view of Girton College's tower rising above the screen of pines atop the ridge can be seen. The rising land of the ridge is also prominent in these views. A major issue for the North West Cambridge Area Action Plan (AAP) is how to define the extent of the area for development to meet the University's development needs/aspirations (the site footprint) and the definition of the revised boundaries for the Green Belt having regard to these qualities of the setting of Cambridge.
- 1.2 Five site footprints were included in the Issues and Options consultation:
- Option 10.1 - The preferred option of Cambridge University covering the largest footprint, which extends closest to the M11 and furthest down the slope which runs down to Washpit Brook, which runs roughly parallel to the M11 in this area. This option has a large circular central open space on the strategic gap through the development. It would fully meet the University's development aspirations, as set out in the Issues and Options Report.
  - Option 10.2 – An alternative configuration of site which is contained at the top of the slope broadly on the 20m contour and includes additional land further south. It has a slightly smaller, but broadly comparable, footprint to 10.1. The footprint has a broad strategic gap but no circular central open space.
  - Option 10.3 – An option drawn from the recommendations of a Green Belt Landscape Study for this area prepared by David Brown Associates and Richard Morrish Associates (May 2006), which contains development at the top of the slope broadly on the 20m contour and excludes land further south which is identified as being of historic importance. It includes a strategic gap running broadly north-south towards Madingley Road
  - Option 10.4 – Similar to Option 10.3 but with the strategic gap running northeast-southwest to link out towards open countryside out to and beyond the M11.
  - Option 10.5 – The smallest site footprint with development contained close to the existing built up area of Cambridge.
- 1.3 Maps of all the site footprint options are included in Appendix 1.1.
- 1.4 In order to move towards a preferred site footprint, a structured approach was considered to be needed to compare the relative merits of the site options. Site assessment criteria have therefore been

devised to provide a consistent basis for considering each site option. Following discussions with the Planning Lead Members from Cambridge City and South Cambridgeshire District Councils as the two local planning authorities jointly preparing the AAP, these criteria were shared with key local stakeholders and the comments received were taken into account before being finalised with the Lead Members and used to assess the different site options.

- 1.5 The site assessment criteria were compiled from:
  1. The vision for the area set out in Option 7.1 of the Issues and Options Report. Appendix 1.2 sets out the various components of the vision and considers the relevance of each to determining the site footprint.
  2. The objectives set out in Option 8.1 of the Issues and Options report. Appendix 1.3 sets out these objectives and considers the relevance of each to determining the site footprint.
  3. Other relevant criteria drawn from national planning policy guidance, sound planning practice and site specific considerations. Appendix 1.4 sets out these other criteria and how they are relevant to site footprint.
  
- 1.6 The assessment criteria drawn from the above were refined to avoid duplication and structured to provide:
  1. an overview of the site option and how it relates to the University's aspirations,
  2. consideration of the impact of the site option on the Green Belt and setting of Cambridge and other wider considerations particularly affecting the outer boundary of the site,
  3. consideration of issues more relevant to the shape and form of the site itself.
  
- 1.7 The draft assessment criteria were sent to local key stakeholders including the County Council, the University and local Parish Councils, local interest groups and residents associations. The consultation ran from 23rd April to 4<sup>th</sup> May 2007.
  
- 1.8 The consultation representations and responses are set out in Appendix 1.5 and as a result a number of refinements were made, although the consultation showed a general support for the approach being taken. The changes made are set out in Appendix 1.6 to this paper.

## ***2. Assessment of Site Footprint Options 10.1 to 10.5***

- 2.1 Detailed site assessments of each of the options subjected to public consultation are set out in Appendix 1.7. Also included are the results of the sustainability appraisal and a summary of the representations received during the Issues & Options consultation.



- 2.2 This section summarises and draws together the findings of those assessments against each assessment criteria in turn. It then reaches a conclusion on the relative merits of the site footprint options that were subject to consultation.
- 2.3 The table below identifies the developable land in each option. This is compared with the size of the University’s preferred site, Option 10.1, because the development is intended specifically to meet the University’s needs/aspirations. Each site is also compared with Option 10.2 because the University confirmed in its representations on this option that it “*has a sufficient developable area to meet the University’s needs in terms of housing, academic and commercial research floorspace*”. It also commented that, “*Option 10.2 has a similar developable area to Option 10.1, which enables a form of development of appropriate density*”.
- 2.4 The table also includes an indicative notional capacity of each site footprint for both housing and employment provision. It must be noted that the actual yield of each option will be dependent on masterplanning and this is necessarily an estimate based on size of the site in relation to the University’s preferred option and calculating housing and employment on a pro rata basis. It should also be noted that the housing provision includes market and affordable housing, including key worker housing, but does not include the student housing proposed by the University.

Table 1: Analysis of the Assessments of site options 10.1 – 10.5

Topic	10.1	10.2	10.3	10.4	10.5
Development Option	Development begins in the west where the land starts to rise from Washpit Brook; the green gap widens out into circular open space in the vicinity of the SSSI.	Development extends over fields to the south-west, and is limited on the west facing slope further north.	The rise of land from Washpit Brook is excluded from the development, the strategic gap runs north to south and widens slightly towards Madingley Road.	The rise of land from Washpit Brook is excluded from the development, the strategic gap turns more east to west and widens more than 10.3.	Almost all development is retained within the city boundary.
Developable Land	77ha	68ha	51ha	48ha	26ha
University Aspirations	100% land of 10.1	88% land of 10.1	66% land of 10.1	62% land of 10.1	34% land of 10.1
	113% land of 10.2	100% land of 10.2	75% land of 10.2	71% land of 10.2	38% land of 10.2
Notional Housing provision	2500	2208	1656	1558	844
Notional Employment provision	100,000m <sup>2</sup> or 35.5ha	88,312m <sup>2</sup> or 31.4ha	66,234m <sup>2</sup> or 23.5ha	62,338m <sup>2</sup> or 22.1ha	33,766m <sup>2</sup> or 12.0ha

*Green Belt*

- 2.5 The strategic context for development in this location is provided by the Structure Plan which identifies land between Huntingdon Road and Madingley Road as a location for a strategic scale of development for predominantly University-related uses (Policy P9/2c). The Panel Report recognised that *“this location was not considered by the Buchanan study to have potential for development. The land is prominent, being highly visible from the west and it provides an open setting to the village of Girton, which straddles the A14”* (paragraph 8.92). The Cambridge Sub Region Study by Colin Buchanan and Partners informed the Structure Plan and considered where land could be released from the Green Belt for development without fundamental harm to its purposes. Its conclusions regarding North West Cambridge at paragraph 7.3.1 were that:
- “Previous studies have suggested that development could be placed to the west of Cambridge, between the city and the villages of Coton and Madingley. The relatively enclosed, rolling landscape could potentially accommodate development. However, site surveys undertaken for this Study found that there were no opportunities to develop close to the city boundary without affecting the existing interface between the city and the countryside, one of the important aspects of setting. Furthermore, the ecological and historical importance of the area was likely to generate further constraints to sustainable development.”*
- However, the Panel concluded in the light of evidence of need by the University and lack of suitable alternative locations, that they were *“satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need”* (paragraph 8.101). The Cambridge Green Belt Study by LDA published in 2002 provides and provided further context. At page 64 paragraph 3, it states *“A large area of supportive landscape lies to the west of the city, between the colleges and the visually distracting M11”*, and at page 81 Areas 4 and 5 *“These areas possess the greatest concentration of qualities essential to the fourth purpose of Green Belts as defined by PPG2, i.e. to preserve the setting and special character of historic towns....and continues There is little scope for change in this area if these qualities are to be safeguarded. The strategy should be to preserve the countryside, the edge of Cambridge, and the visual and physical relationship between the city and its setting”*. The LDA study however goes on to state in the last paragraph of page 83 that it has not identified opportunities for large scale development between Madingley Road and Huntingdon Road but that more detailed assessment might identify some sites in this area that could be developed without causing adverse affects to Green Belt purposes.
- 2.6 The Structure Plan sets the framework for the releases of land from the Green Belt for development that it identifies (Policy P9/2a and P9/2b – see the list of factors in the site assessment criteria at Appendix 1.6). Of particular importance is the objective to *“retain any areas required to*

*maintain the purposes of the Green Belt”, the most relevant of which in the context of an urban extension to Cambridge is the need to “maintain and enhance the quality of its setting”.*

2.7 The Cambridge Local Plan 2006 includes a policy for the development of that part of this sector that lies within its area. The recent City Local Plan Inspector’s Report concluded that all land within Cambridge City’s area should be removed from the Green Belt in the Local Plan and that it would be for the AAP to determine which land should be put back into the Green Belt in the context of considering the whole of the area in both districts and the appropriate footprint for development. In the context of Green Belt setting, it comments that, *“the M11 should have an open space buffer because at present the M11 runs largely through countryside west of Cambridge”* (paragraph 9.22.36).

2.8 It is therefore relevant in the context of the NW Cambridge AAP, to determine what land should be retained in order to maintain the purposes of the Green Belt and what land can be excluded from the Green Belt to meet the development needs/aspirations of the University without unacceptable harm to Green Belt purposes, and as a consequence what areas should be put back into the Green Belt in Cambridge City and retained in the Green Belt in South Cambridgeshire.

*a. Outer edge of the site:*

2.9 As part of the preparation of its Local Plan 2006, Cambridge City Council undertook a comprehensive Green Belt assessment for the Inner Green Belt Boundary. For this sector, it looked at four areas defined by field boundaries. It concluded that the area west of Washpit Brook and including the fields west of the Park & Ride, is of very high importance to Green Belt, of very high importance to setting and of low importance to character. For the land east of Washpit Brook including the slope and extending to the district boundary on the plateau, it concluded that it is of high importance to Green Belt, is of high/medium importance to setting and of low importance to character. For the fields to the east of the triangular woodland adjacent to the M11, it concluded that it is of medium importance to Green Belt, of medium importance to setting and of low importance to character. These parcels are not directly comparable with any of the site options, as they do not always follow the contours of the land, but are helpful in confirming the importance of this area generally to the Green Belt setting of Cambridge and particularly the area including the slope rising up to the east from Washpit Brook. .

2.10 To assist the Councils further in developing site footprint options for the joint NW Cambridge AAP, David Brown Associates and Richard Morrish Associates were commissioned in 2006 to undertake a Green Belt Landscape Study for the NW quadrant of Cambridge (hereafter termed the David Brown study). The study identifies the slope rising up

from Washpit Brook close to the M11, as a key part of the landscape setting of Cambridge (see map extract at Appendix 1.8 which identifies the “*opportunities and constraints*” in this location as identified by the authors of that study). Of particular relevance to Green Belt, it identified at paragraph 8.3 a number of features and elements that it considered “*form constraints of very substantial weight on the extent of development possible*” and included “*the visually important rising landform of the Girton ridge between Washpit Brook and the brow of the slope at the 20 metres AOD contour*”. It also referred to “*views of defining local landmarks that give Cambridge its ‘sense of place’, such as Girton College, Girton Church and St John’s College Chapel*”.

- 2.11 In terms of maintaining Green Belt purposes, the main issue which distinguishes the outer boundary of the site footprint options is the potential loss of green foreground to Cambridge that is provided by the slope of land down to the Washpit Brook and M11, which provides a key part of the setting of the City. Development of any scale in this location would have the greatest impact when seen in views towards Cambridge from the M11 and the Madingley area. A key judgement to be made is at what point the extent of the built footprint starts to have an unacceptable impact on the setting of Cambridge and that Green Belt purposes are compromised such that development is unacceptable in Green Belt terms.
- 2.12 The rising landform makes this area very prominent in views from the west of Cambridge. The open and pastoral character of this land presents the quintessential rural setting that is associated with the setting of Cambridge. This openness also allows the visual, historical and cultural connections between the two prominent existing focal points in the landscape; the Chapel of the American Cemetery and the tower of Girton College.
- 2.13 Of the options consulted upon, the University’s preferred site (option 10.1), has the greatest impact on this aspect of the Green Belt setting of the City because it extends development closest to the M11 and down much of the slope to Washpit Brook. The David Brown study considered this footprint and concluded that “*The proximity to the M11 and the falling landform will lead to this area not being perceived as a significant foreground. Views of Girton College would be lost from a number of viewpoints. Areas of historic interest would be permanently lost. .... Mitigation cannot replace these features and elements. There would be a severe level of harm to the function of the Green Belt as protection for the setting of the historic City of Cambridge and the character of the city on the north west would be fundamentally changed*” (paragraph 8.5).
- 2.14 Options 10.2, 10.3 and 10.4 seek to reduce this impact by generally moving the edge of the development, away from the brook and the M11. They also take the development higher up the slope to its break-line marked by the 20m contour, so that the slope remains an open

foreground to Cambridge as recommended by the David Brown study. Even with a footprint boundary contained at the top of the slope, the study advises that there would be “*moderate harm*”, but concludes that, “*a workable Green Belt setting function is retained*”.

- 2.15 Option 10.2 would, however, damage the Green Corridor along Madingley Road, one of the most characteristic entries into the City. It would also have an adverse impact on the areas of historic and ecological importance identified by the David Brown study closer to Madingley Road (see separate criteria).
- 2.16 Option 10.5 has the least impact as it confines development to a small area at the eastern end of the site.
- 2.17 All land within the AAP area and not included in the site footprint would remain in, or be put back into, the Green Belt.

*b. Strategic Gap:*

- 2.18 Also relevant to Green Belt considerations relating to site footprint is the width and orientation of the strategic gap through the development. The strategic gap will perform two slightly different functions in different locations.
- 2.19 The area fronting Huntingdon Road and between existing development currently has and will continue to have a role in separating Cambridge from the village of Girton. It relates to a similar width of Green Belt separation on the north side of Huntingdon Road performing the same function. The gap in this location should remain at its current full width and no site footprint options propose otherwise.
- 2.20 The part of the strategic gap to the south of Huntingdon Road will form a green corridor running through the development. The development will function as a new urban extension of Cambridge. Whilst the new development will abut the rear boundaries of existing properties fronting Huntingdon Road, there will be no connections between these built areas and the new development will look towards Cambridge and the remainder of the development. The width of the strategic gap as it runs through the new development is therefore not constrained by the width fronting Huntingdon Road. The Cambridge Local Plan policy 9/7 requires the retention of “a green corridor between Huntingdon Road and Madingley Road”.
- 2.21 In Option 10.1 the strategic gap opens into a wide circle in the heart of the development and then continues south and runs through to Madingley Road to the east of the Park & Ride. In Options 10.3 and 10.4 the gap is also wide but turns south west towards the open countryside west of the Park and Ride and beyond the M11. These 3 options have the greatest width of corridor linking through to Madingley Road and would be the least sustainable options for planning a

compact urban extension in this locality. Option 10.2 continues the width of the Huntingdon Road frontage through the development and turns towards the open countryside beyond the M11 with development blocking any link through to Madingley Road. Option 10.5 contains development close to Cambridge and east of the strategic gap onto Huntingdon Road and there is therefore no need for a green corridor through the development.

- 2.22 All land within the strategic gap and not included in the site footprint would remain in, or be put back into, the Green Belt.

### *Historic Landscape*

- 2.23 The Green Belt Landscape Study (Brown and Morrish) identifies a number of features of historic interest in the area to the north and east of the Park & Ride site. These include pasture, pre-enclosure hedgerows, a significant pollarded oak, ridge and furrow field patterns and S-shaped field boundaries surviving forms the former open field system that dating back to at least medieval times (see Map extract at Appendix 1.9).
- 2.24 Option 10.1 incurs a high level of impact on historic landscape elements. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows would be lost. Option 10.2 protects features on the slope down to the M11 and Washpit Brook but would have a high impact to the south-west where the majority of the historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and furrow patterns are located.
- 2.25 These heritage landscape elements provide the historic core of Cambridge with a setting and context. The Study advises that '*piecemeal*' retention of features from the historic landscape e.g. veteran oak and historic hedgerows, would have their value eroded in terms of context and historical relevance and these features are unlikely to be sustained in the long term. It advises that their loss would be significant and diminish the value of the historic core itself.
- 2.26 Options 10.3 and 10.4 incur less impact of historic landscape by avoiding part of the slope to the M11 and Washpit Brook, and the fields to the north of the Park & Ride site are excluded. Option 10.5 incurs the least loss of historic landscape.

### *Biodiversity*

- 2.27 Option 10.1 has the greatest impact on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest. The other options limit this impact by confining development to the

higher ground. A main badger sett in the vicinity of the Travellers Rest SSSI is affected by all options to some extent. Other than 10.5, 10.1 scores well on this point with the sett located within a large open area. All options with the exception of 10.5 would probably require the relocation and careful re-establishment of a secondary badger sett, which lies behind the houses fronting Huntingdon Road. The remaining Options 10.3 and 10.4 have very slightly greater impact as the green corridor is less wide. In all Options a 30m wide zone of nil development work would be required by Government guidelines in PPS9. The presence of Great Crested Newts have been recorded in ponds at the Park & Ride site but mitigation measures as part of development could suitably offset any impact and possibly bring habitat gain and an overall increase in the population's distribution across the site. Option 10.2 has the greatest impact. The Travellers Pit SSSI close to Huntingdon Road is entirely geological in its interest and is not designated for any biodiversity/wildlife value. The sides of the Pit with their exposed strata would need to be protected whichever option is chosen.

### *Surface Water Attenuation*

- 2.28 All options will have implications for surface water attenuation although option 10.1 has the most extensive built footprint and therefore could be expected to generate the largest volume of surface water arising from hard surfaces in need of attenuation. However, provided that Suds are incorporated into the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off site flooding and drainage problems are not made worse.

### *Health and Amenity*

- 2.29 Studies have been prepared by consultants for Cambridge University on air quality and noise impacts of development in this location to assess whether there are any fundamental constraints on any particular site footprint and with a view to identifying whether acceptable mitigation measures could be provided that would mitigate any adverse impacts and also not cause unacceptable harm to the setting of Cambridge.
- 2.30 Air quality is an issue at the north west tip of the site. However, this is a matter that could probably be addressed through the masterplanning process and is unlikely to preclude uses such as employment development in this location.
- 2.31 Noise mitigation will be a key requirement of any development even though much of it will be located further away from the motorway. An unknown factor is the impact of potential increases in traffic along the M11/A14 and at the Girton Interchange. The design of the latter is still unknown.

- 2.32 The form of development on its outer edge could possibly be used to mitigate noise or pollution from the M11 if a terraced type of edge development or other alternatives were used and were considered to be acceptable in visual terms. Caution would need to be exercised regarding the scale and height of buildings required to attempt to achieve this.
- 2.33 The study indicates that there may also need to be other measures such as a 3m acoustic barrier along the M11, a 5m bund closer to the development and careful design and orientation of buildings to prevent sound entering residential areas. The principle of a permanent acoustic barrier is unlikely to be acceptable in this location and would significantly harm the setting of Cambridge. A 5m bund would also need careful consideration in this respect. However, at this stage it is not possible to identify any particular site footprint that would require such measures. As such it would be prudent for the AAP to include a policy requiring that the development is undertaken in a way that does not require unacceptable noise and air quality mitigation measures, whichever footprint is chosen. The masterplanning of any site option chosen would therefore be crucial in achieving a satisfactory environment.
- 2.34 There is some suggestion that 10.1 may allow a greater potential to more effectively shield residential areas and internal open spaces from noise than 10.2, 10.3 and 10.4. However this needs to be treated with caution as experience from the Cambridge Northern Fringe suggests that the uses which might provide such a screen may not come forward quickly enough.
- 2.35 Option 10.5 is the least affected by noise and air quality issues.

*Sustainable Development*

- 2.36 Option 10.1 provides the greatest scale of development and is therefore likely to bring forward the largest range of local facilities and would help ensure that a local centre is viable. For Options 10.2, 10.3 and 10.4, the scale of development would be sufficient to support a local centre. However, for Option 10.5, it is doubtful as to whether it is capable of supporting more than a 1FE primary school.

*Site Configuration*

- 2.37 The University maintains that Option 10.1 provides ample scope for masterplanning its development needs/aspirations. Option 10.2 would dictate a more constrained site configuration, particularly in view of the shape of development that extends to the west of the Park & Ride and could hamper the creation of a cohesive new community and the provision of accessible services and facilities. For options 10.3 and 10.4 the width of the strategic gap would make it difficult to deliver a



development that works as a whole, and in particular which is cohesive and where all parts of the development have good access to services and facilities. Option 10.5 only provides for a small part of the needs/aspirations of the University and could lead to pressure for higher density development.

### *Mix of University Related Uses*

- 2.38 As Option 10.1 is based on the University's draft masterplan framework, this option would deliver the University's needs/aspirations in full and therefore provide a satisfactory mix of predominately university related uses.
- 2.39 The University's response to 10.2 through the Issues and Option consultation indicated that the required scale of development could be accommodated on this footprint and, on the same basis, is therefore is capable in supplying a satisfactory mix of uses.
- 2.40 In contrast, the University have indicated that options 10.3, 10.4 and 10.5 would not bring forward the scale of development required to provide for a satisfactory mix of university related uses.

### *Transport Infrastructure*

- 2.41 In all options it should be possible to provide for different modes of transport, giving priority to walking, cycling and public transport provision. The detail of such provision will be determined through masterplanning and subsequent detailed design and transport assessment. It will thus be essentially an iterative design process rather than one that is fixed at the options stage.
- 2.42 Options with large areas of development are more likely to generate a large number of trips and hence require correspondingly large transport infrastructure. All options could accommodate future strategic transport provision, particularly by linking to a proposed orbital link road. In all cases, however, the ease of doing this will be dependent upon whether the link road is to the east or the west of the strategic gap. The proposed radial link road will need to cross the strategic gap in most options, raising issues of severance. In terms of providing a high level of public transport accessibility, it may be more difficult to meet a 400m walk distance to public transport stops in the more extensive options. However, options with larger areas of development will generate higher transport demands, making specific bus services more viable.

### *Relationship with Adjoining Communities*

- 2.43 All options generally connect well with the existing built up area of the City and the proposed NIAB development, north of Huntingdon Road.

- 2.44 However, for Options 10.1, 10.3 and 10.4, development of the western part of the site would be somewhat removed from the adjoining areas, due to the very wide strategic gap through the development. Whilst the retention of a strategic gap is an important policy requirement of the development, for the part of the gap running through the heart of the new development, a balance should be struck between retaining a meaningful gap and ensuring a connected development where residents and those working in the area can move about the development easily and access community services and facilities and the local centre from all parts of the development. A wider strategic gap may therefore have disadvantages in achieving connectivity.
- 2.45 None of the options present any real opportunities to connect with either Girton Village or with the large properties which front the south side of Huntingdon Road.
- 2.46 Option 10.2 is the only option which could connect directly to the University's west Cambridge site, south of Madingley Road although this does not preclude transport links being created for all the other options.

*Accessibility to community uses by walking and cycling*

- 2.47 In all options it should be possible to provide for accessibility to community uses by walking and cycling. Options with larger north-south dimensions and greater site areas may result in longer walking and cycling distances to community uses outside the development than options with more compact forms of development. Accessibility to community uses within the site from residents outside the development will also be generally better for options with more compact forms of development, but this will depend on the disposition of the community uses within the development, which is an issue for masterplanning. Similarly, the options with more compact forms of development will have shorter walking and cycling distances to external community uses particularly to the north east of Huntingdon Road. Options with more extensive areas of development will have poorer external accessibility e.g. in Option 10.2 the extension down to Madingley Road will be more remote from facilities to the north.

*Development viability and delivery*

- 2.48 Whilst this is an important matter, there is no evidence to assess the various options. However, Options 10.1 and 10.2 are considered viable and deliverable by the University.

*Comparison of the Sustainability Appraisals*

- 2.49 It is a requirement of the Planning and Compulsory Purchase Act (2004) for any Local Development Framework document to undergo a

Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006) as part of the preparation of the Issues and Options Report.

- 2.50 The Sustainability Appraisal of Options 10.1 to 10.5 found that the relative sustainability of the options was dependent on the balance between the impacts of development on resource use in the round and the extent that it satisfies the needs of the University.
- 2.51 Although options 10.1 and 10.2 meet the development aspirations of the University, the SA found their impact on the character, setting and landscape of Cambridge and Girton to be substantial. While Option 10.5 performed well in terms of impacts on landscape, ecological and historical interests it underperforms in terms of provision of employment opportunities, services and facilities due to the significantly reduced spatial footprint.
- 2.52 The SA suggests that the greater the resource use the more one could expect adverse environmental impacts, and positive social and economic impacts.
- 2.53 It also indicates that mitigation measures could reduce the impact of options on natural resources, for example through the use of recycled aggregates, water efficiency measures and energy efficiency.

### *Responses to Issues and Options*

#### *Summary of Objections to Option 10.1*

- 2.54 Cambridge University supported this option, as it would meet its development needs/aspirations in full. Many of the objections to this option centred around the development paying no attention to the purpose of the Green Belt, the sensitive landscape setting of Cambridge as a compact City and the historical value of the site. Concern was raised about the loss of important views and the loss of biodiversity and substantial areas of habitat. An increase in traffic as a result of the development was also highlighted as a concern, along with questions about the functionality of parts of the site due to their proximity to the M11.

#### *Summary of Objections to Option 10.2*

- 2.55 Cambridge University commented that this option would meet most of its development needs/aspirations. A major concern in relation to this option was that the fragmentation of the development would dissipate the potential for a thriving local centre as well as making public transport provision through the site less sustainable. The strategic gap

was criticised for being contrived and of limited value, failing to maintain sufficient separation between Cambridge and Girton. Concerns were again raised about the loss of Green Belt land as well as the effect on areas of both ecological and historical value, with a loss of biodiversity and habitat. Objections were also raised in relation to the prominence of development on the plateau, poor landscape setting and the nature of transport links.

*Summary of Objections to Option 10.3*

- 2.56 Concerns have been raised that this option would far too severely restrict the use of an urgently needed site in Cambridge and provide less growth capacity for the University. Development under this option would either lead to a substantial reduction in the development capacity of the site or lead to an increase in development densities and heights in order to deliver the University's aspirations. Concerns have been raised that this would lead to unsustainably dense development and an intensification of development that would lead to the coalescence between Cambridge and Girton. Other concerns are that the density of development would lead to a dominance of apartment blocks rather than houses and would also rule out the possibility of plots being made available to self-builders. Concerns remain over the loss of the Green Belt, the affect of the development on important views of key features of the landscape, loss of land deemed important to the setting of Cambridge and the detrimental impact on the SSSI, while others feel that the benefits in terms of setting of the city are not significant. An added concern is that the development would provide no noise buffer for Girton.

*Summary of Objections to Option 10.4*

- 2.57 Concerns have been raised that this option would far too severely restrict the use of an urgently needed site in Cambridge and provide less growth capacity for the University. Development under this option would either lead to a substantial reduction in the development capacity of the site or lead to an increase in development densities and heights in order to deliver the University's aspirations. Concerns have been raised that this would lead to unsustainably dense development and an intensification of development that would lead to the coalescence between Cambridge and Girton. Other concerns are that the density of development would lead to a dominance of apartment blocks rather than houses and would also rule out the possibility of plots being made available to self-builders. In terms of public transport, concerns are raised that under this option it would be difficult to create a legible public transport route from the main part of the development towards the Madingley Road Park & Ride site. Concerns remain over the loss of the Green Belt, the affect of the development on important

views of key features of the landscape, loss of land deemed important to the setting of Cambridge, the detrimental impact on the SSSI and the awkward layout of the strategic gap, while others feel that the benefits in terms of setting of the city are not significant.

*Summary of Objections to Option 10.5*

- 2.58 Concerns have been raised that this option would lead to an overly dense and unsustainable development on a small portion of the site and lose an opportunity to open the site to the public and create an attractive built fringe and that this would not make good use of land released from the Green Belt. Concerns raised in relation to Options 10.3 and 10.4 are mirrored for this option, i.e. that the density of development would lead to a dominance of apartment blocks rather than houses and would also rule out the possibility of plots being made available to self-builders. Concerns are also raised that this option would be contrary to the requirements of the Structure Plan in that it does not maximise the use of land close to the urban edge, that it would cause difficulties in delivering elements of the draft East of England Plan as it restricts development from taking place in South Cambridgeshire and, that by preventing development in South Cambridgeshire, it would not be able to help deliver some of the 1,000 dwelling shortfall identified by the Inspector examining the South Cambridgeshire Core Strategy DPD. In not meeting the University's needs it is also felt by some objectors that this option would fall entirely short of serving the urgent need for key worker housing for University staff and that as adequate provision of services and facilities would not be met in the vicinity it could further increase the need to travel. There is a continuing concern from some objectors that this option still represents loss of Green Belt, while others feel that the benefits in terms of setting of the city are not significant.

**3. *Conclusions on sites subject to consultation***

- 3.1 The assessments demonstrate that all options are capable of being developed but none are able to completely satisfy all the criteria each having a different mix of advantages and disadvantages.
- 3.2 Various studies, including those informing the Structure Plan, confirm that the area between Madingley Road and Huntingdon Road is important to the Green Belt setting of Cambridge. Notwithstanding, the Structure Plan proposes the release of land from the Green Belt in this location specifically to meet the long-term needs of the University.
- 3.3 Given this, the two key criteria (in no particular order) can be considered to be:
1. Satisfying the needs of the University
  2. Maintaining the purposes of the Cambridge Green Belt.

- 3.4 The site footprint assessments have tested those 2 criteria alongside a variety of other criteria, drawn from the vision and objectives for this development. Those assessments have indicated that there are no absolute constraints on any particular site footprint for matters such as air quality, noise, drainage, ecology. There are other factors that are relevant to take into account alongside meeting the University's needs and impact on the Green Belt, such as historic landscape and connectivity within the development, however, they do not have the same weight in terms of strategic policy.
- 3.5 None of the site options consulted upon perform sufficiently well against the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge that they could be recommended as the preferred site.

#### **4. *Development of further Variant Options***

- 4.1 In order to try and identify a site footprint that could better meet the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge, the Joint Officer Team has developed two additional Options derived from those consulted upon, Sites A and B. The aim of these new options was to try to protect the Green Belt setting by keeping development generally to the 20m contour on the Washpit Brook valley slope (as recommended in the David Brown Landscape Study) but to compensate elsewhere to increase the site footprint to more closely match the University's needs/aspirations. This was achieved by including more land in the south west part of the site and narrowing the green gap through the development between the two sections of the development. Two alternative approaches to the width of the strategic gap are identified, but otherwise the sites are very similar. The implications of these changes is considered in site assessments using the same assessment criteria as site options 10.1 to 10.5.
- 4.2 The University put forward an additional option submitted as part of the University's response to the Issues and Options consultation; Option C. It pulls development to a limited extent up the slopes of the Washpit Brook valley but still well below the 20m contour. This Option has been endorsed by the University's North West Cambridge Committee.
- 4.3 Through partnership working with the University on the issue of the site, the University raised concerns about the Councils' emerging site options A and B in terms of the scale of the development footprint, the importance of the slope in protecting the setting of Cambridge and whether these options provided an appropriate site configuration to ensure a sustainable form of development, particularly at the north western part of the site.

- 4.4 Through this process, the University has also informally submitted a further variant, Option D, which is similar to Option C but, like Option A maintains the green gap to a constant and narrow width instead of opening out as in the previous University preferred Options 10.1 and C. In comparison to C, option D also presents a more indented outer boundary towards the west.
- 4.5 It was also agreed that further work on some key issues would be helpful in informing the decision on the preferred site, and to assess whether a site could be identified that met the University’s development needs/aspirations and also protected the Green Belt setting of Cambridge. To this end, the University helpfully commissioned work on 3-D modelling of the site to assist an understanding of the visual impact of the outer limits of development on the Green Belt setting and the views into the strategic gap from Huntingdon Road, a study of potential air quality and noise impacts (used for the assessment of all site options), ecological issues (also used for the assessment of all site options), and transport implications. All parties entered into this work in the interests of partnership working and with the hope of reaching agreement on the site footprint, but in the understanding that there was could be no commitment on the part of the local planning authorities that a consensus agreement could necessarily be reached.

**5. Assessment of Site Footprint Options A to D**

- 5.1 Detailed site assessments of each of the further options A to D are set out in Appendix 1.10. Also included are the results of the sustainability appraisal. Maps of these options are set out in Appendix 1.11
- 5.2 This section summarises and draws together the findings of those assessments against each assessment criteria in turn. It then reaches a conclusion on the relative merits of the further site footprint options that were developed to address the shortcomings of sites Options 10.1 to 10.5.

**Table 2: Analysis of the Assessments of site options A - D**

Topic	A	B	C	D
Development Option	Development is contained broadly by the 20m contour line before following the established hedge towards the M11, the strategic gap narrows to 100m south of the SSSI towards Maddingley Road.	Development is contained broadly by the 20m contour line before following the established hedge towards the M11, the strategic gap continues at 200m south of the SSSI towards Maddingley Road.	Based on 10.1, development is drawn slightly further up the slope, the strategic gap widens out into a circular open space in the vicinity of the SSSI.	Based on option C, with additional green indentations into the outer edge of the development, the 200m strategic gap runs south towards Maddingley Road.
Developable Land	71ha	67ha	72ha	75ha

University Aspirations	92% land of 10.1	87% land of 10.1	94% land of 10.1	97% land of 10.1
	104% land of 10.2	99% land of 10.2	106% land of 10.2	110% land of 10.2
Housing	2305	2175	2338	2435
Employment provision	92,208m <sup>2</sup> or 32.7ha	87,013m <sup>2</sup> or 30.9ha	93,506m <sup>2</sup> or 33.2ha	97,403m <sup>2</sup> or 34.6ha

### *Green Belt*

- 5.3 The context for the Green Belt assessment of options A to D remains as given above for options 10.1 to 10.5.
- a. Outer edge of the site:*
- 5.4 Options A to D all provide a more extensive green setting and foreground to views of Cambridge than Option 10.1 by moving the outer edge of the site further up the slope away from the M11. For the central section of the site, the width of the setting separating built development from the M11 is broadly 200 metres in options C and D rising to between 300 and 400 metres in options A and B. The intention of the drawing back of the footprint further up the slope being to maintain the quality of the setting of the City, particularly as appreciated by people moving through the Green Belt either to and from Cambridge along Madingley Road and Cambridge Road or past it along the M11 and the A428 – the setting of Cambridge can only be appreciated by people moving through or living in the Green Belt. Setting quality is not dependent upon any difference in the quality of the built form between options on this outer edge, as a high quality edge would be an expectation for every option, but rather upon the extent of its green setting and foreground. As an extreme, if development were to be brought forward to the foot of the slope, which is close to the M11 there would be no meaningful green setting or foreground for the City in this location. Such a proposal would be contrary to Green Belt purposes and the Green Belt policies of the Structure Plan.
- 5.5 Views of the site reveal that it is visible as a relatively narrow horizontal sliver of land when viewed from a distance but as an expansive open foreground to Cambridge when viewed from the middle distance or nearby. Options A and B therefore set out to provide an acceptable Green Belt setting when viewed from the middle distance (Madingley Road), and when travelling either north or south on the M11 for nearby views and also from the existing footpath under the M11 which leads to Madingley village and which will be more heavily used once the development has taken place. The 20-metre contour is followed along the middle part of the site, but in these options the proposed development edge would encroach down the slope to follow an existing hedge line in the southern part of the site. The rationale being that this portion of the development would not be visible from the south due to



the motorway cutting and the wood, and from the middle distance and the north the built edge of Cambridge would still be framed by an attractive and expansive green setting and foreground, particularly with enhancement of the existing hedge line.

- 5.6 The success of these assumptions remained to be tested through three-dimensional modelling of each option, which the University's consultants were capable of providing. The outcome of this modelling work is examined below, can be seen in Appendix 1.12, and can be used as an aid to understanding potential impacts upon Green Belt purposes when on site.

*b. Strategic Gap:*

- 5.7 The context for the strategic gap in respect of options A to D remains as given above for options 10.1 to 10.5. All of these options maintain a 200 metre wide gap towards Huntingdon Road to maintain an effective gap between Cambridge and Girton to conform to Structure Plan policy. Options B, C, and D broadly retain this width further to the south whilst option A narrows it to 100 metres width in the middle of the site about 500 metres south of Huntingdon Road. The rationale being to improve community cohesiveness between the western and eastern parts of the University development, that a wider gap is not needed in this location to provide effective separation between Girton and Cambridge and to enable the development needs of the University to be more closely met.

*Historic Landscape*

- 5.8 The inclusion of land north and west of the Park & Ride in all options has disadvantages in terms of impact on features of historic interest as identified by the David Brown study. However, it allows for development further north to be contained at the top of the slope in Options A and B and the Green Belt setting of Cambridge is better protected. Under normal considerations, these areas of historic importance would be protected from development. The David Brown study advises that "*piecemeal retention of landscape features within new development is unlikely to sustain these features in the long term*".
- 5.9 However, in the context of the 2 key criteria, it is considered on balance that the overall harm would be less than that created to the setting of Cambridge by development on the slope down to Washpit Brook. There will also be opportunities through careful masterplanning to retain some of the key factors of historic interest within the development, e.g. the significant pollarded oak and the S-shaped field boundary.
- 5.10 The loss of historic landscape features would not be acceptable in the context of Options C and D where there remains a significant degree of harm to the Green Belt setting of Cambridge.

*Biodiversity*

- 5.11 These Options limit the impact on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest by confining development to the higher ground. As with all the consultation options, other than 10.5, they would probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is protected by a green corridor of just 200m width narrowing to only 100m in Option A which could have a significant impact on foraging and social routes to a greater extent than any of the consultation options. Ponds known to have or that have potential to have Great Crested Newt populations are largely unaffected as in the consultation Options with the exception of 10.2. The Travellers Pit SSSI is entirely geological in its interest and is not designated for any biodiversity/wildlife value. The sides of the Pit with their exposed strata would need to be protected whichever option is chosen.

*Surface Water Attenuation*

- 5.12 All options will have implications for surface water attenuation of surface water arising from hard surfaces in need of attenuation. However, provided that Suds are incorporated into the built footprint, there is no reason to expect that these options could not satisfactorily accommodate measures to attenuate surface water so that off site flooding and drainage problems are not made worse.

*Health and Amenity*

- 5.13 All of these options are likely to have similar health and amenity implications. The context in terms of noise and pollution remains as given in respect of the consultation Options 10.1 to 10.5.

*Sustainable Development*

- 5.14 All of these options are likely to have similar sustainable development implications being large enough to bring forward a local centre and local facilities.

*Site Configuration*

- 5.15 All of these options provide ample scope for masterplanning. Appendix 1.13 illustrates one example of how Option A could be configured. During consideration of the emerging alternative options, the University raised concerns over the deliverability of a successful and sustainable form of development in Options A and B, particularly in respect of the north west part of the site where development is contained at the top of the slope at the 20m contour. The Councils' masterplanning officers

have given consideration to this concern and have prepared an indicative layout to demonstrate that these options can be successfully developed at Appendix 1.13. One of the advantages of these options is that they provide publicly accessible views out across the Green Belt towards Madingley.

### *Mix of University Related Uses*

- 5.16 Table 2 shows that none of these options are able to deliver enough land to meet the full extent of the University's aspirations as set by Option 10.1, although options A, C and D are very close to doing so. The University's response to option 10.2 through the issues and Options consultation indicated that the required scale of development could be accommodated on that footprint and, on the same basis, is therefore capable of supplying a satisfactory mix of uses. Measured against this test, options A, C and D would be capable of meeting the aspirations of the University.

### *Transport Infrastructure*

- 5.17 The context in terms of transport infrastructure remains as given in respect of the consultation Options 10.1 to 10.5.

### *Relationship with Adjoining Communities*

- 5.18 The gap between Girton and Cambridge at Huntingdon Road is about 200m in width. The gap is crucial north of Huntingdon Road in order to maintain the separate identity of Girton village. However, south of Huntingdon Road the only existing development consists of the ribbon of detached houses in large gardens. Any University development which takes place behind these properties presents no real opportunity to connect with them. Therefore the issue of separation is less acute in this sector, and becomes increasingly less important with distance from Huntingdon Road. One factor to consider is the significance of views out from the Huntingdon Road area towards the open countryside, but this has to be set against the severance which open space could result in for the community of the new University development. The assessment suggests that if this is very wide it could prevent cohesion within the development and discourage walking and cycling to the local centre.
- 5.19 Therefore Option B maintains the green gap at 200m instead of widening out as in Options 10.1, 10.2, 10.3 and 10.4. Option A goes further and narrows the gap to 100m to maximise the built footprint and community cohesion and minimise walking/cycling distances.

### *Accessibility to community uses by walking and cycling*

- 5.20 The context in terms of accessibility to community uses by walking and cycling remains as given in respect of the consultation Options 10.1 to

10.5. The narrow strategic gap in Option A would minimise any separation issues between the western and eastern parts of the development and so facilitate access to community uses throughout the development.

*Development viability and delivery*

- 5.21 Whilst this is an important matter, there is no evidence to assess the various options. However, Options C & D must be considered viable and deliverable by the University, having been put forward by them.

*Comparison of Sustainability Appraisals*

- 5.22 The Sustainability Appraisal of Options A – D found that, in common with options 10.1 and 10.2, they have the potential to meet the aspirations of the University and are likely to increase housing provision, including key worker housing, and employment opportunities as well as stimulating the local economy. However the options were also found to have negative impacts on the character, setting and landscape of Cambridge and Girton, as well as potential negative impacts on the ecology of the area. Options A – D all represent relatively large land-take resulting in the loss of open space and Green Belt, comparable to Options 10.1 and 10.2. The larger development footprints are likely to have greater impacts on resource use, although mitigation measures could reduce this impact, for example the use of recycled aggregates, water efficiency measures and energy efficiency.
- 5.23 The SA concluded that development proposed in Options A and B would lead to a significant loss of historic landscape features in this area as well as causing harm to some views. While options C and D, will impact on some views, development in the south west of the site does not extend as far as that proposed in Options A and B, thus reducing the risk to the sensitive historic features of the area.
- 5.24 In both Options A and D, the risk of merger between the new development and Girton is elevated due to the reduction of the strategic gap. The risk of harm to the SSSI is also increased in these options due to the narrowness of the buffer zones proposed. While the buffer in Option B was found to provide good protection for the SSSI against development, the SA highlights Option C as the best performing option in terms of the protection offered by the buffer zone around the SSSI and the width of the strategic gap, preventing merger between the development and Girton. All options were found to have a negative impact on public access to open space due to an absence of enhanced public access, which had previously been included for Options 10.1 – 10.5.
- 5.25 The Sustainability Appraisal recommends that mitigation measures similar to those suggested for 10.1 and 10.2 could be used for all

options. Provision of open space could help mitigate the overall loss of open space across the site.

## **6. Modelling**

- 6.1 In order to assist the assessment of the site footprint options, the University agreed to undertake three dimensional modelling of a shortlist of sites through their consultants EDAW. This included the University's preferred option 10.1 and the variant site options A, B and D. This modelling is set out in Appendix 1.12 along with an accompanying letter. Note that Option D is called the "2007 Discussion Plan" in the modelling, i.e. the plan put forward by the University for discussion during this process.
- 6.2 The modelling compares the 4 site options in turn from 7 agreed viewpoints. The building form is shown as a solid "wall" of development along the outer boundary of each option. The purpose of this simple "ribbon" modelling is to represent the variations between the options principally to show how the views change from option to option in terms the setting for development and in particular the foreground in front. The modelling assumes a building height of 4 storeys.
- 6.3 The University has also modelled Options A/B with 5 storeys on the basis that they say this would be required to fully meet their development needs/aspirations on a smaller footprint. It is however noted that in its representations on Option 10.2 the University has stated that this "*has a sufficient developable area to meet the University's needs in terms of housing, academic and commercial research floorspace*". Compared with the footprint of Option 10.2, Options A and B would provide 104% and 99% of 10.2 respectively. It is therefore not accepted that the increased building height would be needed in order to meet the University's needs. Notwithstanding, even if this were the case, the aim is to meet the University's needs/aspirations as far as possible and consistent with other planning objectives. If the University's full development aspirations were not able to be fully met on this site in an acceptable form, that is an acceptable outcome. However, it must be stressed that one of the key objectives of this process has been to identify a site that does meet the University's aspirations, and Options A and B themselves represent a compromise on what would be proposed if it were not the strategic requirement to address the University's needs/aspirations.
- 6.4 The actual impact of development would vary depending on the actual form of development following masterplanning. The modelling is not intended to suggest that the development edge would actually look like a solid, continuous wall of buildings as it does in all these images. Some mitigation of impact will be able to achieved through masterplanning and treatments could include, for example, breaks in

the building frontage, variation in the building line, planting and other factors. If the built form is used as a tool to mitigate against noise impact, there may be less scope for mitigating its visual impact by breaking the building line, although some measures may be possibly whilst still effectively acting as a noise barrier.

- 6.5 The modelling demonstrates that any site option that meets or is close to meeting the University's aspirations will change the character of this area and development will be highly visible. However, it is of strategic importance to maintain the setting of Cambridge and the modelling helps to understand which site footprint options enable a "workable Green Belt setting function" as it was described by David Brown to be achieved, and some options better provide for this than others.
- 6.6 A summary of the impact of development in each view is as follows:

*View 1 – Long distant view from Cambridge Road*

Option 10.1 presents a slightly greater impact in terms the amount of development visible and the green foreground provided to the development. The variation between Option 10.1 and Options A/B elsewhere is minimal.

*View 2 – Mid distant view from Madingley Road*

There is minimal difference in impact between Option 10.1 and Option D and there is little green foreground in this view. A minor rise in topography appears to be preserved in the foreground with Options A/B and the development is more distant, particularly in the central part of the view. The benefit of the foreground is reduced when the building height is increased to 5 storeys, however, it nonetheless retains a green setting to Cambridge.

*View 3 – Closer view from the M11 heading south*

More significant differences are revealed with this and views 4 and 5 due to their closer proximity to the development site. Views from the M11 are important to the impression gained by large numbers of people as they pass Cambridge and the gentle curve in the M11 accentuates the views into the site as they travel south. The M11 runs largely through countryside west of Cambridge and development should not have such an impact that it effectively brings Cambridge out to the M11. The key difference here is the preservation of the foreground and slope beyond Washpit Brook in Options A/B, particularly in the central and right hand parts of this view. This is not an insignificant difference in the Green Belt setting of Cambridge. 5 storeys would again have a greater impact than Options A/B but the green foreground to development is retained.

### *View 4 – Closer view from the M11 heading north*

There is again a significant difference between Options 10.1 and A/B in this view. In terms of the built form edge, option 10.1 will very much dominate this view. In particular, the foreground is significantly reduced in 10.1 and so buildings, if built at 4 stories as shown, will very much dominate the view. The landscape in the foreground will become little more than a buffer to the motorway rather than a landscape setting for this development and the city. There is also no impression of the topography and the rising land that is currently an important part of the setting in this area. Views from the M11 are important to the impression gained by large numbers of people as they pass Cambridge and the gentle curve in the M11 again accentuates the views into the site as they travel north. Slightly more foreground is provided in Option D. However, Options A/B show a greater foreground with buildings retreating in the view.

### *View 5 – Closer view from public footpath to north west*

While the slope in this view appears very gentle, the actual slope is very much apparent when viewed on site, and views are gained along the slope which emphasises its impact. Option 10.1 removes any notion of the gentle slope below the 20m contour and pushes any buildings into the foreground towards the M11. It also provides a more "forced" or "contrived" edge which does not "work with" the natural contour of the land. Option D has a similar impact. Options A/B respect the 20m contour and the slope remains a feature in the landscape and provides a green foreground to Cambridge.

### *View 6 – Closer view from Huntingdon Road into strategic gap*

In this view Option A and to a slightly lesser extent Option B become more dominant whereas Option 10.1 and to a lesser extent Option D, provide for a much greater "gap" between the two parts of development. Option A/B is far more prominent in terms of the impact of the built form. However, the development visible on the left side of this view is actually some way in the distance as shown on the map, which will mitigate its impact. The frontage of the strategic gap onto Huntingdon Road is not apparent in this view which is focused on the difference in impact of different widths of corridor through the heart of the new development. As recognised earlier, the gap on the road frontage is the crucial issue in Green Belt terms and a reduced gap through the new development can help ensure connectivity between the two parts of the new development.

### *View 7 – Closer view from SSSI into strategic gap*

This view looks from the SSSI into the strategic gap and it addresses the impact of the options on the SSSI, which is the field at a lower level between the hedges in the left side of the view. There are major differences between the options in this view. First and foremost option 10.1 is completely screened by buildings in the foreground and development west of the strategic gap is so far away across the wide circular gap that it cannot be seen. Option A/B shows development closer to and on the far side of the SSSI. However the SSSI feature is properly preserved. Option D shows a more significant impact of built form on the SSSI.

- 6.7 While all the views in the modelling exercise are important, the immediate views shown in views 3,4 and 5 are particularly important. These views provide the most obvious impression of the change in topography on this side of the City and will be viewed on an extremely frequent basis by motorists on the M11. Given the high level of traffic on the M11 and the fact that it represents a major north-south motorway in the Country, any impact on these views must be given priority consideration. The modelling reveals options A/B preserve the important Green Belt characteristics offered in views 3,4 and 5 namely the gentle slope in topography and the benefit this provides to the development and this edge of the City.

## **7. Overall Conclusion**

- 7.1 This site footprint analysis has looked in detail at nine alternative options. Each has a different balance of advantages and disadvantages. The analysis has identified two key criteria in assessing the site footprint notwithstanding the importance of the assessment undertaken of all of the criteria. The two key criteria being the degree to which each option can satisfy the needs of the University and maintain the purposes of the Cambridge Green Belt in this location.
- 7.2 From the above analysis it is clear that options 10.1, 10.2 and A, C and D can satisfy the needs of the University. The analysis tends to show that Option 10.2 is unsatisfactory on a number of counts and it can be disregarded from further consideration.
- 7.3 The final choice between options 10.1, and options A, C and D will necessarily depend upon how the decision maker balances the importance of how each option performs in respect of the two key criteria, and taking into account the other criteria where these may assist in reaching a decision. If it is accepted that all of these options can satisfy the needs of the University then it follows that the impact of each option on Green Belt purposes will be decisive in allowing a choice to be made (it must be noted that the University retain a strong



preference for the full extent of development as allowed by option 10.1).

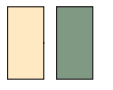
- 7.4 From the detailed assessments of the site options, the supporting landscape studies, an examination of viewpoints of the site and from the modelling work undertaken by EDAW, officers consider that option A should be preferred over options 10.1, C and D as it would better maintain the purposes of the Cambridge Green Belt and provide an acceptable setting to Cambridge.

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Appendix 1.1 – Maps of Site Options 10.1 to 10.5

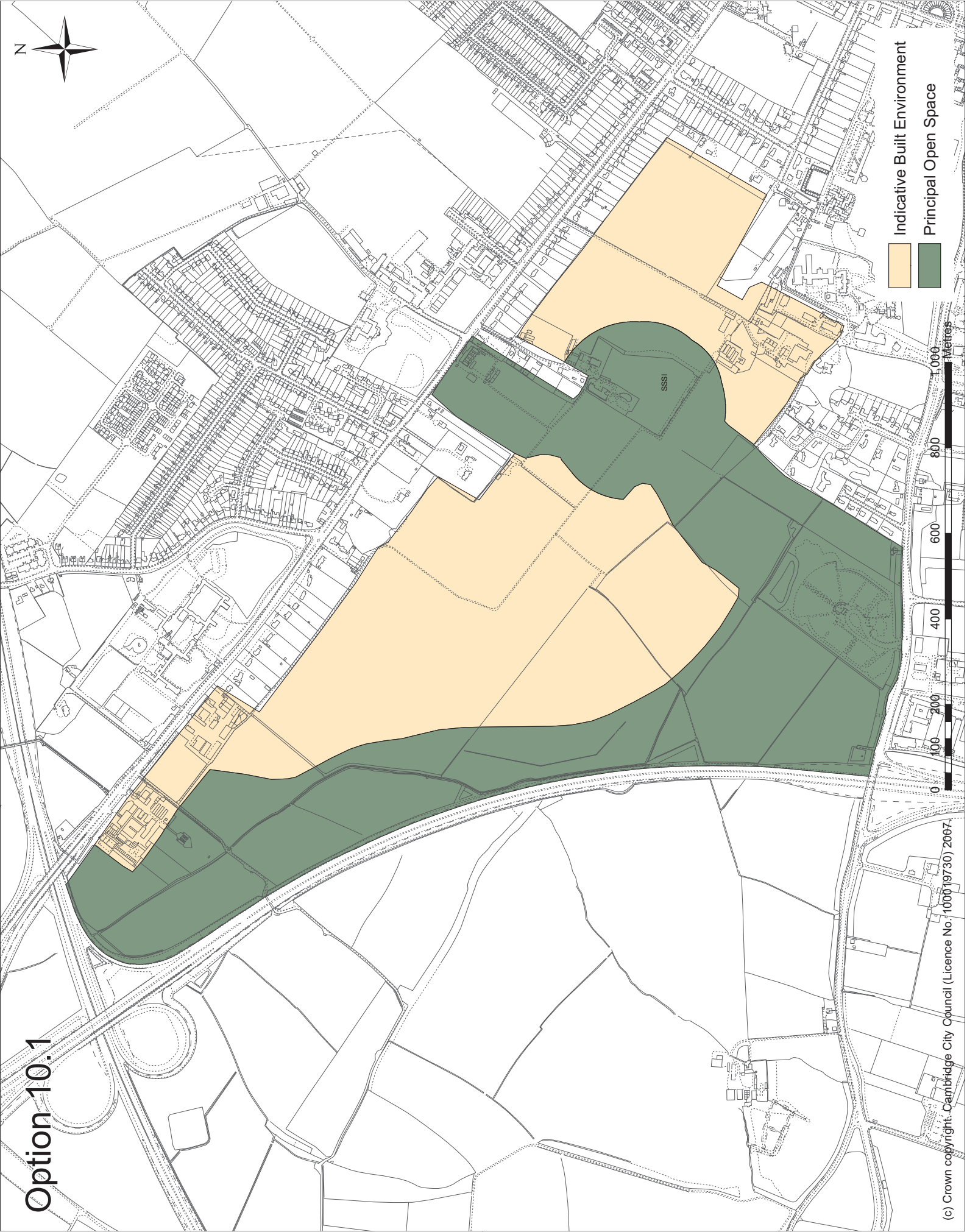


Indicative Built Environment  
Principal Open Space



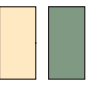
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Option 10.1



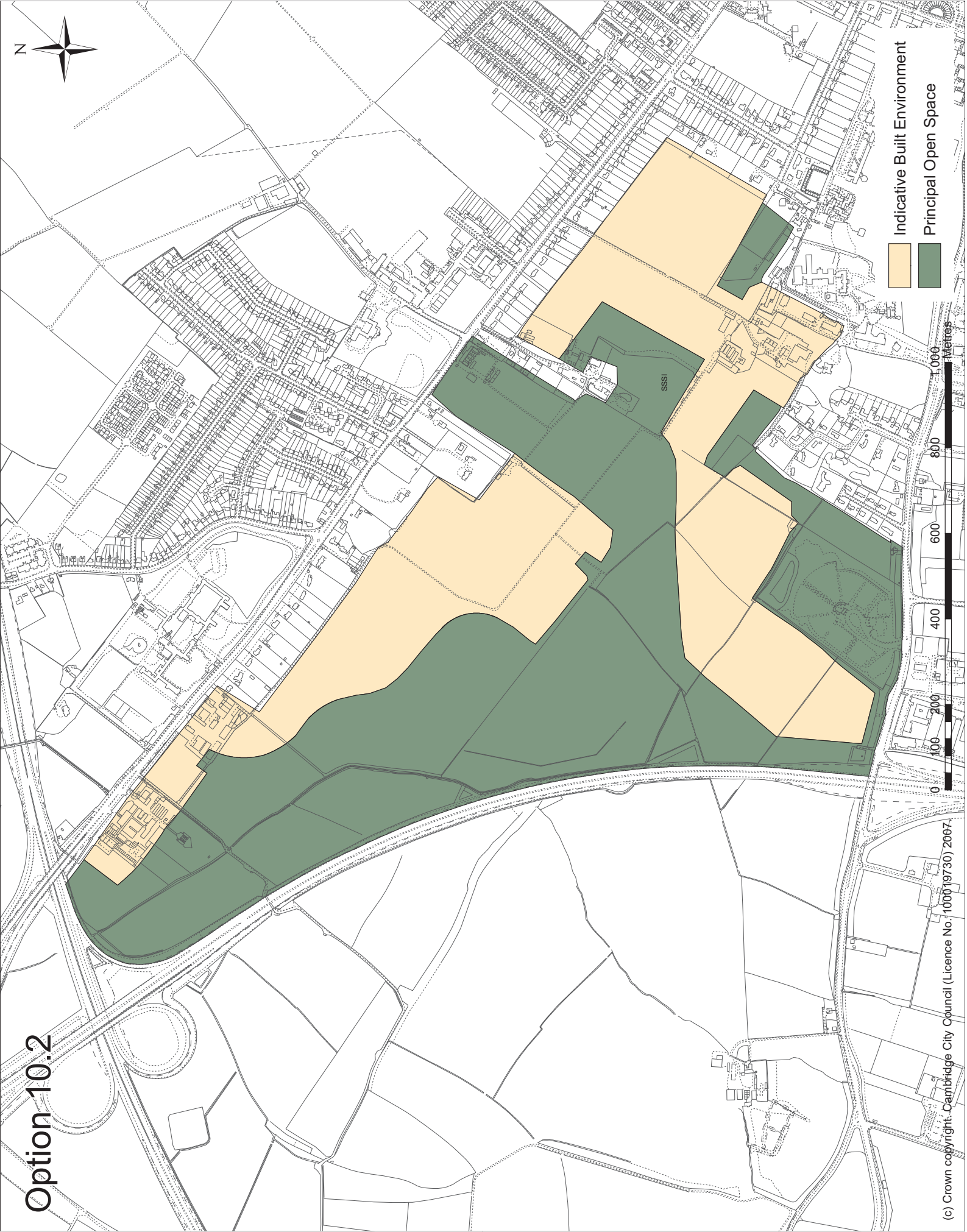


Indicative Built Environment  
Principal Open Space



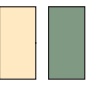
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Option 10.2



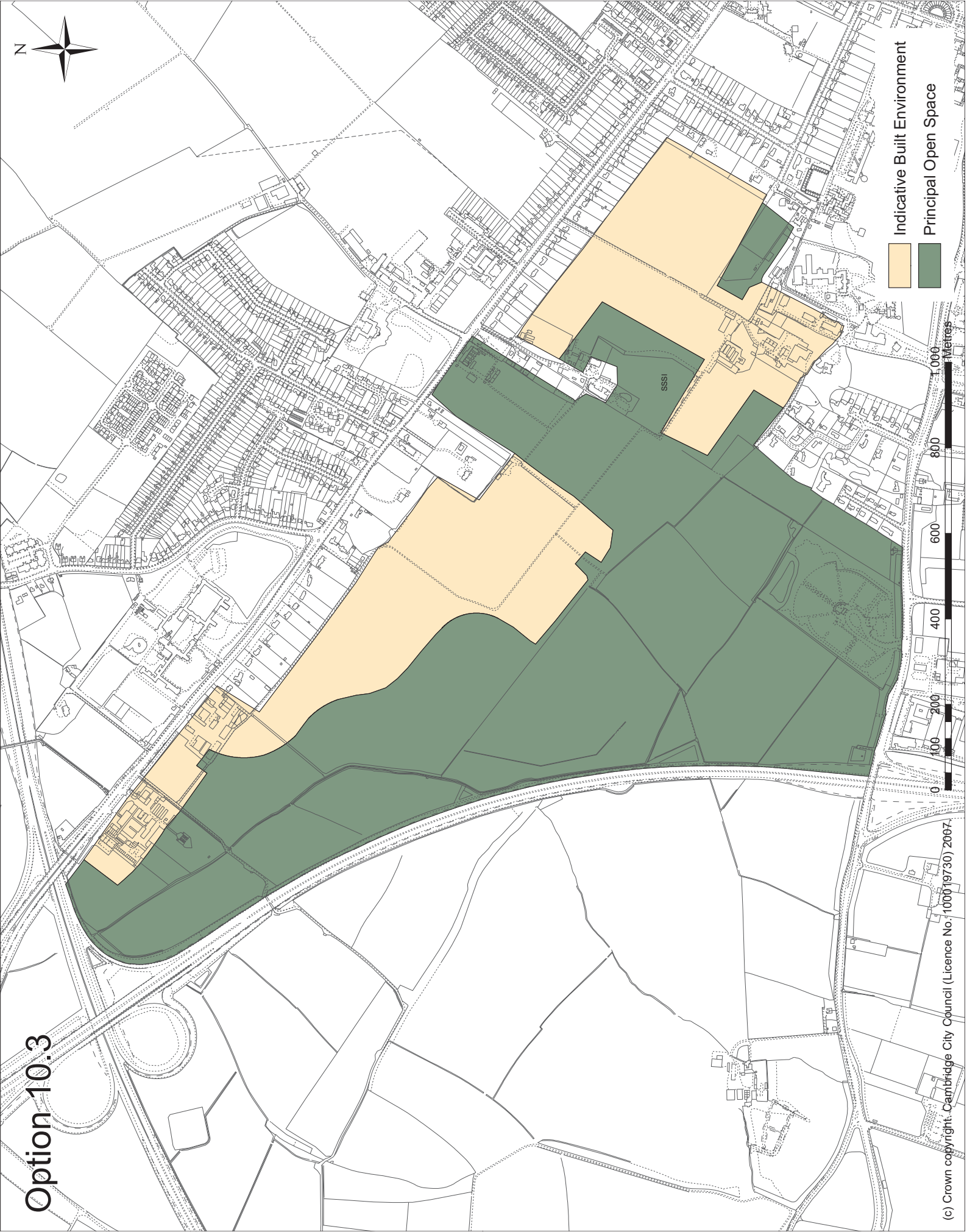


Indicative Built Environment  
Principal Open Space



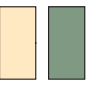
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Option 10.3



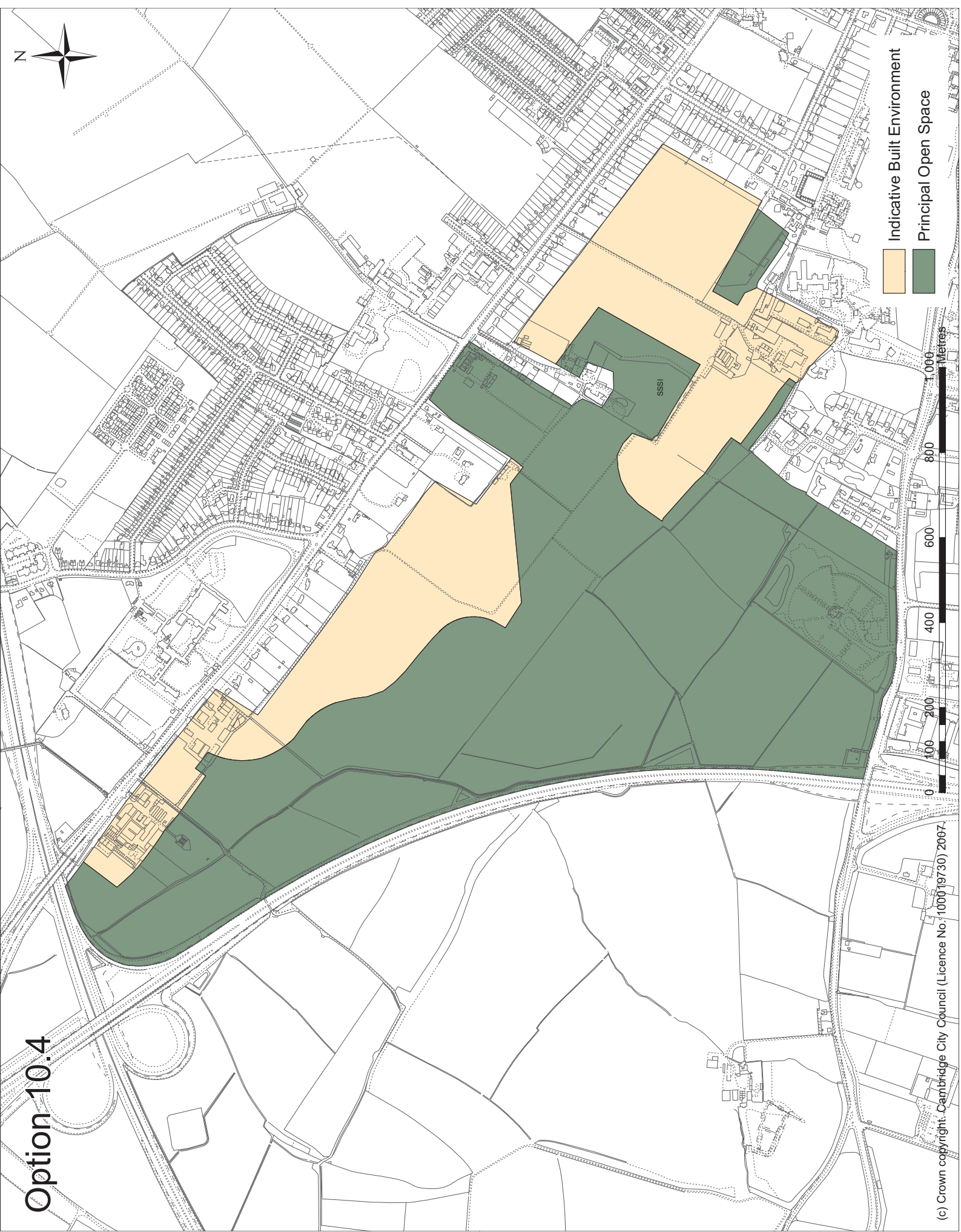


Indicative Built Environment  
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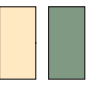
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Option 10.4



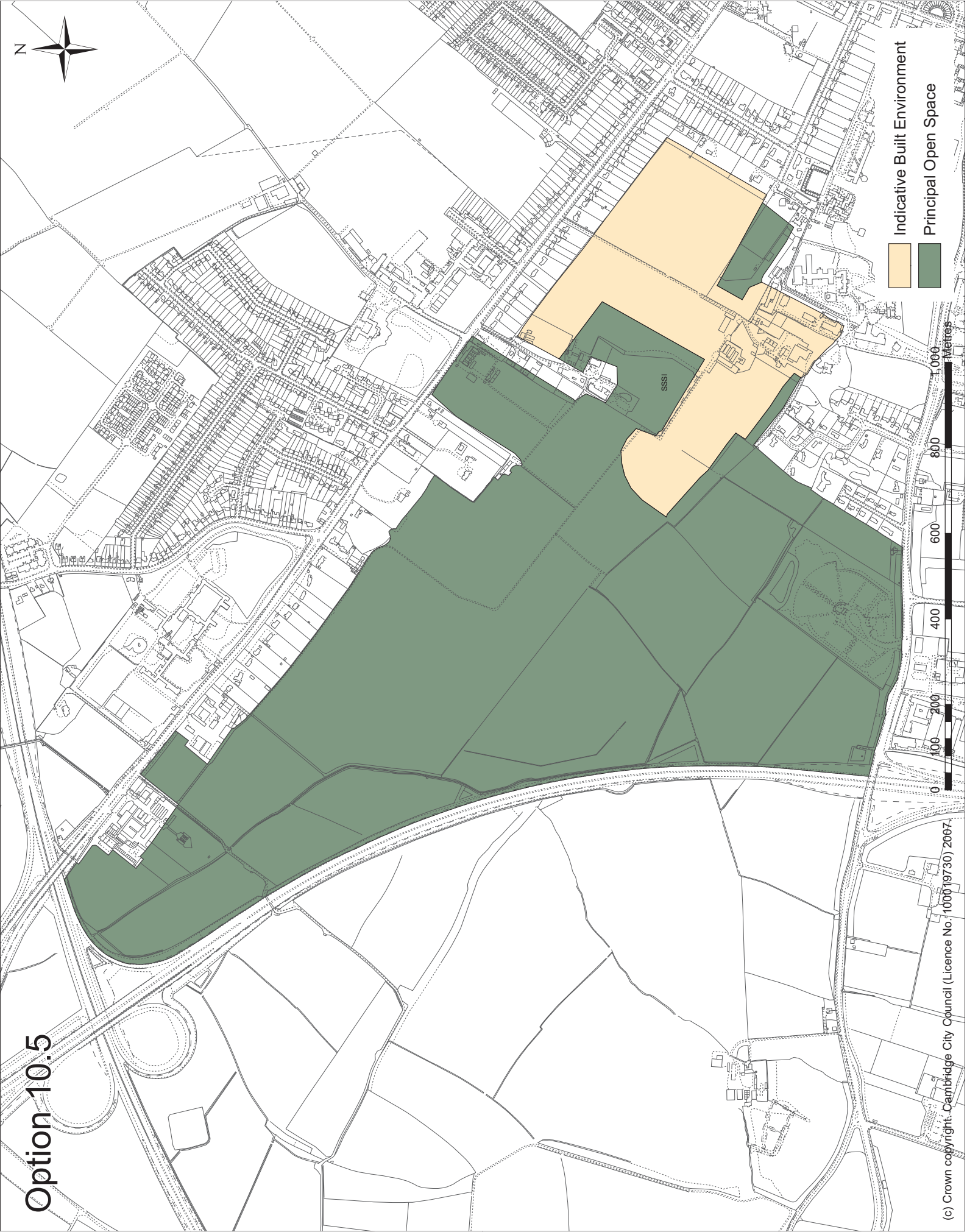


Indicative Built Environment  
Principal Open Space



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Option 10.5





## Appendix 1.2: Issues and Options Report – Vision (Option 7.1)

Issues and Options Report Vision	Relevance to site footprint
North West Cambridge will create a new University quarter for Cambridge which will also contribute to meeting the needs of the wider city community.	Yes, in terms of market housing provided as part of the development and associated employment and community facilities.
Development will be of the highest quality in keeping with the reputation of the University as a centre of excellence and a world leader within the fields of higher education and research, and will address a wide range of the University's long-term development needs.	Yes, in terms of being of a physical size to accommodate a range of uses, including those identified by the University.
There will be a new neighbourhood centre which will act as a focus for the development but which will also provide facilities and services for nearby communities.	Yes. Site footprint is relevant in terms of ensuring community cohesion within the new development in terms of accessibility to community uses and through links between the new development and community uses outside the site relied on to serve the development. The accessibility to community uses within the site from residents outside the development is also relevant.
A new landscaped urban edge will be created which will enhance the setting of the City and maintain the separate identity of Girton village.	<p>Yes. The Landscape setting is about the setting of Cambridge in both near and long distance views and in terms of edge treatment, the choices are either:</p> <ul style="list-style-type: none"> <li>• a high quality built edge</li> <li>• a high quality landscape boundary edge</li> <li>• a combination where high quality built development is enhanced through landscaping but the objective is not for development to be hidden.</li> </ul> <p>In terms of maintaining the separate identity of Girton, Structure Plan Policy P9/2a is relevant:</p>

Issues and Options Report Vision	Relevance to site footprint
	<ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</li> <li>• Maintain and enhance the quality of its setting</li> <li>• Prevent communities in the environs of Cambridge from merging into one another with the city</li> </ul> <p>In addition, the Structure Plan sets out criteria for the review of the Green Belt in Policy P9/2b on the edge of Cambridge which are to:</p> <ol style="list-style-type: none"> <li>1. retain any areas required to maintain the purposes of the Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;</li> <li>2. have regard to the compact form of the city;</li> <li>3. provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. ensure the protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. maintain views of the historic core;</li> <li>6. provide, where appropriate, for limited development in identified Rural Centres in accordance with Policy P1/1.</li> </ol> <p>Note: that 3 is of relevance to maintaining the separate identity of Girton and only 6 is not relevant to site footprint.</p>

## Appendix 1.3: Issues and Options Report – Objectives (Option 8.1)

Issues and Options Report Objective	Relevance to site footprint
a) To ensure sustainable development;	<p>Yes. Concentration of a scale of development:</p> <ul style="list-style-type: none"> <li>• sufficient to provide for local services and facilities accessible to the new community.</li> <li>• in a location which has, or has potential to have, good access to higher order services and facilities in Cambridge by public transport, cycling and walking.</li> </ul>
b) To identify a new Green Belt boundary which allows for the development of the site without fundamentally undermining the purposes of the Green Belt;	<p>Yes. The purposes of the Cambridge Green Belt are set out in Structure Plan Policy P9/2a and are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre</li> <li>• Maintain and enhance the quality of its setting</li> <li>• Prevent communities in the environs of Cambridge from merging into one another with the city</li> </ul> <p>The Structure Plan also sets out criteria for the review of the Green Belt in Policy P9/2b on the edge of Cambridge which are to:</p> <ol style="list-style-type: none"> <li>1. retain any areas required to maintain the purposes of the Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;</li> <li>2. have regard to the compact form of the city;</li> <li>3. provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. ensure the protection of green corridors running from open countryside into the urban area as</li> </ol>

Issues and Options Report Objective	Relevance to site footprint
	<p>generally indicated on the Key Diagram;</p> <p>5. maintain views of the historic core;</p> <p>6. provide, where appropriate, for limited development in identified Rural Centres in accordance with Policy P1/1.</p> <p>Note: only 6 is not relevant to site footprint.</p>
<p>c) To provide an appropriate landscape setting and high quality edge treatment for Cambridge;</p>	<p>Yes. These are separate considerations but both are relevant to site footprint.</p> <p>Landscape setting is about the setting of Cambridge in both near and long distance views.</p> <p>In terms of edge treatment, the choices are either:</p> <ul style="list-style-type: none"> <li>• a high quality built edge</li> <li>• a high quality landscape boundary edge</li> <li>• a combination where high quality built development is enhanced through landscaping but the objective is not for development to be hidden.</li> </ul>
<p>d) To ensure appropriate separation between Cambridge and the village of Girton to maintain village character and identity;</p>	<p>Yes. This is a key Green Belt purpose (see b above).</p>
<p>e) To create a new community which respects and links with adjoining communities;</p>	<p>Yes, in part. Site footprint is relevant in terms of links between the new development and existing parts of Cambridge, including the rest of the University and Girton especially if links on foot or by cycle are to be encouraged.</p>
<p>f) To create a satisfactory mix of uses, taking into account:</p> <p>i. Identified University-</p>	<p>Yes, in terms of being of a physical size to accommodate a range of uses, including those identified by the University.</p>

<b>Issues and Options Report Objective</b>	<b>Relevance to site footprint</b>
<p>related uses</p> <p>ii. The need for Key Worker housing with the emphasis on University and College staff;</p>	
<p>g) To maximise walking and cycling and public transport use;</p>	<p>Yes. Site footprint is relevant in terms of the ability to provide high quality public transport and other non-car modes, both within the new development and through links between the new development and existing parts of Cambridge. Especially in relation to a 400m walk distance to public transport stops, and provision of public transport routes within the site to accommodate this requirement.</p>
<p>h) To determine what transport infrastructure is needed to link the development to key destinations in Cambridge and to the wider network and how it is to be delivered;</p>	<p>It is important that any site identified is capable of being properly and appropriately served by economically viable, sustainable public transport and services and infrastructure and has regard to wider transport issues beyond the site.</p>
<p>i) To provide standards for infrastructure provision including renewable energy, open space and car and cycle parking;</p>	<p>In terms of renewable energy provision, site location and size are unlikely to be a determining factor in site footprint.</p> <p>Scale and location of development would be relevant to the need for and location of surface water attenuation features.</p> <p>The Cambridge Local Plan standards for parking and open space will be used. This is consistent with the other urban extensions.</p>
<p>j) To determine the level, type and general location of community uses needed to satisfactorily serve the development;</p>	<p>Yes, in part. Site footprint is relevant in terms of ensuring an appropriate level of community provision for the scale of development and ensuring community cohesion within the new development in terms of accessibility to community uses and through links between the new development and community uses outside</p>

Issues and Options Report Objective	Relevance to site footprint
	the site relied on to serve the development. The accessibility to community uses within the site from residents outside the development may also be relevant.
k) To determine appropriate phasing of development taking into account that development should only proceed when the University can prove the need for it;	Not relevant in this case where site development and phasing will be determined by demonstration of need by the University over time.
l) To ascertain what funding and investment is available to secure the infrastructure needs of the development;	Looking at this in terms of wider development viability, and therefore delivery, there may be implications for site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. It is likely that a larger scale of development will be better able to provide its infrastructure needs than a smaller scale of development. Although there will be thresholds as the scale of development increases which introduce new requirements for services, facilities or infrastructure which will place a greater proportionate burden on the development. Notwithstanding the above, without information on the development economics, development viability of any particular option cannot be assessed.
m) To protect existing wildlife and secure a net increase in biodiversity.	Yes, having particular regard to impact on protected species and loss of land of particular biodiversity value.

**Appendix 1.4: Other Relevant Criteria**

<b>Other Assessment Criteria</b>	<b>Relevance to site footprint</b>
University aspirations	This is not specifically listed as an objective because underpins the purpose of the AAP which is to release land from the Green Belt for predominantly University needs, which cannot be met elsewhere.
Site configuration	Ensuring the site is of a shape capable of being developed.
Historic landscape	PPG15 requires an assessment of the components and character of the historic landscape at an early stage in development plan preparation. Plans should protect the most important components and encourage development that is consistent with maintaining overall historic character.
Health and amenity	Implications of M11 for noise and air pollution.
Other national designations	Travellers Rest Pit Site of Special Scientific Interest (SSSI), designated for its geological importance.

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**Appendix 1.5: Consultation Representations and Responses on the Site Assessment Criteria – May 2007**

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
1.	University of Cambridge	General	The consultation paper does not set out an assessment methodology that will enable the Councils either to assess and evaluate options, or to compare objectively one option with another. The proposed criteria are in fact a list of factors relevant to the planning of the site: they do not in themselves contain standards for judging options.	The consultation paper clearly sets out the assessment methodology. This provides an overview of each site option and how it relates to the University's aspirations as well as considering the impact on the Green Belt, setting of Cambridge and consideration of issues relevant to the shape and form of the site itself. It also sets out where the assessment criteria were derived and how they have been refined in order to avoid duplication. They accordingly provide a method for officers to assess and evaluate options. The assessment is only part of the process of reaching a preferred site. The outcomes of the assessments for the different options need to be analysed and compared and it is a matter of professional judgement in reaching a recommended preferred site having regard to all relevant factors. However, the assessment will provide a consistent basis for Members to make informed decisions.	
2.	University of	General	There is insufficient information available for each option, with the exception of	The University implies that a draft masterplan framework is required for all	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Cambridge		<p>Option 10.1 which is supported by the University's draft masterplan framework, to enable objective assessments to take place. Options 10.2 to 10.5, and other options that have emerged since the Issues and Options consultation, comprise no more than a two dimensional plan showing a development boundary. For many of the factors identified as assessment criteria there is no specific development option information to assess. It is not clear therefore how Option 10.1 can be assessed and compared on a like-for-like basis with the other development options.</p>	<p>site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in respect of the site footprint options. Whist option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p>	
3.	University of Cambridge	General	<p>None of the factors listed as criteria are weighted, and so how will each option be scored? We are concerned having raised this as a potential problem from the outset that in the absence of a robust methodology, any assessment and evaluation of options will be entirely subjective.</p>	<p>This is not a purely a mathematical exercise but rather one requiring a degree of interpretation and judgement in order to balance the various criteria. The site assessment criteria are intended to expose differences between the options on a consistent basis and set them out for scrutiny by Members. The decision by</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
4.	University of Cambridge	General	<p>The Issues &amp; Options Report for the NW Cambridge Joint Area Action Plan puts forward five development footprint options, which are based on a two-dimensional plans differentiated by site boundaries. There are no further details provided in the Report for any of these options, although the University has prepared and undertaken testing of a masterplan framework that informed the preparation of Option 10.1.</p>	<p>Members will therefore be informed by the outcome of the site assessment criteria having regard to sound planning principles and in the context of a clear understanding of the University's stated needs.</p> <p>The University implies that a draft masterplan framework is required for all site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in respect of the site footprint options. Whilst option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
5.	University of Cambridge	General	<p>The Councils have stated that these proposed criteria will be used to evaluate the five footprint options set out in the Issues &amp; Options Report. These options include a single boundary line in two dimensions for each of the options, which does not provide a sufficient amount of information to evaluate any of the schemes. In particular, it would be impossible to differentiate between any of the schemes for the above criteria based solely on a two-dimensional footprint.</p>	<p>The University implies that a draft masterplan framework is required for all site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in respect of the site footprint options. Whilst option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p>	
6.	University of Cambridge	General	<p>The proposed assessment criteria comprise a list of factors to be taken into account in planning the site, many of which have already been considered through the University's masterplanning process. The criteria may be appropriate as policy statements within a final Area</p>	<p>The University implies that a draft masterplan framework is required for all site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
7.	University of Cambridge	General	<p>A further issue is the need for a like-for-like assessment of the five site footprint options. Option 10.1 is based on the University's masterplan. The University has been evolving proposals for its site at Northwest Cambridge for the past five years, and as the masterplan has evolved, many detailed elements of the scheme have been developed. As a result, there are some factors listed that could be developed into criteria to assess Option 10.1, but not options 10.2-10.5 (or other Options that have emerged following Issues and Options</p>	<p>respect of the site footprint options. Whist option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p> <p>The University implies that a draft masterplan framework is required for all site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in respect of the site footprint options. Whist option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			<p>Consultation). As a result, we feel that the assessment will be unequally weighted in its results, and the assessment of Options 10.2-10.5 will be influenced by subjective viewpoints rather than demonstrable facts based on information about the footprints. For example, the 'Site Configuration' criterion requires that proposals ensure (1) a sustainable form of development; (2) a sense of place; and (3) an appropriate level, location and quality of open space.</p>	<p>give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p> <p>This is not a purely a mathematical exercise but rather one requiring a degree of interpretation and judgement in order to balance the various criteria. The site assessment criteria are intended to expose differences between the options on a consistent basis and set them out for scrutiny by Members. The decision by Members will therefore be informed by the outcome of the site assessment criteria having regard to sound planning principles and in the context of a clear understanding of the University's stated needs.</p>	
8.	University of Cambridge	General	<p>The University has put forward a masterplan that will enable an informed discussion of these points, but is unclear how the Councils will assess and evaluate the other four footprint options, as they have not been masterplanned and it will be impossible to understand from a</p>	<p>The University implies that a draft masterplan framework is required for all site options in order to evaluate them and this is not possible at this stage. It is considered that there is sufficient information available to enable objective assessment and decision making in</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
9.	University of Cambridge	General	<p>single 'red line' how the developments may or may not be sustainable, create a sense of place and provide a suitable amount of open space. This disparity in the amount of information required to provide an adequate assessment of Options 10.2-10.5 applies to all of the proposed criteria, but particularly in relation to those listed above.</p> <p>The problem associated with assessing and comparing options on a like-for-like basis is noted in the 'Development Viability &amp; Delivery' criterion, which states 'without information on the development economics, development viability of any particular option cannot be assessed.' This issue is true of every other criterion, as there is a lack of any specific information for most of the other criteria as well.</p>	<p>respect of the site footprint options. Whilst option 10.1 is based on the University's draft masterplan framework, neither Council has taken a formal view on this work and the full evidence base on which it rests has never been made public. It would therefore be wrong to give it undue weight in the site assessment process. Furthermore, options 10.2 to 10.5 were informed by the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report.</p> <p>The criterion on viability and delivery recognises the limitation on making an informed assessment at this stage. However, for the other criteria, there is sufficient information available to reach a view on the planning merits of the different site options, sufficient for the Councils to reach an informed view on the preferred site.</p>	
10.	University of	General	<p>The proposed criteria have not been weighted and no methodology for</p>	<p>This is not a purely a mathematical exercise but rather one requiring a</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Cambridge		evaluating options has been proposed. Without an appropriate methodology any assessment of options will inevitably be conditioned by subjective analysis. The Councils are already aware about our concerns that too much weight has been placed to date on protecting views for vehicle occupants on the M11, compared with other important factors. We recognise that the setting of Cambridge is a relevant and important factor to be taken into account in planning this development, but views from the M11 need to be placed in a proper context and weighted accordingly.	degree of interpretation and judgement in order to balance the various criteria. The site assessment criteria are intended to expose differences between the options on a consistent basis and set them out for scrutiny by Members. The decision by Members will therefore be informed by the outcome of the site assessment criteria having regard to sound planning principles and in the context of a clear understanding of the University's stated needs.	
11.	Girton Parish Council	Green Belt	"A major issue arising from the consultation is how to define the extent of the area for development (that is, the site footprint) and the definition of the revised boundaries for the Green Belt". Girton Parish Council endorses the crucial nature of this decision, and wishes to note that the Green Belt cannot simply be equated to the edge of the development; its own separate identity must be kept in mind.	Noted.	
12.	Girton Parish	Green Belt	The document rightly emphasises the need to "Assess each site option against	Agree. The intension was to reflect the wording of Structure Plan Policy P9/2b	Amend to include the precise



Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Council		<p>the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2" (both (a) and (b)). It is unfortunate that in the criterion the form of P9/2b point 3 has been subtly modified and it is important that the original form be maintained: "provide green separation between existing settlements * and any urban expansion of Cambridge* to maintain the identity of the individual settlement".</p>	<p>and no modification was intended.</p>	<p>wording from Structure Plan Policy P9/2b.</p>
13.	University of Cambridge	Green Belt	<p>We do not understand how the Councils will be able to assess development options in relation to the Green Belt criterion.</p>	<p>Disagree. It is considered that it is possible to distinguish between the site options. This requires an informed judgement being made on the impact of the options on the purposes of the Green Belt. The Structure Plan gives a clear policy context for the review of the Green Belt and the 2006 Green Belt Landscape Study prepared by David Brown, which forms a supporting document to the North West Cambridge Issues &amp; Options Report, provides a more detailed analysis of the landscape character of this area.</p>	
14.		Surface water attenuation	<p>We do not understand how the Councils will be able to assess development</p>	<p>Disagree. The development will generate significant volumes of surface water,</p>	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			options in relation to the surface water attenuation criterion.	which will drain into the washpit brook. Therefore it is important that the ability of the development to provide surface water attenuation within the area of control of the University is assessed. The greater the extent of the development, the greater the need for surface water attenuation and the land take of such measures can be expected to increase accordingly. The actual extent and nature of the surface water attenuation measures needed for each option is not known at this stage, but it is reasonable to assume that these will be harder to achieve as the extent of development increases. This criterion does not assume that it will be impossible to achieve satisfactory surface water attenuation in respect of all the options.	
15.		High quality edge treatment	We do not understand how the Councils will be able to assess development options in relation to the high quality edge treatment criterion.	Agree that it would be difficult to assess each site option in relation to a high quality edge treatment without more detailed work undertaken to create a variety of edge for each option.	Delete the High Quality Edge Treatment criterion.
16	Girton Parish Council.	High quality edge treatment	We maintain that the "High quality edge treatment" can only be achieved through point 2 ( a high quality landscape	Agree that a high quality edge treatment is important and a variety of different treatments will be considered through the	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			boundary edge which is consistent with local landscape character) anything else would contradict the Local Plan and would seriously damage the "separate identity of Girton village".	masterplanning process. However, at this stage it would be difficult to assess each site option without more detailed work undertaken.	
17.	University of Cambridge	Health and amenity	We do not understand how the Councils will be able to assess development options in relation to the health and amenity criterion.	Disagree. It is important that the implications of noise and air pollution as well as the visual impact from the M11 are considered. This would include an understanding of whether the noise and air quality implications of the M11 are such that either the extent or form of development is constrained and what visual impact there might be of any necessary mitigation measure including built form, landscaping and sound attenuation barriers. These are material considerations in selecting the preferred site. The University has undertaken noise and air quality assessments for land between Madingley Road and Huntingdon Road and these along with input from Environmental Health Officers will feed into the assessment of each site option.	
18.	University of Cambridge	Health and amenity	We have submitted reports for noise and air quality assessments that could be used to develop appropriate criteria	It is important that the implications of noise and air pollution as well as the visual impact from the M11 is considered.	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			<p>for those matters. It is not clear how the Councils intend to assess each option in relation to mitigation of the noise and visual impact of the M11. A variety of measures are available but none have yet been specified for any option. Mitigation, especially for noise, is most effective when applied close to the source of intrusion, but that would have the same effect on all options. We would be grateful for clarification on how the Councils intend to assess this matter.</p>	<p>This would include the environmental &amp; visual impact of any necessary mitigation measure including built form, landscaping and sound attenuation barriers. The University has undertaken noise and air quality assessments for land between Madingley Road and Huntingdon Road and these along with input from Environmental Health Officers will feed into the assessment of each site option. Whilst there may be a variety of options available to deal with this issue, an understanding of potential impacts in terms of mitigating adverse effects from different development footprints and the visual impacts of any necessary measures is relevant in assessing the site options.</p>	
19.	Cambridgeshire County Council	Sustainable Development	<p>Propose that footnote be inserted related to a single form entry primary school to read: <u>but it should be noted that whilst a 1FE primary school may be appropriate for development of up to 800 dwellings, for development with greater capacity or if there is potential for expansion in the</u></p>	<p>Agree that reference to the size of the primary school in relation to the scale of development be included.</p>	<p>Amend the Sustainable development description to read: Development of sufficient scale to provide for a</p>

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			<p><u>longer term the Education Authority would be looking for a larger site suitable for 2FE.</u></p>		<p>range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This <u>will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1 form entry primary is required for up to 800 dwellings, and a 2 form entry is required for larger developments).</u></p>
20.	University of	Sustainable development	We do not understand how the Councils will be able to assess development	Disagree. It is important to assess whether the development is of a	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Cambridge		options in relation to the sustainable development criterion.	sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. For example, the larger the site footprint, the greater the scale of development and therefore, the stronger the need for a local centre, leading to a greater degree of self containment.	
21.	Cambridgeshire County Council	Site configuration	In relation to point 1) a sustainable form of development, proposed amendment to read: <u>Including necessary waste recycling provision.</u>	It is not considered appropriate to make specific reference to the provision of waste recycling. The AAP cannot include policies relating to waste. There are also outstanding representations by both Councils to the emerging draft Minerals and Waste DPD on the appropriateness of this location for waste provision. If it is confirmed as a suitable location in due course it would be a matter for masterplanning. It is not a relevant factor in assessing the site footprint.	
22.	University of Cambridge	Site configuration	We do not understand how the Councils will be able to assess development options in relation to the site configuration criterion.	Disagree. It is important to consider whether the site is of a shape which can be developed satisfactorily and it is considered that it would be possible to distinguish between the site options.	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
23.	Cambridgeshire County Council	Transport infrastructure	Transport Infrastructure In relation to point 2) amend reference to the Cambridge Area Transport Study to the Cambridge Area Transport Strategy.	Agree.	Amend to read the Cambridge Area Transport Strategy.
24.	Cambridgeshire County Council	Transport infrastructure	In relation to point 3) proposed amendment to read: ... good connections to <u>segregated</u> <u>strategic</u> public transport corridors....	The evidence base for this change is not clear. The principle of dedicated public transport routes is consistent with the approach in all the urban extensions. However, the principle of "segregated strategic" public transport corridors is a new term.	Amend point 3 of the transport infrastructure description to read:  3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to <u>dedicated</u> public transport corridors in the wider network e.g. an orbital route to link the Science Park

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
25.	University of Cambridge	Transport infrastructure	We do not understand how the Councils will be able to assess development options in relation to the transport infrastructure criterion.	Disagree. It is considered that it would be possible to distinguish between the site options.	with West Cambridge.
26.	University of Cambridge	Relationship to adjoining communities	We do not understand how the Councils will be able to assess development options in relation to the relationship to adjoining communities criterion.	Disagree. It is important to consider the degree to which each option links with and respects existing parts of Cambridge including the rest of the University, the other part of the north west quadrant and Girton.	
27.	University of Cambridge	Accessibility to community uses by walking and cycling	We do not understand how the Councils will be able to assess development options in relation to the accessibility to community uses by walking and cycling criterion.	Disagree. It is important to consider the accessibility to community uses by walking and cycling within the development and through links between the new development and community uses outside the development as well as accessibility for residents outside the development so that the development contributes to meeting the needs of the wider City community.	
28.	University of Cambridge	Development viability and delivery	We do not understand how the Councils will be able to assess development options in relation to the development viability and delivery criterion.	The criteria as worded recognises that without information on the development economics, development viability of any particular option cannot be addressed. However, it is potentially an important	



Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
29.	University of Cambridge	Sustainability appraisal	Sustainability appraisal is not in itself an assessment criterion.	consideration and it is considered it should remain in the criteria to highlight this point, notwithstanding the limited ability to assess the site options at this stage.  Agree that this is not an assessment criterion but it is a relevant factor to be taken into account in reaching a preferred site.	Delete and insert a new paragraph in the introduction to read:  The site assessments of each option together with the results of the sustainability appraisal and the representations from the Issues & Options consultation will be taken into account when determining the preferred site option.
30.	University of	Summary of representations	Summaries of representations to Issues and Options consultation are not	Agree that this is not an assessment criterion but it is a relevant factor to be	Delete and insert a new paragraph

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Cambridge		assessment criteria.	taken into account in reaching a preferred site.	<p>in the introduction to read:</p> <p>The site assessments of each option together with the results of the sustainability appraisal and the representations from the Issues &amp; Options consultation will be taken into account when determining the preferred site option.</p>
31.	University of Cambridge	Assessment summary	Assessment summary is an outcome, not a criterion	Agree that this is not an assessment criterion but an assessment summary of each option will be provided to assist in the comparison of site options.	
32.	Cambridgeshire County Council	Objective g) – relevance to site footprint	<p>Insert a new sentence to read:</p> <p><u>Especially in relation to a 400m walk distance to public transport stops, and provision of public transport routes within the site to accommodate this</u></p>	Agree.	Amend to insert new sentence.

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
33.	Cambridgeshire County Council	Objective h) – relevance to site footprint	<p><u>requirement.</u></p> <p>Delete the following: Transport infrastructure is not necessarily a key factor in determining site footprint.</p> <p>And insert the following to read:  Appropriately served by <u>economically viable, sustainable public transport services and</u></p>	Agree.	<p>Delete the first sentence and amend to read:  It is important that any site identified is capable of being appropriately and appropriately served by <u>economically viable, sustainable public transport services and infrastructure</u> and has regard to the wider transport issues beyond the site.</p>
34.	Cambridgeshire County Council	Objective j) – relevance to site footprint	<p>Insert new sentence to read:  <u>It is also relevant in terms of ensuring adequate site area for community uses such as school sites, playing fields and waste recycling provision.</u></p>	<p>The principle arising from this point is that the site must be capable for meeting the needs of the development in terms of community facilities. However, the amount of community facilities depends upon the size of the development rather than the provision of community facilities dictating the size of development.</p>	<p>Amend the relevance to site footprint description to read: Yes, in part. Site footprint is relevant in terms</p>

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
35.	University of Cambridge	Proposed new criterion	Contribution to the further development of Cambridge and its sub-region as a world leader in the fields of higher education and research.	Agree that the assessment criteria should be amended to reflect the contribution to the further development of Cambridge and its sub-region as a world leader in the fields of higher education and research.	<p>of ensuring <u>an appropriate level of community provision for the scale of development and ensuring</u> community cohesion within the new development in terms of accessibility to community uses outside the site relied on to serve the development.</p> <p>Include reference under the description of University's Aspiration criterion to read: Aspirations reflect the University's potential to contribute to the further development of</p>

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
36.	University of Cambridge	Proposed new criterion	Contribution towards Strategic Employment Provision (the site is identified as a Strategic Employment Location in saved Structure Plan policy).	Agree that the assessment criteria should be amended to reflect the contribution towards Strategic Employment Provision as outlined in the saved Structure Plan Policy P2/3.	Cambridge and its sub region as a world leader in the fields of higher education and research. Add new criterion "Contribution to Strategic Employment Provision" which will assess the potential of each site option to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.
37.	University of Cambridge	Proposed new criterion	The capacity within each option to provide for the University's development needs. That involves more than a comparison of footprint options. It relates for example to development scale, form, design and transport infrastructure capacity.	A major issue arising from the Issues & Options consultation is the definition of the site footprint which is required in order to release land from the Green Belt and define the revised Green Belt boundary. The assessment criteria have been compiled in order to provide an overview of each site option which includes an assessment of how it relates	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
				to the University's aspirations as well as considering the impact on the Green Belt, setting of Cambridge and consideration of issues relevant to the shape and form of the site itself and its capacity to deliver a sustainable form of development.	
38.	University of Cambridge	Proposed new criterion	Regard for the compact form of the City. This is an important element of saved Structure Plan policy, and referred to in the consultation paper's description of the assessment criteria. The description then expands upon matters relating to the setting of Cambridge, but not the need to have regard to its compact form. The site provides an opportunity to meet development needs in a location much more proximate to the historic core than areas to the east and south of Cambridge. This factor therefore needs to be considered on a city-wide basis, not simply by comparing different options for the site.	The planning merits of the various site options for NW Cambridge will be properly considered within the strategic planning framework and having regard to the site specific issues for this location.	
39.	University of Cambridge	Proposed new criterion	Development viability in relation to the provision of high value generating development, not just the overall scale of development as indicated in	The Councils will have regard to the comments made by the University in reaching a decision on the preferred site. It is recognised that the specific reason	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
			<p>the assessment criteria description. Development will not necessarily remain viable if all development quantum are scaled back proportionately from the University's proposal. A level of high value generating development would still be required to pay for on and off-site infrastructure and to cross subsidise low/no-value generating uses. A reduction in development quantum is likely therefore to be disproportionately at the expense of low/no-value generating development, including affordable key worker housing. This is a major risk and a matter of concern for both the University and the local authorities.</p>	<p>for the release of land from the Green Belt in this location is to meet the needs of the University, including its need for affordable key worker housing. However, it should not be assumed that a development proposal which emphasises high value generating development at the expense of meeting the needs of the University would be acceptable.</p>	
40.	University of Cambridge	Proposed new criterion	Public transport viability. We are concerned especially that options with the development boundary pulled back to the 20m contour level would not allow a sufficient weight of development in that part of the site to help make public transport viable along the radial route.	Noted. The criterion on site configuration and transport infrastructure provides an opportunity to consider this issue.	

Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
41.	University of Cambridge	Proposed new criterion	Walking and cycling accessibility to employment and services (not just to community uses)	The wider issue of walking and cycling within the site is covered by point 1 in the transport infrastructure criterion. This is specifically about the functioning of the development in terms of community cohesion and accessibility.	
42.	University of Cambridge	Proposed new criterion	The even distribution of trips to, from and within the site. Our testing of the Councils' new Options A and B suggests that redistributing development from the west to the east of the site, compared with the University's draft masterplan framework, could create capacity problems with the proposed new junction next to the Travellers' Rest Public House.	Disagree. This point is adequately covered under the transport infrastructure assessment criterion	
43.	University of Cambridge		if the Travellers Rest junction is pushed to/or beyond capacity then this would impact on the attractiveness to deliver an orbital, as well as radial, public transport link, which is a major issue for the CNW Transport Strategy.	Noted.	
44.	University of		No option can provide for all modes of transport. We suggest criteria should	Disagree with the proposed change. However, the first point under the	Amend the first point under the



Rep No.	Respondent	Site Assessment Criterion	Representation	Council's Response	Changes to the Site Assessment Criteria
	Cambridge		relate to 'modes of transport that reduce reliance on single-occupancy car trips'.	transport infrastructure criterion could be amended to provide clarity.	<p>transport infrastructure description to read:</p> <p>Assess the ability of each option to provide for <u>different modes of transport</u>, with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</p>

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## **Appendix 1.6: NW Cambridge Area Action Plan – Issues & Options:**

### **Site Assessment Criteria**

Following the Issues and Options Consultation for the North West Cambridge Area Action Plan (AAP) which took place between September and November 2006, the representations received are being assessed and will be taken into account in formulating the next stage, which is Preferred Options.

A major issue arising from the consultation is how to define the extent of the area for development (that is, the site footprint) and the definition of the revised boundaries for the Green Belt.

In order to do this, a structured approach is needed to compare the relative merits of the site options. Site assessment criteria have therefore been drawn up to provide a consistent basis for considering each site option.

The Councils are sharing the site assessment criteria with key local stakeholders and any comments received will be considered before the criteria are finalised and used to assess the different site options, which will then help inform the choice of preferred site. The site assessments will be considered by both Councils before public consultation takes place on Preferred Options for the North West Cambridge Area Action Plan in the autumn.

### **Site Assessment Methodology**

The site assessment criteria have been compiled from:

1. The vision for the area set out in Option 7.1 of the Issues and Options Report. Appendix 1 sets out the various components of the vision and considers the relevance of each to determining the site footprint.
2. The objectives set out in Option 8.1 of the Issues and Options report. Appendix 1 sets out these objectives and considers the relevance of each to determining the site footprint.
3. Other relevant criteria drawn from national planning policy guidance, sound planning practice and site specific considerations. Appendix 2 sets out these other criteria and how they are relevant to site footprint.

The assessment criteria drawn from the above have been refined to avoid duplication and structured to provide:

1. an overview of the site option and how it relates to the University's aspirations,
2. consideration of the impact of the site option on the Green Belt and setting of Cambridge and other wider considerations particularly affecting the outer boundary of the site,

3. consideration of issues more relevant to the shape and form of the site itself.

The site assessments of each option together with the results of the sustainability appraisal and the representations from the Issues & Options consultation will be taken into account when determining the preferred site option.

The Assessment Criteria, in no particular order of priority, are:

Assessment Criteria	Description
<b>OVERVIEW</b>	
Development Option	Brief description of the site option.
Developable land	Size of site option in hectares.
University Aspirations	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol> <p>Also includes a proportional indication of the overall scale of development against the full aspirations of the University. Aspirations reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>
<b>CONSIDERATIONS</b>	
Sub regional housing requirement	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS.</p> <p>Includes a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a</p>

Assessment Criteria	Description
	<p>greater proportion of development through measures such as increased densities.</p> <p>Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p>
Contribution to Strategic Employment Provision.	Assess the potential of each site option to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.
Green Belt	<p>Assess each site option against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</li> </ol> <p>NB.</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> </ul>

Assessment Criteria	Description
	<ul style="list-style-type: none"> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact of each option on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>
Historic landscape	Assess the historic landscape character of the area and the impact of each option on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.
Biodiversity	Assess the biodiversity value of the area and the impact of each option on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.
Surface water attenuation	The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability of the development to provide surface water attenuation within the area of control of the University
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 on each site option as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation

Assessment Criteria	Description
	barriers.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre , some local shopping and <u>provision for primary education proportionate to the number of dwellings proposed (a 1 form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</u>
Site configuration	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>
Satisfactory mix of predominantly University related uses	<p>Assess the scope for each site option to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability of each option to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability of each option to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> </ol>

Assessment Criteria	Description
	<p>3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</p>
Relationship with adjoining communities	Assess the degree to which each option links with and respects existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.
Accessibility to community uses by walking and cycling	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>
Development viability and delivery	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.</p>



Appendix 1.7 – Site Assessment of Options 10.1 to 10.5

North West Cambridge – Issues & Options

1. Site Assessment

Option 10.1

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	Based on the University's original draft masterplan, development extends down the slope to close to the Washpit Brook and the M11 leaving only a 100-200 metres wide strip of landscape buffer between the motorway and the edge of development. The development would therefore essentially begin where the land starts to rise. The narrow green corridor close to Huntingdon Road widens out into a roughly circular open space in the vicinity of the Travellers' Pit SSSI.
Developable land	Size of site option in hectares.	77 ha Indicative built environment
University Aspirations	Comparison of the site option against: <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol>	Meets 100% of University's aspirations as it accords with the Masterplan prepared on behalf of the University in 2005 It follows that it also meets and exceeds the scale of development in Option 10.2

Topic	Criteria	Description and assessment
	<p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	
<p><b>CONSIDERATIONS</b> Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities. Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by</p>	<p>It is assumed that this would meet the upper level of housing of 2,500 dwellings as set out in the University's masterplan.</p>

Topic	Criteria	Description and assessment
	<p>district for a mixed use site in the absence of masterplanning.</p>	
Contribution to Strategic Employment Provision	<p>Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	<p>It is assumed that this option would meet the scale of development put forward in the University's masterplan of 100,000 m2 floorspace or 35.5 ha of land</p>
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> </ol>	<ol style="list-style-type: none"> <li>1. In terms of the setting of Cambridge, this option has the greatest loss of green foreground on the slope of land down to the Washpit Brook and M11 which provides a key part of the setting of the City with views from the M11 and the Madingley area most affected. The rising landform makes this area prominent in views from the west of Cambridge. The open and pastoral character of this land presents the quintessential rural setting that is associated with the setting of Cambridge. This openness also allows the visual, historical and cultural connections between the two prominent existing focal points in the landscape; the Chapel of the American Cemetery and the tower of Girton College. In short, it is a visually sensitive landscape that currently enhances the setting of Cambridge and which would very largely be lost under this option. This sweep of open rising ground that is so important to the setting of Cambridge is effectively lost and the proximity to the M11 and the rising landform will lead to this area not being perceived as a significant foreground. The rising land also means that development will be viewed over some distance as it extends up the slope and whilst landscaping can have some mitigating effect the slope means that it would not be able to be effectively screened as it is seen rolling</li> </ol>

Topic	Criteria	Description and assessment
	<p>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1..</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	<p>down the slope, increasing its visual impact. It also has an impact on the views of Girton College.</p> <ol style="list-style-type: none"> <li>2. As this option extends further into the open countryside it is the least compact option and therefore most reduces the compact nature of the City.</li> <li>3. It provides the greatest degree of separation between Girton and Cambridge. The gap at Huntingdon Road is around 200m wide, but in this option it opens up into a wider area of around 300m which extends right through to Madingley Road.</li> <li>4. The green corridor along Madingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core</li> <li>6. This is not considered relevant in this assessment.</li> </ol> <p>The primary impact would arise from the extent to which this option would visually impact on views and the green foreground to the City. Views of Girton College would also be lost from a number of viewpoints.</p>
Historic landscape	Assess the historic landscape character of the area and the impact of each option on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure	The loss of historic landscape elements with this option would be of high significance. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns, which are rare survivals from the former open field system which dates back to at least

Topic	Criteria	Description and assessment
	<p>hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>medieval times, will be lost. These heritage landscape elements provide the historic core of Cambridge with a setting and context. The loss of so much of the rural setting will be of a high significance and a diminution of the value of the historic core itself.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape e.g. Veteran oak and historic hedgerows, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p> <p>The impact of the level of development on the historic landscape would also be significant in terms of the adverse effects of the development itself combined with infrastructure issues because of the extent of the development across the historic fields to the south west.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact of each option on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>The primary impact of the development arises from its sheer extent over an area of currently largely undeveloped countryside. A watercourse, the Wash Pit Brook runs along the site and is likely to provide a corridor for animals moving through the area. Initial ecological studies have identified a number of badger setts within the area of the Plan. A main sett is known to be in the vicinity of the Travellers Rest SSSI and would need to be relatively well protected through integration within the open space of the green gap. However, a secondary sett lying near to the Huntingdon Road may require translocation. Further survey work will be needed to inform and guide a suitable scheme of mitigation</p>

Topic	Criteria	Description and assessment
		<p>and habitat creation for the badgers. A population of great crested newts is known to exist in ponds in the southern part of the Plan area. However, the ponds known to be used as breeding sites, and those ponds with potential for great crested newts, would be retained within the development area and thus largely to be unaffected. Nevertheless, a full programme of survey work would be required to re-assess previous surveys in order to inform and guide a scheme of mitigation and habitat creation for the great crested newts. With the integration of careful design measures such as SUDS, dropped kerbs and hibernation sites within new hedgerows the great crested newt population could even benefit from the changes brought about by development.</p>
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability of the development to provide surface water attenuation within the area of control of the University</p>	<p>As the option with the most extensive built footprint this option could be expected to generate the largest volume of surface water arising from hard surfaces in need of attenuation. Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.</p>
Health and amenity	Assess the implications of noise and air	The main issues are noise and air quality as a result of the

Topic	Criteria	Description and assessment
	<p>pollution as well as the visual impact arising from the M11 on each site option as a whole and for all uses (including built and open uses within the site). This would include the environmental &amp; visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.</p>	<p>proximity of the M11. Residential development is unlikely to be appropriate at the northern tip of the site where it is close to the Girton Interchange on air quality issues. However employment may be suitable here and on the western limits of the development close to the M11 itself. It is possible that employment here could shield residential development to the east of it, improving the noise environment of the site, although this may be limited by the rise in land levels. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of consultation options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design and orientation of buildings. It will be necessary for buildings to be situated so as to prevent the creation of noise corridors into the site. The green corridor and internal open spaces are likely to benefit from the noise shielding provided by the built form. This mitigation could also apply to the following options.</p>
Sustainable Development	<p>Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre , some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800</p>	<p>As the option with the greatest scale of development, it is likely to bring forward the largest range of local facilities and ensure that the centre is viable. However, the configuration of the site with a wide green corridor fragmenting the new community and would increase distances to the centre which could thus discourage journeys on foot and cycle.</p>



Topic	Criteria	Description and assessment
Site configuration	<p>dwelling and a 2 form entry is required for larger developments).</p> <p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Maddingley Road.</p>	<p>This option provides for the fullest possible range of development opportunity in that it is the largest of the site footprints of the various options at 77ha.</p> <p>The option will no doubt allow for various sustainable approaches to be implemented, whether in terms of block layout, use of sustainable drainage, or predominant south facing building orientation, amongst others. A sense of place, while being a relatively difficult goal to achieve simply from a plan given that it is so much also influenced by social and economic factors, would be possible in this option given the large area available to create a new development. In terms of open space, there is a generous amount of open space provided in the form of a strategic gap from Girton and the relatively large amount of development land would allow for a greater amount of on site open space. However, the gap between the site and the M11 is very narrow and low lying hence not of great use for formal open space use. Finally, the provision of an enhanced gateway is achievable, in terms of providing a strong built frontage on to Huntingdon Road.</p>
Satisfactory mix of predominantly University related uses	<p>Assess the scope for each site option to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related</li> </ol>	<p>As this option delivers the University's aspirations in full, it is assumed that this is not an issue in this option.</p>

Topic	Criteria	Description and assessment
	<p>uses;</p> <ol style="list-style-type: none"> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability of each option to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability of each option to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the NW) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the west of the strategic gap, but not so well if it is to the east of the strategic gap. Proposed radial link road will need to cross strategic gap.</li> <li>3. Greater width in NW part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of	The University's development does not present any real opportunities to connect with Girton village, which lies

Topic	Criteria	Description and assessment
	<p>Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.</p>	<p>essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots, which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton Village, albeit that they physically abut. It connects well with the existing built-up area of the city and with the proposed development at NIAB. It does not connect directly to the University's West Cambridge site although this does not preclude transport links being created.</p>
<p>Accessibility to community uses by walking and cycling</p>	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension and greater site area may make walking and cycling distances to community uses longer than other options.</li> <li>2. Larger north-south dimension and greater site area may make walking and cycling distances to external community uses longer than other options.</li> <li>3. Larger north-south dimension and greater site area may make walking and cycling distances from existing residential areas longer than other options, particularly from north east of Huntingdon Road.</li> </ol>
<p>Development viability and delivery</p>	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its</p>	<p>Whilst this is an important matter there is no evidence to assess the various options. However, this option is considered viable and deliverable by the University</p>

Topic	Criteria	Description and assessment
	infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed	

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

SHADING	LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
X	No significant effect / no clear link to the objective

### Environmental

**Predominantly red:** This option shows a high level of development and consequently will involve an increased resource footprint relative to lower levels of development. The extent of the spatial footprint impacts significantly on habitats and species, including badgers and habitat near brook and wetlands area. The spatial footprint results in a significant reduction in open space and access to wildlife areas. Areas of historic interest will be lost. Due to a high level of land take in the green belt area, there is risk of merger of new development with village of Girton and the sweep of open rising land and setting of the city will be lost. Some views of Girton

College and the historic centre lost due to development on the ridge. Greater development results in more light, noise pollution, greater energy use, greater area of hard surface, which in turn may have drainage and flooding implications.

**Dark green:** The designated SSSI is well protected with a buffer zone.

**Uncertainty:** The assessment of objective 3.3 depends on the plan layout, building design and landscaping and of objective 4.2 on waste management and recycling initiatives.

#### **Social**

**Red/orange:** Significantly reduced open space available for recreation

Reduced public access to open space.

**Dark Green:**

Will provide affordable housing for low income group. Local centre will be provided

**Light Green:**

Local centre provided, however, quality of services and facilities will depend on final development plan.

#### **Economic**

**Dark green:** This option accords with the University Masterplan and as such will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.

### 3. Summary of Representations to the Issues & Options Report

Objections = 13, Support = 4, Comments = 3

Comments raised in support of this option:

- More dense development along the M11 fringe would act as a sound barrier (advantage for Girton College and Girton village);
- Makes best use of this urgently needed housing site;
- Best option as it is based on the outcomes of the masterplan collaborative design workshops (can be amended if necessary to increase the width of open space between the M11 and the new urban edge to soften the urban edge and retain views of Girton College);
- Meets the University's needs and provides an opportunity to create an excellent and coherent development;
- May bring about benefits in terms of encouraging local trips between residential, employment, retail and education centres
- Practical and compact site layout provides easy access to local facilities.

Supports came from: The University, individual members of the public.

Comments raised in objection to this option:

- Object to the option unless it incorporates transport links as proposed by Transport 2000;
- Functionality of some areas of the development may be inhibited by noise from the M11;
- Development pays no regard to the purpose of the Green Belt or to the sensitive landscape setting of Cambridge as a compact city;
- Loss of important views;
- No effort has been made to preserve the ecological or historical value of the site;
- Damaging in terms of biodiversity and loss of substantial areas of habitat;
- Will cause too much damage to the Green Belt;
- The 'green' entrance to Cambridge will be spoiled;
- More traffic from the new development would cause chaos.

Objections came from :Transport 2000, other developers (RLW Estates and Ashwell (Barton Road) Ltd), individual members of the public, County Council, Cambridge Preservation Society, Parish Council's (Coton and Swavesey), Girton Planning Action Group, Anglia Ruskin University and the Universities Superannuation Scheme Ltd.

North West Cambridge – Issues & Options

1. Site Assessment

Option 10.2

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option	This option is a variant of option 10.1 in that it would more or less meet the development aspirations of the University but on a slightly different footprint. This option seeks to test the scope for the development around the Madingley Road Park & Ride site with development extending over the ecologically and historically valued fields to the southwest but limits development on the west facing slopes further north.
Developable land	Size of site option in hectares.	68 ha Indicative built environment
University Aspirations	Comparison of the site option against: <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol>	Other factors being equal one could expect that the development could provide for 88% of the development aspirations of the University. The initial assessment of this option by consultants acting for the University indicate that the required volume of development could be accommodated whilst maintaining a character and scale of development compatible with its context.

Topic	Criteria	Description and assessment
	<p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	
<p><b>CONSIDERATIONS</b> Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities.</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be 2,208 dwellings.</p>



Topic	Criteria	Description and assessment
	<p>Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p> <p>Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	
Contribution to Strategic Employment Provision		On a pro-rata reduction of option 10.1, this option would provide floorspace of 88,312 m <sup>2</sup> or 31.4 ha of employment land.
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open</li> </ol>	<ol style="list-style-type: none"> <li>1. This option would have a somewhat reduced impact (compared with 10.1) on setting and the views to the site and upon the green foreground to the City as most of its western edge respects the 20 metre contour identified as important by the Green Belt Landscape Study of 2006.</li> <li>2. This option extends development to the south and does not create a very compact form of development and it also reduces the compact nature of the City.</li> <li>3. Provides adequate separation between Girton and Cambridge. The gap at Huntingdon Road is around 200m wide and this is continued through the proposed site development.</li> <li>4. The green corridor along Madingley Road is not maintained. It would build on part of the green corridor running into Cambridge along Madingley Road, which forms part of a characteristically green and short approach into distinctive Cambridge identified in the Cambridge Green Belt Study 2002 by Landscape Design Associates which includes the Observatory fields and Churchill College grounds.</li> <li>5. There is no direct impact on the views of the Historic</li> </ol>

Topic	Criteria	Description and assessment
	<p>countryside into the urban area as generally indicated on the Key Diagram;</p> <ol style="list-style-type: none"> <li>5. Maintain views of the historic core;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</li> </ol> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character,</p>	<p>Core</p> <ol style="list-style-type: none"> <li>6. This is not considered relevant in this assessment.</li> </ol>

Topic	Criteria	Description and assessment
Historic landscape	<p>short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p> <p>Assess the historic landscape character of the area and the impact on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>This Option would 'set' the north west edge of the new development within an agricultural foreground protecting to some extent an element of the historic setting of the city because the extent of the development is defined by the break of the slope at the 20m contour.</p> <p>It would have a high impact to the south-west where the majority of the historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns are situated. These heritage landscape elements provide the historic core of Cambridge with a setting and context. The loss of these elements on the rural setting will be of significance and contribute to a diminution of the value of the historic core itself.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape whilst the Veteran oak is illustrated as being retained within an open space, the historic hedgerows are mainly included within the development area, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p> <p>The impact of the level of development on the historic landscape would also be significant in terms of the adverse effects of the development itself combined with infrastructure issues because of the extent of the development across the historic fields to the south west.</p>

Topic	Criteria	Description and assessment
Biodiversity	Assess the biodiversity value of the area and the impact on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.	This option has less impact than 10.1 on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest. It would also probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well (although slightly less well than 10.1) protected by an area of wide open space, although there would be some disturbance. Ponds known to have or have potential to have Great Crested Newt populations are affected but impact could be largely dealt with by mitigation measures. The geological SSSI of the Travellers' Pit forms part of a wider open space within the green gap but development areas are closer to its southern and eastern boundaries than in 10.1.
Surface water attenuation	The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability to provide surface water attenuation within the area of control of the University	Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.
Health and amenity	Assess the implications of noise and	The greater distance of development from the M11 by being

Topic	Criteria	Description and assessment
	<p>air pollution as well as the visual impact arising from the M11 as a whole and for all uses (including built and open uses within the site). This would include the environmental &amp; visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.</p>	<p>limited to the higher ground in the northern sector may reduce the impact of sound, but it allows less opportunity for employment buildings to shield residential development. There may be some air quality and noise issues if residential development were to be located close to Madingley Road P&amp;R. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of consultation options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design and orientation of buildings. It will be necessary for buildings to prevent a straight line of noise penetration into the site Therefore they need to be situated so as to prevent the creation of noise corridors into the site.</p>
Sustainable Development	<p>Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	<p>The scale of development would be sufficient to support a local centre, although the configuration of the site with a wide green corridor fragmenting the new community and would increase distances to the centre which could thus discourage journeys on foot and cycle.</p>
Site configuration	<p>Ensuring the site is of a shape capable of being developed</p>	<p>This option will dictate a more contained, and in some parts constrained, site configuration. The two separate blocks are</p>

Topic	Criteria	Description and assessment
	<p>satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>both very lengthy and will thereby give rise to a more “linear” form of development. The portion of the lands fronting Madingley Road will be very distant from the main parts of the site, which have a stronger relationship to Huntingdon Road, and so if fully developed the various parts of the site may not be well connected and may develop as somewhat different communities with different (and separate) facilities and services.</p> <p>A sustainable form of development is nevertheless possible, though a predominant south facing orientation for the purposes of passive solar gain will not be possible for much of the easterly portion of this site footprint. A sense of place may be difficult to achieve given the very distant parts of the site and the fact that they may require separate facilities and services for that reason. A generous amount of informal, strategic open space is provided which is well connected to the Girton Gap and M11 landscape corridor and on site open space (formal or informal) is possible in a variety of locations across the two parts of the development. A gateway entrance is possible from either Madingley Road or Huntingdon Road.</p>
<p>Satisfactory mix of predominantly University related uses</p>	<p>Assess the scope to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker</li> </ol>	<p>The University’s response to this option that required volume of development could be accommodated whilst maintaining a character and scale of development compatible with its context, would indicate that this option at 88% of 10.1 is capable of supplying a satisfactory mix of predominantly University related uses.</p>

Topic	Criteria	Description and assessment
Transport infrastructure	<p>housing with the emphasis on University and College staff.</p> <ol style="list-style-type: none"> <li>1. Assess the ability to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the SE) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the east or west of the strategic gap. Proposed radial link road will need to cross strategic gap</li> <li>3. Greater width in SE part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the	The University's development does not present any real opportunities to connect with Girton village, which lies essentially to the north of Huntingdon Road. South of

Topic	Criteria	Description and assessment
	<p>University, the other part of the north west quadrant and Girton.</p>	<p>Huntingdon Road the only development in Girton is the small number of large houses in extensive plots, which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton Village, albeit that they physically abut. This option would connect well with other parts of the City although the southern parts would be somewhat remote from the urban fabric of the City being separated by some open fields and the Madingley Park &amp; Ride site. It would connect direct to the University's West Cambridge site.</p>
<p>Accessibility to community uses by walking and cycling</p>	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension, particularly area down to Madingley Road and greater site area may make walking and cycling distances to internal community uses the longest of all the options.</li> <li>2. Larger north-south dimension, particularly area down to Madingley Road and greater site area may make walking and cycling distances to external community uses the longest of all the options.</li> <li>3. Larger north-south dimension, particularly area down to Madingley Road and greater site area may make walking and cycling distances from existing residential areas the longest of all the options, particularly from north east of Huntingdon Road.</li> </ol>
<p>Development viability and delivery</p>	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale</p>	<p>There is no evidence to suggest that this option is not viable and deliverable. The University's response to this option that required volume of development could be accommodated whilst</p>



Topic	Criteria	Description and assessment
	of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.	maintaining a character and scale of development compatible with its context, would indicate it considers this option viable and deliverable.

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

SHADING	LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
X	No significant effect / no clear link to the objective

### Environmental

**Predominantly red and orange:** This option shows a high level of development and consequently will involve an increased resource footprint relative to lower levels of development. Some ecological impacts of development, including impact on badgers, habitat area

in north of site and hedgerows in south. Less impact on wetland area around brook than 10.1. Significant area of open space lost and areas of historic interest lost. Greater access to open space than option 10.1. Significant land take in green belt area, risk of merger of new development with village of Girton. Harm to function of greenbelt to setting of city. Limited development on slope, however views may be blocked to Girton and city.

Light green: Designated SSSI is conserved with a smaller buffer zone than option 10.1

Uncertainty: As 10.1

**Social**

Red/orange: Significantly reduced open space available for recreation, however, greater public access to this than in 10.1.

Dark Green:

Will provide affordable housing for low income group. Local centre will be provided.

Light Green:

Local centre provided, however, quality of services and facilities will depend on final development plan.

**Economic**

Dark green: This option meets development aspirations of University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.

**3. Summary of Representations to the Issues & Options Report**

Objections = 14, Support = 0, Comments = 4

Comments raised in relation to this option:

- May bring about benefits in terms of encouraging local trips between residential, employment, retail and education centres;
- A reasonable alternative to Option 10.1

Comments raised in objection to this option:

- Object to option unless it incorporated transport links proposed by Transport 2000;
- Development on the plateau would still be prominent;
- Will affect areas of ecological and historical interest;
- Strategic gap is contrived and very limited in value;
- Fails to maintain sufficient separation between Cambridge and Girton;
- Damaging in terms of biodiversity and will result in substantial loss of habitat;
- Significant detrimental effect on the Green Belt;

- This option would make public transport provision through the site less sustainable (3 development areas);
- This option would dissipate the potential for a thriving local centre as development is pulled in three directions;
- Would cause fragmentation of settlements;
- Narrow green corridors;
- Poor landscape setting.

Objections came from: Transport 2000, other developers (RLW Estates and Ashwell (Barton Road) Ltd), individual members of the public, County Council, the University, Cambridge Preservation Society, Swavesey Parish Council, Girton Planning Action Group, Anglia Ruskin University and the University's Superannuation Scheme.

North West Cambridge – Issues & Options

1. Site Assessment

Option 10.3

Topic	Criteria	Description and assessment
<p><b>OVERVIEW</b></p> <p>Development Option</p>	<p>Brief description of the site option.</p>	<p>In this option the rise of the land from Washpit Brook is retained as open agricultural land but the proposed development would sit at the top of the slope. The green gap between Girton and Cambridge which is 200m at Huntingdon Road is maintained and widens slightly towards Madingley Road, running broadly north to south through the development and would provide opportunities for a large central area for both amenity and recreation whilst protecting the SSSI</p>
<p>Developable land</p>	<p>Size of site option in hectares.</p>	<p>51 ha Indicative built environment</p>
<p>University Aspirations</p>	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol> <p>The proportional indication of the overall</p>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for only 66% or two thirds of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68 ha (Option 10.2) therefore, this option could provide for only 75% of these reduced development aspirations of the University.</p>

Topic	Criteria	Description and assessment
	<p>scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	
<p><b>CONSIDERATIONS</b> Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities. Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be 1656 dwellings</p>
<p>Contribution to Strategic Employment Provision</p>	<p>Assess the potential to contribute towards strategic employment provision as set out</p>	<p>On a pro-rata reduction of option 10.1, this option would provide floorspace of 66,234 m<sup>2</sup> or 23.5 ha of</p>

Topic	Criteria	Description and assessment
Green Belt	<p>Structure Plan Policy P2/3. Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1..</li> </ol> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact,</li> </ul>	<p>employment land.</p> <ol style="list-style-type: none"> <li>1. This option would have a reduced impact on views and upon the green foreground to the City compared to options 10.1 and 10.2, as all of its western edge respects the 20 metre contour identified as important by the Green Belt Landscape Study of 2006.</li> <li>2. This option has a reduced footprint and therefore maintains the compact nature of the City better than 10.1 or 10.2. However, the width of the green gap which widens slightly towards the south provides a separation within the development which is contrary to delivering a compact development site.</li> <li>3. Provides adequate separation between Girton and Cambridge with unimpaired links to the countryside. The gap at Huntingdon Road is around 200m wide and this is continued through the proposed site development and widens towards Madingley Road.</li> <li>4. The green corridor along Madingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core.</li> <li>6. This is not considered relevant in this assessment.</li> </ol>

Topic	Criteria	Description and assessment
	<p>dynamic city with a thriving historic centre;</p> <ul style="list-style-type: none"> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	
Historic landscape	<p>Assess the historic landscape character of the area and the impact of each option on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>This Option would protect most of the elements within the historic landscape including the majority of the historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns and therefore it will protect the historic setting of Cambridge due to the reduced area and location of the development.</p> <p>This Option would 'set' the north west edge of the new development within an agricultural foreground which would protect, to a certain extent the historic setting of the city, because the development is defined by the break of the slope at the 20m contour.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact of each option on that value. This</p>	<p>This option has less impact than 10.1 on the Washpit Brook to the northwest edge of the site, which is a</p>

Topic	Criteria	Description and assessment
	<p>includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>known area of ecological interest. It would also probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well (although slightly less well than 10.1) protected by an area of wide open space, although there would be some disturbance. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit forms part of a wider open space within the green gap but development areas are closer to its southern and eastern boundaries than in 10.1.</p>
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability of the development to provide surface water attenuation within the area of control of the University</p>	<p>Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.</p>
Health and amenity	Assess the implications of noise and air	The greater distance of development from the M11 by



Topic	Criteria	Description and assessment
	<p>pollution as well as the visual impact arising from the M11 on each site option as a whole and for all uses (including built and open uses within the site). This would include the environmental &amp; visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.</p>	<p>being limited to the higher ground in the northern sector may reduce the impact of sound, but it allows less opportunity for employment buildings to shield residential development. Development on the eastern side of the site furthest from the M11 is less likely to be affected.</p>
Sustainable Development	<p>Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1 form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	<p>The scale of development would be sufficient to support a local centre, although the configuration of the site with a relatively wide green corridor fragmenting the new community and would increase distances to the centre which could thus discourage journeys on foot and cycle.</p>
Site configuration	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>This option provides for the most generous strategic gap between the east and west portions of the site footprint, and is the most tightly drawn against existing development fronting Huntingdon Road to the north.</p> <p>The size of the strategic gap, in terms the separation of the two portions of development, will likely cause the development of two distinct places with individual “centres” and/or play spaces/services. It will be difficult in terms of design and movement to deliver a development that works as a whole rather than two</p>

Topic	Criteria	Description and assessment
		<p>parts. Selection of this option would mean a prioritisation of the retention of a strategic green gap over the delivery of a compact and cohesive single development.</p> <p>A sustainable form of development is nevertheless possible in terms of providing south facing oriented blocks, however due to the very severed nature of the two large development parcels a less sustainable development will result due to the need for greater walking/cycling distances within the overall site. It will also be harder to have single facilities/services serving both sides of the development. Providing a sense of place and appropriate level of open space is possible in this option; however as already noted, the development will tend to function as two separate entities and so may develop two separate identities and be experienced as two places rather than one. Providing a gateway is possible with this option, however it will be limited to the westerly end of Huntingdon Road.</p>
Satisfactory mix of predominantly University related uses	<p>Assess the scope for each site option to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and</li> </ol>	<p>The University opposes this option which indicates that it does not consider that this option would deliver a satisfactory mix of predominantly University related uses. However, there is no direct evidence to support this view.</p>

Topic	Criteria	Description and assessment
Transport infrastructure	<p>College staff.</p> <ol style="list-style-type: none"> <li>1. Assess the ability of each option to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability of each option to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Smaller area than options 10.1, 10.2, A and B, and so will require less transport infrastructure and is likely to generate less trips.</li> <li>2. Development is split either side of the strategic gap and will require radial link road crossing strategic gap to connect to orbital route.</li> <li>3. Relatively narrow development corridor makes it easier to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.	The University's development does not present any real opportunities to connect with Girton village which lies essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots which front Huntingdon Road. There is no real

Topic	Criteria	Description and assessment
<p>Accessibility to community uses by walking and cycling</p>	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<p>opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of “Girton South”, rather than as an extension to Girton village, albeit that they physically abut.</p> <p>Development on the eastern part of the site would be well related and connected to adjoining parts of the City. It connects well with the existing built-up area of the city and with the proposed development at NIAB. However, development of the western part would be somewhat remote from adjoining areas.</p> <p>It does not connect directly to the University’s West Cambridge site although this does not preclude transport links being created.</p>
		<ol style="list-style-type: none"> <li>1. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter to internal community uses.</li> <li>2. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter to external community uses.</li> <li>3. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter from existing residential areas, particularly from north east of Huntingdon Road</li> </ol>

Topic	Criteria	Description and assessment
Development viability and delivery	Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed	There is no evidence to suggest that this option is not viable and deliverable. However, the University does not support this option which may indicate that the scale of development is too limited to be viable and deliverable.

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

SHADING	LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
X	No significant effect / no clear link to the objective

## Environmental

**Predominantly orange:** This options shows mid level of development and therefore a moderate impact on resource use. The spatial footprint will impact to a lesser degree on habitats and species than options 10.1 and 10.2 but this impact remains fairly significant. Rise of land maintained as agricultural land but development would sit prominently at top of slope and views may be blocked to Girton and city. Risk of merger of new development with village of Girton and narrowing of greenbelt gap around city.

**Light green:** Designated SSSI is conserved with a smaller buffer zone than option 10.1

**Dark green:** Historic features in south of site maintained.

**Uncertainty:** As 10.1

**Social**

**Orange:** Reduced open space, however more retained than in 10.1 and 10.2.

**Predominantly light/dark green:**

Greater access to open space.

Will provide affordable housing for low income group.

**Uncertainty:** Reduced spatial footprint may reduce extent of local services provided at local centre.

**Economic**

**Light green:** Accommodates significant amount of University Masterplan. Will provide for some development other than housing but less provision than options 10.1 and 10.2.

**3. Summary of Representations to the Issues & Options Report**

Objections = 14, Supports = 4, Comments = 2

Comments raised in support of this option:

- This option seems to be the best compromise between development and the environment;
- This option seems to be the best compromise to preserve the historical and ecological value of the site;
- This option offers the most acceptable balance between meeting development needs and protection of the landscape and Green Belt setting of this sector of the edge of Cambridge;
- Supports proposal due to the retention of a wide strategic gap, typical arable setting to the City, some views and enabling recreational access within the retained rural fringe.

Supports came from : Individual members of the public, County Council and Cambridge Preservation Society.

Comments raised in objection to this option:

- Will lead to unsustainably dense development of the entire site;
- Does not meet the land requirement of the University;
- The intensification of the extent of the development would cause coalescence between Cambridge and Girton;
- Provides no noise buffer for Girton;
- Development would affect important views of key features of the landscape;
- Still represents harm to the Green Belt and as such is unacceptable;
- The option far too severely restricts the use of an urgently needed site in the City;
- Could have a detrimental impact on the Travellers Rest SSSI;
- Under this option there would either be a substantial reduction in development capacity on the site, or to deliver the University's development needs, development densities and heights would have to increase to 3-13 storeys, with an average height of 4-5 storeys;
- Benefits of this option in terms of the setting of Cambridge are not significant;
- Provides less growth capacity for the University;
- Would result in the loss of land deemed important to the setting of Cambridge;
- Would rule out the possibility of plots being made available to self-builders;
- Would impose much higher housing densities – mostly apartment blocks rather than houses.

Objections came from: Individual members of the public, other developers (RLW Estates and Ashwell (Barton Road) Ltd), County Council, the University, Swavesey Parish Council, Cambridge Preservation Society, Girton Planning Action Group, Anglia Ruskin University, University's Superannuation Scheme and the University of Cambridge Self-build Society

North West Cambridge – Issues & Options

1. Site Assessment

Option 10.4

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	In this option the rise of the land from Washpit Brook is retained as open agricultural land with the proposed development would sit at the top of the slope. The strategic gap widens even more than in 10.3 and turns more east to west through the development and links more directly with the open countryside beyond the M11.
Developable land	Size of site option in hectares.	48 ha Indicative built environment
University Aspirations	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol> <p>The proportional indication of the overall scale of development against the full aspirations of the University.</p>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 62% of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68 ha (Option 10.2) therefore, this option could provide for 71% of the development aspirations of the University.</p>



Topic	Criteria	Description and assessment
	<p>These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	
<p><b>CONSIDERATIONS</b> Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities. Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be 1558 dwellings</p>

Topic	Criteria	Description and assessment
	<p>yield by district for a mixed use site in the absence of masterplanning.</p> <p>Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	<p>On a pro-rata reduction of option 10.1, this option would provide floorspace of 62,338 m<sup>2</sup> or 22.1 ha of employment land.</p>
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> </ol>	<ol style="list-style-type: none"> <li>1. Like 10.3, this option would have a reduced impact on views and upon the green foreground to the City compared to options 10.1 and 10.2, as all of its western edge respects the 20 metre contour identified as important by the Green Belt Landscape Study of 2006. The greater width of the green corridor and the fact that it turns east-west probably reduces the impact of development slightly more than 10.3.</li> <li>2. This option has a reduced footprint and therefore maintains the compact nature of the City better than 10.1 or 10.2. However, the width of the green gap which widens slightly towards the west provides a separation within the development greater than 10.3 which is contrary to delivering a compact development site.</li> <li>3. Provides adequate separation between Girton and Cambridge with unimpaired links to the countryside. The gap at Huntingdon Road is around 200m wide and this is continued through the proposed site development and widens as it turns west to face the open countryside.</li> <li>4. The green corridor along Madingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core.</li> </ol>

Topic	Criteria	Description and assessment
	<p>5. Maintain views of the historic core;</p> <p>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the</p>	

Topic	Criteria	Description and assessment
Historic landscape	<p>City.</p> <p>Assess the historic landscape character of the area and the impact on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>This Option would protect most of the elements within the historic landscape including the historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns and therefore it will protect the historic setting of Cambridge due to the reduced area and location of the development.</p> <p>This Option would 'set' the north west edge of the new development within an agricultural foreground which would protect, to a certain extent the historic setting of the city, because the development is defined by the break of the slope at the 20m contour.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact on that value.</p> <p>This includes protected species such as Great Crested Newts and badgers.</p> <p>The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>This option has less impact than 10.1 on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest. It would also probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well (although slightly less well than 10.1) protected by an area of wide open space (on this point it is slightly better than 10.3 to which it is very similar except that the green corridor is wider), although there would be some disturbance. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit forms part of a wider open space within the green gap but development areas are closer to its southern and eastern boundaries than in 10.1.</p>

Topic	Criteria	Description and assessment
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability to provide surface water attenuation within the area of control of the University</p>	<p>Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.</p>
Health and amenity	<p>Assess the implications of noise and air pollution as well as the visual impact arising from the M11 as a whole and for all uses (including built and open uses within the site). This would include the environmental &amp; visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.</p>	<p>The greater distance of development from the M11 by being limited to the higher ground in the northern sector may reduce the impact of sound, but it allows less opportunity for employment buildings to shield residential development. Development on the eastern side of the site furthest from the M11 is less likely to be affected by noise.</p>
Sustainable Development	<p>Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include</p>	<p>The scale of development would be sufficient to support a local centre, although the configuration of the site with a wide green corridor fragmenting the new community and would increase distances to the centre which could thus discourage journeys on foot and cycle.</p>

Topic	Criteria	Description and assessment
	<p>a neighbourhood centre , some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	
<p>Site configuration</p>	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>In terms of site configuration, there is little difference between this option and option 10.3 as the basic formation of a block layout and development pattern would be almost identical, save and except the width and shape of the strategic gap may give rise to minor variations of block layout. Therefore, all comments made above pertaining to option 10.3 also pertain to option 10.4.</p>
<p>Satisfactory mix of predominantly University related uses</p>	<p>Assess the scope to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> </ol>	<p>The University opposes this option which indicates that it does not consider that this option would deliver a satisfactory mix of predominantly University related uses. However, there is no direct evidence to support this view</p>

Topic	Criteria	Description and assessment
	<p>3. the need for Key Worker housing with the emphasis on University and College staff.</p>	
Transport infrastructure	<p>1. Assess the ability to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</p> <p>2. Assess the ability to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</p> <p>3. Assess the ability to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</p>	<p>1. Smaller area than options 10.1, 10.2, A and B, and so will require less transport infrastructure and is likely to generate less trips.</p> <p>2. Development is split either side of the strategic gap and will require radial link road crossing strategic gap to connect to orbital route.</p> <p>3. Relatively narrow development corridor makes it easier to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</p>
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of	The University's development does not present any real opportunities to connect with Girton village which lies

Topic	Criteria	Description and assessment
	<p>Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.</p>	<p>essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton village, albeit that they physically abut. Development on the eastern part of the site would be well related and connected to adjoining parts of the City. It connects well with the existing built-up area of the city and with the proposed development at NIAB. However, development of the western part would be somewhat remote from adjoining areas. It does not connect directly to the University's West Cambridge site although this does not preclude transport links being created.</p>
<p>Accessibility to community uses by walking and cycling</p>	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community</li> </ol>	<ol style="list-style-type: none"> <li>1. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter to internal community uses.</li> <li>2. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter to external community uses.</li> <li>3. Smaller north-south dimension of NW part of site and smaller site area may make walking and cycling distances shorter from existing residential areas, particularly from north east of Huntingdon Road</li> </ol>



Topic	Criteria	Description and assessment
	consistent with the vision set out in the AAP.	
Development viability and delivery	Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.	There is no evidence to suggest that this option is not viable and deliverable. However, the University does not support this option which may indicate that the scale of development is too limited to be viable and deliverable

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

<b>SHADING</b>	<b>LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE</b>
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact

Yellow text	Uncertain or insufficient information to enable determination of impact
X	No significant effect / no clear link to the objective

**Environmental**

**Predominantly orange:**

As 10.3 with exception of objective 3.2 where narrowing of greenbelt gap is less significant than option 10.3.

**Light green:**

Option will maintain and enhance distinctiveness of landscape.

Designated SSSI is conserved with a smaller buffer zone than option 10.1

**Dark green:** Historic features in south of site maintained.

**Uncertainty:** As 10.1

**Social**

**Orange:** Reduced open space, however more retained than in 10.1 and 10.2.

**Predominantly light/dark green:**

Greater access to open space.

Will provide affordable housing for low income group.

**Uncertainty:** Reduced spatial footprint may reduce extent of local services provided at local centre.

**Economic**

**Light green:** Accommodates significant amount of University Masterplan. Will provide for some development other than housing but less provision than options 10.1 and 10.2

**3. Summary of Representations to the Issues & Options Report**

Objections = 15, Supports = 1, Comments = 3

Comments raised in support of this option:

- Would be prepared to accept the compromise of the loss of some Green Belt to preserve the historical and ecological value of this landscape.

Support came from: Individual member of the public.

Comments raised in objection to this option:

- Does not provide adequate land for the University's development needs;
- Will lead to overly dense and unsustainable development of the entire site;
- The intensification of the extent of development in this area would cause coalescence between Cambridge and Girton.
- Development would affect important views of key features of the landscape;
- Still represents harm to the Green Belt and as such is unacceptable;
- This option too severely restricts the use of an urgently needed site in the city;
- It would be difficult to create a legible public transport route from the main part of the development towards the Maddingley Road Park and Ride site under this option;
- Could have a detrimental impact on the Travellers Rest SSSI;
- Under this option there would either be a substantial reduction in development capacity on the site, or to deliver the University's development needs, development densities and heights would have to increase to 3-8 storeys, with an average height of 5 storeys;
- Awkward layout of strategic gap;
- The benefits of the option in terms of the setting of Cambridge are not significant;
- Would result in the loss of land deemed important to the setting of Cambridge;
- Would rule out the possibility of plots being made available to self-builders;
- Would impose a much higher housing density – mostly apartment blocks rather than houses.

Objections came from : Individual members of the public, other developers (RLW Estates and Ashwell (Barton Road) Ltd), County Council, the University, Cambridge Preservation Society, Swavesey Parish Council, Girton Planning Action Group, Anglia Ruskin University, University's Superannuation Scheme and the University of Cambridge Self-build Society

North West Cambridge – Issues & Options

1. Site Assessment

Option 10.5

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	This option retains almost all the new development within the city boundary.
Developable land	Size of site option in hectares.	26 ha Indicative built environment
University Aspirations	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the University indicates could meet its needs.</li> </ol> <p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further</p>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 34% of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68 ha (Option 10.2) therefore, this option could provide for 38% of the development aspirations of the University.</p>

Topic	Criteria	Description and assessment
	development of Cambridge and its sub region as a world leader in the fields of higher education and research.	
<b>CONSIDERATIONS</b> Sub regional housing requirement	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS.</p> <p>Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities.</p> <p>Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be only 844 dwellings</p>

Topic	Criteria	Description and assessment
Contribution to Strategic Employment Provision	<p>in the absence of masterplanning. Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	<p>On a pro-rata reduction of option 10.1, this option would only provide floorspace of 33,766 m<sup>2</sup> or 12.0 ha of employment land.</p>
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> </ol>	<p>This option would have a minimal impact upon the landscape setting of Cambridge and easily maintain the compact form of the City</p> <p>There is no loss of existing green separation in this option, Girton and Cambridge would remain totally separate communities.</p>

Topic	Criteria	Description and assessment
	<p>5. Maintain views of the historic core;</p> <p>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage</p>	

Topic	Criteria	Description and assessment
	points, and providing an attractive green foreground to the City.	
Historic landscape	Assess the historic landscape character of the area and the impact on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.	<p>This Option would have minimal impact on the elements of the historic landscape because of the reduced area and location of the development.</p> <p>This Option would protect the historic setting of the city.</p>
Biodiversity	Assess the biodiversity value of the area and the impact on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.	<p>This option has the least impact on biodiversity. The Washpit Brook to the northwest edge of the site, which is a known area of ecological interest is unaffected as is the secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well protected as there is direct access to undisturbed open countryside on the slopes of the Washpit Brook valley, although there would be some disturbance by development to the east and south. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit is slightly more affected by this option than any other as development would be close to its eastern and southern boundaries and to a part of its western boundary.</p>
Surface water attenuation	The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River	<p>As the option with the minimal built footprint this option could be expected to generate the smallest volume of surface water arising from hard surfaces in need of attenuation. Only part of this development drains towards Washpit Brook. The landform</p>



Topic	Criteria	Description and assessment
	Great Ouse, along the route of the brook and its continuations. Assess the ability to provide surface water attenuation within the area of control of the University	of that part of the site to the east of the north-south strategic gap would indicate a strong likelihood that some of the water from this location would travel north towards Huntingdon Road or east towards Storey's Way. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located either in the strategic gap or further away in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.	As development is limited to the eastern side of the site furthest from the M11 this Option is least likely to be affected by noise.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a	The development would be just sufficient to bring forward a 1FE primary school, but there must be doubts as to whether it is capable of supporting other facilities of a neighbourhood centre such as local shopping which would enable a degree of self containment.

Topic	Criteria	Description and assessment
	<p>sustainable lifestyle. This will include a neighbourhood centre , some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	
<p>Site configuration</p>	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>This option is the smallest and hence the most compact of options in terms of site area. Any site configuration would therefore have to “work hardest” to achieve anything near the University’s aspirations for the quantum of development. This would result in the need for much taller buildings to provide the required development/floor space necessary. It is not considered that taller building heights as a result of such a constraint would be acceptable in this context given the low rise, suburban nature of surrounding development.</p> <p>A sustainable form of development is possible, however it would likely involve the use of more sustainable or renewable building materials given that there would be a greater bulk and height of buildings to work with in order to achieve the development aspirations of the University. In terms of providing a sense of place and appropriate level/location/quality of open space, this option can provide a sense of place, albeit in a much denser and taller built environment; and open space will act more as a buffer (strategic open space) or as small pocket parks/greens (formal open space within the site). An enhanced gateway</p>

Topic	Criteria	Description and assessment
		<p>entrance is not possible on Huntington Road although given the likely requirement for tall buildings on this small footprint it will be likely that taller buildings will help shape such a gateway entrance feature(s). Although it must be said again that this would not likely provide an appropriate juxtaposition against surrounding low rise development.</p>
Satisfactory mix of predominantly University related uses	<p>Assess the scope to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	<p>This option is unlikely to bring forward sufficient development to enable a satisfactory mix of University related uses.</p>
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability to accommodate future</li> </ol>	<ol style="list-style-type: none"> <li>1. Smallest area and so will require least transport infrastructure and is likely to generate least trips.</li> <li>2. Site connects directly with proposed orbital link road, if this is to the east of the strategic gap, but not if it is to the west. Proposed radial link road will not need to cross strategic gap if orbital road is to the east of the strategic gap</li> <li>3. Small site size will make it easier to meet 400m walk distance, but size of development may be insufficient to justify site specific bus services.</li> </ol>

Topic	Criteria	Description and assessment
	<p>strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</p> <p>3. Assess the ability to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</p>	
<p>Relationship with adjoining communities</p>	<p>Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.</p>	<p>The development would be totally separate from all existing parts of Girton. It would connect well to the existing adjacent development in the City and to the proposed development on the NIAB land. It would not connect directly to the University's West Cambridge site nor is it likely to bring forward transport links to it.</p>
<p>Accessibility to community uses by walking and cycling</p>	<p>1. Within the development 2. Links between the new development and community uses outside the site relied on to serve the development. Accessibility to community uses within the site from residents outside</p>	<p>1. Smallest east west dimension and smallest site area may make walking and cycling distances shortest to internal community uses 2. Smallest east west dimension and smaller site area may make walking and cycling distances shorter to external community uses particularly to the north east of Huntingdon Road</p>

Topic	Criteria	Description and assessment
	<p>the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP</p>	<p>3. Smaller east west dimension and smaller site area may make walking and cycling distances shorter from existing residential areas, particularly from north east of Huntingdon Road</p>
<p>Development viability and delivery</p>	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.</p>	<p>It is very doubtful as to whether this option could bring forward any development other than a limited amount of housing and some employment.</p>

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, each site footprint has been appraised and reported in the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

<b>SHADING</b>	<b>LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE</b>
Dark green text	Significant positive impact

Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
<b>X</b>	No significant effect / no clear link to the objective

**Environmental**

**Predominantly dark green:** This option shows a low level of development and reduced resource footprint relative to other options. A substantial area of greenbelt maintained and there is minimal ecological impact and impact on undeveloped agricultural land. Views to Girton and the city are maintained. Greater provision of open space and access to wildlife sites. Minimal impact on habitats and species and historic sites. This option will be most likely to conserve badger population on site. Reduced level of development results in less noise, light pollution, minimal energy use.

**Light green:**

Less hard surface relative to initial open land than other options. Designated SSSI is conserved with a smaller buffer zone than option 10.1  
**Uncertainty:** As 10.1

**Social**

**Orange:** Significantly reduced spatial footprint, will impact on level of services, facilities and employment opportunities.  
**Predominantly light/dark green:** Large area of open space maintained  
 Greater access to open space. Will provide affordable housing for low income group.

**Economic**

**Red:** University needs not met.  
 Less provision of employment opportunities.  
 Less provision of facilities and services at local centre. If not provided, further to travel to nearest local facilities

**3. Summary of Representations to the Issues & Options Report**

Objections = 14, Supports = 7, Comments = 1

Comments raised in support of this option:

- This is the only option which allows the site to be developed as a single community;
- Preserves the integrity of Girton village and reduces the danger of coalescence between Cambridge and Girton;
- Would be prepared to accept some loss of Green Belt to preserve the historical and ecological value of this landscape;
- Most preferable landscape options as it maintains the existing landscape character and areas important for biodiversity;
- Results in the least amount of land take and would retain the largest area of ecological value

Supports came from: Transport 2000, Girton Parish Council, individual members of the public, Impington Parish Council, Cambridgeshire County Council and Natural England

Comments raised in objection to this option:

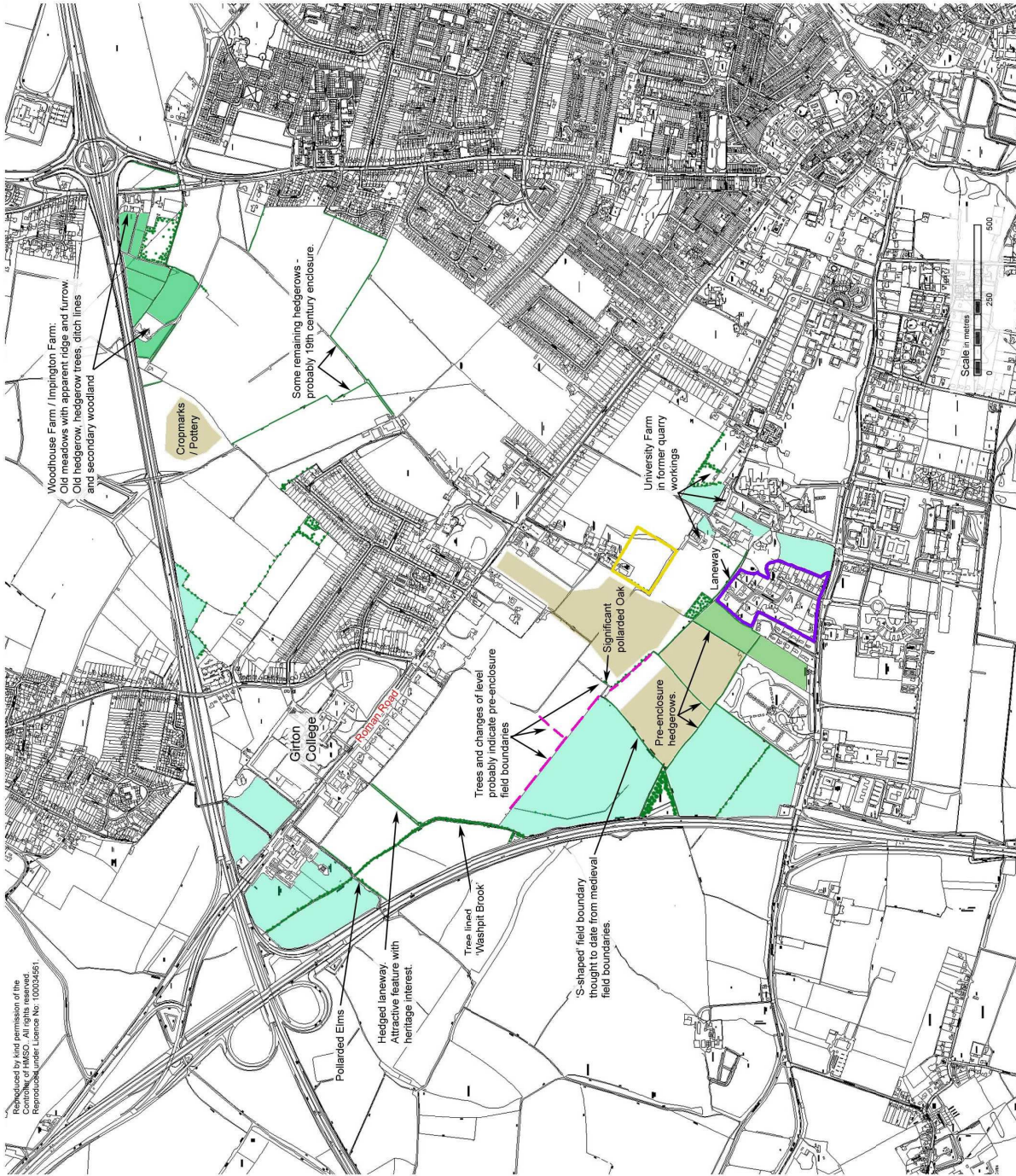
- This option will lead to an overly dense and unsustainable development on a small portion of the site and lose the opportunity to open the site to the public and create an attractive built fringe;
- This option would fall entirely short of serving the urgent need for key worker housing for University staff;
- Does not maximise the use of land close to the urban edge and therefore does not meet the requirements of the Structure Plan;
- This option may cause difficulties in delivering Policy H1 in the draft East of England Plan as it restricts development from taking place in South Cambridgeshire;
- Provides inadequate land to meet the University's needs;
- Would prevent the development of housing in South Cambridgeshire to help deliver some of the 1,000 dwelling shortfall identified by the Inspector into the South Cambridgeshire Core Strategy DPD;
- Still represents a loss of land from the Green Belt;
- This option would not make good use of land released from the Green Belt;
- As the necessary provisions are not met in the vicinity, it could further increase travel to the nearest facilities and services outside the development;
- Its benefits in terms of the setting of the city are not significant;
- Would rule out the possibility of plots being made available to self-builders;
- Would impose higher housing densities – mostly apartment blocks rather than houses.

Objections came from: Individual members of the public, County Council, Ashwell (Barton Road) Ltd, East of England Regional Assembly, the University, Cambridge Preservation Society, Swavesey Parish Council, Girton Planning Action Group, Anglia Ruskin University and the University of Cambridge Self-build Society.

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Appendix 1.9 – Heritage Interests map extracted from the 2006 Green Belt Landscape Study prepared by David Brown associates



**Legend:**

- Pasture with ridge and furrow
- Presently pasture (some with apparent signs of ridge and furrow)
- Recorded cropmarks (Principal archaeological records in arable fields)
- Geological SSSI
- Conduit Rd Conservation Area
- Bank
- Pre-enclosure (Medieval?) boundary
- Hedges, hedge trees, woodland

A variety of archaeological finds in the study area indicate the antiquity of local human habitation and the importance of this area to the development of Cambridge. (For other information about local heritage refer to the plans reproduced in the appendices of this report).

**NORTH WEST CAMBRIDGE  
Green Belt Landscape Study**

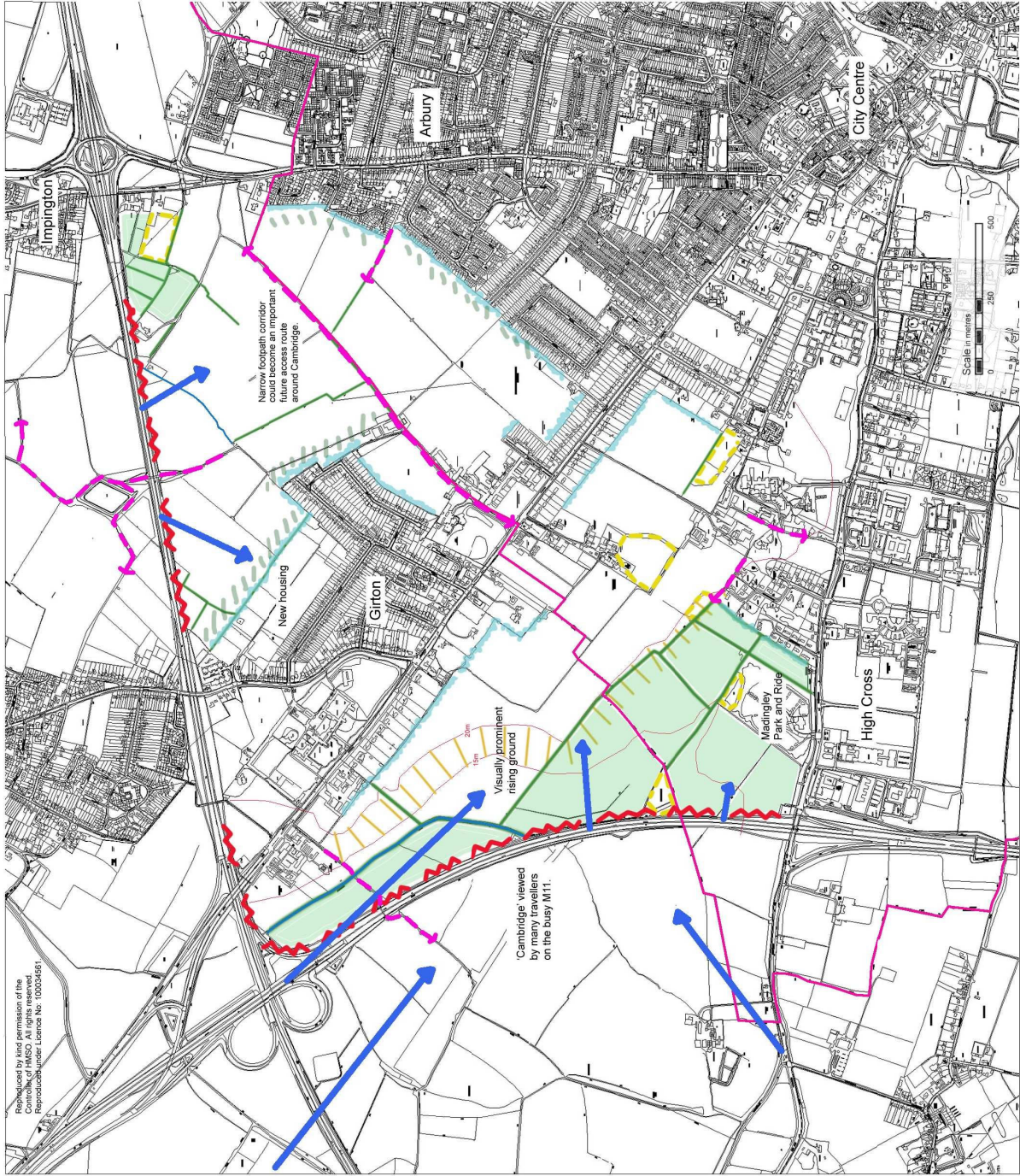
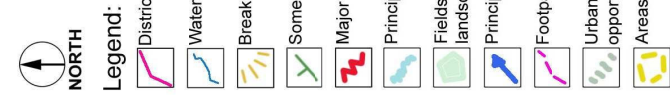
**Figure 3.0 (a)  
Heritage Interest (Plan)**

May 2006



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Appendix 1.8 – Opportunities and constraints map extracted from the 2006 Green Belt Landscape Study prepared by David Brown associates



**NORTH WEST CAMBRIDGE  
Green Belt Landscape Study**

**Figure 6.0  
Opportunities and Constraints**

May 2006



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Appendix 1.10 – Site Assessment of Options A to D

North West Cambridge – Issues & Options

1. Site Assessment

Option A

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	<p>In this option, development is withdrawn to the 20m contour line in the SDC part of the site such that it does not extend down the slope towards the Washpit Brook and M11. To the south of the site in the City, development departs from the 20m contour behind the established hedge line towards the point where the M11 runs in a cutting to the south.</p> <p>A 200m strategic gap is retained immediately south of Huntingdon Road. It narrows just south of the SSSI to 100m and then extends westwards in order to provide a green buffer for the Great Crested Newts.</p>
Developable land	Size of site option in hectares.	71ha Indicative built environment
University Aspirations	Comparison of the site option against: <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option</li> </ol>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 92% of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could</p>

Topic	Criteria	Description and assessment
	<p>10.2, which the University indicate could meet its needs.</p> <p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	<p>be accommodated on the built footprint of 68 ha (Option 10.2) therefore, this option could provide for 104% of the development aspirations of the University.</p>
<p><b>CONSIDERATIONS</b></p> <p>Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS.</p> <p>Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be 2305 dwellings</p>

Topic	Criteria	Description and assessment
	<p>appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities.</p> <p>Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p>	
Contribution to Strategic Employment Provision	<p>Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	<p>On a pro-rata reduction of option 10.1, this option would provide floorspace of 92,208 m<sup>2</sup> or 32.73 ha of employment land.</p>
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation</li> </ol>	<ol style="list-style-type: none"> <li>1. This option would have a reduced impact on views and upon the green foreground to the City as the northern part of its western edge respects the 20 metre contour identified as important by the Green Belt Landscape Study of 2006. It does descend the slope further in the southern sector but the impact on views and setting is limited by the shape of the slope and the existing hedge-line, although this would need to be strengthened to be effective.</li> <li>2. This option has a reduced footprint and therefore maintains the compact nature of the City better than 10.1 or 10.2. The width of the green gap between Girton and Cambridge, which is around 200m in width at Huntingdon Road narrows to 100m just south of the SSSI which allows a compact development site.</li> <li>3. Provides adequate if limited separation between Girton</li> </ol>



Topic	Criteria	Description and assessment
	<p>between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</p> <ol style="list-style-type: none"> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</li> </ol> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from</li> </ul>	<p>as the green gap narrows to 100m. The width of the strategic gap between Girton village and Cambridge at Huntingdon Road is approximately 200m. south of Huntingdon Road the linkage between the proposed University development and Girton becomes increasingly remote. In this option, just south of the SSSI, the gap narrows to 100m and minimises the problems caused by open space affecting the integration of the development into a new community.</p> <ol style="list-style-type: none"> <li>4. The green corridor along Maddingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core.</li> <li>6. This is not considered relevant in this assessment.</li> </ol>

Topic	Criteria	Description and assessment
	<p>merging into one another and with the city.</p> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	
Historic landscape	<p>Assess the historic landscape character of the area and the impact on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>This Option would 'set' the north west edge of the new development within an green and open foreground protecting to some extent an element of the historic setting of the city because much of the development is defined by the break of the slope at the 20m contour.</p> <p>The loss of historic landscape elements with this option would be of high significance. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns, which are rare survivals from the former open field system which dates back to at least medieval times, will be lost. These heritage landscape elements provide the historic core of Cambridge with a setting and context.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape, including the veteran oak and the historic hedgerows, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p>

Topic	Criteria	Description and assessment
		<p>The impact of the level of development on the historic landscape would also be significant in terms of the adverse effects of the development itself combined with infrastructure issues because of the extent of the development across the historic fields to the south west.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>This option has less impact than 10.1 on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest as development is largely limited to the higher ground. It would probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is protected by a green corridor but this could have an impact on foraging and social routes to a greater extent. Ponds known to have or have potential to have Great Crested Newt populations could be slightly affected by the proximity of development. The geological SSSI of the Travellers' Pit remains within the green corridor of 200m width at this point.</p>
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability to provide surface water attenuation within the area of control of the University</p>	<p>Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11</p>

Topic	Criteria	Description and assessment
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.	and the Washpit Brook.  This performs much the same as 10.3 and 10.4 although some development in the south west of the site is closer to the M11 than in those options. The greater distance of development from the M11 by being limited to the higher ground in the northern sector may reduce the impact of sound, but it allows less opportunity for employment buildings to shield residential development. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design and orientation of buildings. It will be necessary for buildings to be situated so as to prevent the creation of noise corridors into the site.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre , some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1 form entry primary is required for up to 800 dwellings and a 2 form	The scale of development would be sufficient to support a local centre with a range of services and facilities. The configuration of the site with a narrow green corridor (200m at Huntingdon Road but just around 100m south of the SSSI) would encourage a cohesive new community where distances to the neighbourhood centre were minimised thus encouraging journey on foot and cycle.

Topic	Criteria	Description and assessment
Site configuration	<p>entry is required for larger developments).</p> <p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>These two new variant options A and B are very similar, other than a slightly wider green gap between the two principal portions of the site, so they will be treated as one here in terms of site configuration. Given the difference in the gap width however, there is a difference of developable land between the options in that option A provides for 71ha and option B provides for 67ha.</p> <p>The development is capable of being delivered in a sustainable fashion with both these options in that they provide for sufficient land area in which to develop robust urban blocks with sufficient land for services, facilities, and related infrastructure within the site footprints. A sense of place is possible, with the ability to create a single centre serving both parts. In addition, the level/location/quality of open space is possible in both options and allows for both strategic (off-site) open space and formal (on site) open space, as well as informal open space within the site. An enhanced gateway is possible on the Huntingdon Road frontage at its westerly end.</p> <p>In terms of the two options, option A works slightly better in terms of site configuration criteria as it provides for a larger footprint in which to develop larger and more flexible urban blocks in this central part of the overall footprint (it is anticipated that a central “spine” route would be provided connecting the two parts and running roughly at a mid point of the site in an east-west fashion).</p>

Topic	Criteria	Description and assessment
Satisfactory mix of predominantly University related uses	<p>Assess the scope to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	<p>The University has not formally considered this new variant. In terms of the scale of development, it is slightly larger than 10.2 which the University indicated in the initial assessment of 10.2 by consultants acting for the University was that the required volume of development could be accommodated on a site of this scale whilst maintaining a character and scale of development compatible with its context.</p>
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability to provide a high level of public transport</li> </ol>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the NW) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the west of the strategic gap, but not so well if it is to the east of the strategic gap. Proposed radial link road will need to cross strategic gap.</li> <li>3. Greater width in NW part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>

Topic	Criteria	Description and assessment
Relationship with adjoining communities	<p>accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</p> <p>Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.</p>	<p>The University's development does not present any real opportunities to connect with Girton village which lies essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton village, albeit that they physically abut.</p> <p>Development on the eastern part of the site would be well related and connected to adjoining parts of the City. It connects well with the existing built-up area of the city and with the proposed development at NIAB. However, development of the western part would be somewhat remote from adjoining areas. It does not connect directly to the University's West Cambridge site although this does not preclude transport links being created.</p>
Accessibility to community uses by walking and cycling	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension and greater site area may make walking and cycling distances to community uses longer than other options.</li> </ol>

Topic	Criteria	Description and assessment
	<p>uses outside the site relied on to serve the development.</p> <p>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</p>	<p>2. Larger north-south dimension and greater site area may make walking and cycling distances to external community uses longer than other options.</p> <p>3. Larger north-south dimension and greater site area may make walking and cycling distances from existing residential areas longer than other options, particularly from north east of Huntingdon Road.</p>
<p>Development viability and delivery</p>	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.</p>	<p>There is no evidence to suggest that this option is not viable and deliverable. The University has not formally considered this new variant. In terms of the scale of development, it is slightly larger than 10.2. The initial assessment of 10.2 by consultants acting for the University was that the required volume of development could be accommodated on a site of this scale whilst maintaining a character and scale of development compatible with its context. They did not suggest that development on such a scale was unviable. This suggests that the University may consider that development of a site based on Option A is viable. Initial work on masterplanning by officers suggests that it is deliverable.</p>

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, site options A – D



have been appraised and reported in an addendum (2007) to the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

<b>SHADING</b>	<b>LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE</b>
<b>Dark green text</b>	Significant positive impact
<b>Light green text</b>	Some positive impact
<b>Orange text</b>	Moderate adverse impact
<b>Red text</b>	Negative impact
<b>Yellow text</b>	Uncertain or insufficient information to enable determination of impact
<b>X</b>	No significant effect / no clear link to the objective

### **Environmental**

**Predominantly Red and Orange:** This option is for a relatively large development, which has a footprint comparable in size to option 10.2. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution, greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change.

Some ecological impacts of development are expected, including impact on badgers, habitat area in north of site and pre-enclosure hedgerows in the south. Less impact on wetland area around brook than 10.1. Significant area of open space and areas of historic interest lost, particularly to the south west of the site. Significant land take in green belt area and risk of merger of new development with Girtton as only a relatively narrow open space area separates them. Limited development on slope but extension to the south west which will cross the 20m contour may impact on views. Some views may be blocked of Girtton and the city.

Uncertainty: As 10.1.

Also, the presence of a buffer around the SSSI could have a positive impact but the limited extent could also mean there will be a negative impact on the SSSI from the new development.

### **Social**

**Red and Orange:** Significantly reduced open space for recreation. Reduced public access to open space.

Light green: Local centre provided, however, quality of services and facilities will depend on final development plan.  
Dark green: Affordable housing will be provided on the site and a local centre provided.

**Economic**

Dark green: This option could meet development aspirations of the University. This could allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities would provide employment opportunities and would improve business development.

## North West Cambridge – Issues & Options

### 1. Site Assessment

#### Option B

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	<p>In this option, development is withdrawn to the 20m contour line in the SDC part of the site such that it does not extend down the slope to the Washpit Brook and M11. To the south of the site in the City, development departs from the 20m contour behind the established hedge line towards the point where the M11 runs in a cutting to the south.</p> <p>A 200m strategic gap is retained running southwards towards Madingley road and which then extends westwards in order to provide a green buffer for the newts.</p>
Developable land	Size of site option in hectares.	67ha Indicative built environment
University Aspirations	Comparison of the site option against: <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its</li> </ol>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 87% or two thirds of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68 ha</p>

Topic	Criteria	Description and assessment
	<p>needs.</p> <p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	<p>(Option 10.2) therefore, this option could provide for 98% of the development aspirations of the University.</p>
<p><b>CONSIDERATIONS</b></p> <p>Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities.</p> <p>Note: housing requirements are by</p>	<p>On a pro-rata reduction of the 2,500 dwellings in 10.1, the indicative built environment this option would be 2175 dwellings.</p>

Topic	Criteria	Description and assessment
	<p>district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p>	
Contribution to Strategic Employment Provision	<p>Assess the potential to contribute towards strategic employment provision as set out Structure Plan Policy P2/3.</p>	<p>On a pro-rata reduction of option 10.1, this option would provide floorspace of 87,013 m<sup>2</sup> or 30.8 ha of employment land.</p>
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> </ol>	<ol style="list-style-type: none"> <li>1. This option would have a reduced impact on views and upon the green foreground to the City as the northern part of its western edge respects the 20 metre contour identified as important by the Green Belt Landscape Study of 2006. It does descend the slope further in the southern sector but the impact on views and setting is limited by the shape of the slope and the existing hedge-line, although this would need to be strengthened to be effective.</li> <li>2. This option has a reduced footprint and therefore maintains the compact nature of the City better than 10.1 or 10.2. The width of the green gap between Girton and Cambridge, which is around 200m in width at Huntingdon Road is maintained which allows a compact development site, although to a slightly lesser extent than Option A.</li> <li>3. Provides adequate separation between Girton as the green gap is maintained at 200m.</li> <li>4. The green corridor along Maddingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core.</li> <li>6. This is not considered relevant in this assessment.</li> </ol>

Topic	Criteria	Description and assessment
	<p>5. Maintain views of the historic core.;</p> <p>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1.</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	
Historic landscape	Assess the historic landscape character of the area and the impact on the quality	This Option would 'set' the north west edge of the new development within a green and open foreground protecting

Topic	Criteria	Description and assessment
	<p>and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>to some extent an element of the historic setting of the city because the extent of the development is defined by the break of the slope at the 20m contour.</p> <p>The loss of historic landscape elements with this option would be of high significance. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns, which are rare survivals from the former open field system which dates back to at least medieval times, will be lost. These heritage landscape elements provide the historic core of Cambridge with a setting and context.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape, including the veteran oak and the historic hedgerows, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p> <p>The impact of the level of development on the historic landscape would also be significant in terms of the adverse effects of the development itself combined with infrastructure issues because of the extent of the development across the historic fields to the south west.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI,</p>	<p>This option has less impact than 10.1 on the Washpit Brook to the northwest edge of the site, which is a known area of ecological interest as development is largely limited to the higher ground. It would probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is</p>

Topic	Criteria	Description and assessment
	designated for its geological importance.	protected by a green corridor of just 200m width. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit remains within the green corridor which is 200m in width.
Surface water attenuation	The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability to provide surface water attenuation within the area of control of the University	Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint, there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.	This performs much the same as 10.3 and 10.4 although some development in the south west of the site is closer to the M11 than in those options. The greater distance of development from the M11 by being limited to the higher ground in the northern sector may reduce the impact of sound, but it allows less opportunity for employment buildings to shield residential development. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of the options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design



Topic	Criteria	Description and assessment
		and orientation of buildings. It will be necessary for buildings to be situated so as to prevent the creation of noise corridors into the site.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle. This will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1 form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).	The scale of development would be sufficient to support a local centre with a range of services and facilities. The configuration of the site with a narrow green corridor (200m at Huntingdon Road and maintained through the development) would encourage a cohesive new community where distances to the neighbourhood centre were minimised (although not as much as in Option A) thus encouraging journey on foot and cycle.
Site configuration	Ensuring the site is of a shape capable of being developed satisfactorily to ensure: <ul style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ul> Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge,	These two new variant options A and B are very similar, other than a slightly wider green gap between the two principal portions of the site, so they will be treated as one here in terms of site configuration. Given the difference in the gap width however, there is a difference of developable land between the options in that option A provides for 71ha and option B provides for 67ha.  The development is capable of being delivered in a sustainable fashion with both these options in that they provide for sufficient land area in which to develop robust

Topic	Criteria	Description and assessment
	<p>ie on Huntingdon Road or Madingley Road.</p>	<p>urban blocks with sufficient land for services, facilities, and related infrastructure within the site footprints. A sense of place is possible, with the ability to create a single centre serving both parts. In addition, the level/location/quality of open space is possible in both options and allows for both strategic (off-site) open space and formal (on site) open space, as well as informal open space within the site. An enhanced gateway is possible on the Huntingdon Road frontage at its westerly end.</p> <p>In terms of the two options, option A works slightly better in terms of site configuration criteria as it provides for a larger footprint in which to develop larger and more flexible urban blocks in this central part of the overall footprint (it is anticipated that a central “spine” route would be provided connecting the two parts and running roughly at a mid point of the site in an east-west fashion).</p>
<p>Satisfactory mix of predominantly University related uses</p>	<p>Assess the scope to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	<p>The University has not formally considered this new variant. In terms of the scale of development, it is slightly smaller than 10.2 which the University indicated The initial assessment of 10.2 by consultants acting for the University was that the required volume of development could be accommodated on a site of this scale whilst maintaining a character and scale of development compatible with its context.</p>

Topic	Criteria	Description and assessment
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the NW) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the west of the strategic gap, but not so well if it is to the east of the strategic gap. Proposed radial link road will need to cross strategic gap.</li> <li>3. Greater width in NW part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.	The University's development does not present any real opportunities to connect with Girton village which lies essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As

Topic	Criteria	Description and assessment
		<p>such, the development will function as a separate neighbourhood of “Girton South”, rather than as an extension to Girton village, albeit that they physically abut. Development on the eastern part of the site would be well related and connected to adjoining parts of the City. It connects well with the existing built-up area of the city and with the proposed development at NIAB. However, development of the western part would be somewhat remote from adjoining areas.</p> <p>It does not connect directly to the University’s West Cambridge site although this does not preclude transport links being created.</p>
<p>Accessibility to community uses by walking and cycling</p>	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension and greater site area may make walking and cycling distances to community uses longer than other options.</li> <li>2. Larger north-south dimension and greater site area may make walking and cycling distances to external community uses longer than other options.</li> <li>3. Larger north-south dimension and greater site area may make walking and cycling distances from existing residential areas longer than other options, particularly from north east of Huntingdon Road.</li> </ol>
<p>Development viability and delivery</p>	<p>Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of development and its ability to fund its</p>	<p>There is no evidence to suggest that this option is not viable and deliverable. The University has not formally considered this new variant. In terms of the scale of development, it is slightly smaller than 10.2. The initial assessment of 10.2 by</p>

Topic	Criteria	Description and assessment
	<p>infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed.</p>	<p>consultants acting for the University was that the required volume of development could be accommodated on a site of this scale whilst maintaining a character and scale of development compatible with its context. They did not suggest that development on such a scale was unviable. This suggests that the University may consider that development of a site based on Option B is viable. Initial work on masterplanning by officers suggests that it is deliverable.</p>

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, site options A – D have been appraised and reported in an addendum (2007) to the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

SHADING	LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
<b>X</b>	No significant effect / no clear link to the objective

## Environmental

**Predominantly Red and Orange:** This option is for a relatively large development, which has a footprint comparable in size to option 10.2. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution, greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change. There will be less impact on the wetland area around the brook than option 10.1.

The effects are likely to be the same as Option A with some ecological impacts and a significant area of open space and areas of historic interest lost. The wider buffer provided near the SSSI should mean the risk of negative impacts on the SSSI and of the merger of new development with Girton is lessened slightly. Nevertheless, the development will involve significant land take in the green belt. Limited development on slope but extension to the south west which will cross the 20m contour may impact views. Some views may be blocked to Girton and the city.

**Dark green:** The designated SSSI has a larger buffer than under Option A which should help protect this site.

**Uncertainty:** As 10.1

## Social

**Orange:** Reduced area of open space for recreation although a greater area than under option A and option 10.1 will be provided.

**Light green:** Local centre provided, however, quality of services and facilities will depend on final development plan.

**Dark green:** Affordable housing will be provided on the site and a local centre provided.

## Economic

**Dark green:** As option A. This option could meet development aspirations of the University. This could allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities would provide employment opportunities and would improve business development.

North West Cambridge – Issues & Options

1. Site Assessment

Option C

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	Based on the 2006 modifications to the University's original draft masterplan, development is drawn slightly further up the slope leaving a 200 –250 metre wide strip of landscape buffer between the motorway and the edge of development. A Strategic Gap close to Huntingdon Road widens out into a roughly circular open space in the vicinity of the Travellers' Rest Pit SSSI.
Developable land	Size of site option in hectares.	72 ha Indicative built environment.
University Aspirations	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol> <p>The proportional indication of the overall scale of development against the full aspirations of the University. These</p>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 94% of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68ha (option 10.2) therefore, this option could provide for 105% of the development aspirations of the University.</p>

Topic	Criteria	Description and assessment
	<p>reflect the University's potential to contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.</p>	
<p><b>CONSIDERATIONS</b> Sub regional housing requirement</p>	<p>Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities. Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.</p>	<p>On a pro-rata reduction of the 2,500 dwellings in option 10.1, the indicative built environment of this option would 2338 dwellings.</p>
<p>Contribution to Strategic</p>	<p>Assess the potential to contribute</p>	<p>On a pro-rata reduction of option 10.1, this option would</p>



Topic	Criteria	Description and assessment
Employment Provision	towards strategic employment provision as set out Structure Plan Policy P2/3.	provide floorspace of 93,506 m <sup>2</sup> or 33 ha of employment land.
Green Belt	<p>Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with</li> </ol>	<ol style="list-style-type: none"> <li>1. In this option development is not confined to the 20 metre contour line and does result in a significant loss of green foreground on the slope of land down to the Washpit Brook and M11 which provides a key part of the setting of the City with views from the M11 and the Maddingley area compromised. The rising landform makes this area very prominent in views from the west of Cambridge. The open and pastoral character of this land presents the quintessential rural setting that is associated with the setting of Cambridge. This openness also allows the visual, historical and cultural connections between the two prominent existing focal points in the landscape; the Chapel of the American Cemetery and the tower of Girton College. In short, it is a visually sensitive landscape that currently enhances the setting of Cambridge and which would very largely lost under this option. This sweep of open rising ground that is so important to the setting of Cambridge is effectively lost and the proximity to the M11 and the rising landform will lead to this area not being perceived as a significant foreground. The rising land also means that development will be viewed over some distance as it extends up the slope and would not be able to be effectively screened, increasing its visual impact.</li> <li>2. This option does extend into the open countryside although not as much as option 10.1 and therefore does reduce the compact nature of the City.</li> <li>3. This option does provide a certain degree of</li> </ol>

Topic	Criteria	Description and assessment
	<p>Policy P1/1..</p> <p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	<p>separation between Girton and Cambridge. The gap at Huntingdon Road is around 200m wide, but in this option it opens up into a wider area of around 300m.</p> <ol style="list-style-type: none"> <li>4. The green corridor along Madingley Road is maintained.</li> <li>5. There is no direct impact on the views of the Historic Core</li> <li>6. This is not considered relevant in this assessment.</li> </ol> <p>The primary impact would arise from the extent to which this option would visually impact on views and the green foreground to the City.</p>
Historic landscape	<p>Assess the historic landscape character of the area and the impact of each option on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>The loss of historic landscape elements with this option would be of high significance. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns, which are rare survivals from the former open field system which dates back to at least medieval times, will be lost. These heritage landscape elements provide the historic core of Cambridge with a setting and context. The loss of so much of the rural setting</p>

Topic	Criteria	Description and assessment
		<p>will be of a high significance and a diminution of the value of the historic core itself.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape e.g. Veteran oak and historic hedgerows, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact of each option on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>The primary impact arises from the extent of the development area with development encroaching upon Washpit Brook to the northwest edge of the site, which is a known area of ecological interest. It would also probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well protected by an area of wide open space although there would be some disturbance. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit forms part of a wider open space within the green gap and would therefore be well protected.</p>
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability of the</p>	<p>Given the size of this option, it could be expected to generate a relatively large volume of surface water arising from hard surfaces in need of attenuation. Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint,</p>

Topic	Criteria	Description and assessment
	development to provide surface water attenuation within the area of control of the University	there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 on each site option as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.	The main issues are noise and air quality as a result of the proximity of the M11. Residential development is unlikely to be appropriate at the northern tip of the site where it is close to the Girton Interchange on air quality issues. However employment may be suitable here and on the western limits of the development close to the M11 itself. It is possible that employment here could shield residential development to the east of it, improving the noise environment of the site, although this may be limited by the rise in land levels. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of the options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design and orientation of buildings. It will be necessary for buildings to be situated so as to prevent the creation of noise corridors into the site.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle.	Given the scale of development in this option, it is likely to bring forward a good range of local facilities and ensure that the centre is viable. However, the configuration of the site with a wide green corridor fragmenting the new community would increase distances to the centre which could thus

Topic	Criteria	Description and assessment
	<p>This will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	discourage journeys on foot and cycle.
Site configuration	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>This option will no doubt allow for various sustainable approaches to be implemented, whether in terms of block layout, use of sustainable drainage, or predominant south facing building orientation, amongst others. A sense of place, while being a relatively difficult goal to achieve simply from a plan given that it is so much also influenced by social and economic factors, would be possible in this option given the large area available to create a new development. In terms of open space, there is a generous amount of open space provided in the form of a strategic gap from Girton and the relatively large amount of development land would allow for a greater amount of on site open space. However, the gap between the site and the M11 relatively narrow and low lying hence not of great use for formal open space use. Finally, the provision of an enhanced gateway is achievable, in terms of providing a strong built frontage on to Huntingdon Road.</p>
Satisfactory mix of predominantly University related uses	Assess the scope for each site option to include a mix of uses having regard to:	It is assumed that as the University put this option forward, it will meet their aspirations in full.

Topic	Criteria	Description and assessment
	<ol style="list-style-type: none"> <li>1. the focus of the development on predominantly University related uses;</li> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability of each option to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability of each option to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the NW) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the west of the strategic gap, but not so well if it is to the east of the strategic gap. Proposed radial link road will need to cross strategic gap.</li> <li>3. Greater width in NW part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>

Topic	Criteria	Description and assessment
Relationship with adjoining communities	Assess the degree to which it can link with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.	<p>This option does not present any real opportunities to connect with Girton village, which lies essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots, which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton Village, albeit that they physically abut.</p> <p>It connects well with the existing built-up area of the city and with the proposed development at NIAB. It does not connect directly to the University's West Cambridge site although this does not preclude transport links being created.</p>
Accessibility to community uses by walking and cycling	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension and greater site area may make walking and cycling distances to community uses longer than other options.</li> <li>2. Larger north-south dimension and greater site area may make walking and cycling distances to external community uses longer than other options.</li> <li>3. Larger north-south dimension and greater site area may make walking and cycling distances from existing residential areas longer than other options, particularly from north east of Huntingdon Road.</li> </ol>
Development viability and delivery	Development viability, and therefore delivery, may be affected by the site	Whilst this is an important matter there is no evidence to assess the various options. However, this option is

Topic	Criteria	Description and assessment
	footprint in terms of the overall scale of development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed	considered viable and deliverable by the University

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, site options A – D have been appraised and reported in an addendum (2007) to the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

<b>SHADING</b>	<b>LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE</b>
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
<b>X</b>	No significant effect / no clear link to the objective

### Environmental

Predominantly Red and Orange



The development will represent significant land take of open space and Green belt land. The option is for a larger development footprint comparable in size to option 10.1 which will have increased resource demands, e.g. energy use and water use, and emissions of pollutants. This option will result in greater land take than Options A and B. This will have implications for open space provision and potentially for habitats and species across the site.

The incorporation of a wider buffer to the west of the SSSI reduces the risk to this site compared to options A, B and D. This will also extend the strategic gap through the site more successfully than the other options, which should reduce the risk of merger between the development and Gorton. The footprint is further away from the sites of historic value to the south west of the site, than options A and B. The development extends beyond the 20m contour along the full length of the site which could obstruct views. This could cause greater obstruction than Options A and B but will be determined by the details of the design for the development.

Green. The larger area of open space surrounding the SSSI should help protect the site from the development.  
Unknown As 10.1.

### **Social**

Orange: Reduced area of open space for recreation. Inclusion of open space into the development should provide some mitigation for this loss.

Light green: Local centre provided, however, quality of services and facilities will depend on final development plan.

Dark green: Affordable housing will be provided on the site and a local centre provided.

### **Economic**

Dark green: As option A. This option could meet development aspirations of the University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.

**North West Cambridge – Issues & Options**

**1. Site Assessment**

**Option D**

Topic	Criteria	Description and assessment
<b>OVERVIEW</b>		
Development Option	Brief description of the site option.	Based on Option C, development in this option extends down the slope towards the Washpit Brook and the M11 leaving a 200-250 metre wide strip of landscape buffer between the motorway and the edge of the development. Additional green indentations into the development are also featured. A 200m Strategic Gap is retained from Huntingdon Road running roughly southwards towards Madingley Road.
Developable land	Size of site option in hectares.	75ha Indicative built environment
University Aspirations	<p>Comparison of the site option against:</p> <ol style="list-style-type: none"> <li>1. the built footprint as proposed by the University in its masterplan (Option 10.1).</li> <li>2. the built footprint of Option 10.2, which the representations by the University indicate could meet its needs.</li> </ol> <p>The proportional indication of the overall scale of development against the full aspirations of the University. These reflect the University's potential to</p>	<p>The University has indicated that its needs would be accommodated on the built footprint of 77ha (option 10.1). By comparison, with other factors being equal, this option could provide for 97% of the development aspirations of the University.</p> <p>The University has also indicated that most of its needs could be accommodated on the built footprint of 68ha (option 10.2) therefore, this option could provide for 110% of the development aspirations of the University.</p>

Topic	Criteria	Description and assessment
	contribute to the further development of Cambridge and its sub region as a world leader in the fields of higher education and research.	
<b>CONSIDERATIONS</b> Sub regional housing requirement	Assess how the potential housing yield contributes to meeting the housing requirements of Cambridge City and South Cambs as set out in the RSS. Provide a pro rata assessment of housing and student accommodation yields, eg. if the site option were 80% of the University's built footprint, the assumption is that it would yield 80% of the number of dwellings. This does not take account of any change in the proportions of individual land uses that the University may advise is appropriate in view of the relative priorities for specific uses. It also does not consider potential to achieve a greater proportion of development through measures such as increased densities. Note: housing requirements are by district but it is not possible to make any realistic assumptions of dwelling yield by district for a mixed use site in the absence of masterplanning.	On a pro-rata reduction of the 2,500 dwellings in option 10.1, the indicative built environment of this option would 2435 dwellings.
Contribution to Strategic Employment Provision	Assess the potential to contribute towards strategic employment provision	On a pro-rata reduction of option 10.1, this option would provide floorspace of 97,403m <sup>2</sup> or 34 ha of employment

Topic	Criteria	Description and assessment
Green Belt	<p>as set out Structure Plan Policy P2/3. Assess against the relevant (saved) Structure Plan criteria for carrying out the Green Belt review on the edge of Cambridge as stated in Policy P9/2b:</p> <ol style="list-style-type: none"> <li>1. Retain any area required to maintain the purposes of Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;;</li> <li>2. Have regard for the compact form of the City;</li> <li>3. Provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;</li> <li>4. Ensure protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;</li> <li>5. Maintain views of the historic core.;</li> <li>6. provide, where appropriate, for limited development in identified Rural centres in accordance with Policy P1/1..</li> </ol>	<p>land.</p> <ol style="list-style-type: none"> <li>1. In this option development is not confined to the 20 metre contour line and does result in a significant loss of green foreground on the slope of land down to the Washpit Brook and M11 which provides a key part of the setting of the City with views from the M11 and the Maddingley area compromised. The rising landform makes this area very prominent in views from the west of Cambridge. The open and pastoral character of this land presents the quintessential rural setting that is associated with the setting of Cambridge. This openness also allows the visual, historical and cultural connections between the two prominent existing focal points in the landscape; the Chapel of the American Cemetery and the tower of Girton College. In short, it is a visually sensitive landscape that currently enhances the setting of Cambridge and which would very largely lost under this option. This sweep of open rising ground that is so important to the setting of Cambridge is effectively lost and the proximity to the M11 and the rising landform will lead to this area not being perceived as a significant foreground. The rising land also means that development will be viewed over some distance as it extends up the slope and would not be able to be effectively screened, increasing its visual impact.</li> <li>2. This option does extend into the open countryside although not as much as option 10.1 and 10.2.</li> <li>3. This option provides adequate separation between Girton as the Strategic Gap is maintained at 200m.</li> <li>4. The green corridor along Maddingley Road is</li> </ol>

Topic	Criteria	Description and assessment
	<p>The purposes of the Green Belt as stated in Policy P9/2a are to:</p> <ul style="list-style-type: none"> <li>• Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;</li> <li>• Maintain and enhance the quality of its setting;</li> <li>• Prevent communities in the Cambridge environs of Cambridge from merging into one another and with the city.</li> </ul> <p>The assessment of the impact on the quality of the setting of Cambridge, will include consideration of topography, landscape character, short and long distance views from main vantage points, and providing an attractive green foreground to the City.</p>	<p>maintained.</p> <ol style="list-style-type: none"> <li>5. There is no direct impact on the views of the Historic Core</li> <li>6. This is not considered relevant in this assessment.</li> </ol> <p>The primary impact would arise from the extent to which this option would visually impact on views and the green foreground to the City.</p>
Historic landscape	<p>Assess the historic landscape character of the area and the impact of each option on the quality and integrity of the landscape. This includes consideration of ridge and furrow, pre-enclosure hedgerows, pre-enclosure field boundaries and recorded crop marks.</p>	<p>The loss of historic landscape elements with this option would be of high significance. Historic field patterns, pre-enclosure boundaries, pre-enclosure hedgerows and ridge and burrow patterns, which are rare survivals from the former open field system which dates back to at least medieval times, will be lost. These heritage landscape elements provide the historic core of Cambridge with a setting and context. The loss of so much of the rural setting will be of a high significance and a diminution of the value of</p>

Topic	Criteria	Description and assessment
		<p>the historic core itself.</p> <p>The Option would include a 'piecemeal' retention of features from the historic landscape e.g. Veteran oak and historic hedgerows, which would erode their value in terms of context and historical relevance and it is also unlikely to sustain these features in the long term.</p>
Biodiversity	<p>Assess the biodiversity value of the area and the impact of each option on that value. This includes protected species such as Great Crested Newts and badgers. The Washpit Brook area is of particular biodiversity value. Also assess the impact on the Travellers Rest Pit SSSI, designated for its geological importance.</p>	<p>The primary impact arises from the extent of the development area with development encroaching upon Washpit Brook to the northwest edge of the site, which is a known area of ecological interest. It would also probably require the relocation and careful re-establishment of a secondary badger sett which lies behind the houses fronting Huntingdon Road. A main badger sett in the vicinity of the Travellers Rest SSSI is relatively well protected by an area of open space although there would be some disturbance. Ponds known to have or have potential to have Great Crested Newt populations are largely unaffected. The geological SSSI of the Travellers' Pit forms part of the open space within the strategic gap and would therefore be well protected.</p>
Surface water attenuation	<p>The development will generate significant volumes of surface water, which will drain into Washpit Brook. The floodplain starts at the edge of the area and extends to the River Great Ouse, along the route of the brook and its continuations. Assess the ability of the development to provide surface water</p>	<p>Given the size of this option, it could be expected to generate a relatively large volume of surface water arising from hard surfaces in need of attenuation. Most of the development drains towards Washpit Brook with the possible exception of part of the site to the east of the north-south strategic gap. Provided that sustainable drainage systems (SUDS) are incorporated within the built footprint,</p>

Topic	Criteria	Description and assessment
	attenuation within the area of control of the University	there is no reason to expect that this option could not satisfactorily accommodate measures to attenuate surface water so that off-site flooding and drainage problems are not made worse. Any necessary water storage areas would be likely to be located in the low lying parts of the site to the south and adjoining the M11 and the Washpit Brook.
Health and amenity	Assess the implications of noise and air pollution as well as the visual impact arising from the M11 on each site option as a whole and for all uses (including built and open uses within the site). This would include the environmental & visual impact of any necessary mitigation measures including built form, landscaping and sound attenuation barriers.	The main issues are noise and air quality as a result of the proximity of the M11. Residential development is unlikely to be appropriate at the northern tip of the site where it is close to the Girton Interchange on air quality issues. However employment may be suitable here and on the western limits of the development close to the M11 itself. It is possible that employment here could shield residential development to the east of it, improving the noise environment of the site, although this may be limited by the rise in land levels. Development on the eastern side of the site furthest from the M11 is less likely to be affected. As in most of consultation options, mitigation measures will be needed. This may include a mix of solutions including a 3m acoustic barrier along the M11 and a 5m bund closer to the development, and careful design and orientation of buildings. It will be necessary for buildings to be situated so as to prevent the creation of noise corridors into the site.
Sustainable Development	Development of sufficient scale to provide for a range of local community services and facilities to enable a degree of self containment and to minimise travel and support a sustainable lifestyle.	Given the scale of development in this option, it is likely to bring forward a good range of local facilities and ensure that the centre is viable. The configuration of the site with a narrow strategic gap (200m at Huntingdon Road and maintained though the development) it would encourage a

Topic	Criteria	Description and assessment
	<p>This will include a neighbourhood centre, some local shopping and provision for primary education proportionate to the number of dwellings proposed (a 1form entry primary is required for up to 800 dwellings and a 2 form entry is required for larger developments).</p>	<p>cohesive new community where distances to the neighbourhood centre were minimised (although not as much as in Option A) thus encouraging journey on foot and cycle.</p>
<p>Site configuration</p>	<p>Ensuring the site is of a shape capable of being developed satisfactorily to ensure:</p> <ol style="list-style-type: none"> <li>1) a sustainable form of development;</li> <li>2) a sense of place;</li> <li>3) an appropriate level, location and quality of open space.</li> </ol> <p>Also consider whether the site provides an opportunity to create an enhanced gateway on an entrance to Cambridge, ie on Huntingdon Road or Madingley Road.</p>	<p>The option will no doubt allow for various sustainable approaches to be implemented, whether in terms of block layout, use of sustainable drainage, or predominant south facing building orientation, amongst others. A sense of place, while being a relatively difficult goal to achieve simply from a plan given that it is so much also influenced by social and economic factors, would be possible in this option given the large area available to create a new development. In terms of open space, there is a good amount of open space provided in the form of a strategic gap from Girton and the relatively large amount of development land would allow for a greater amount of on site open space. However, the gap between the site and the M11 is narrow and low lying (but wider than 10.1) hence not of great use for formal open space use. Finally, the provision of an enhanced gateway is achievable, in terms of providing a strong built frontage on to Huntingdon Road.</p>
<p>Satisfactory mix of predominantly University related uses</p>	<p>Assess the scope for each site option to include a mix of uses having regard to:</p> <ol style="list-style-type: none"> <li>1. the focus of the development on</li> </ol>	<p>It is assumed that as the University put this option forward, it will meet their aspirations in full.</p>



Topic	Criteria	Description and assessment
	<p>predominantly University related uses;</p> <ol style="list-style-type: none"> <li>2. identified University-related uses;</li> <li>3. the need for Key Worker housing with the emphasis on University and College staff.</li> </ol>	
Transport infrastructure	<ol style="list-style-type: none"> <li>1. Assess the ability of each option to provide for different modes of transport with priority to walking, cycling and public transport provision, and minimising the scale of infrastructure for other motorised traffic.</li> <li>2. Assess the ability of each option to accommodate future strategic transport provision, including proposals emerging from the Cambridge Area Transport Strategy and the North West Cambridge Transport Study.</li> <li>3. Assess the ability of each option to provide a high level of public transport accessibility, based on maximum walking distances to bus stops of 400m and good connections to dedicated public transport corridors in the wider network e.g. an orbital route to link the Science Park with West Cambridge.</li> </ol> <p>Assess the degree to which it can link</p>	<ol style="list-style-type: none"> <li>1. Large area of development (particularly to the NW) is likely to generate a large number of trips and requiring corresponding transport infrastructure.</li> <li>2. Majority of development links well to the proposed orbital link road, if this is to the west of the strategic gap, but not so well if it is to the east of the strategic gap. Proposed radial link road will need to cross strategic gap.</li> <li>3. Greater width in NW part of site will make it more difficult to meet 400m walk distance. Size of development should be sufficient to justify site specific bus services.</li> </ol>
Relationship with		This option does not present any real opportunities to

Topic	Criteria	Description and assessment
adjoining communities	with and respect existing parts of Cambridge, including the rest of the University, the other part of the north west quadrant and Girton.	connect with Girton village, which lies essentially to the north of Huntingdon Road. South of Huntingdon Road the only development in Girton is the small number of large houses in extensive plots, which front Huntingdon Road. There is no real opportunity for the University development, to the rear of these properties, to connect to them or the main community of Girton village. As such, the development will function as a separate neighbourhood of "Girton South", rather than as an extension to Girton Village, albeit that they physically abut. It connects well with the existing built-up area of the city and with the proposed development at NIAB. It does not connect directly to the University's West Cambridge site although this does not preclude transport links being created.
Accessibility to community uses by walking and cycling	<ol style="list-style-type: none"> <li>1. Within the development</li> <li>2. Links between the new development and community uses outside the site relied on to serve the development.</li> <li>3. Accessibility to community uses within the site from residents outside the development so that the development contributes to meeting the needs of the wider City community consistent with the vision set out in the AAP.</li> </ol>	<ol style="list-style-type: none"> <li>1. Larger north-south dimension and greater site area may make walking and cycling distances to community uses longer than other options.</li> <li>2. Larger north-south dimension and greater site area may make walking and cycling distances to external community uses longer than other options.</li> <li>3. Larger north-south dimension and greater site area may make walking and cycling distances from existing residential areas longer than other options, particularly from north east of Huntingdon Road.</li> </ol>
Development viability and delivery	Development viability, and therefore delivery, may be affected by the site footprint in terms of the overall scale of	Whilst this is an important matter there is no evidence to assess the various options. However, this option is considered viable and deliverable by the University

Topic	Criteria	Description and assessment
	development and its ability to fund its infrastructure needs. However, without information on the development economics, development viability of any particular option cannot be assessed	

## 2. Sustainability Appraisal

It is a requirement of the Planning and Compulsory Purchase Act (2004) for all planning policy documents to undergo a Sustainability Appraisal in order to determine its impacts on social, economic and environmental objectives (the **Sustainability Objectives**), for example: to ensure everyone has access to decent, appropriate and affordable housing. As part of this process, site options A – D have been appraised and reported in an addendum (2007) to the Interim Sustainability Appraisal Report prepared by Scott Wilson (2006). A summary of the appraisal for this option is outlined below and for ease of interpretation the appraisal scoring system has been included.

Table 1: Appraisal Scoring System

SHADING	LIKELY IMPACT ON THE SUSTAINABILITY OBJECTIVE
Dark green text	Significant positive impact
Light green text	Some positive impact
Orange text	Moderate adverse impact
Red text	Negative impact
Yellow text	Uncertain or insufficient information to enable determination of impact
X	No significant effect / no clear link to the objective

### Environmental

#### **Predominantly Red and orange**

The development is for a large footprint comparable to option 10.1. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution,

greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change. This option will result in greater land take than Options A and B and to a lesser extent, C.

The extent of the spatial footprint impacts significantly on habitats and species, including badgers and habitat near brook and wetlands area. The spatial footprint results in a significant reduction in open space and access to wildlife areas. The significant land take increases the risk of merger of new development with Girton and the sweep of open rising land and setting of the city will be lost. The extension of the footprint into the line of the strategic gap could also increase the risk of merger. Some views of Girton College and the historic centre lost due to development on the ridge. The sensitive historic landscape and features may be impacted although not as significantly as for Options A and B.

Unknown

As 10.1

Also, the presence of a buffer around the SSSI could have a positive impact but the limited extent could also mean there will be a negative impact on the SSSI from the new development.

### **Social**

**Red and orange:** Reduced area of open space and public access to open space.

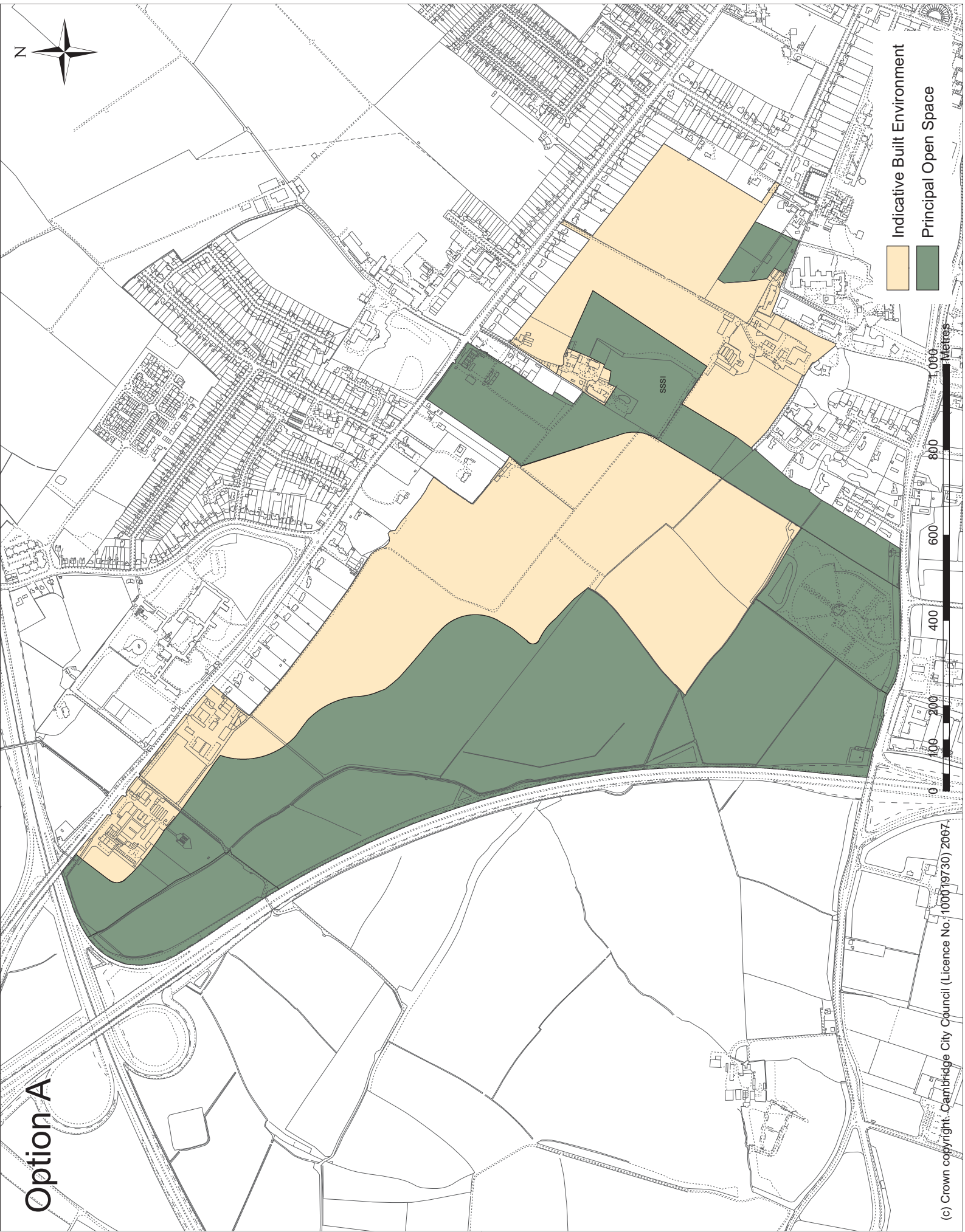
**Light green:** Local centre provided, however, quality of services and facilities will depend on final development plan.

**Dark green:** Affordable housing will be provided on the site and a local centre provided.

### **Economic**

**Dark green:** As option A. This option could meet development aspirations of the University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.

Appendix 1.11 – Maps of Site Options A to D



Indicative Built Environment  
Principal Open Space

0 100 200 400 600 800 1000 Metres

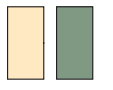
Option A

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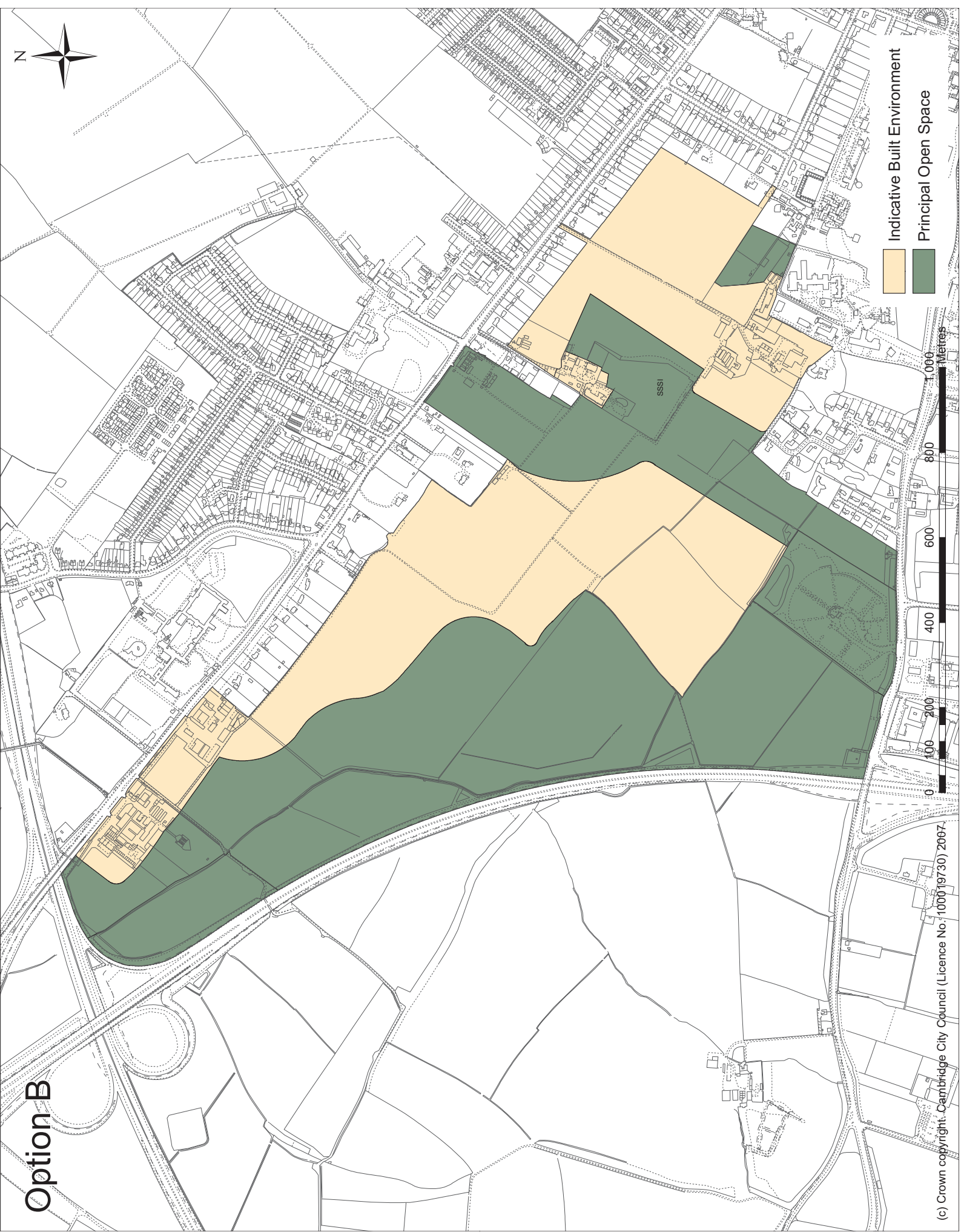


Option B

Indicative Built Environment  
Principal Open Space

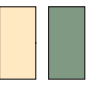


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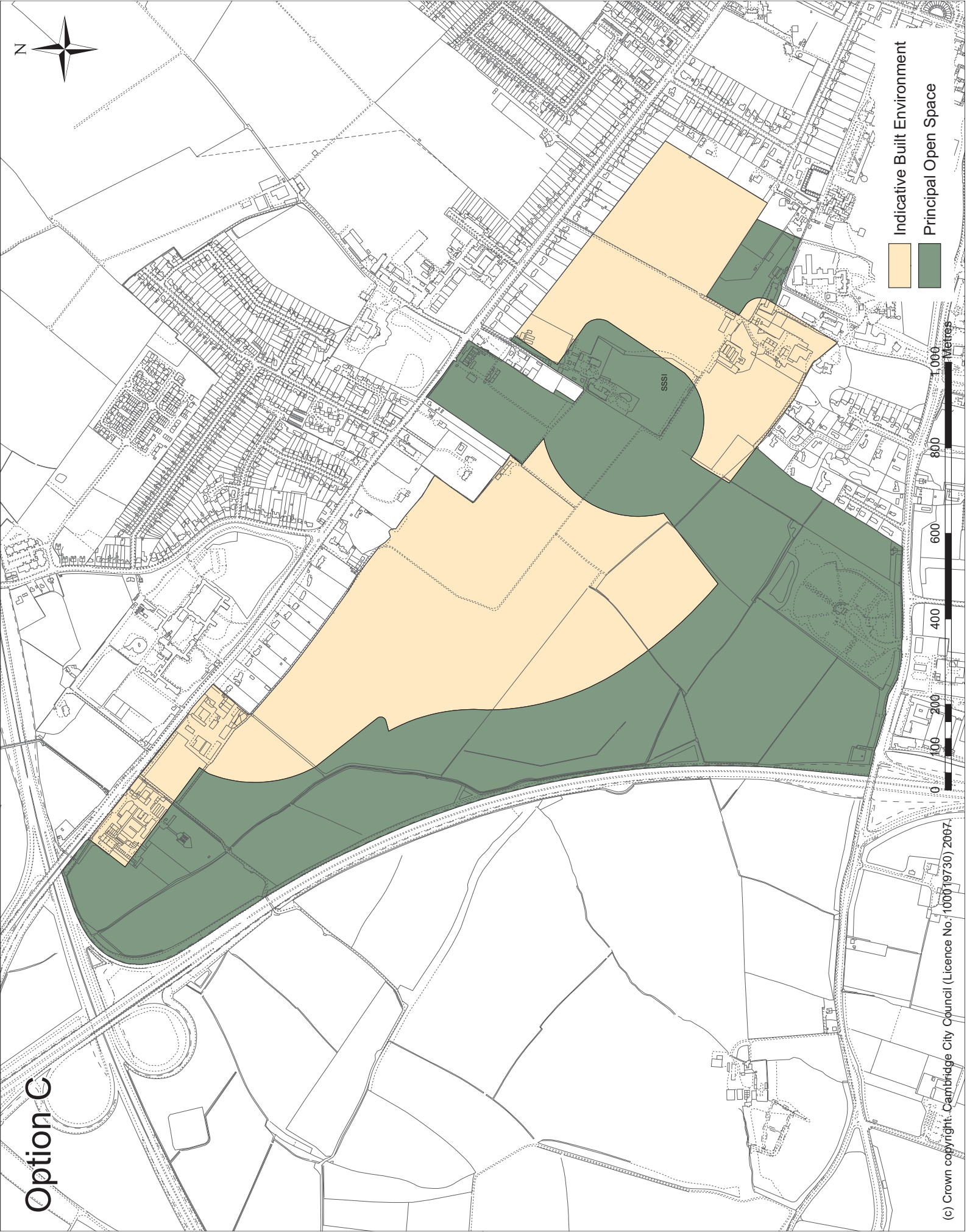


Indicative Built Environment  
Principal Open Space

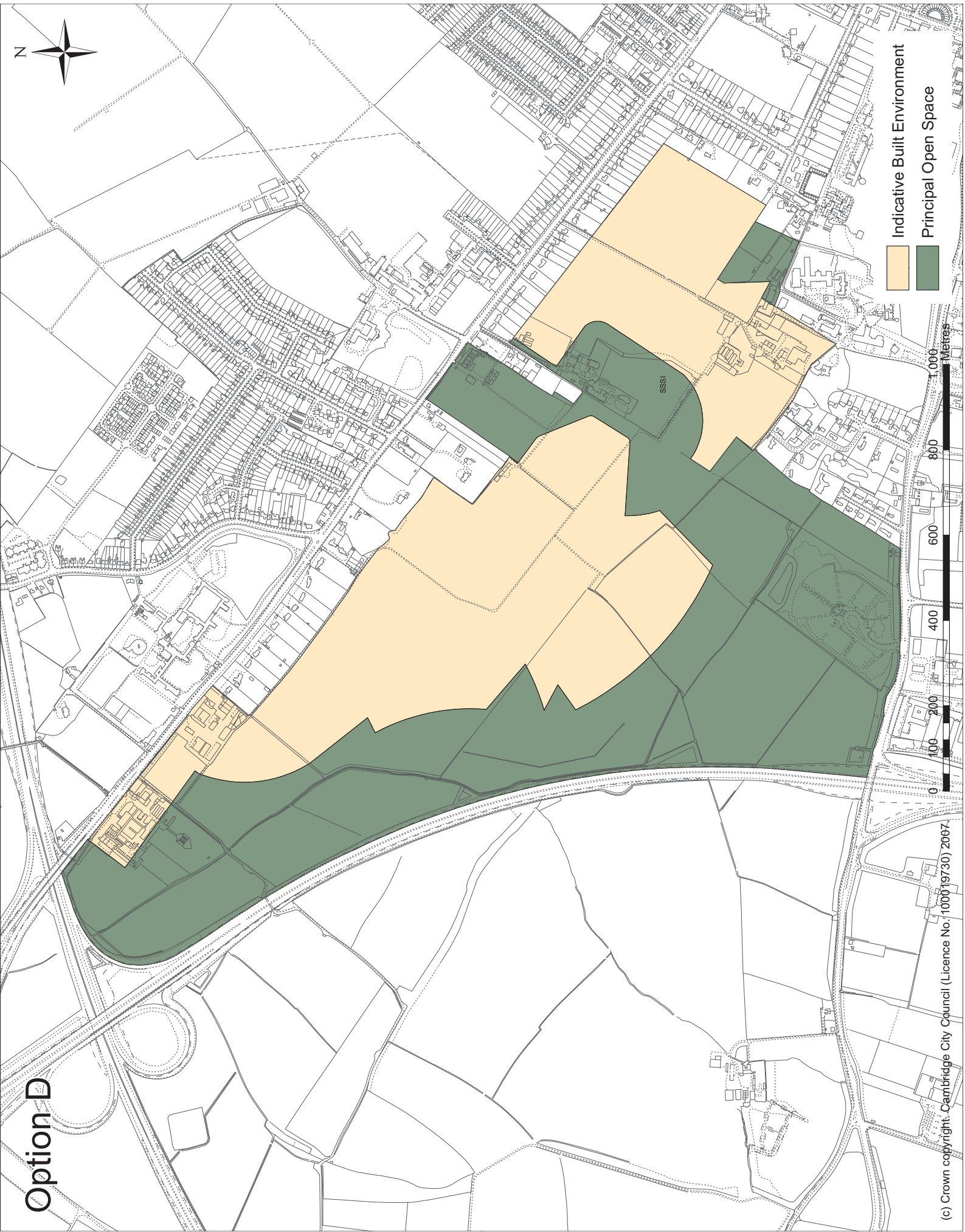


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Option C







Indicative Built Environment  
Principal Open Space

0 100 200 400 600 800 1,000 Metres

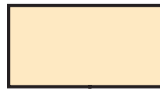

Option D

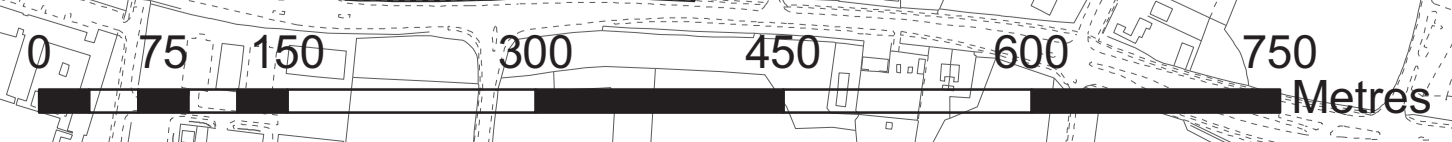
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# Option E



SSSI

-  Indicative Built Environment
-  Principal Open Space



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Appendix 1.12 – Three Dimensional Modelling

**EDAW Plc**

The Johnson Building, 77 Hatton Garden, London EC1N 8JS United Kingdom  
T +44 (0)203 009 2100 F +44 (0)203 009 2199 www.edaw.com

Sara Cass  
Urban Extensions Project Manager  
Planning Policy  
Cambridge City Council  
The Guildhall  
Cambridge CB2 3QJ

6 June 2007

Dear Sara,

**Re: Technical Assessment of Views of Northwest Cambridge Development Site**

Please find enclosed a summary of the outcome of the initial three-dimensional modelling of the Northwest Cambridge site. It was agreed that we would undertake an additional technical study relating to the development options for Northwest Cambridge set out in the Area Action Plan as well as those developed further by the Councils. The images enclosed illustrate the preliminary three-dimensional modelling of the site. We have a number of points of discussion that relate to these images; however, as you are unable to meet to discuss them in person, we have set them out in this letter.

**1) Methodology**

The methodology to undertake this technical study was discussed with you at our meeting in April and confirmed in email correspondence. As requested, we have modelled the four different development footprints, using only the building line and not considering built form within the development footprint or specific details of masterplans. The steps to undertake this work were as follows:

- a) GIS was used to pinpoint the agreed viewpoints, which are illustrated in the attached report. These include 2 long distance views, 2 views from the M11 and 3 views from in or immediately adjacent to the proposed development.
- b) The topography of the site was modelled using GIS and the Sketchup programme.
- c) The 3D model of each of the proposed development lines was draped on the topography using Sketchup. Each of the options was modelled as a 'ribbon' of development along the proposed site boundary.

The four options modelled are:

- i) Option 10.1 (University's Illustrative Masterplan, 4 storeys): This is based on the University's masterplan, developed through an extensive masterplanning exercise as well as stakeholder consultation.
- ii) 2007 Discussion Plan (4 storeys): Following a series of meetings between the University and the Councils, the University's masterplan has been developed further to respond to emerging responses.
- iii) Option A/B (4 storeys): Options A & B are additional plans tabled by the Councils following the Issues & Options consultation. The exact status of the options is unknown. The building line along the M11 is the same for both options, and they differ only in the treatment of the Girton Gap.

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- iv) Option A/B (5 storeys): Options A & B were also modelled at 5 storeys to reflect the need to accommodate the University's development requirements within a smaller building footprint.
- d) 50mm views of each of the options were captured in the Sketchup from all viewpoints
- e) The Sketchup views were overlaid onto 50mm photographs of the site to obtain a photomontage showing a wall of development in the site.

**2) Initial Assessment of Views**

The results of the modelling exercise are detailed in the attached document. Our summary conclusions from this exercise are as follows:

- a) Long Distance Views (Viewpoints 1&2):
  - i) No difference between different development options.
  - ii) No difference in impact on views of Girton College or setting of Cambridge.
- b) Views from the M11 (Viewpoints 3&4):
  - i) No noticeable difference in impact on views of the historic setting of Cambridge.
  - ii) Minor perceived difference in green setting as Option 10.1 and Discussion Option building lines are closer to M11. Although the actual perceived difference cannot be quantified, as this is a static assessment of what would normally be a moving view in vehicles attaining speeds of up to 70 miles per hour. For Viewpoint 4, there would be an impact on views of Girton College if the University was required to develop Option A or B to 5 storeys to accommodate its requirements.
- c) Views immediately in or adjacent to the site (Viewpoints 5, 6 & 7):
  - i) View 5: No real difference in views from Viewpoint 5. The development's proximity to viewpoint means that all development will have impact on views.
  - ii) Views 6 & 7: University's preferred option is least obtrusive in View 6 and not visible in View 7. Discussion Option & Options A&B have different perceived impact because they project into Girton Gap more substantially than Option 10.1.

**3) Further Considerations**

The approach taken in the modelling exercise, at the request of the Councils, was specifically adopted to allow the simply comparison to be made on the impact of development assuming different locations within the site for different building footprint edges. Consequently, the development edge was modelled as a consistent and monolithic wall of development for all four options, to allow for consistency between the different options. However, the actual development form will not be a continuous built edge. As demonstrated throughout the masterplanning exercise to date, and one which will be continued in the future, in finalising the University's Masterplan the emerging solution will be based on a developed and articulated building edge that would not appear as a continuous 4 storey wall of development along the development edge. In practice the actual urban edge will be broken in a number of places to allow for green links from the surrounding areas as well as enabling views of centrepiece spaces and buildings within the development all set within a landscaped framework. As such, until the masterplan design is developed in greater detail it will be difficult to ascertain specific differences in impact for short distance views.

In closing, therefore, we believe that this exercise has been instrumental in demonstrating that there is no discernable difference between the long distance views which can be seen as both static and moving views between Option 10.1 and the other Options. Turning to the views from the M11, the exercise indicates a minor difference in perspective as a static view. However, even this is of course a distortion as most of these views will be from vehicles travelling at up to 70mph and therefore only be a fleeting view.

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The Johnson Building, 77 Hatton Garden, London EC1N 8JS United Kingdom  
T +44 (0)203 009 2100 F +44 (0)203 009 2199 www.edaw.com

Consequently, we believe Option 10.1 provides a realistic building footprint edge from which to undertake the detailed iterative detailed design work to create a new quality urban edge to Cambridge which combines quality built forms and landscaped areas.

Yours sincerely,

Charles Ledward  
Principal

[charles.ledward@edaw.com](mailto:charles.ledward@edaw.com)

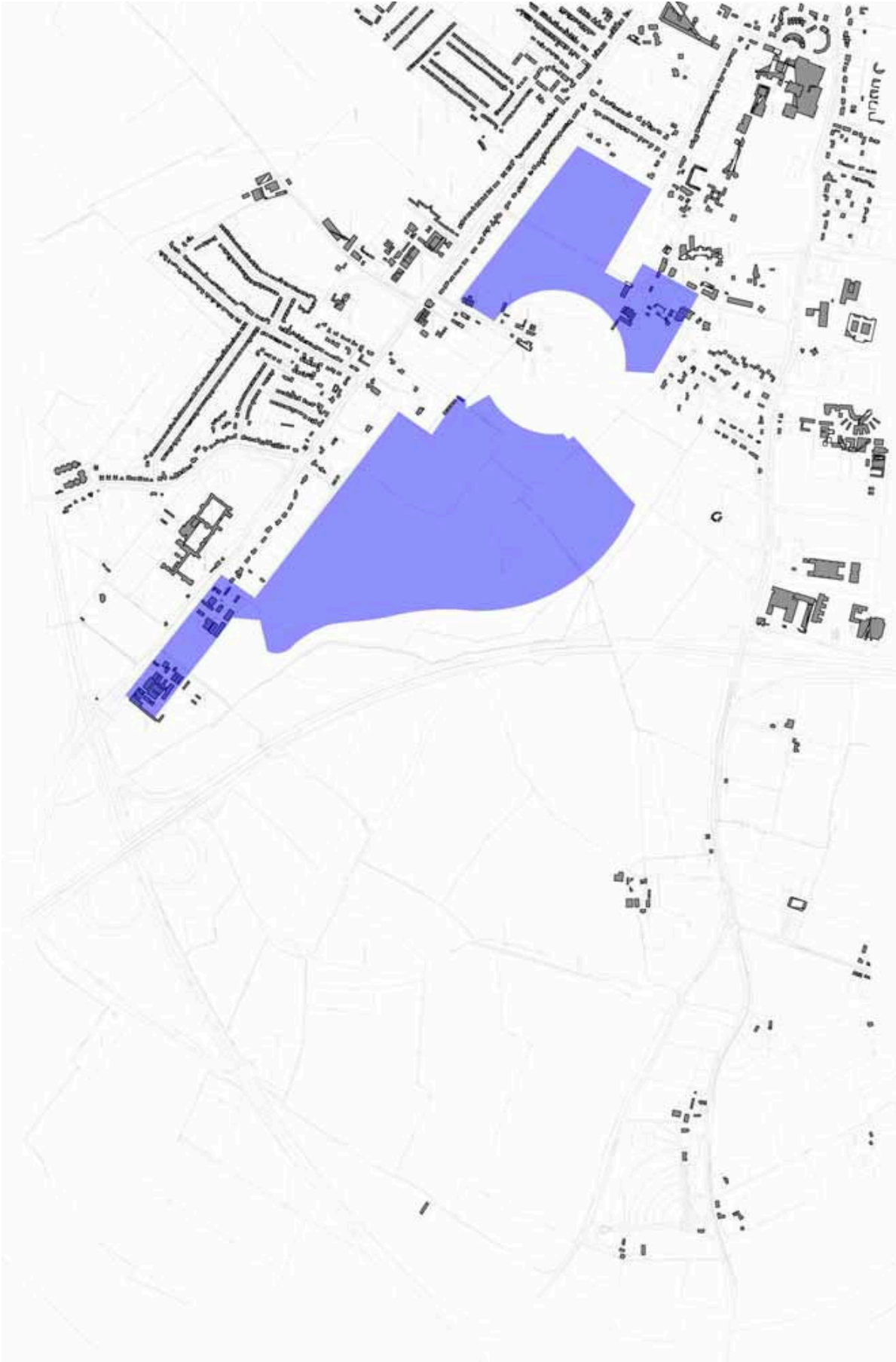




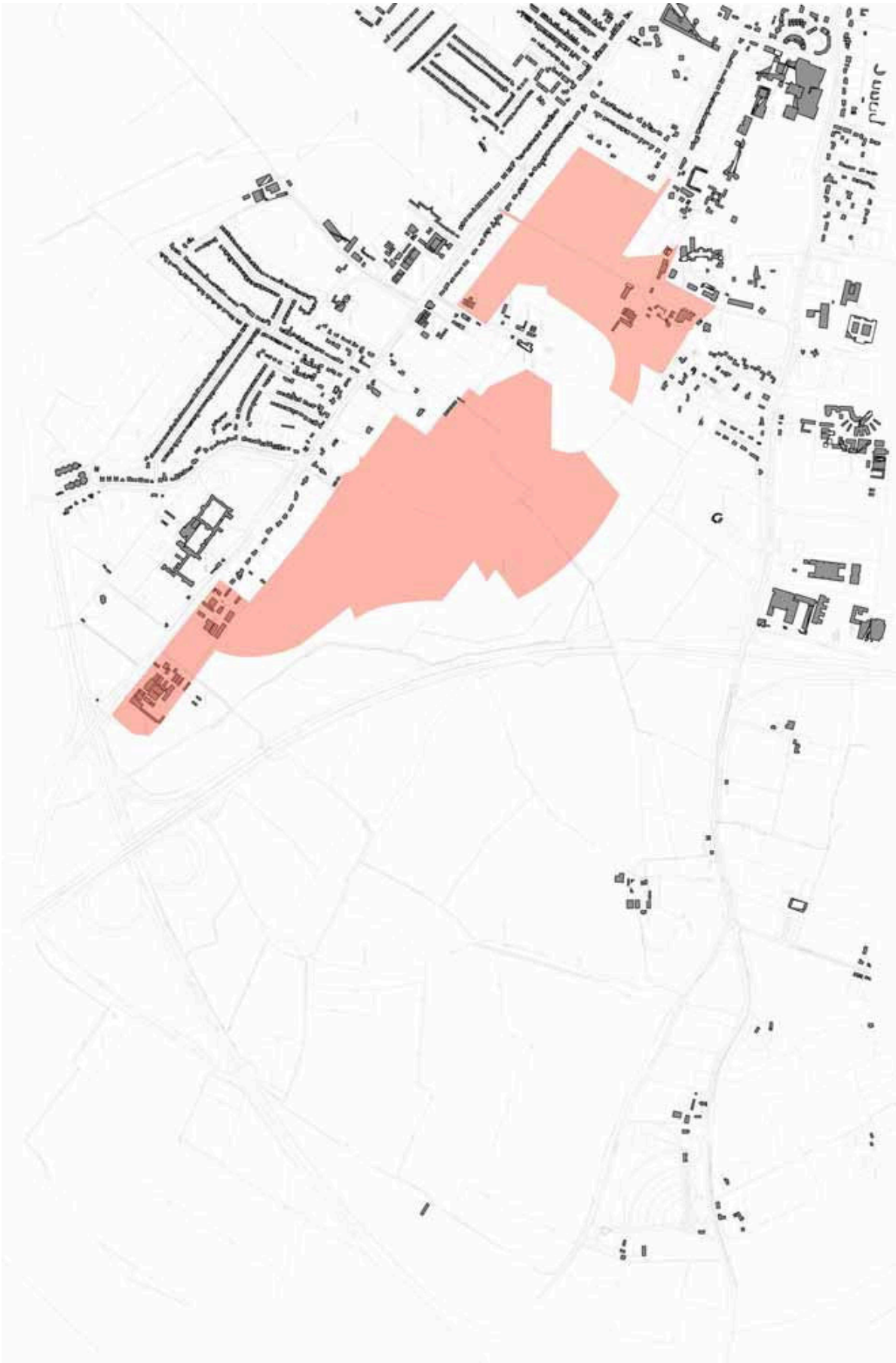
# North West Cambridge

Views & Modelling

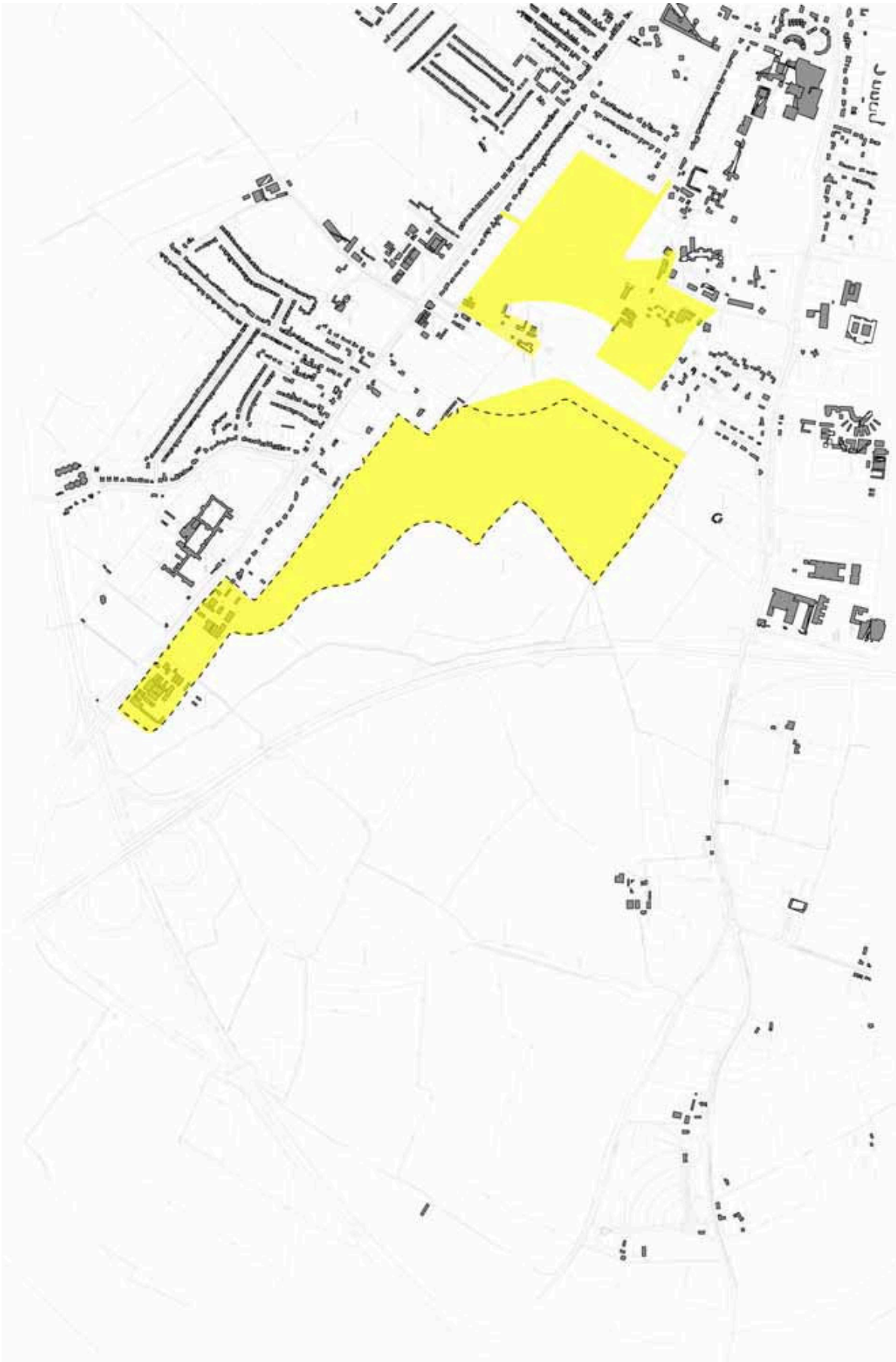
May 2007



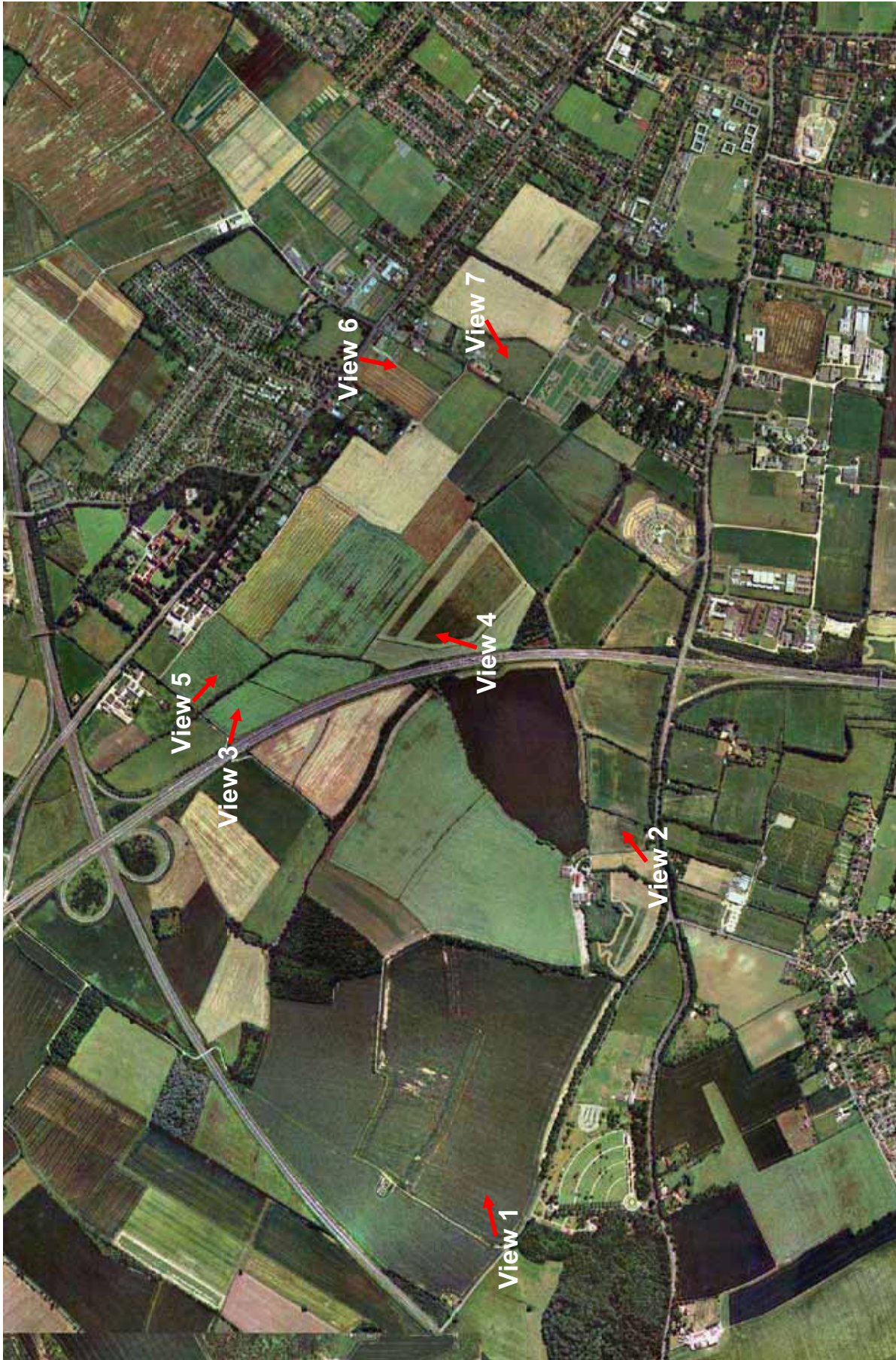
## Option 10.1 (University's Illustrative Masterplan)



# 2007 Discussion Plan



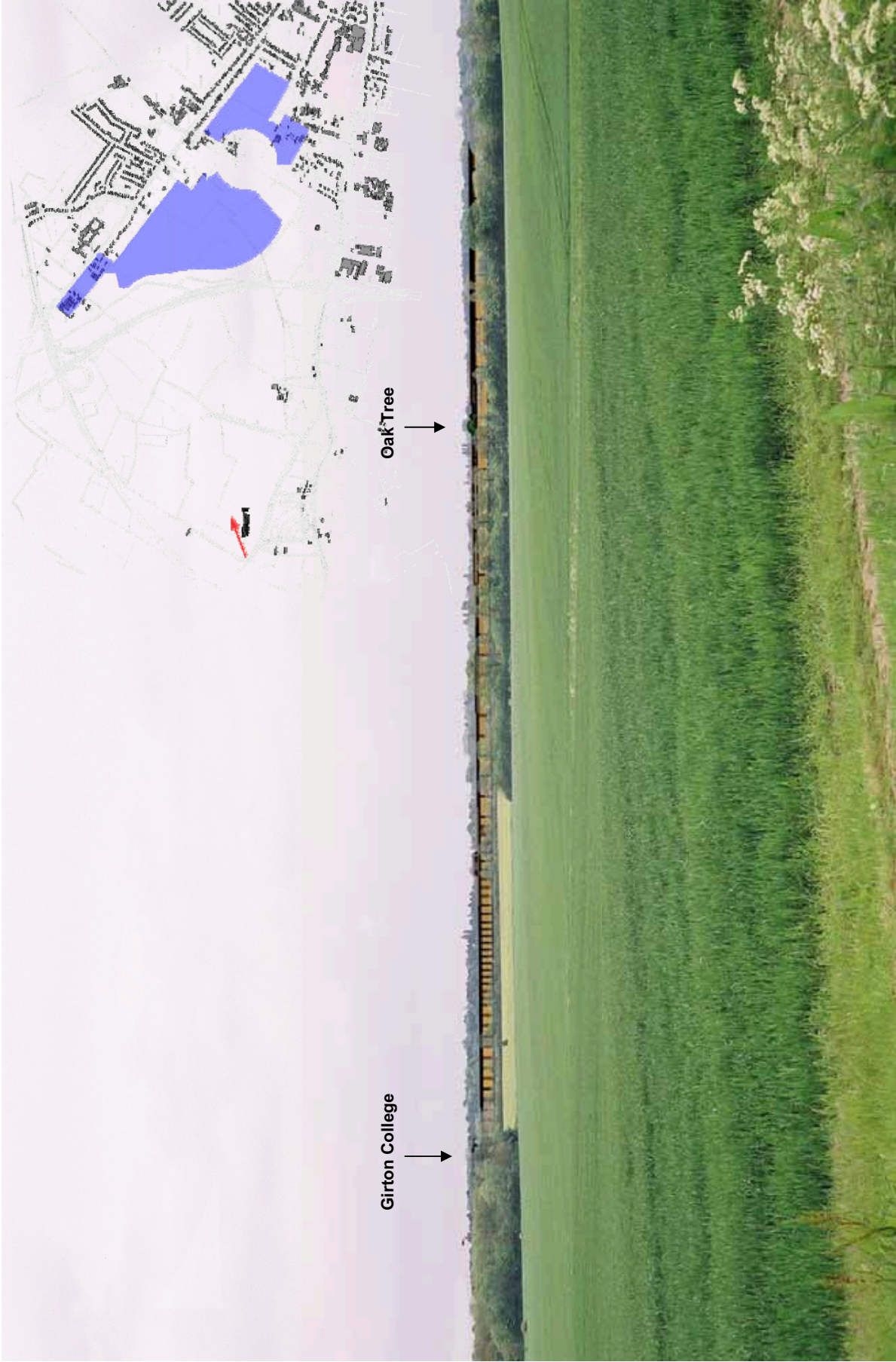
Option A/B



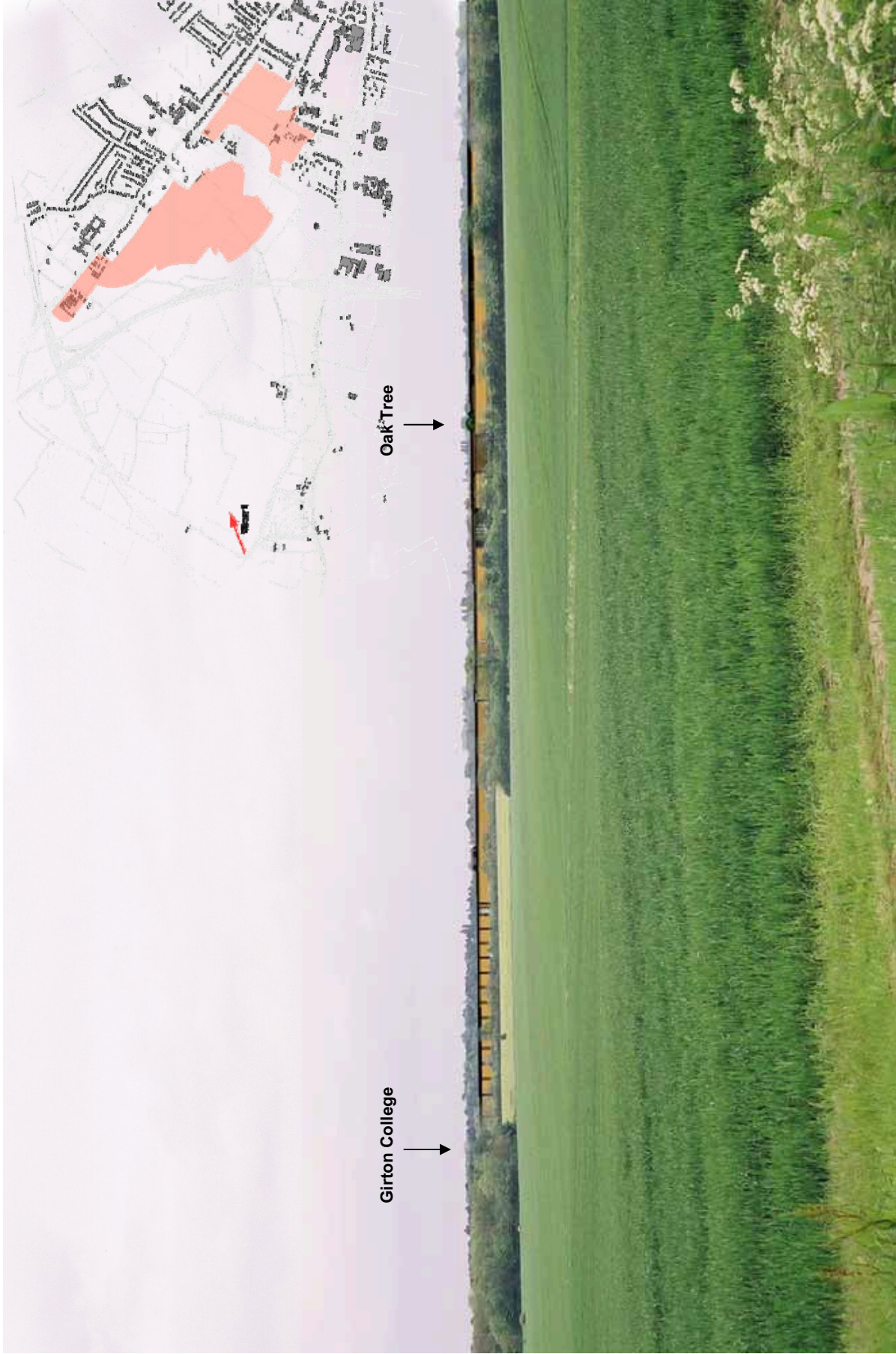
## Viewpoint Locations

## Modelling Approach & Methodology

1. Use GIS to pinpoint agreed viewpoints
2. Model topography of site using GIS & Sketchup
3. Overlay/drape 3D site model on topography (4 site options)  
Each option modelled as a 'ribbon' of development along the site boundary
  - Option 10.1 (University's Illustrative Masterplan, 4 storeys)
  - 2007 Discussion Plan (4 Storeys)
  - Option A/B (4 storeys)
  - Option A/B (5 storeys)
4. Capture views of Sketchup model from selected viewpoints (50mm view)
5. Create photomontage using 50mm photographs.

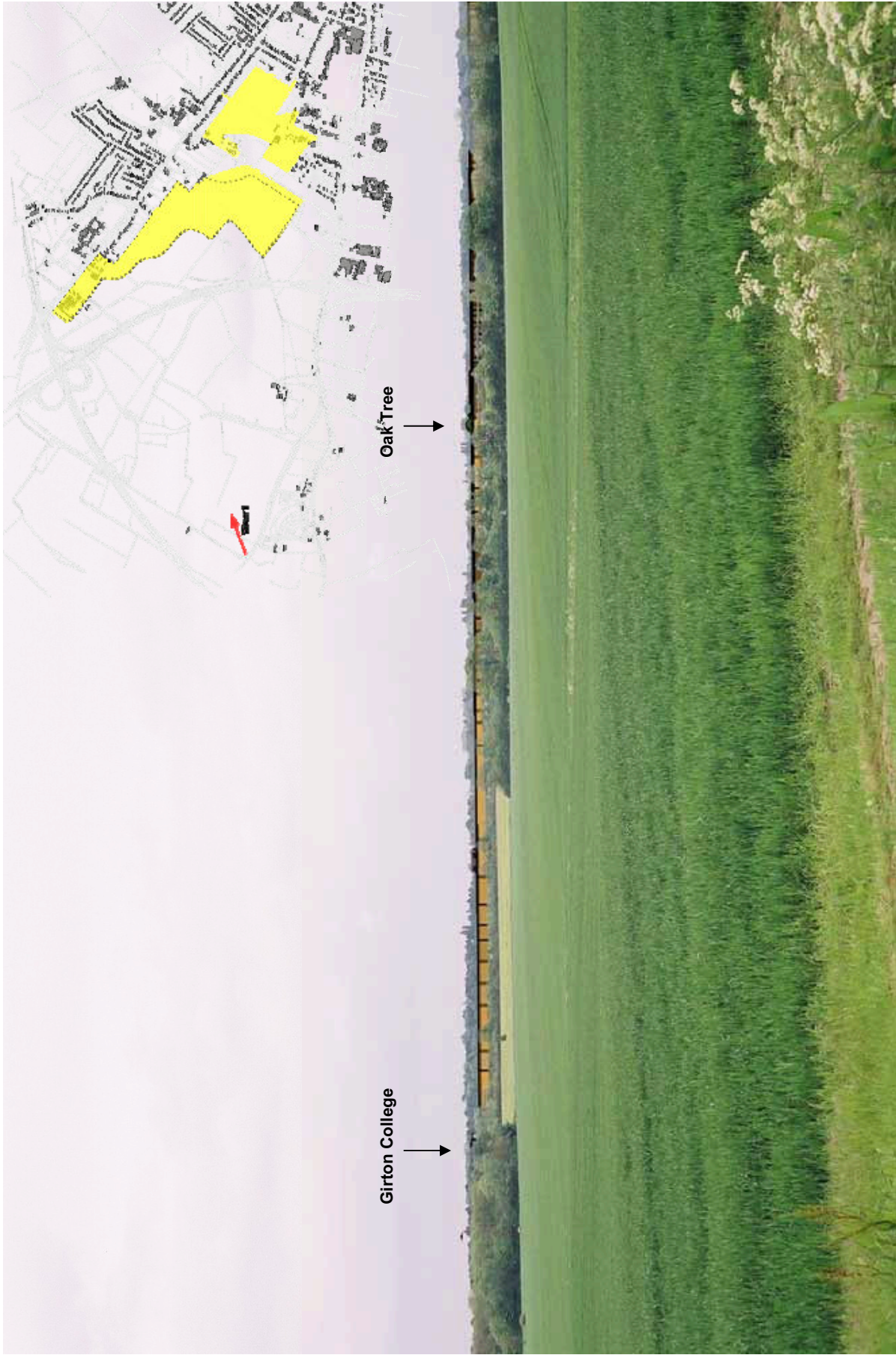


## Option 10.1 (University's Illustrative Masterplan)

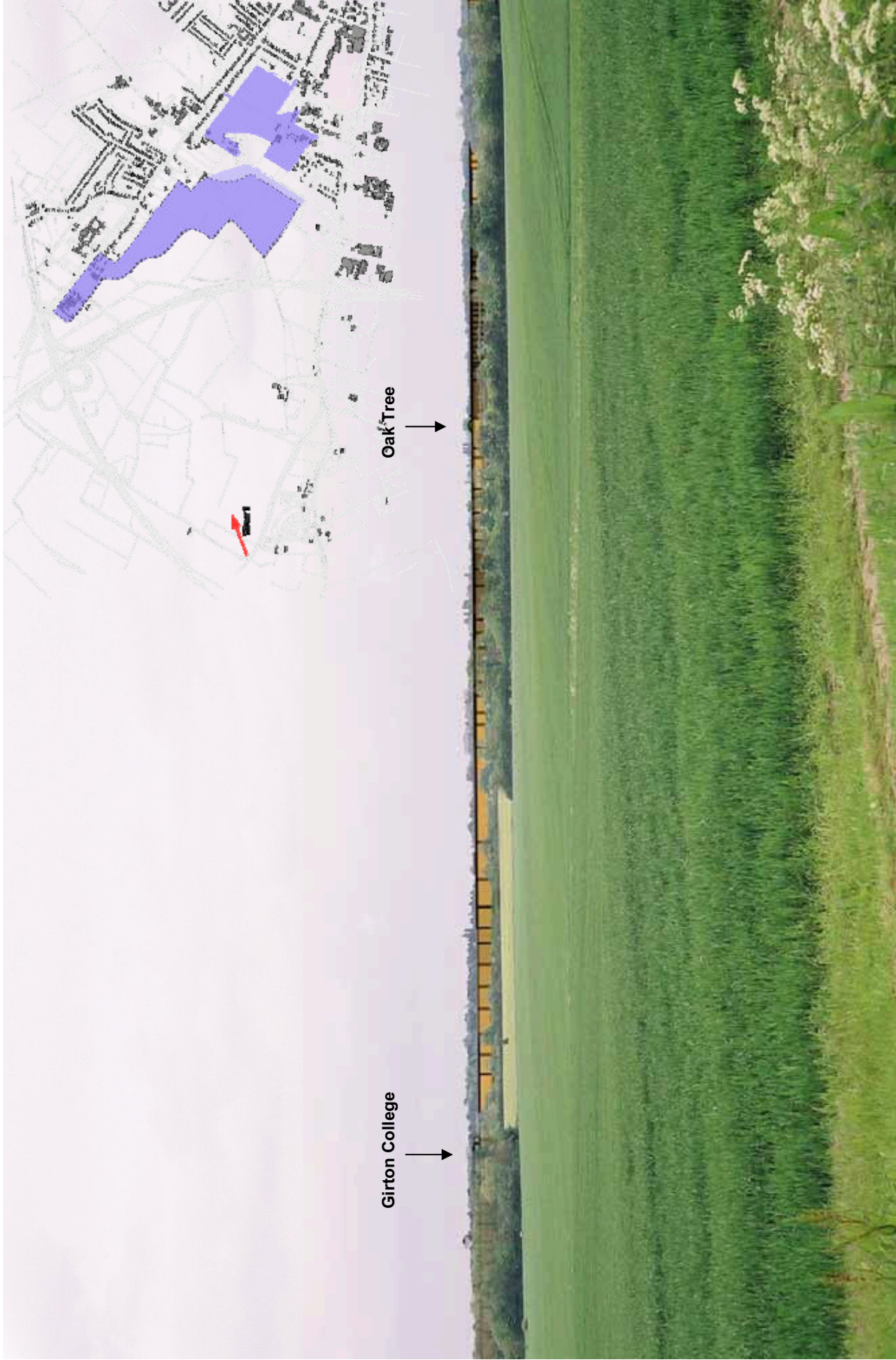


# View 1: 2007 Discussion Plan





# View 1: Option A/B



View 1: Option A/B: 5 Storeys



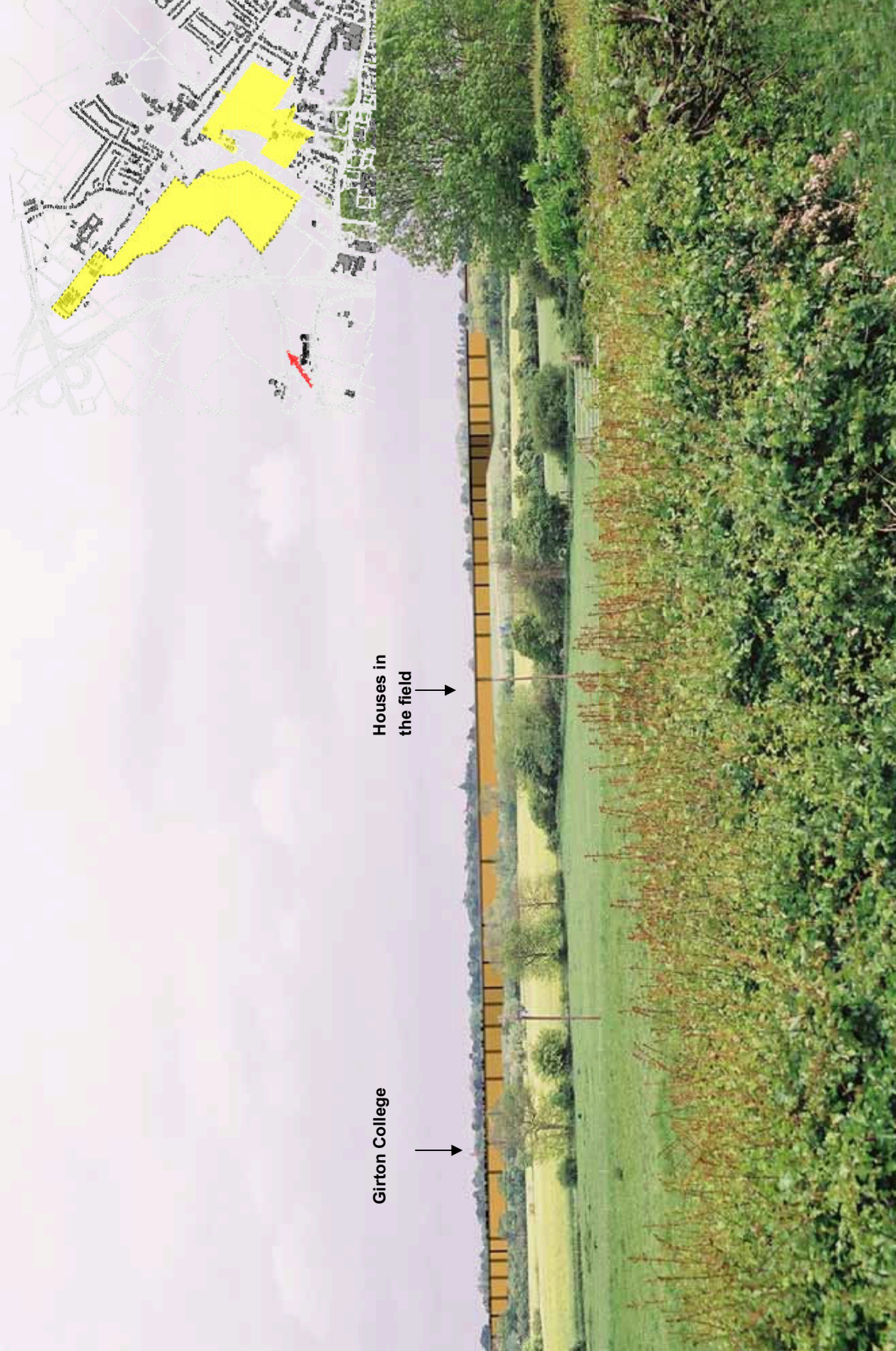
# Option 10.1 (University's Illustrative Masterplan)



Girton College

Houses in the field

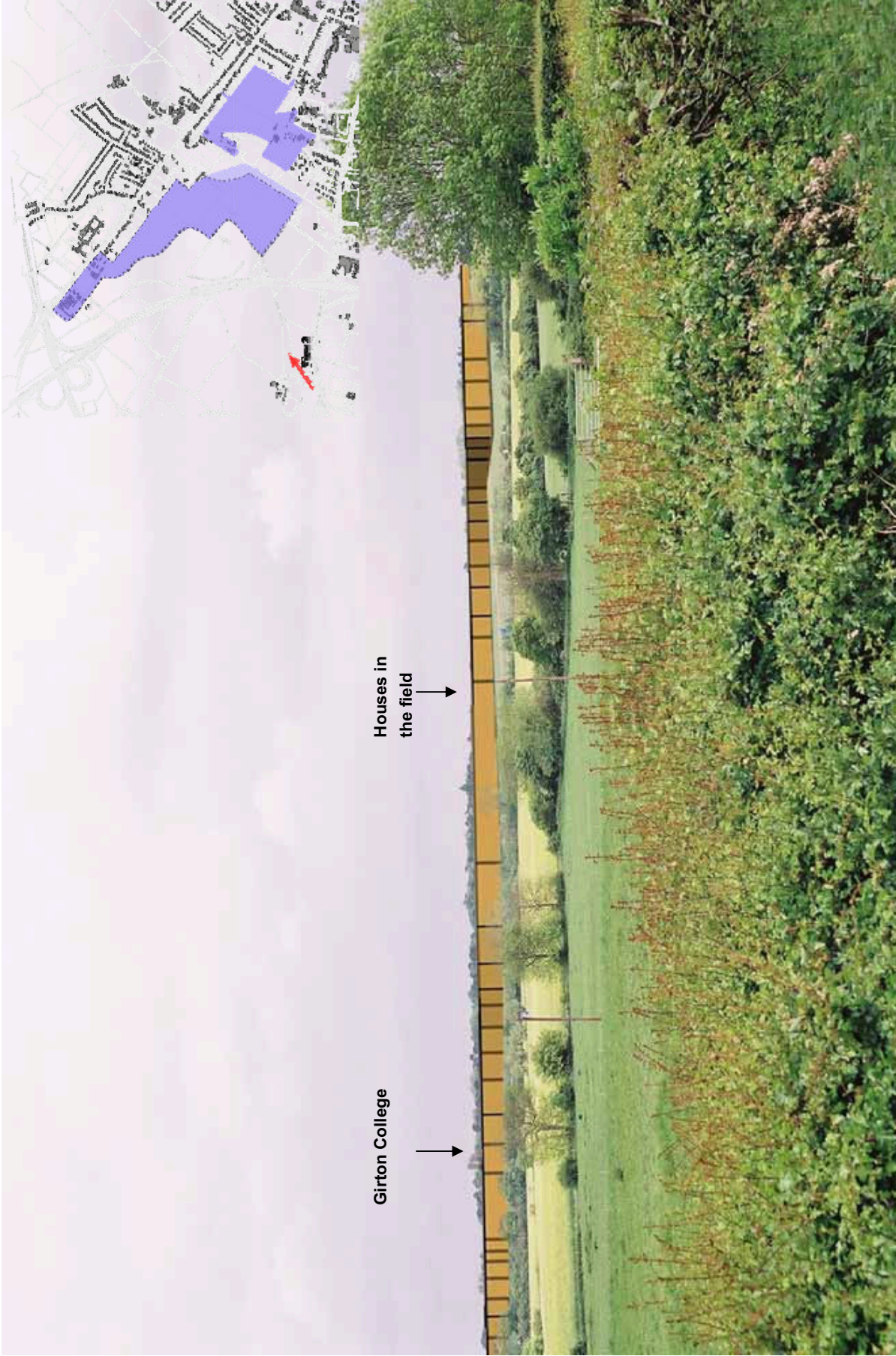
## View 2: 2007 Discussion Plan



Girton College

Houses in the field

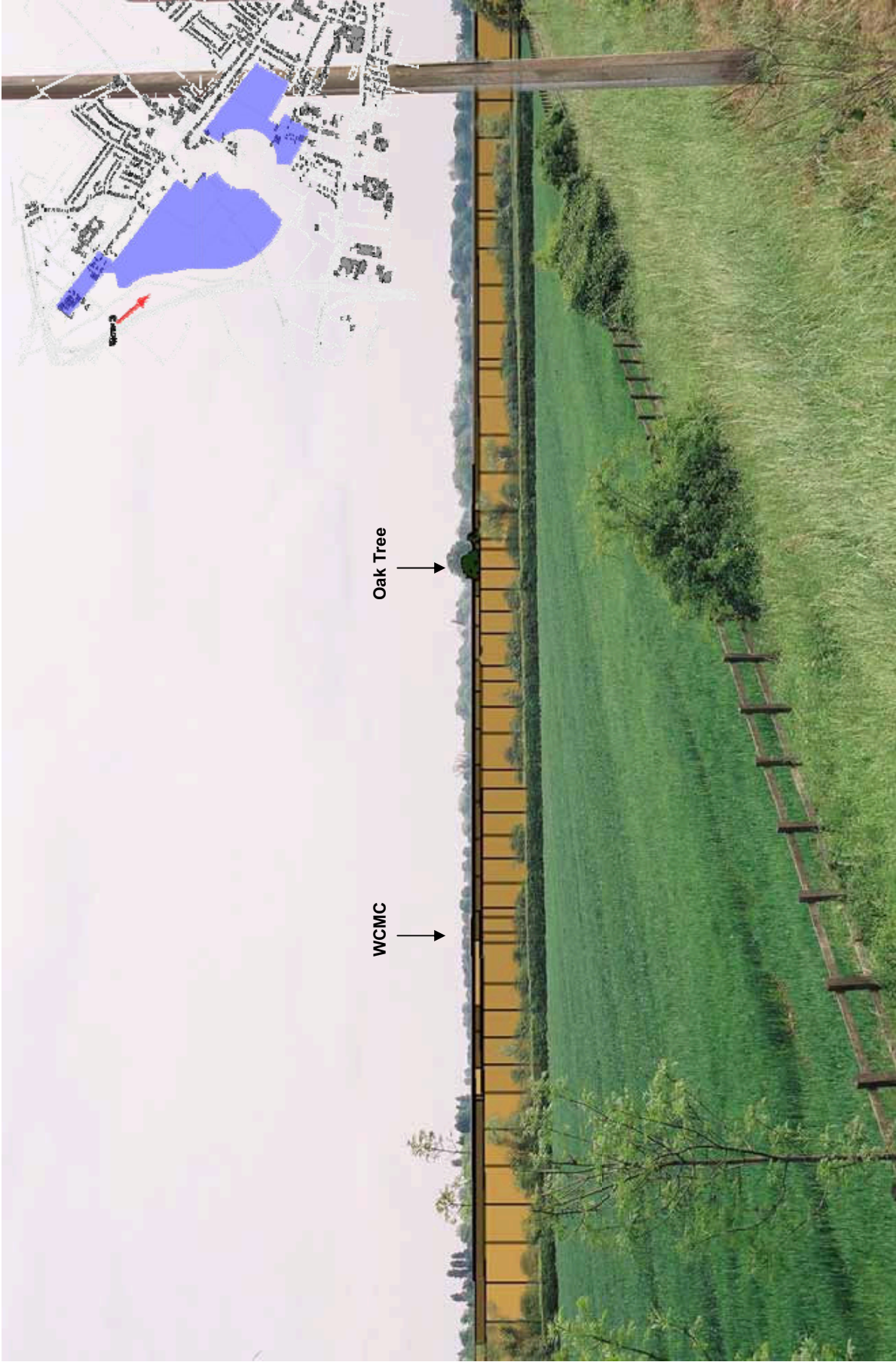
# View 2: Option A/B



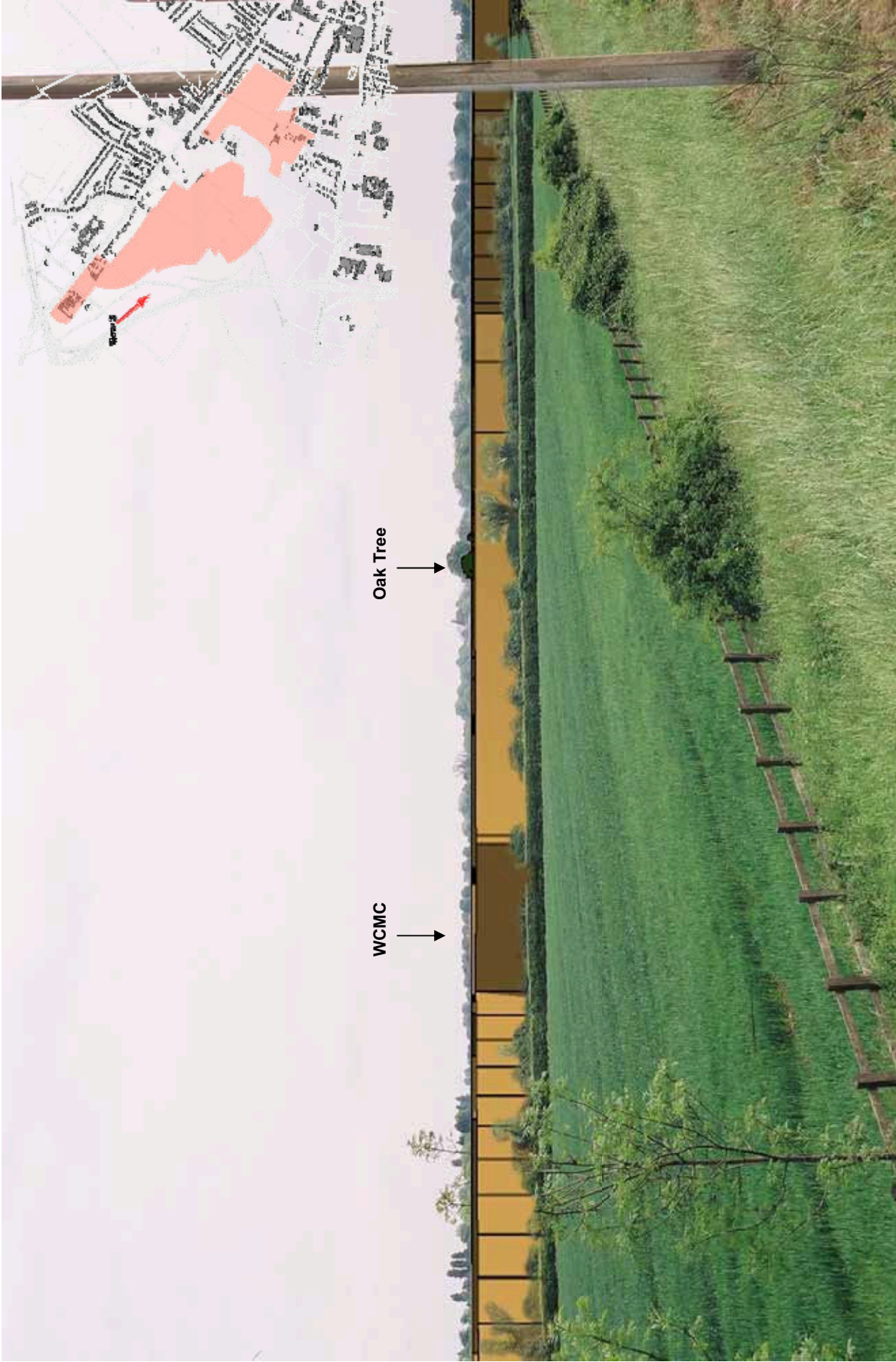
Girton College

Houses in the field

## View 2: Option A/B: 5 Storeys

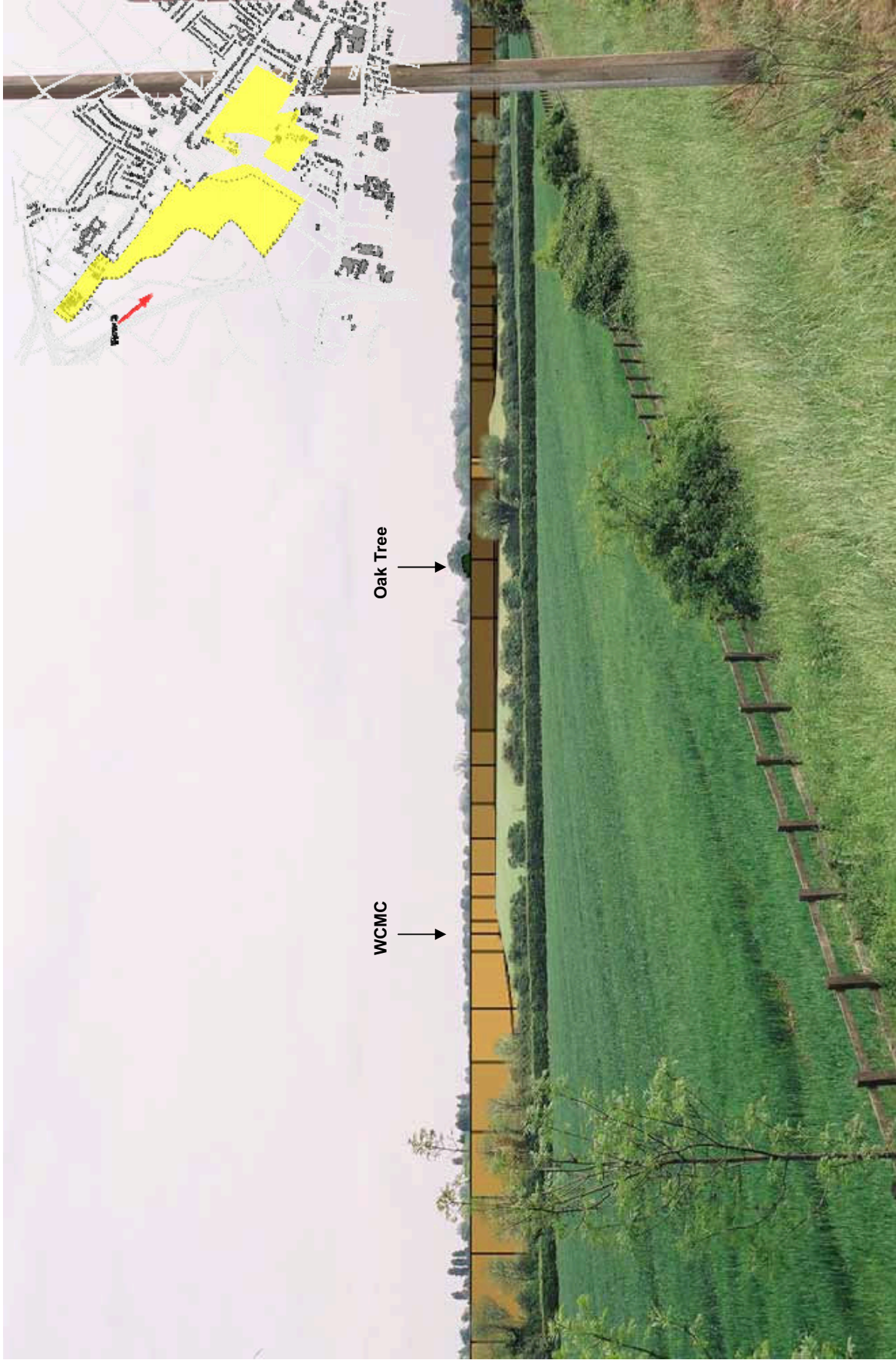


# Option 10.1 (University's Illustrative Masterplan)

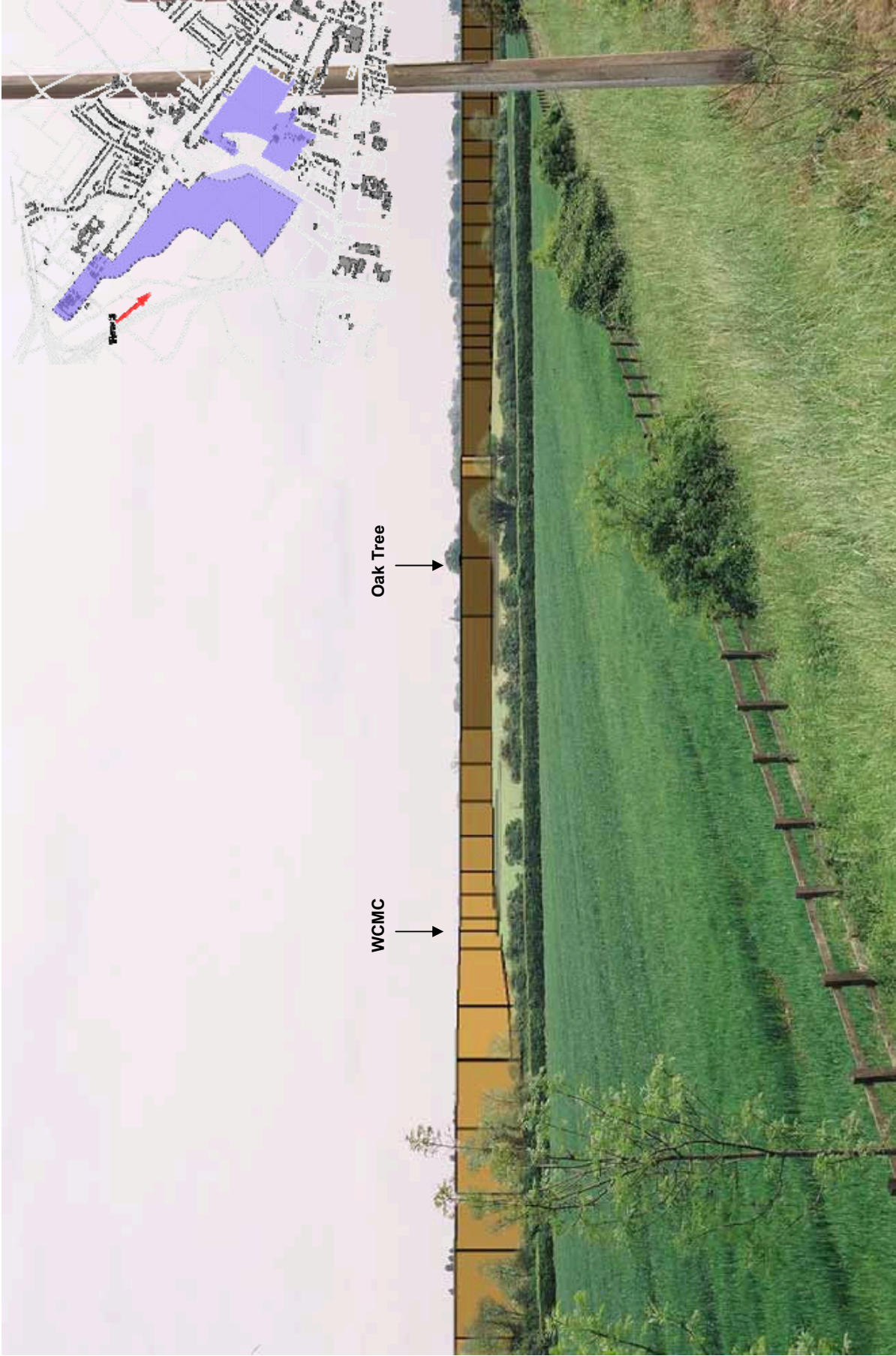


View 3: 2007 Discussion Plan

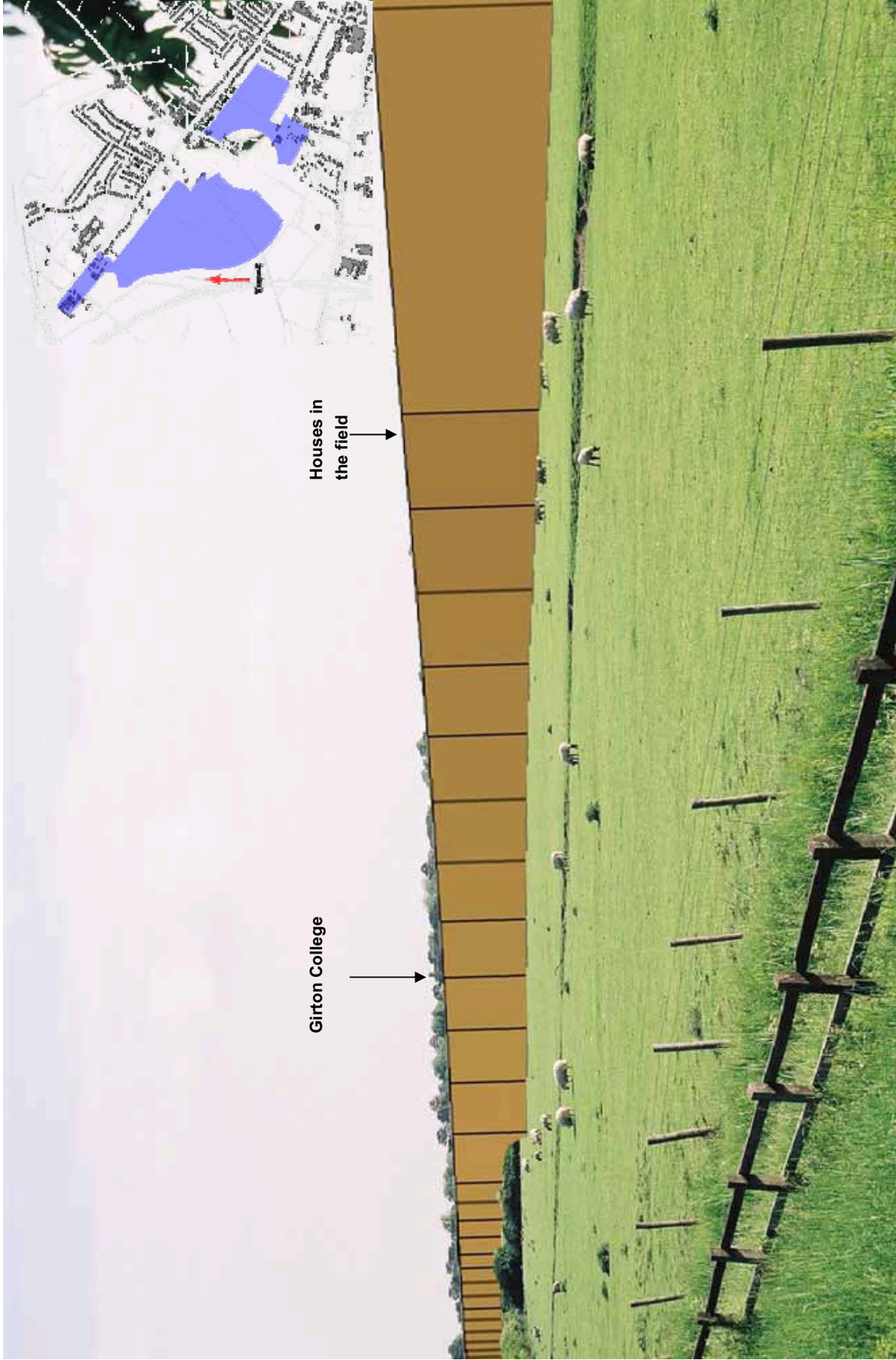




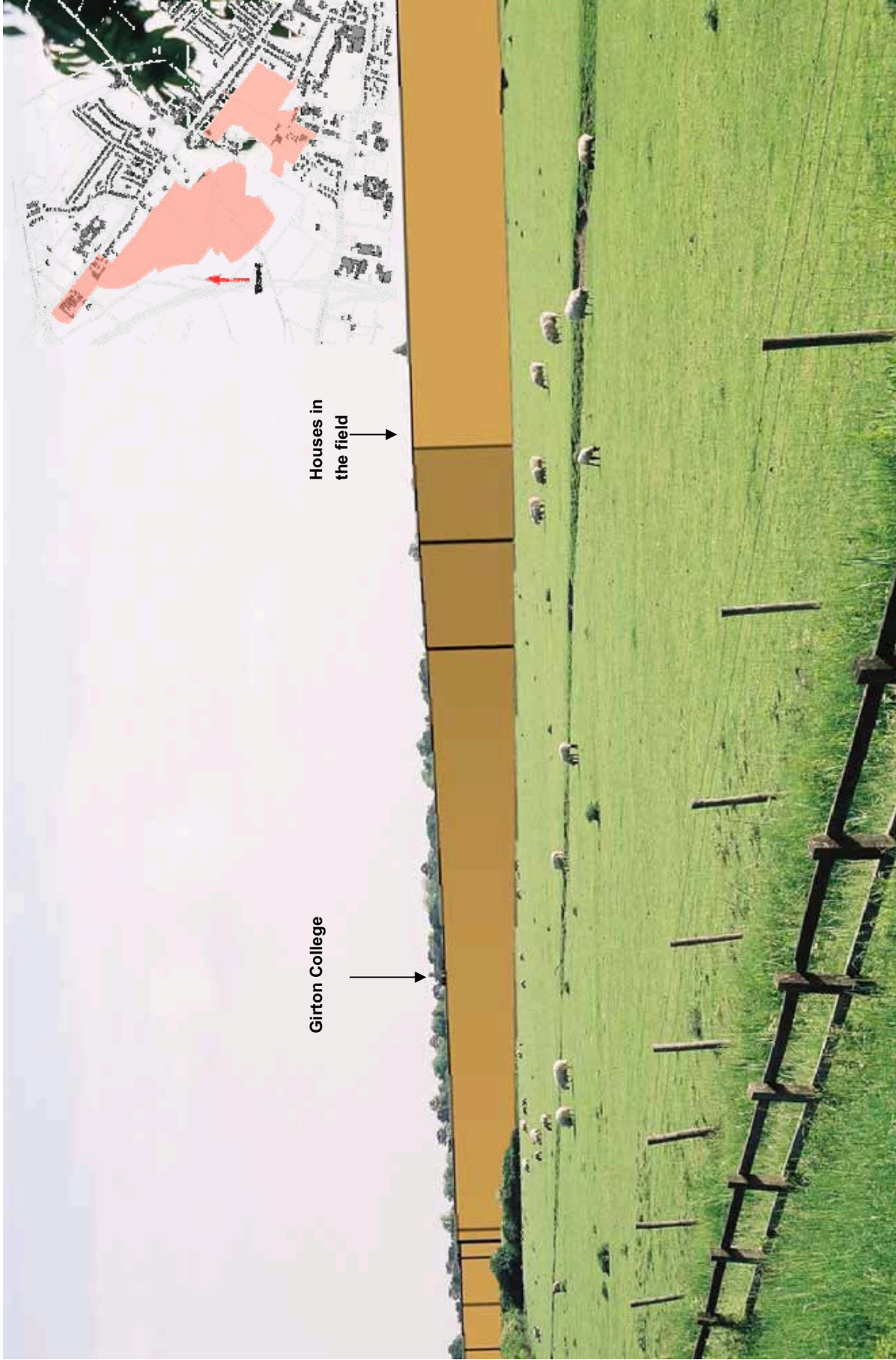
View 3: Option A/B



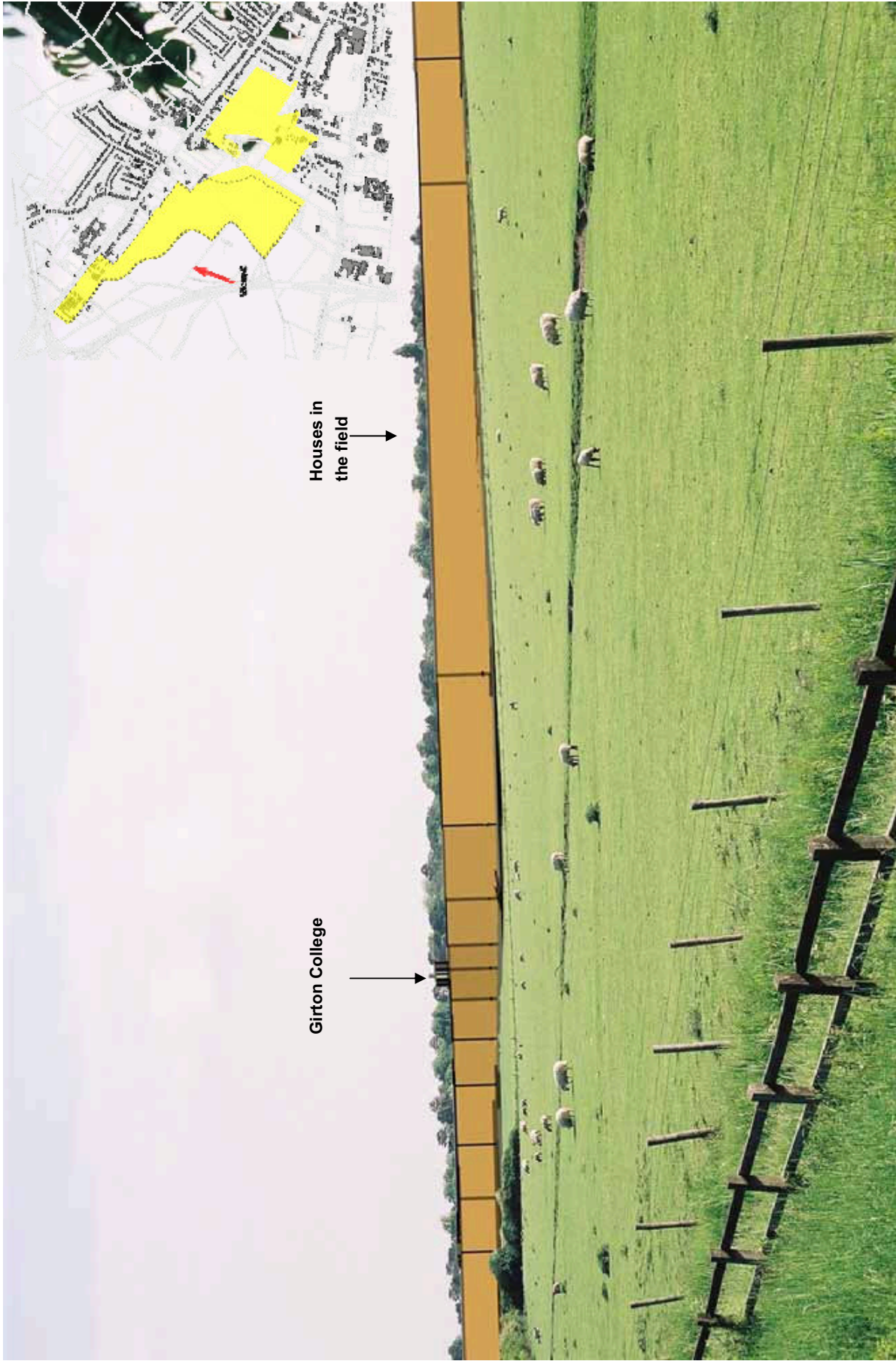
View 3: Option A/B: 5 Storeys



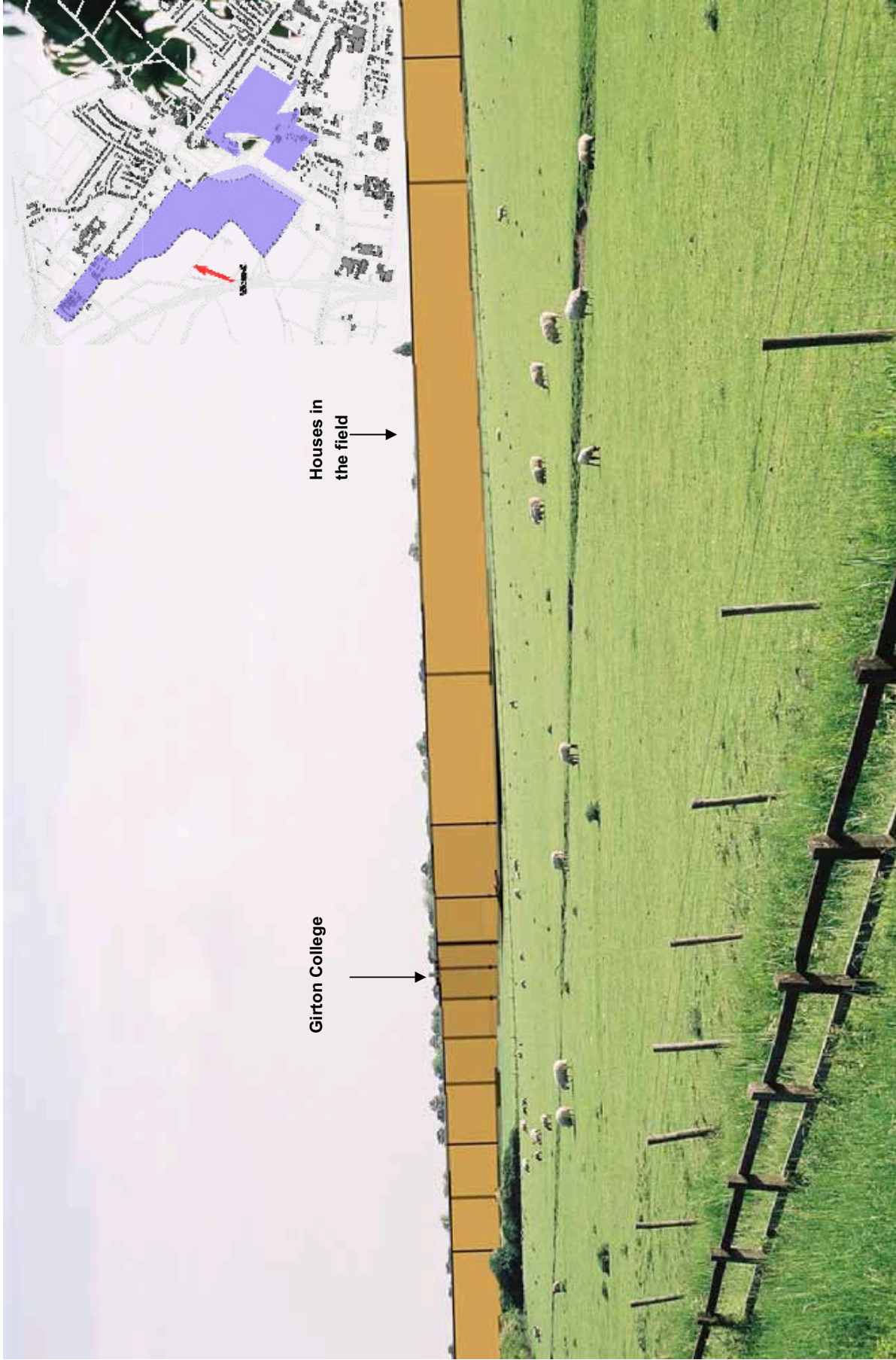
# Option 10.1 (University's Illustrative Masterplan)



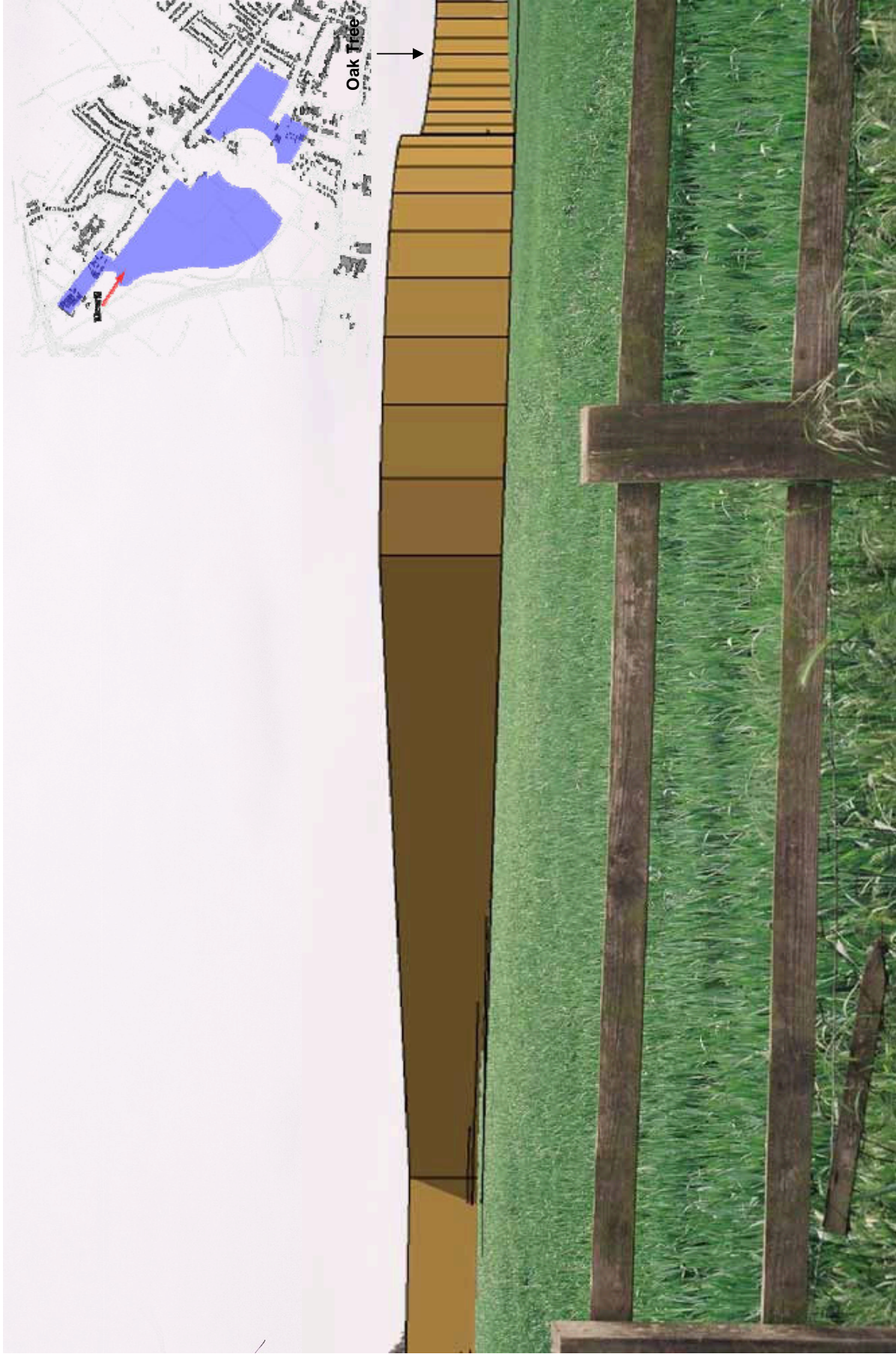
# View 4: 2007 Discussion Plan



View 4: Option A/B



View 4: Option A/B: 5 Storeys

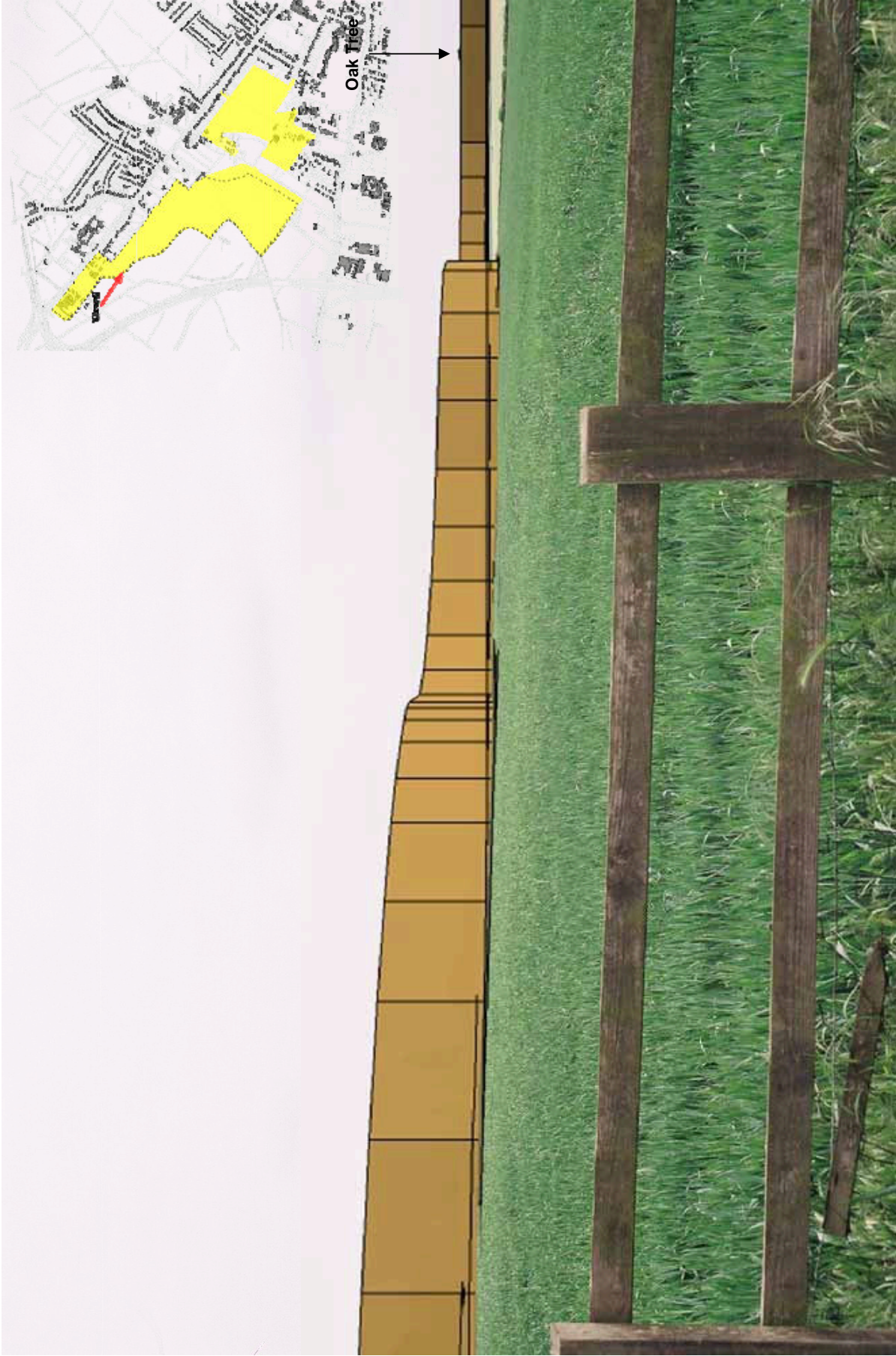


# Option 10.1 (University's Illustrative Masterplan)

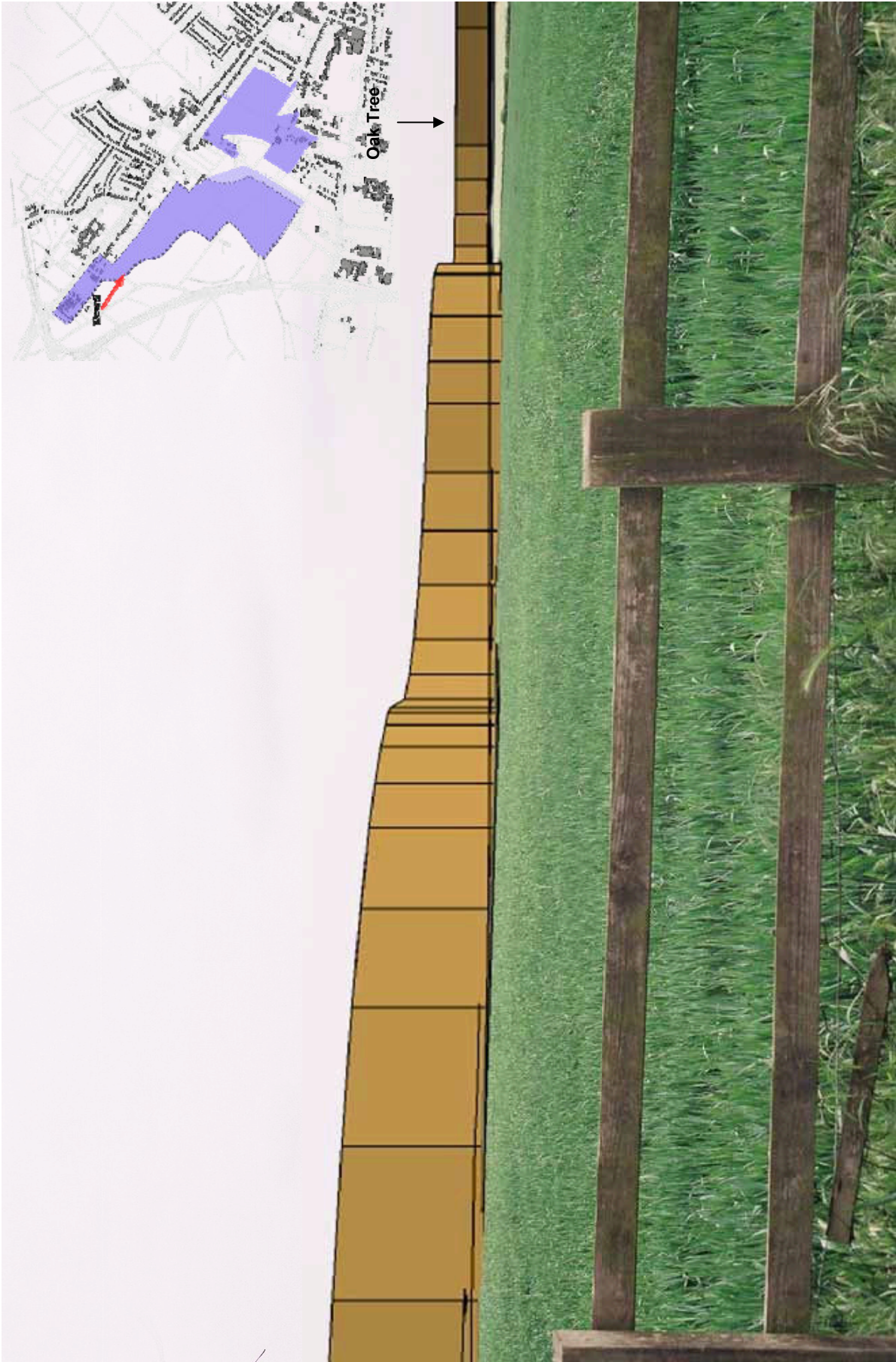


View 5: 2007 Discussion Plan

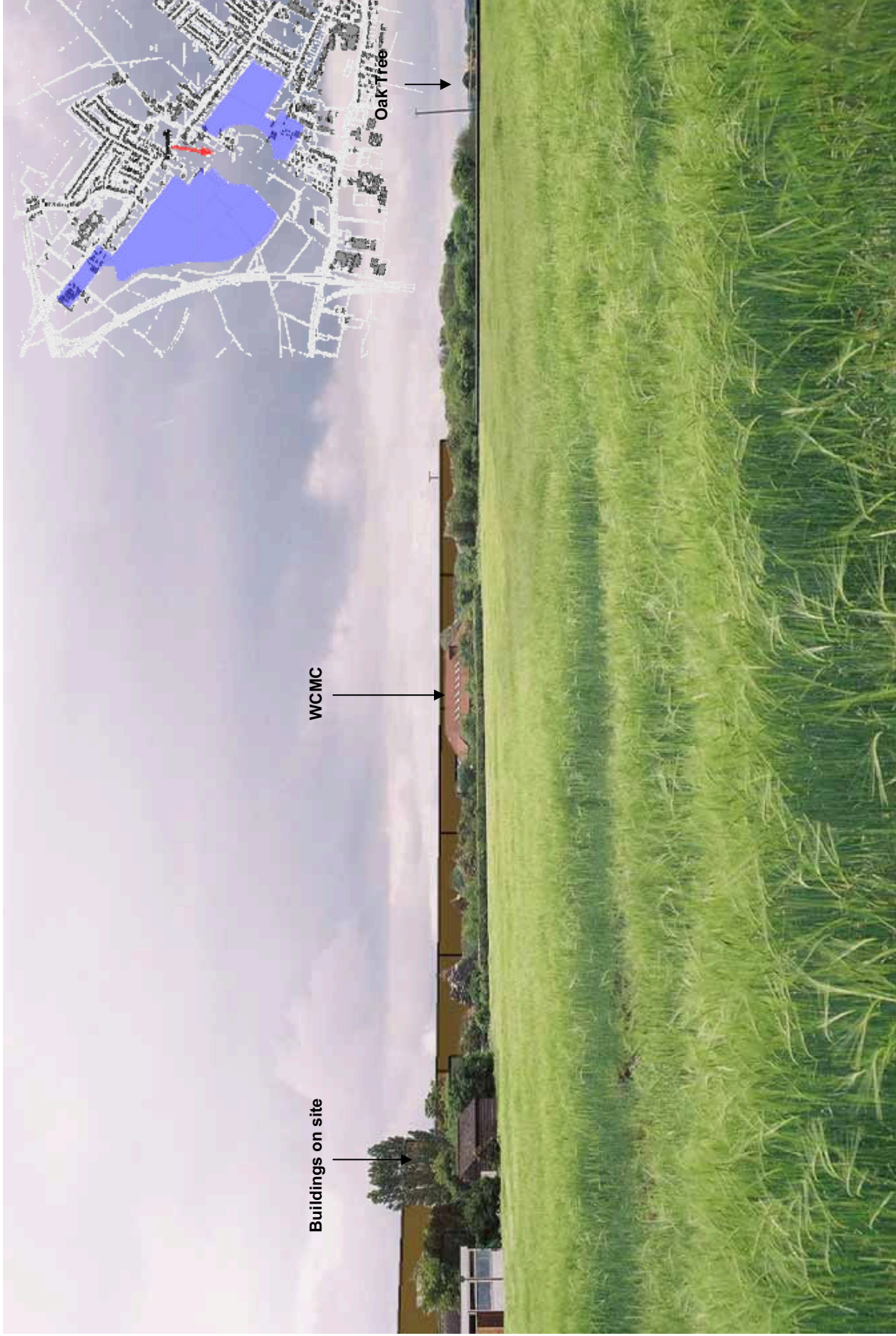




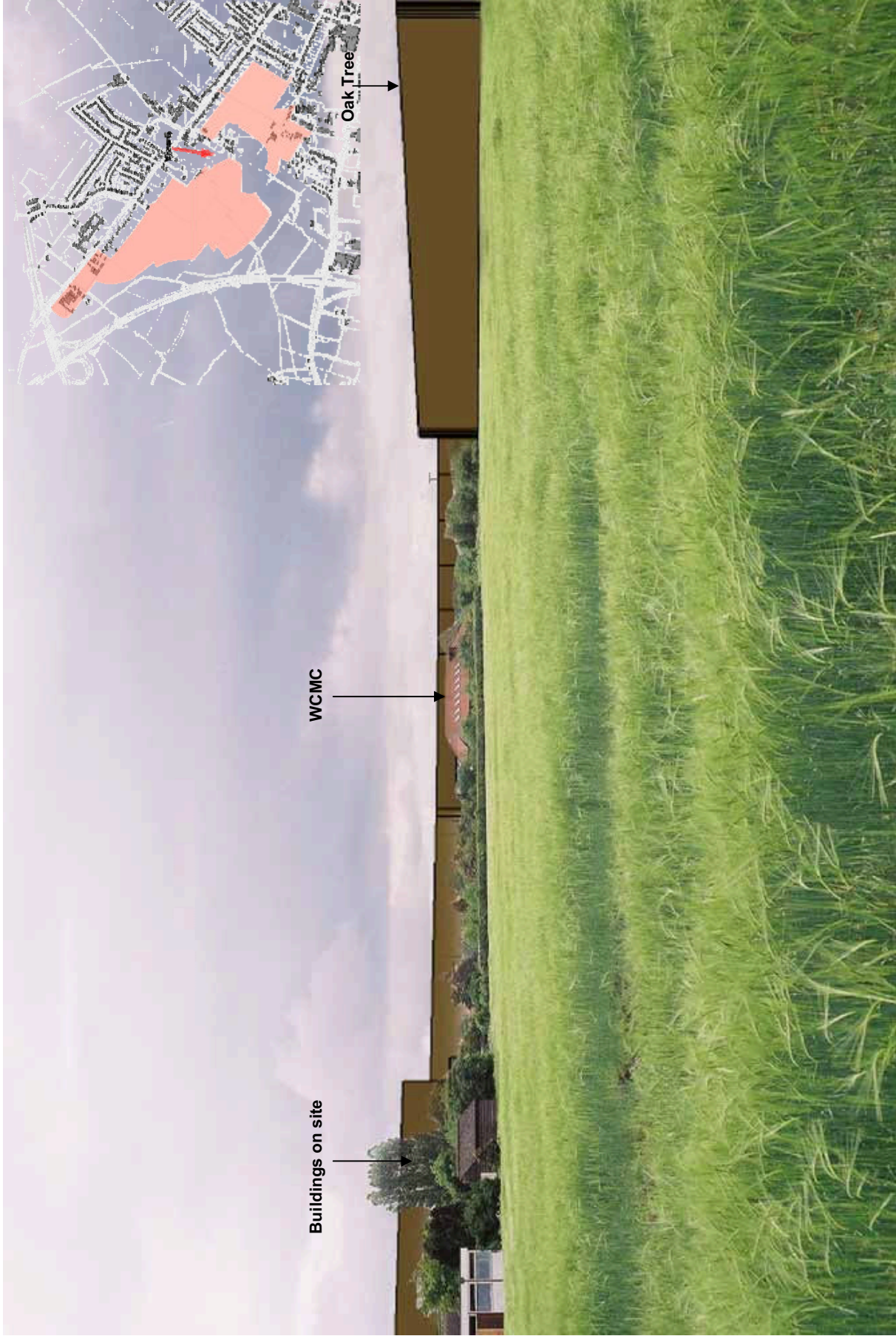
View 5: Option A/B



View 5: Option A/B: 5 Storeys



# Option 10.1 (University's Illustrative Masterplan)

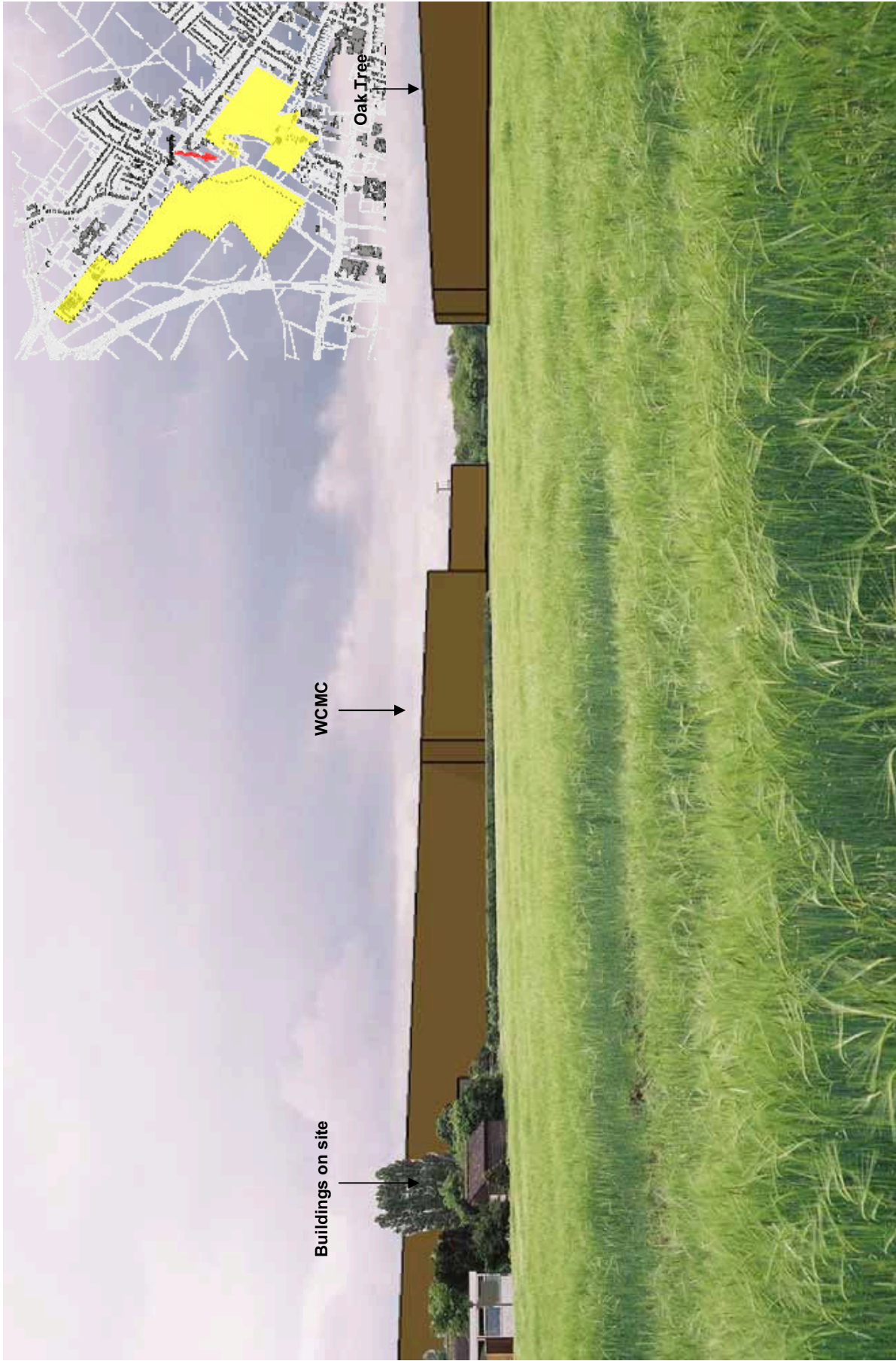


Buildings on site

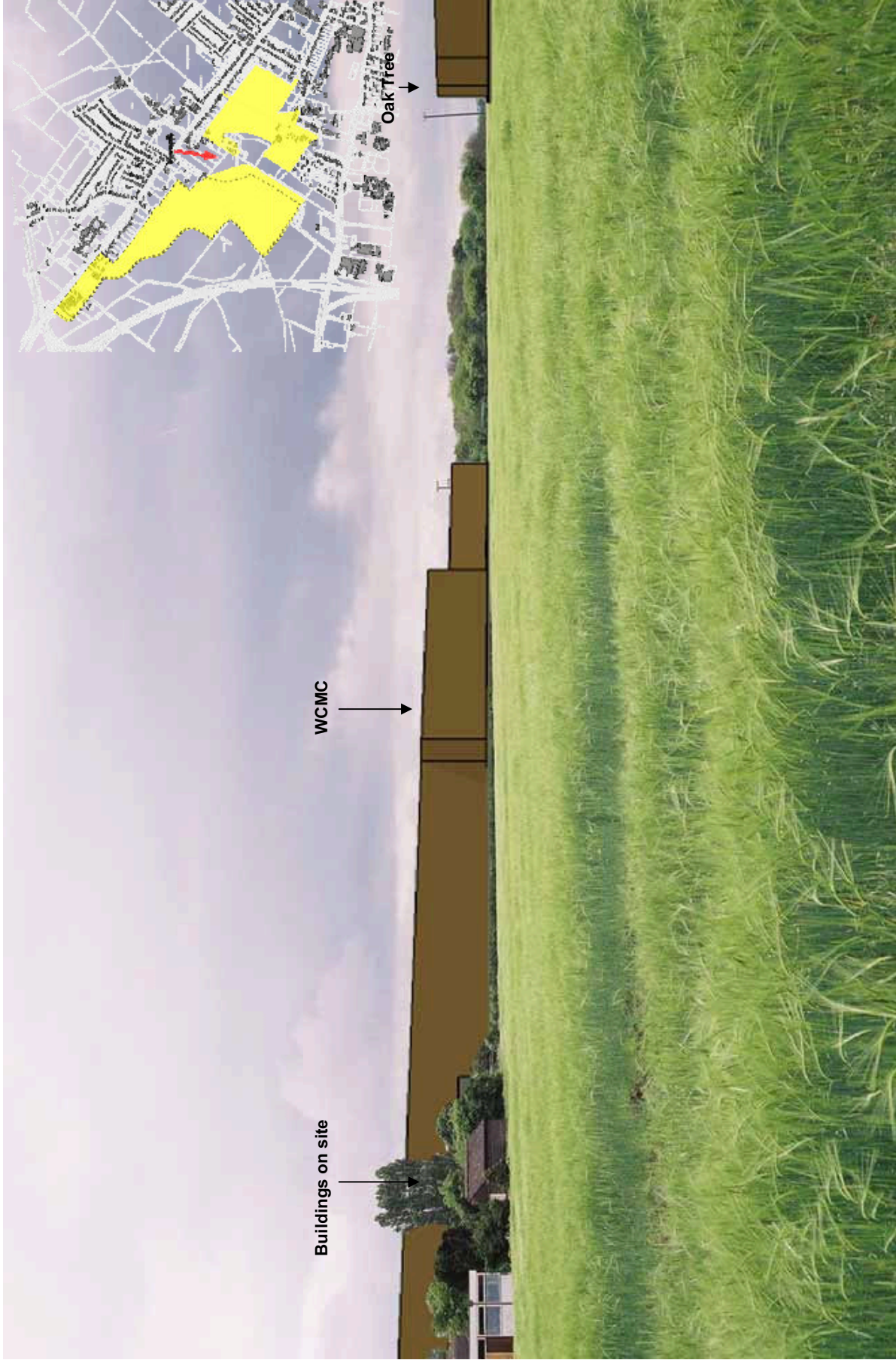
WCMC

Oak Tree

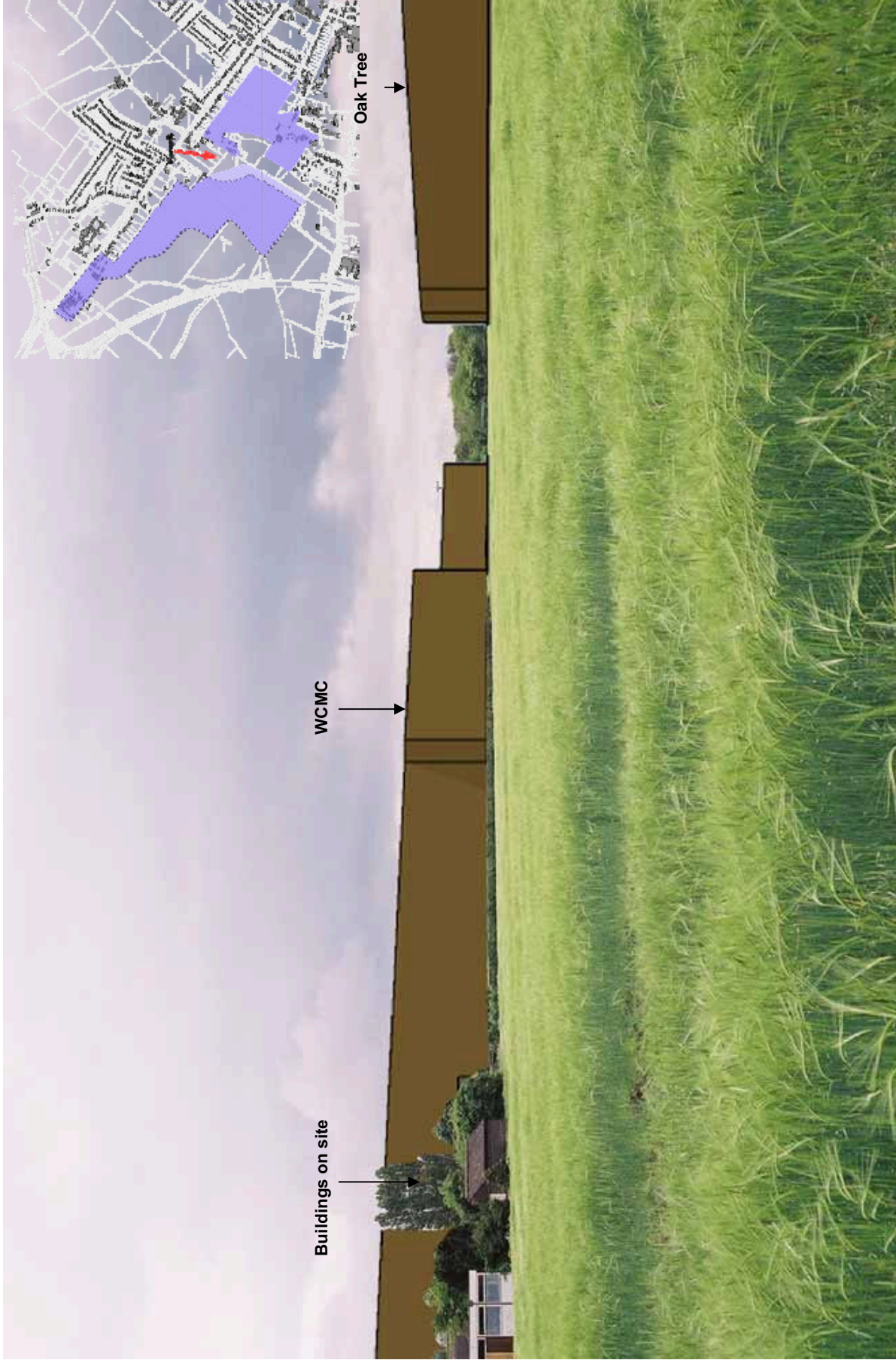
# View 6: 2007 Discussion Plan



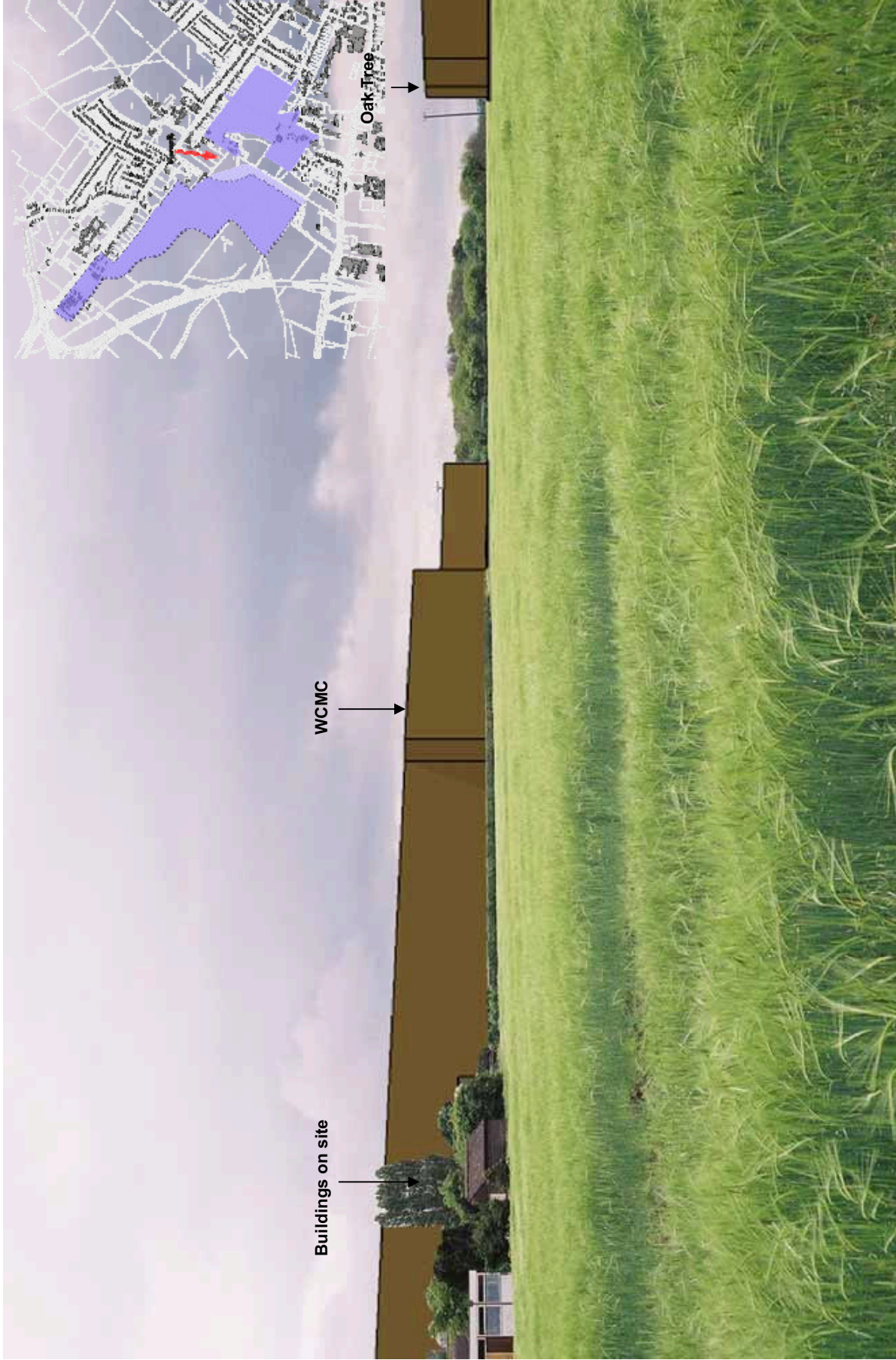
View 6: Option A



View 6: Option B

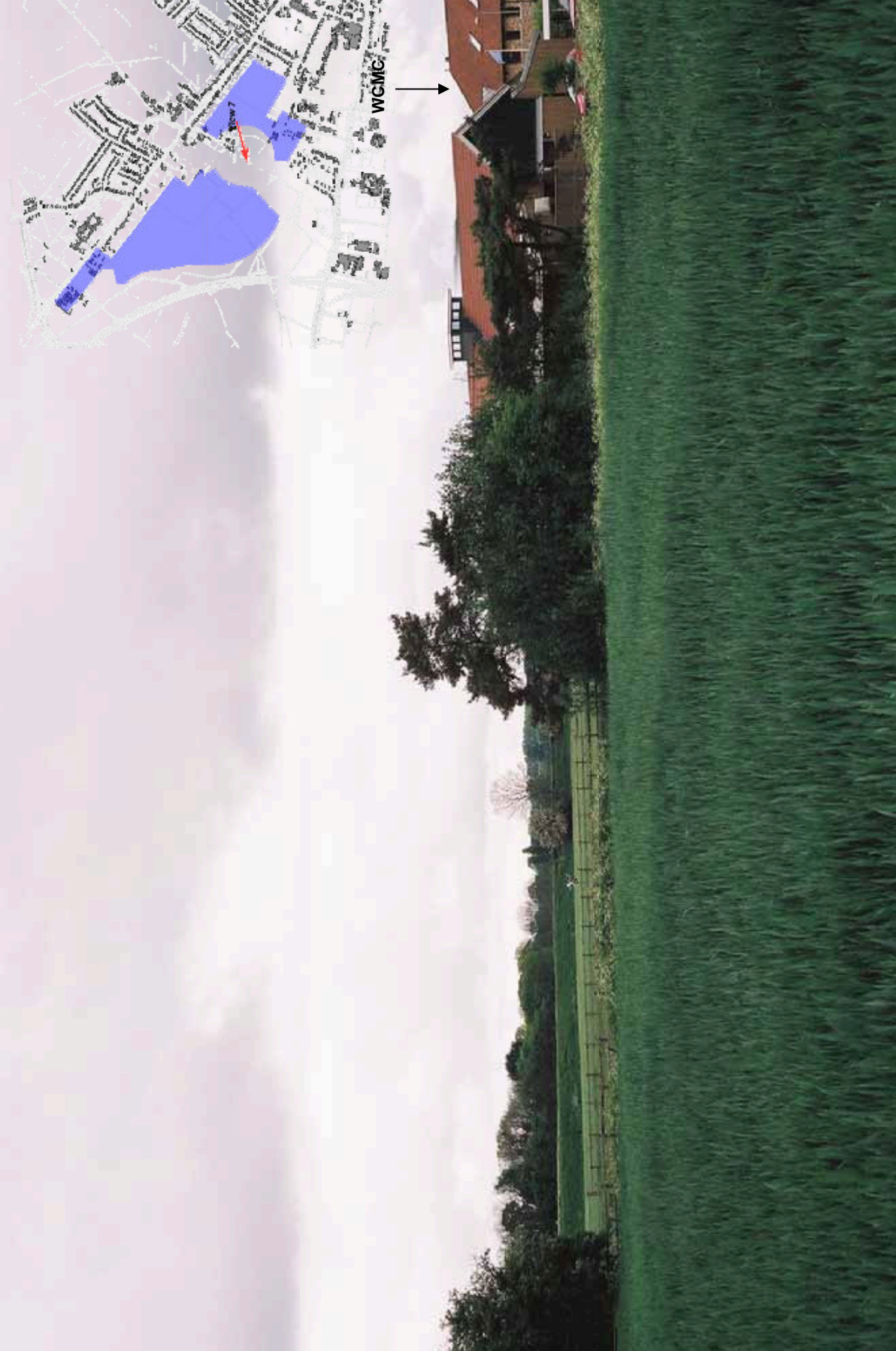


View 6: Option A: 5 Storeys



View 6: Option B: 5 Storeys





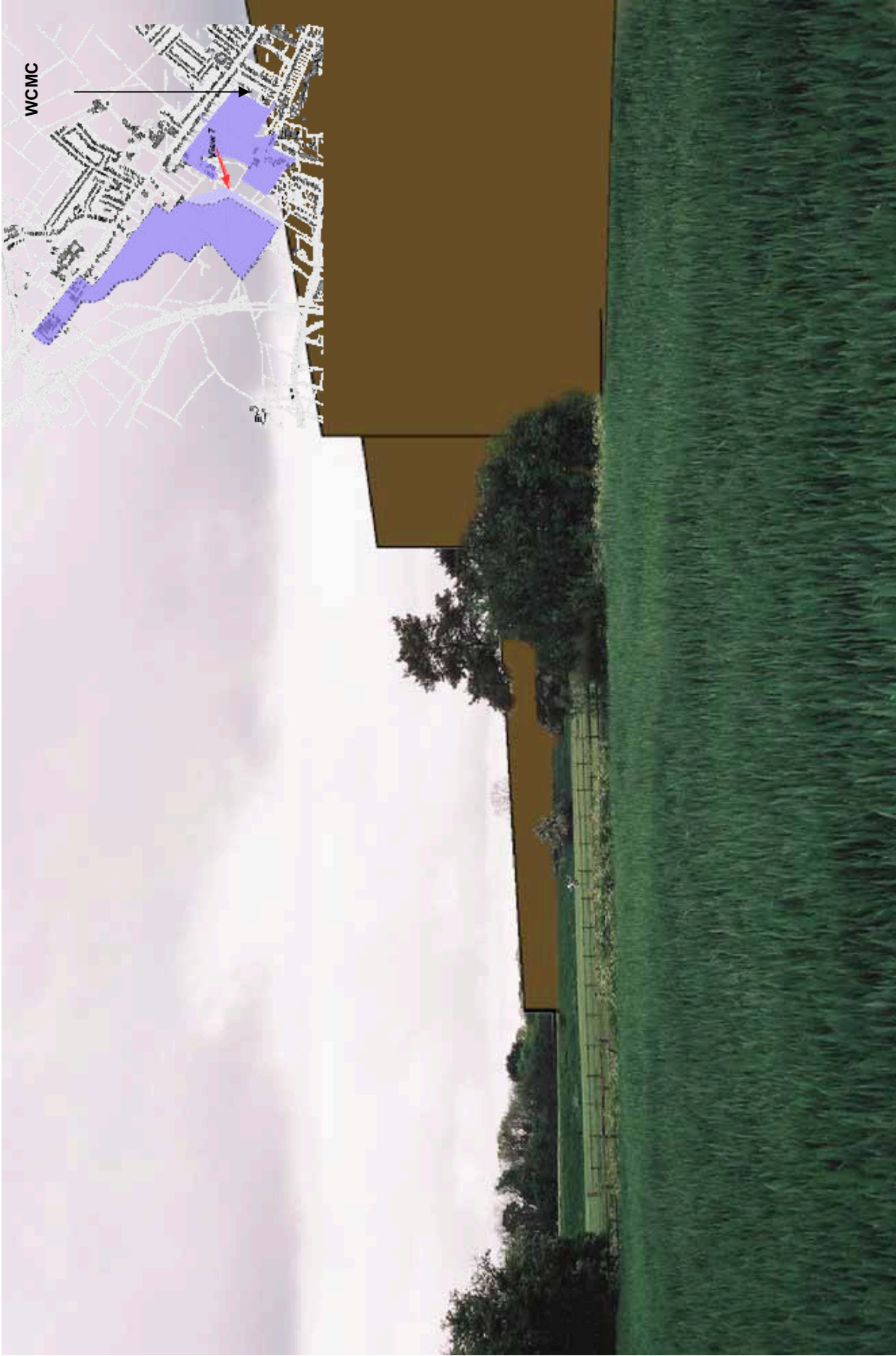
# Option 10.1 (University's Illustrative Masterplan)



## View 7: 2007 Discussion Plan



View 7: Option A/B



# View 7: Option A/B: 5 Storeys

Appendix 1.13 – Illustrative Masterplan



OPTION A - ILLUSTRATIVE MASTER PLAN

## North West Cambridge Area Action Plan- Issues & Options

### Paper 2: Representations and Responses to Issues & Options

Table 2: Key Issues arising from the Issues & Options Consultation.

This table summarises the key issues for each option. The second column indicates the number of objections, supports or comments raised to the consultation. The key issues arising have been used to inform the preferred approach for the Area Action Plan.

<b>OPTION</b>	<b>NO. OF REPRESENTATIONS</b>	<b>KEY ISSUES</b>	<b>PREFERRED APPROACH</b>
7.1: Vision for the Area	7 objections 6 supports 4 comments	<ul style="list-style-type: none"> <li>• Focus too much on the city;</li> <li>• Plan too dominated by commercial uses;</li> <li>• Development at expense of residents needs;</li> <li>• New landscaped edge will not enhance setting of the City;</li> <li>• Inappropriate to meet the City's wider housing needs here;</li> <li>• Fails to cover wider sustainability and environmental issues;</li> <li>• Should emphasise the role of the University is supporting further development of the Cambridge sub-region;</li> <li>• Fails to ensure separation of Girton</li> </ul>	Pursue option 7.1 subject to amendments
Option 8.1: Objectives	15 objections 13 support 10 comments	<ul style="list-style-type: none"> <li>• Acreage &amp; width of Green Belt should be preserved of not increased;</li> <li>• Boundary between the City &amp; Girton should be significant;</li> <li>• Planning must be done in conjunction with the NIAB site;</li> <li>• Would undermine the function of the Green Belt;</li> <li>• Term sustainable development now widely</li> </ul>	Pursue option 8.1 subject to amendments

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		<p>regarded as too vague;</p> <ul style="list-style-type: none"> <li>• Refer to high modal share for walking &amp; cycling;</li> <li>• Landscape setting should consider the wider setting not just Cambridge;</li> <li>• Wildlife corridor principles must be retained along the Washpit Brook &amp; Girton Gap;</li> <li>• Transport infrastructure must relieve congestion not exacerbate it;</li> <li>• Development should only take place after comprehensive protected &amp; notable species surveys have been carried out</li> </ul>	
Option 11.1: Affordable Housing	4 objections 1 support 3 comments	<ul style="list-style-type: none"> <li>• Term affordable housing misleading – replace with Key Worker;</li> <li>• Provision needs to take account of viability;</li> <li>• Requirement for affordable housing should be indicative and open to negotiation</li> </ul>	Pursue Option 11.1 subject to taking account of guidance in PPS3 & 'Delivering Affordable Housing'
Option 11.2: Housing Density	9 objections 3 supports 2 comments	<ul style="list-style-type: none"> <li>• Focus should be on reduced impacts on the countryside and overall setting of the City not just areas adjacent to developments;</li> <li>• Should be located adjacent not close to public transport routes;</li> <li>• High density housing is not conducive to a healthy life;</li> <li>• Concern about loss of private open space &amp; the extent to which public open space can provide a viable alternative;</li> <li>• A good number of lower density houses would add to the overall quality of</li> </ul>	Pursue Option 11.2



OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		<p>the area;</p> <ul style="list-style-type: none"> <li>• This option is contrary to established Green Belt purposes;</li> <li>• College and University or related research buildings should not be located adjacent to existing housing;</li> <li>• Option does not allow potential residents to use a more readily accessible means of transport in terms of their being close to main public transport routes</li> <li>• It will be important to provide sufficient informal open space close to areas of high housing density</li> </ul>	
Option 11.3: Tenure Mix	3 objections 1 support 1 comment	<ul style="list-style-type: none"> <li>• Student accommodation should be located in a dispersed manner in the centre of the site and fringe facing the M11;</li> <li>• Development should be restricted to teaching accommodation &amp; housing for students and key workers as opposed to market housing;</li> <li>• Normal objectives for housing mix are not relevant here;</li> <li>• Appropriate distribution of housing mix should be determined as a response to identified needs at the time of development</li> </ul>	Pursue option 11.4
Option 11.4: Separate student quarter with key worker housing mixed across	2 objections 3 supports 2 comments	<ul style="list-style-type: none"> <li>• Development should be restricted to teaching accommodation &amp; housing for students and key workers as opposed to market housing;</li> <li>• This might undermine the</li> </ul>	Pursue option 11.4

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
the site		marketability of market housing; <ul style="list-style-type: none"> <li>• Normal objectives for housing mix are not relevant here;</li> <li>• Appropriate distribution of housing mix should be determined as a response to identified needs at the time of development</li> </ul>	
Option 11.5: Student housing & key worker housing as a distinct quarter	2 objections 1 support 1 comment	<ul style="list-style-type: none"> <li>• Development should be restricted to teaching accommodation &amp; housing for students and key workers as opposed to market housing;</li> <li>• Normal objectives for housing mix are not relevant here;</li> <li>• Appropriate distribution of housing mix should be determined as a response to identified needs at the time of development</li> </ul>	Pursue option 11.4
Option 12.1: Employment	1 objection 2 supports 1 comment	<ul style="list-style-type: none"> <li>• The Structure Plan identifies the site as a Strategic Employment Location</li> </ul>	Pursue Option 12.2 subject to further detailed information
Option 12.2: Employment (include a mix of commercial research)	4 objections 5 supports	<ul style="list-style-type: none"> <li>• The quantity of traffic it would generate would not be sustainable;</li> <li>• Would undermine the viability of mixed use developments elsewhere (e.g. Arbury Camp);</li> <li>• Numerous alternative sites exist</li> </ul>	Pursue Option 12.2 subject to further detailed information
Option 13.1: All purpose route within Green Corridor	8 objections 1 support 1 comment	<ul style="list-style-type: none"> <li>• This would encourage people to travel by car &amp; is not supported;</li> <li>• There should be no increase in general road capacity;</li> <li>• Should be restricted to cycling &amp; public transport;</li> <li>• Would spoil the green corridor;</li> </ul>	Pursue Option 13.2

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		<ul style="list-style-type: none"> <li>• Contrary to the approach being advocated on the NIAB site;</li> <li>• Route needs to be of urban form if it is to function properly;</li> <li>• Will have an uncertain impact on the transport network in the NW quadrant</li> </ul>	
Option 13.2: New all purpose route linking Madingley Rd & Huntingdon Rd	3 objections 7 supports 2 comments	<ul style="list-style-type: none"> <li>• There should be no increase in general road capacity;</li> <li>• Will have an uncertain impact on the transport network in the NW quadrant</li> </ul>	Pursue Option 13.2
Option 13.3: New orbital link limited to cyclists & public transport	4 objections 3 supports 2 comments	<ul style="list-style-type: none"> <li>• Failure to provide road capacity does not encourage use of other modes of transport by those for whom it is impractical;</li> <li>• Slower speeds &amp; safe crossings are required for pedestrians &amp; cyclists;</li> <li>• Cycling should be given high priority with road crossings;</li> <li>• Draft Transport Strategy shows there is not high demand for orbital movements and new roads should be designed to serve the development while discouraging their use as an orbital route;</li> <li>• Draft Strategy also highlights the need for direct walking, cycling and public transport links;</li> <li>• Draft Transport Strategy concludes orbital link should cater for all modes of transport, although will need to mitigate the desire for rat-running;</li> </ul>	Pursue Option 13.2

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		<ul style="list-style-type: none"> <li>Preferred option must be based on an assessment of the evidence &amp; input from key stakeholders</li> </ul>	
Option 13.4: Orbital route limited to cyclists & public transport designed with regard to slower speeds & safe crossings	3 objections 10 supports	<ul style="list-style-type: none"> <li>Failure to provide road capacity does not encourage use of other modes of transport by those for whom it is impractical;</li> <li>This denies the benefits to other drivers of reducing congestion in the City;</li> <li>Draft Transport Strategy concludes orbital link should cater for all modes of transport, although will need to mitigate the desire for rat-running</li> </ul>	Pursue Option 13.2
Option 13.5: Provision of north facing slip roads	8 objections 8 supports 1 comment	<ul style="list-style-type: none"> <li>This would further exacerbate traffic problems;</li> <li>This is not a sustainable approach to development;</li> <li>There has never been any technical evidence to support this scheme;</li> <li>Draft Transport Strategy shows the potential benefits of this scheme are negligible when compared to provision of an orbital link;</li> <li>The need for such a scheme has not been demonstrated;</li> <li>There are no plans to provide such slip roads;</li> <li>The Council has a duty to support the provision of sustainable transport as a priority over the production of new road schemes</li> </ul>	Pursue option 13.6
Option 13.6: No new slip	1 objection 5 supports	<ul style="list-style-type: none"> <li>This would not enhance travel links from the South</li> </ul>	Pursue option 13.6

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
roads	1 comment	Cambridge area and Cambourne in particular	
Option 13.7: Cycle links	3 objections 8 supports 2 comments	<ul style="list-style-type: none"> <li>• Should include reference to linking cycle routes to all road links to ensure sustainable development;</li> <li>• Policy should state where the links are to (should explicitly state to Cambridge and all other large developments)</li> <li>• All cycle routes should be designated cycle paths (not shared-use) and designed to the highest Sustrans/DfT standards;</li> <li>• Needs to include reference to provision of secure and convenient residential cycle parking</li> </ul>	Pursue option 13.7
Option 14.1: Local Centre	3 objections 2 supports 1 comment	<ul style="list-style-type: none"> <li>• Difficult to form a view about the function &amp; makeup of local centre without information on the ultimate size and mix of land uses;</li> <li>• Provision is required for new residents of both sites in the area and also for existing residents in areas neighbouring both sites;</li> <li>• Could increase the need to travel for the wider community</li> </ul>	Pursue option 14.1
Option 14.2: Local centre at heart of development & some common facilities north or south of Huntingdon Road	2 objections 6 supports 3 comments	<ul style="list-style-type: none"> <li>• Must be planned in conjunction with NIAB site;</li> <li>• Locating facilities on Huntingdon Road would make them more difficult to access from the West Cambridge site;</li> <li>• Masterplanning for the NIAB site does not provide for establishing community facilities on</li> </ul>	Pursue option 14.1

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		the northern side of Huntingdon Road; <ul style="list-style-type: none"> <li>• Difficult to form a view about the function &amp; makeup of local centre without information on the ultimate size and mix of land uses;</li> <li>• Could have implications for the viability of both the local centre &amp; outlying facilities</li> </ul>	
Option 14.3: University site suitable for a secondary school	3 objections 2 supports 3 comments	<ul style="list-style-type: none"> <li>• It would be at the very fringe of its catchment area;</li> <li>• Would consume too much land;</li> <li>• Concern about the absence of a justification in planning terms for locating a secondary school within the North West quadrant;</li> <li>• Emerging preference for a site between Huntingdon Road &amp; Histon Road;</li> <li>• Development does not generate the need for a new secondary school</li> </ul>	Pursue option 14.4
Option 14.4: University site not a suitable location for a secondary school	1 objection 1 support 2 comments	<ul style="list-style-type: none"> <li>• Concern about the absence of a justification in planning terms for locating a secondary school within the North West quadrant;</li> <li>• Must be planned in conjunction with the NIAB site</li> </ul>	Pursue option 14.4
Option 14.5: No school playing fields to be located in the strategic gap	1 objection 4 supports	<ul style="list-style-type: none"> <li>• No justification for objection given</li> </ul>	Pursue neither option, however consider locating playing fields unrelated to the Secondary School in the strategic gap
Option 14.6: School	2 objections 3 supports	<ul style="list-style-type: none"> <li>• Needs to be some flexibility in relation to</li> </ul>	Pursue neither option, however

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
playing fields in the Strategic Gap	1 comment	<p>other uses on the site;</p> <ul style="list-style-type: none"> <li>• Would introduce urban elements inappropriate to the open space separating Cambridge and Girton;</li> <li>• Would object unless they are also made available for significant public usage. If not it would denote an undesirable fragmentation of public green space</li> </ul>	consider locating playing fields unrelated to the Secondary School in the strategic gap
Option 15.1: Provision of on site open space & recreation	1 objection 10 supports 1 comment	<ul style="list-style-type: none"> <li>• The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests of Circular 5/05;</li> <li>• Could have an impact on the viability of the development</li> </ul>	Pursue a combination of options 15.1 and 15.2
Option 15.2: Commuted payments for some open space	3 objections 2 supports 2 comments	<ul style="list-style-type: none"> <li>• Any provision of recreational and strategic open space should comply with the Green Infrastructure Strategy;</li> <li>• There is deficiency of such provision in this part of Cambridge and the proposed higher density of housing necessitates adequate and full open space and other recreational provision;</li> <li>• The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests of Circular 5/05</li> </ul>	Pursue a combination of options 15.1 and 15.2
Option 16.1: Archaeology	2 supports	<ul style="list-style-type: none"> <li>• There are no key issues for this option</li> </ul>	Pursue option 16.1
Option 17.1: Biodiversity	2 objections 9 supports	<ul style="list-style-type: none"> <li>• The Avenue of Chestnut Trees must be conserved;</li> </ul>	Pursue option 17.1 subject to

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
	3 comments	<ul style="list-style-type: none"> <li>• There is no specific safeguard of the SSSI at Travellers Rest Pit;</li> <li>• All loss of habitats must be kept to a minimum</li> </ul>	amendments
Option 18.1: 10% renewable energy	4 objections 1 support 1 comment	<ul style="list-style-type: none"> <li>• The policy is too weak;</li> <li>• The suggestion that housing developments could provide 10% or indeed 20% renewable energy is strongly questioned;</li> <li>• Renewable energy issues should not stifle regeneration and development</li> </ul>	Pursue option 18.2 in combination with 18.3 & 18.4 subject to amendments
Option 18.2: 20% renewable energy	4 objections 4 supports 1 comments	<ul style="list-style-type: none"> <li>• Current policies require 10% and it is considered unreasonable to require a much higher target for this development;</li> <li>• Will local planning authorities support the provision of large wind turbines on the site;</li> <li>• The suggestion that housing developments could provide 10% or indeed 20% renewable energy is strongly questioned;</li> <li>• Renewable energy issues should not stifle regeneration and development</li> </ul>	Pursue option 18.2 in combination with 18.3 & 18.4
Option 18.3: Renewable Energy & CHP	2 objections 5 supports	<ul style="list-style-type: none"> <li>• The environmental advantages and financial viability of CHP are to a large extent dependant on the size and timing of demand &amp; residential development might provide a reliable base load for CHP</li> </ul>	Pursue option 18.2 in combination with 18.3 & 18.4
Option 18.4: District Heating	1 objection 4 supports 2 comments	<ul style="list-style-type: none"> <li>• The plan should not specify a policy requirement in advance of</li> </ul>	Pursue option 18.2 in combination with 18.3 & 18.4



OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
Scheme		a feasibility study and testing; <ul style="list-style-type: none"> <li>• Make it clearer that the 20% renewable energy obligation applies with a district heating scheme if it is found that a combined heat and power scheme is not suitable</li> </ul>	
Option 19.1: Construction Process & Spoil	4 objections 6 supports	<ul style="list-style-type: none"> <li>• Should include a statement to protect the SSSI and wet areas;</li> <li>• Long-term usage of areas needs to be considered (i.e. clay-rich sub-soils may not be suitable for sports and recreational facilities);</li> <li>• Reference needs to be made to sustainable design &amp; construction methods;</li> <li>• Need to make the policy more robust &amp; require developers to produce &amp; implement a site waste management plan</li> </ul>	Pursue option 19.1 subject to amendments
Option 20.1: Storm Water Drainage	5 objections 5 supports	<ul style="list-style-type: none"> <li>• Drainage plans should seek to actively decrease rainwater input to the Washpit;</li> <li>• Should include a statement that SuDs should not affect the SSSI and wet areas;</li> <li>• Does not consider the wider catchment area (catchment wide study needed);</li> <li>• SuDS challenged as a suitable solution</li> </ul>	Pursue option 20.1 subject to amendments
Option 20.2: Maintenance of water bodies	3 objections 5 supports 1 comment	<ul style="list-style-type: none"> <li>• Too early to prescribe the means by which water bodies and watercourses will be managed</li> </ul>	Pursue option 20.2 subject to amendments
Option 20.3: Councils to	3 objections	<ul style="list-style-type: none"> <li>• Too early to prescribe the means by which water</li> </ul>	Pursue option 20.2 subject to

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
maintain water bodies		bodies and watercourses will be managed	amendments
Option 20.4: Anglian water to maintain water bodies	3 objections	<ul style="list-style-type: none"> <li>• Too early to prescribe the means by which water bodies and watercourses will be managed</li> </ul>	Pursue option 20.2 subject to amendments
Option 20.5: University to maintain water bodies	3 objections	<ul style="list-style-type: none"> <li>• Too early to prescribe the means by which water bodies and watercourses will be managed</li> </ul>	Pursue option 20.2 subject to amendments
Option 20.6: Water conservation	2 objections 5 supports	<ul style="list-style-type: none"> <li>• Policy is not strong enough (mandatory grey water recycling &amp; rainwater capture);</li> <li>• Include targets for reduction of water use;</li> <li>• Need to ensure no adverse effects on the water environment and biodiversity</li> </ul>	Pursue option 20.6 subject to amendments
Option 22.1: First phase close to existing built up area	1 objection 3 supports	<ul style="list-style-type: none"> <li>• A strong local centre is needed from the outset</li> </ul>	Pursue option 22.1
Option 22.2: First phase of development around a local centre	1 objection 4 supports	<ul style="list-style-type: none"> <li>• Unless option 10.1 is preferred it is not clear where the new local centre will be located or whether it would be viable to bring it forward as the focal point for the first phase of development</li> </ul>	Pursue option 22.1
Option 22.3: Strategic Landscaping	1 objection 5 supports	<ul style="list-style-type: none"> <li>• The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests of Circular 5/05</li> </ul>	Pursue option 22.3
Option 22.4: Provision of physical & community infrastructure	2 objections 5 supports 1 comment	<ul style="list-style-type: none"> <li>• All key services, facilities &amp; infrastructure should be provided ahead of time;</li> <li>• The need for such provision should be applied on a site-by-site basis and planning</li> </ul>	Pursue option 22.4

OPTION	NO. OF REPRESENTATIONS	KEY ISSUES	PREFERRED APPROACH
		obligations should adhere to the tests of Circular 5/05	

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Appendix 2.1 – Representation summaries and responses to Issues and Options consultation on the North West Area Action Plan

# North West Cambridge Area Action Plan - Issues & Options Report

## Public Participation Report

1. What is the North West Cambridge Area Action Plan?

1.1

### Representations

### Nature Representation Summary

### Councils' Assessment

### Approach to Draft DPD

## 1. What is the North West Cambridge Area Action Plan?

### 1.1

420 - University of Cambridge Support The University supports the intention to provide for the long term development needs of the University. The University has a range of development needs, with different time horizons. That includes immediate needs for housing, which will contribute to development plan requirements to 2016 and 2021, and anticipated longer term needs for faculty and research space. The site should be planned coherently to enable needs to be met during and after the current and emerging development plan periods.

Noted - will be taken into account in preparing the AAP.

Take into account in preparing the AAP.

### 1.3

422 - University of Cambridge Support The Plan is also needed because current and emerging RSS and the Cambridge Local Plan recognise the need for the Cambridge and the Sub Region to continue to develop as a world leader in the fields of higher education and research. Policy P9/2c identifies land between Madingley Road and Huntingdon Road as a location for predominantly University-related mixed use development (not policy P9/2b).

Noted - will be taken into account when preparing the AAP.

Take into account when preparing the AAP.

### 1.4

567 - Swavesey Parish Council Object Swavesey Parish Council raised concerns over the total amount of development being planned for the N and NW of Cambridge. With three major developments taking place and planned, Arbury Park, NIAB and the University Site, can the infrastructure around the N and NW of Cambridge sustain all of this development?

The level of development for Arbury Park and NIAB has already been determined through plans other than this AAP. The concern about infrastructure is noted and the provision of an appropriate level of infrastructure is a key matter which will be addressed through the AAP and by dialogue with the providers. The scale of development in the AAP will be determined by a number of factors including impact on the environment and the provision of infrastructure.

None needed at this stage, although concerns about infrastructure need to be noted in appropriate chapters.

729 - Histon Parish Council

Object

The public consultation leaflet makes reference to development in the NIAB sector within the City but the proposals for 1800 dwellings have not been strongly identified with any issue within the text. Instead the report concentrates almost entirely on the options for the University land and is less than detailed about the housing development of the NIAB land across the boundary between the City and South Cambridgeshire. It omits the environmental issues of development adjacent to the boundary of the A14, when separate communities live on the other side and the problems currently being experienced for instance at Arbury Park. In particular the Parish Council would like to concentrate on the areas of Traffic, Drainage and the Environment in its response.

The concerns of the Parish are noted. The issues raised on transport and drainage will be considered in sections 13 and 20. In terms of process, the David Wilson Estates land between Huntingdon Road and Histon Road is already allocated in the adopted City Local Plan. It is agreed that there needs to be co-ordination between that site and that of the AAP. A number of working groups have been established to ensure that co-ordination. It should be noted that the Transport Study for North West Cambridge covers both sites.

None in this part of the document; consider detailed matters in relevant chapters.

343 - David Wilson Estates

Object

- The final sentence of this paragraph should be updated to reflect the received Inspector's Report on the South Cambridgeshire District Council Core Strategy

Agreed.

Note that in any subsequent document that paragraph 1.4 would now read: "The Examination into the Core Strategy for South Cambridgeshire was held in July 2006. The Inspector's report notes that there may be a shortfall of around 1,000 dwellings which could be provided for within the AAP areas including North West Cambridge. The matter of whether there should be additional land released from the Green Belt in South Cambridgeshire between Huntingdon Road and Histon Road will be considered at the Examination into the Site Specific Polices DPD due to take place later in 2007."

**2. Purpose of this report**

**2.2**

331 - Ashwell (Barton Road) Ltd

The exercise appears not to have taken on board the philosophy of the LDF system whereby LPAs should be seeking the active engagement of stakeholders in the preparation of the DPD rather than simply consulting on documents the LPA produces.

This stage, Issues and Options, is the very first in the preparation of the AAP, and is that which Regulation 25 requires consultation with utility and service providers. Additionally, the decision has been taken to also engage with the public, so in effect the Plan will be even more front-loaded than is strictly required by Regulations. The publication of the Issues and Options Report enables and assists that dialogue with providers.

None.

### 3. Other Plans affecting the AAP

#### 3.3

332 - Ashwell (Barton Road) Ltd	Object	The RSS when issued will not include saved policies from the structure plan. Rather it will identify which policies of the structure plan remain saved, and whilst being material, they will not form of the development plan.	The key point here is that the Structure Plan saved policies are important context and a material consideration in respect of the AAP. The revised RSS timetable also needs to be acknowledged.	In any subsequent document note that at 1st sentence: "The RSS has been subject to Examination and Proposed Changes were the subject of consultation in early 2007; the RSS is due to be adopted later in 2007." And at 2nd sentence: "It will identify policies saved from the Cambridgeshire Structure Plan."
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#### 3.4

104	Object	re. in paragraph 3.4 "compact, mixed developments with efficient use of land...[and] urban design" - this means, totally out of keeping with existing developments. This is not city centre, it is not appropriate to destroy green open spaces in exchange for high density townhouses and flats. More family homes with gardens are needed, even though they are lower density.	Concern noted. In all the urban extensions to Cambridge there will be a need for a range of dwelling types and densities, and it is acknowledged that this will need to include an appropriate proportion of family homes with gardens. However, there is also a need to follow Government Guidance on density and this will assist in creating communities where travel by foot and cycle is more attractive than by car and will require less release of Green Belt land.	Noted.
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#### 3.6

345 - David Wilson Estates	Object	The final sentence of this paragraph should be updated to reflect the received Inspector's Report on the South Cambridgeshire District Council Core Strategy.	Agree that this would need updating.	Note in any subsequent document that paragraph 1.4 would now read: "The Examination into the Core Strategy for South Cambridgeshire was held in July 2006. The Inspector's report notes that there may be a shortfall of around 1,000 dwellings which could be provided for within the AAP areas including North West Cambridge. The matter of whether there should be additional land released from the Green Belt in South Cambridgeshire between Huntingdon Road and Histon Road will be considered at the Examination into the Site Specific Polices DPD due to take place later in 2007."
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## 4. The extent of the AAP and its character

### 4.1

389 - David Wilson Estates	Object	<p>Throughout Report various references to land between Huntingdon Road and Histon Road, Cambridge. Clearly potential decisions which need to be taken for Area Action Plan area will determine how development between Huntingdon Road and Histon Road progresses, potentially contrary to the masterplanning process. • Land between Huntingdon and Histon Roads referred to as NIAB land. Potentially confusing as NIAB only one of a consortium of landowners which David Wilson Estates are promoting. Land covered by Policy 9/8 would therefore be better referred to as Land between Huntingdon Road, Histon Road, Cambridge.</p>	<p>Concern noted. Although technically there may be a number of landowners, most of the public would recognize the site as being labeled NIAB. It is agreed that there needs to be careful coordination of development proposals between that site and that of the AAP, and this will inevitably require any conflict to be resolved.</p>	Noted.
730 - Histon Parish Council	Object	<p>It has been noted that NIAB and David Wilson Estates have been included in the public exhibitions. Whilst development of the two sectors is currently subject to different planning the final Area Action Plan will need to address the issues generated in both NW sectors. The treatment of the two major areas of development, served by common infrastructure, under separate consultation procedures is deeply regretted and is not understood by the public. It is to be hoped therefore that any decision on the NIAB site will not be taken prematurely by City Council as a partner authority.</p>	<p>Concern noted. The issues raised on transport and drainage will be considered in sections 13 and 20. In terms of process, the David Wilson Estates land between Huntingdon Road and Histon Road is already allocated in the adopted City Local Plan. It is agreed that there needs to be co-ordination between that site and that of the AAP. A number of working groups have been established to ensure that co-ordination. It should be noted that the Transport Study for North West Cambridge covers both sites.</p>	None in this part of the document; consider detailed matters in relevant chapters.
259 - Impington Parish Council	Object	<p>There is confusion over the scope of the AAP, driven by published documentation and the inclusion of the NIAB land in consultations and events. There are real concerns, including those from villages to the north and west of the City, that arise from both the University land and the NIAB development that need to be addressed by the AAP. It is hoped that an early decision on the NIAB/David Wilson development will therefore not be taken.</p>	<p>Concern noted. It is acknowledged that there needs to be co-ordination between these developments which are following different processes since the NIAB land is already allocated in a statutory Development Plan. The public leaflet sought to help people to understand how these sites related to each other, even though the NIAB land was not within the area of the AAP. It would be misleading to include the NIAB land as part of the AAP as the AAP would not be able to affect the status of that site. A number of coordinating working groups have been established to ensure that decisions taken on the NIAB site take account of issues arising within the AAP.</p>	Noted.

**Representations**

**Nature Representation Summary**

**Councils' Assessment**

**Approach to Draft DPD**

4.3

423 - University of Cambridge

Object

The Zone of Visual Influence of the site is relatively small, due to a combination of topography, built development and vegetation.

Concern noted. However the visual zone of influence is well recorded in the David Brown Landscape Study for NW Cambridge. The new boundary of the Green Belt will need to have regard for the findings of this Study in respect of the value of the historic landscape and the Green Belt setting for Cambridge. Key views will be from the Madingley area and from the M11.

Noted. This will be an important consideration in the assessment of the site footprint options.

9

425 - University of Cambridge

Object

The M11 motorway is a major physical barrier and visual intrusion in the landscape that completely isolates the site from the rest of the surrounding countryside, with the small exception of the footpath underpass at the north of the site.

Agree that the M11 is a major physical barrier, although the footpath passing underneath it does allow the site to connect to the wider countryside. However, for much of the length where it forms the boundary to the site (that is the northern part of the western boundary) it follows the low ground of the Washpit Brook and views therefore tend to sweep over it to focus on the valley slopes which rise up to the Girton ridge, forming an important setting and edge to Cambridge.

Noted. This will be an important consideration in the assessment of the site footprint options. Consider appropriate policy guidance in the AAP to deal with mitigating the impact of the M11.

## 5. The University's aspirations

### 5.3

426 - University of Cambridge	Object	There is no definite proposal for new faculty space for the Departments of Earth Sciences and Geography. New space would be part of the general requirement for academic facilities and should be described by that generic heading, not as a separate element. The development of Park & Ride and Park & Cycle facilities are not stated University aspirations for the development of the site. The University also proposes the development of a hotel and conferencing facility.	Concern noted. The Issues and Options Report quoted what was understood by the local authorities to be the University's aspirations at the time. These were drawn from the evidence submitted to the City Local Plan public inquiry. It is accepted that Park and Ride and Park and Cycle facilities should not be included in this list. An hotel and conference centre was not understood to form part of the University's aspirations at the time of drafting the document. It will be for the University to demonstrate how such development is directly related to the University's needs if they are to form part of the proposed development.	Note: discuss revisions to the University's aspirations with them in preparing the next document.
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### 2,000 to 2,500 dwellings

573	Object	My objection is to the 'market housing' element included here, as opposed to housing for university members/staff. How is the university arguing for need here? Is it a financial need? The argument for a mixture of housing types, so as to avoid any sense of social exclusion, does not necessarily mean that housing should be built here for the open market - there could be a wide variety of housing types all tied to university use.	The important needs of the University have always been recognised in the release of land for development in North West Cambridge, and this has been accepted as a principal reason for releasing land from the Green Belt. However, it is recognised that the needs of the University extend beyond faculty and collegiate development. It needs to provide housing for both academic and assistant staff, commercial and other research establishments are vital in taking research out of the lab and into practical applications and commercial aspects of the development will represent an important source of funding for the University. The market housing element is also required in order to fund the development so that their development is achievable. The impacts of this development will be addressed through the careful planning and development of the area.	Noted: take into account in preparing the AAP.
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**Representations**

**Nature Representation Summary**

**Councils' Assessment**

**Approach to Draft DPD**

*Commercial research and development space*

574	Object	<p>Although there are benefits in cross-fertilisation of ideas between the university and commercial sectors, I would wonder how the university can demonstrate a genuine need (other than perhaps a financial one?) for the commercial element to be placed on this very precious land, which could otherwise be held over for future building by and for the university itself. Taking a long time horizon, mightn't the university benefit from being able to expand its own facilities here, rather than giving so much space to 'related' commercial activities (suitable for a science park?)</p>	<p>Concern noted. The important needs of the University have always been recognised in the release of land for development in North West Cambridge, and this has been accepted as a principal reason for releasing land from the Green Belt. However, it is recognised that the needs of the University extend beyond faculty and collegiate development. It needs to provide housing for both academic and assistant staff, communal and other research establishments are vital in taking research out of the lab and into practical applications and commercial aspects of the development will represent an important source of funding for the University. The impacts of this development will be addressed through the careful planning and development of the area.</p>	<p>Noted: Take into account in preparing the AAP.</p>
<hr/>				
5.4				
333 - Ashwell (Barton Road) Ltd		<p>The site lies in a sensitive location on the edge of Cambridge. The area is currently characterised by low density suburban townscape. Residential development at a net density of between 70 and 85 dph is considerably in excess of the indicative density range (35 - 55 dph) in draft PPS3 as appropriate for suburban locations. This density would be significantly at odds with the established and distinctive character of the area and therefore not in conformity with the higher plans.</p>	<p>Concern noted. The list set out at Paragraph 5.4 represents the University's aspirations and does not indicate that the local authorities agree that this should be met. There are a number of factors and criteria which will need to be taken into account in determining the scale of development and the revisions to the Green Belt boundary. Density will need to be considered in the context of what is appropriate for the location given its position on the edge of Cambridge, whether that is any different to the other urban extensions and what is needed to create a sustainable new community where density and the disposition of land-uses can create the opportunity for most journeys to be made by foot and cycle or public transport rather than by car.</p>	Noted.
<hr/>				
612 - Windsor Road Residents (WIRE)	Object	<p>Table needs to state whether the playing fields, commons and community facilities are for general public use or only for University use.</p>	<p>Agree that this is an important distinction and should be clarified in any subsequent documents.</p>	<p>Noted: it will be important for any subsequent documents to make it clear whether playing fields are for public use rather than being restricted to use by the University or Colleges.</p>
427 - University of Cambridge	Object	<p>The site area (excluding land to the west of the M11) has been recalculated as 140ha.</p>	<p>Agree that the revised figure will need to be noted in any subsequent documents.</p>	<p>Noted revised figure in subsequent documents.</p>

**Representations**

**Nature Representation Summary**

**Councils' Assessment**

**Approach to Draft DPD**

*Housing for University/College staff and open market housing*

334 - Ashwell (Barton Road) Ltd      Object      Development at the densities suggested will have a significant detrimental impact on Green Belt purposes and not be in accordance with the distinctive character of the surrounding suburban area. As such development would be contrary to established and emerging policy in PPG2, PP3, draft PPS3, the Cambridge Local Plan and South Cambs DPDs.

Disagree because This table in paragraph 5.4 simply reflects the local authorities' understanding of the University's aspirations and does not indicate that agreement that all can be accommodated on the site. The site footprint and the new Green Belt boundary will have to be determined taking into account a number of criteria including impact of Green Belt purposes especially setting and preventing coalescence. It is not agreed that the location north of Barton Road is less sensitive in Green Belt terms. These matters were explored fully at the Structure Plan Examination in public. In any event, the land at North West Cambridge is only being released because it can deliver the University's development needs. The land north of Barton Road would not be able to do this as it is not in the University's ownership.

None.

*Academic/related research*

576

Object      I am uneasy about the merging of these two categories - academic and 'related'. Can they be separated out as the case for each seems importantly different? The 1st masterplan option shown at the exhibition and widely supported in earlier consultation looked significantly different from the subsequent plan in which significant research/academic areas switched to become commercial research.

Concern noted. This list in paragraph 5.4 simply reflects the understanding of the University's aspirations and does not endorse it. It has to be recognized that the Structure Plan policy which sets the framework for the release of this land for development refers to "predominantly" University related uses which implies that a smaller proportion of the development may be for more commercial projects. It will be for the University to demonstrate at the detailed planning stages why there is a clear need for the development to take place.

Noted: it is important to understand the University's aspirations but the AAP will need to come to a conclusion as to what can be accommodated on the site having regard to other material considerations.

6. What will the AAP include?

6.2

6. What will the AAP include?

6.2

351 - David Wilson Estates	Object	The last part of the second sentence should be deleted so that the second sentence reads "This is equally important for the proposed residential development within the City boundary between Huntingdon Road and Histon Road."	Note: any future statement should make clear the status of the proposal to complement the development by landscape and public access improvement.
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645 - Windsor Road Residents (WIRE)	Support	We strongly support this paragraph. Planning of the NIAB site should take into account its impact on the rest of the North West Quadrant and South Cambridgeshire, existing and proposed. The existing under-provision of facilities in the North West Quadrant should be recognised. The location of any shared facilities should be easily accessible to new residents on both the University and NIAB sites, and to residents in the existing neighbourhood between Histon Road and Huntingdon Road. Existing traffic congestion on Huntingdon and Histon Roads must be taken into account. Public transport in the area is poor and needs to be improved.	Concern noted. The 2nd sentence of paragraph 6.2 is stating the policy approach in the South Cambridgeshire Site Specific Policies DPD. However, it is accepted that this policy has yet to be Examined. Any future statement should make clear the status of the proposal to complement the development by landscape and public access improvements. Support noted.
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Transport Links

496 - Gallagher Longstanton Limited	Support	The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement for capital funding or works associated with any A14 enhancement works of direct benefit to the development. The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement, for a capital funding contribution towards the construction of the CGB and revenue contributions towards the cost of operating the system.	Noted: consider in respect of any Planning Obligations Strategy developed for the AAP and take into account in the preparation of the AAP.
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6.3

620 - Windsor Road Residents (WIRE)	Support	We strongly support this paragraph. It is extremely important that plans for the University site and the NIAB site should be considered together.	Support noted: will be taken into account in preparing the AAP. Noted: take into account in preparing subsequent documents.
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**6.4**

621 - Windsor Road Residents (WIRE)

Object

Although adjacent areas within Cambridge City are covered by Cambridge Local Plan, the new developments will impact on residents in those areas and so a mechanism for assessing and responding to such impact, including financial aspects, needs to be put in place.

Agree that this is an important issue. It will need to be taken into account through the preparation of the AAP. Indeed, the Objectives listed in the Issues and Options Report at 8.1 specifically refers to the need to respect and link with adjoining communities. A Section 106 or Planning Contributions Strategy in the AAP should reflect this. Any planning application which follows would also need to demonstrate that it was consistent with such a Strategy in the AAP.

Noted: take into account for the preparation of the AAP.

**6.5**

335 - Ashwell (Barton Road) Ltd

Object

The DPD needs to be informed by the intended character appraisal for potential Huntingdon Road Conservation Area. Until such an appraisal has been undertaken it is not possible to appraise the impact on the potential Conservation Area. Progressing the DPD without this appraisal would mean there would be a significant deficit in the evidence base.

Disagree. Regard will be had to the character of adjacent areas as the AAP is drafted and as part of the masterplanning and planning application process.

7. A vision for the area

Option 7.1

622 - Windsor Road Residents (WIRE)

We support the idea of a new neighbourhood centre which will provide facilities and services for nearby communities. Which nearby communities are included? Provision is required for new residents of both new sites and also for existing residents living in areas neighbouring both sites. Some facilities will be needed on both sites and, although there is scope for a certain amount of sharing, the shared facilities should not all be concentrated on one of the new sites. Co-ordination in planning is essential. There is already a shortfall in many provisions in the North West quadrant, including medical and dental facilities, flexible meeting rooms, nursery and secondary schools, sixth form colleges, facilities for leisure for all age groups, library, indoor and outdoor sports and so on.

Pursue Option 7.1

The support for the neighbourhood centre is noted. Responding to the points made: (a) all existing and new communities will be expected to be able to take advantage of the new facilities; (b) it is anticipated that some facilities will be provided with the both main development areas either side of Huntingdon Road and the planning authorities and the County Council are working to support co-ordination of this; and (c) Section 14 of the report addressed these matters and gives a commitment to requiring facilities, which will be included in the Area Action Plan.

789 - Cambridge Leisure & Ice Centre

The above aims and objectives would be satisfied in part through the inclusion of a community ice centre as an appropriate land use. This would be consistent with the Major Sports Facility Strategy for the sub-region published by Cambridgeshire Horizons. It would also be consistent with other policy objectives acknowledged by the Local Plan, National Planning Policy etc.

Pursue Option 7.1.

This matter is not something for the vision set out in Option 7.1. However, the need for an ice rink to serve Cambridge is accepted. This is supported by the Major Sports Facility Strategy. North West is a possible location for this, and the wording of the Draft AAP should allow the flexibility for this to be explored.

646 - Highways Agency

Most of the Joint Council's AAP 'Vision' for the area between Madingley Road and Huntingdon Road reflects Cambridge University's aforementioned Masterplan aspirations and policies previously agreed within the C&P Structure Plan and Cambridge Local Plan.

Pursue Option 7.1.

Agree because the comment reflects the link between the Area Action Plan and the Structure Plan. The report has drawn on the masterplanning carried out by the University, but the planning authorities have not adopted nor otherwise endorsed this work.

319

Although the objective was introduced as development for University-related uses, the plan now seems to be dominated by commercial research establishments and housing development - an industrial estate and a housing estate. It is not clear why we have to sacrifice green belt and overwhelm local roads for such development.

Pursue Option 7.1.

Disagree. The important needs of the University have always been recognised in the release of land for development in North West Cambridge, and this has been accepted as a principal reason for releasing land from the Green Belt. However, it is recognised that the needs of the University extend beyond faculty and collegiate development. It needs to provide housing for both academic and assistant staff, commercial and other research establishments are vital in taking research out of the lab and into practical applications and commercial aspects of the development will represent an important source of funding for the University. The market housing element is also required in order to fund the development so that their development is achievable. The impacts of this development will be addressed through the careful planning and development of the area.



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598	Object	I do not see how you can say that Girtton would still remain separate. This development would have such an impact that no "buffering" would eliminate that.	Disagree because: (a) under all options for the footprint of development a strategic gap is maintained between the built-up edge of the City and the built-up detached part of Girtton parish south of the A14 (the Thornton Way area, north of Huntingdon Road); (b) development options that envisage development north west of the strategic gap will be buffered from the Thornton Way area by the existing low density development along the south side of Huntingdon Road.	Pursue Option 7.1
326	Object	This development seems to be at the wishes of the University for "its needs". Those needs seem to be at the expense of the needs of the local residents i.e. loss of Green Belt and subsequent open space, increased traffic, loss of the current views and sites that we enjoy and a general lowering of the quality of life that this would bring.	Disagree because the Structure Plan and Regional Plan policies supported a review of the Cambridge Green Belt in order to allow the development necessary to support the Cambridge economy and meet housing needs. Substantial open space will be provided within the development and an aim will be to facilitate better access the surrounding open countryside. (c) The overall strategy will address the access and transport demands generated by the new development and aim to mitigate adverse impacts. Opportunities will be sought to improve overall accessibility, e.g. through improved public transport and cycle routes. (d) In a sector of the City rather poorly provided with community facilities the development offers the potential to increase the level of provision thereby helping to improve quality of life.	Pursue Option 7.1.
338 - Ashwell (Barton Road) Ltd	Object	The structure plan accepted the release of land from the Green Belt in this location to meet the needs of Cambridge University. No objection to accommodating local services at this location. However, it would be inappropriate to meet the City's wider housing needs [over above the 1,150 homes allowed for by the Cambridge Local Plan] at this location without considering the reasonable alternative options, including on other sites, for accommodating housing development. If the DPD is submitted without having met the legal and technical requirements for testing alternatives then the DPD will be unsound.	Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The Area Action Plan DPD cannot therefore be considered to be unsound.	Pursue Option 7.1.
336 - Ashwell (Barton Road) Ltd	Object	The creation of a new landscaped edge will not enhance the City's setting, but merely mitigate the significant detrimental impact that development will cause. The Vision should be amended to state that "A significant landscaped urban edge will be required in order to mitigate against the significant detriment that development will cause to the setting of the City and Green Belt purposes."	Disagree. Development in the Green Belt will have an impact on the edge of the City and its landscape setting and the need to address this is identified in paragraph 7.1. However, this is not a matter that needs to be dealt with in manner suggested in the vision for the area. Concerns for the setting of the City are dealt with in detail in Section 10 and should be followed through in policies the the relevant section of the Area Action Plan.	Pursue Option 7.1

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Representation	Object	Assessment	Approach
161 - Girton Parish Council	Object We note that the focus of this statement is the City. We note also that there are many unsubstantiated assertions (eg the quality of build) which will need substantiation.	Disagree because: (a) The University of Cambridge is based in Cambridge and is wholly associated with the City. Although some of the development is likely to extend into South Cambridgeshire it is appropriate to refer to a 'University Quarter for the City' as a simple widely understood definition. (b) The statements about the nature of development are substantiated by the other matters covered in the report and will be delivered through the policies in the finally adopted Area Action Plan.	Pursue Option 7.1
341 - Cambridgeshire County Council	Object The vision concentrates on economic objectives and, apart from landscaping, fails to cover wider sustainability and environmental issues. These will need to be addressed in the Area Action Plan.	Agree. The planning authorities wish to see the development in North West Cambridge become an exemplar of sustainable development. Specific policies in the Area Action Plan will seek to achieve this, but it is important for this to also be reflected in the vision.	Pursue option 7.1 subject to the following amendment. Amend to include : ...and embody best practice in environmental sustainability.'
428 - University of Cambridge	Object The Vision for the area should emphasise the role of University and related development in supporting the further development of Cambridge and the Sub Region, not just the University, as a centre of excellence and world leader in the fields of higher education and research. The Vision should also refer to development needs before 2021, as well as long term.	Agree because: (a) the proposed development will assist in meeting a wider range of development needs for the Sub-region; and (b) some of the needs of the University will be met in the Plan period to 2016 as well as up to 2021.	Pursue Option 7.1 subject to the following amendments: (a) add text to read : ...supporting the development of Cambridge and the Sub-region and to... (b) It will address the University's needs to 2021 and beyond.
305	Support The University urgently needs to offer its employees better and more affordable housing. The University's key workers are highly qualified academic researchers from around the world. Familiar with housing in other countries, many are frustrated with the acutely overstretched Cambridge market, which is dominated by very old poor-quality houses, with obsolete and unsustainable building technology, on sale for utterly unsustainable prices. The current housing crises, with a market inflation an order of magnitude above salary inflation, is seriously endangering Cambridge's role as an attractive workplace for the world's best researchers.	Support noted.	Pursue Option 7.1.
200 - Cambourne Parish Council	Support no comment	Support noted.	Pursue Option 7.1.
393 - East of England Regional Assembly	Support Will support the successful implementation of regional policy, as set out in RFG6 and the emerging East of England Plan	Support noted.	Pursue Option 7.1.
410 - Cambridge Preservation Society	Support The Cambridge Preservation Society supports the development of the Green Belt if high quality design and implementation is achieved.	Support noted. The Area Action Plan will seek to achieve high quality design and implementation.	Pursue Option 7.1.

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773 - Universities Superannuation Scheme Ltd (USS)	Support	USS support, in principle, the development of a new University Quarter for Cambridge on the area of land between Huntingdon Road and Maddingley Road, to comprise educational uses, residential uses and a local centre.	Support noted.	Pursue option 7.1.
577	Support	Support if this really means university quarter - not if it is interpreted as allowing a significant amount of essentially commercial development.	Support noted. Some commercial development will be included, e.g. research activities and market housing, but these will be supportive of the essentially University focus.	Pursue Option 7.1.
<b>RAI</b>				
521 - Gallagher Longstanton Limited		The AAP should reflect that the focus within the Sub-region should be sharply and solely on sites that are capable of making significant early contributions to the planned strategy, as set out in the Structure Plan and emerging RSS, and not on other strategic sites which are likely to form later phases of the strategy.	Noted. The site is predominantly in the ownership of the University and there are no overriding impediments to its phased development under an agreed Area Action Plan. A contribution to the planned strategy within the plan period is entirely feasible.	Pursue Option 7.1
185 - Girton Parish Council		RA1: The University needs to *demonstrate* the need for this development and explain the future of central sites (eg the New Museums Site).	Noted. As set out in RA1, the need has been considered through the Structure Plan and in detail at the Inquiry into the Cambridge Local Plan and the case was accepted by the Inspector and underpins his binding report.	Pursue Option 7.1.
431 - University of Cambridge	Object	A revised Vision id proposed based on the objection to Option 7.1	Disagree because this version does not improve on that already submitted subject to the amendments proposed elsewhere in this report.	Pursue Option 7.1.
<b>7.1</b>				
790 - Cambridge Leisure & Ice Centre		The above aims and objectives would be satisfied in part through the inclusion of a community ice centre as an appropriate land use. This would be consistent with the Major Sports Facility Strategy for the sub-region published by Cambridgeshire Horizons. It would also be consistent with other policy objectives acknowledged by the Local Plan, National Planning Policy etc.	This matter is not something for the vision set out. However, the need for an ice rink to serve Cambridge is accepted. This is supported by the Major Sports Facility Strategy. North West is a possible location for this, and the wording of the Draft AAP should allow the flexibility for this to be explored.	Pursue paragraph 7.1.
260 - Impington Parish Council	Object	The focus of the AAP is purely on the City - it is not on the City in the context of its setting. The AAP should include consideration of the impact on neighbouring villages, specifically Girton & Impington.	Disagree: (a) The area of development is an urban extension to Cambridge and it is therefore right to consider that it should be in keeping with a 'Cambridge' character or tradition. However, as it is on the edge of the City it will have an impact on the setting and this being considered. (b) The physical impact of the development on Girton is taken into account in the Vision. However, Impington is several kilometres away and there will be no direct physical impact. There may be some impact on nearby villages through traffic generation and drainage. These matters do not need to be dealt with in detail in the Vision section.	Pursue paragraph 7.1.

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**7.2**

791 - Cambridge Leisure & Ice Centre

The above aims and objectives would be satisfied in part through the inclusion of a community ice centre as an appropriate land use. This would be consistent with the Major Sports Facility Strategy for the sub-region published by Cambridgeshire Horizons. It would also be consistent with other policy objectives acknowledged by the Local Plan, National Planning Policy etc.

This matter is not something for the vision set out. However, the need for an icerink to serve Cambridge is accepted. This is supported by the Major Sports Facility Strategy. North West is a possible location for this, and the wording of the Draft AAP should allow the flexibility for this to be explored.

Pursue paragraph 7.2

## 8. Objectives

### Option 8.1

647 - Highways Agency	It is apparent that the AAP objectives which will address transport infrastructure are largely uncertain at this stage prior to the Inspector's decision regarding the South Cambridgeshire LDF submission documents. I will comment on these latter.	Disagree. The objectives include a clear objective for transport infrastructure.	Pursue Option 8.1.
414 - Cambridge Preservation Society	The Cambridge Preservation Society supports the overall objectives, however see also detail comments made elsewhere.	Support noted.	Pursue Option 8.1.
241	Object 'Sustainable development' is now widely regarded as too vague and general to mean much. As a major education and employment institution, The University should be taking a leadership role in the Cambridge city region in mitigating and adapting to climate change. Please think more about specifics such as a 'low carbon development'. In light of the Stern Report, this is very apt aim for this development. It is also very close to the city and of a sufficient size to be a cutting edge, low carbon energy development.	Agree that objective 8.1a should be strengthened.	Amend objective 8.1a to read "To create a sustainable community, making the best use of energy and other natural resources, built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change".
162 - Girton Parish Council	Support We approve	Support noted.	Pursue Option 8.1a subject to the following amendment: "To create a sustainable community, making the best use of energy and other natural resources, built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change".
717 - Environment Agency	Support We support the objective: - a) To ensure sustainable development.	Support noted.	Pursue Option 8.1a subject to the following amendment: "To create a sustainable community, making the best use of energy and other natural resources, built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change".

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b

163 - Girton Parish Council

The acreage and width of the current green belt should be at least preserved, if not increased. We would welcome parks, wildlife areas or allotment development within this green belt. Any suitable areas (eg the terrain of the known bat colonies) should be designated as wildlife areas.

Disagree that the acreage and width of the Green Belt should be preserved. This is incompatible with the agreement to review the Green Belt and allocate land for development. However, the Area Action Plan will seek to maintain the green separation afforded by the Girton Gap. Agree that open space should be available for people and wildlife and that biodiversity should be protected.

Pursue Option 8.1b.

398 - Ashwell (Barton Road) Ltd

Object

Option is contrary to Policy 9/2b of the Structure Plan which requires that local authorities in reviewing the Green Belt maintain the purposes of the Green Belt. Additional residential development at this location, without proper testing against other locations, where there would be a significantly lesser impact, is likely to fundamentally undermine the purposes and functions of the Green Belt.

Pursue Option 8.1b.

Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The work has considered the impact on the Green Belt and does not fundamentally undermine its purpose.

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186 - RLW Estates	Object	The statement that identification of a new Green Belt boundary which would allow development without "fundamentally undermining the purposes of the Green Belt," appears to place insufficient weight on the role and function of this designation. Policy 9/2b of the Structure Plan requires that the process of reviewing the Green Belt will maintain the purposes of the Green Belt. Development proposals that would undermine the functions of the Green Belt, as defined in the Structure Plan, and reinforced by PPG2, should not be allowed regardless of the degree of impact.	Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.	Pursue Option 8.1b.
327	Object	Do not tinker with the Green Belt. Its purpose was to protect Cambridge from Urban Sprawl. This is what it is doing now, protecting. Destroy it, and precedents will arise.	Disagree. The principle of reviewing the Green Belt to release land for essential development is established in the Regional Plan, the Structure Plan and the Cambridge Local Plan.	Pursue Option 8.1b
<i>C</i>				
164 - Girton Parish Council	Object	The boundary between the City and the village of Girton should be significant (cf 7.1). Further comment is difficult without a definition of "appropriate".	Noted. The nature of the 'appropriate' separation is addressed through the assessment of the site options and treatment of the area of separation will be a matter for masterplanning. Option 8.1(d) draws attention to the need to consider the relationship between the City and Girton.	Pursue Option 8.1c
262 - Impington Parish Council	Object	Support - but "appropriate" is inadequately defined, and has to be considered in the wider context of City & Girton	Support noted. The nature of the 'appropriate' separation is addressed through the assessment of the site options and treatment of the area of separation will be a matter for masterplanning. Option 8.1(d) draws attention to the need to consider the relationship between the City and Girton.	Pursue Option 8.1c.

*d*

165 - Girton Parish Council

The boundary between the City and the village of Girton should be significant (cf 7.1). Further comment is difficult without a definition of "appropriate".

Noted. The nature of the 'appropriate' separation is addressed through the assessment of the site options and treatment of the area of separation will be a matter for masterplanning. Option 8.1(d) draws attention to the need to consider the relationship between the City and Girton.

Pursue Option 8.1d

*e*

624 - Windsor Road Residents (WIRE)

We strongly support this. Links with adjoining communities are very important, including links with the neighbourhoods between Huntingdon Road and Histon Road, both existing already and proposed for the future.

Support noted.

Pursue option 8.1e.

*f*

306

The housing mix of the site should reserve some space (say 15%) for potential self-build projects. Houses that have been designed specifically for/by their future occupants are far more likely to match exactly their needs, especially considering the international background of the University's researchers. Self-build projects not only provide for refreshing design variety, but also tend to be at the forefront in modern building technology, energy efficiency and sustainability (e.g., innovative building control and home automation features). They would thus fit well into a site developed by a leading research University.

Agree. This would help create a mixed community with a wide range of housing types.

Pursue a statement to facilitate this in an appropriate section of the AAP and add new objective to read: " To secure a wide range of housing types and tenures".

*ii*

582

I am a relatively new lecturer who found the housing situation in Cambridge a strong negative factor in my decision on whether or not to accept the job. Subsequently, in our group, we have lost potential and actual researchers who found the housing situation unacceptable. If the University can make affordable land available to new lecturers or researchers, this will in my opinion make it possible for young academics to settle here (and thus keep the University competitive).

Agree. This is an important element in housing provision on this site.

Pursue 8.1f(i)



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337 - Ashwell (Barton Road) Ltd	Object	The structure plan identified the release of land from the Green Belt in this location in order to meet the needs of Cambridge University. It would be inappropriate and unsound to allocate additional housing at this location simply to generate a "satisfactory mix of uses" without having considered the reasonable alternative locations for accommodating the suggested additional 1,400 homes.	Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The Area Action Plan DPD cannot therefore be considered to be unsound.	Pursue Option 8.1f(ii).
782		It seems that we have a great opportunity to improve the situation for cycling in North West Cambridge if the developers of the NIAB abd Cambridge University sites could be required to make serious provision for cycle routes. I would very much like your feedback on the likelihood of these routes being developed.	Noted. It is the clear intention of the local authorities to require development to maximise the use of cycles and we believe that the University supports this.	Pursue Option 8.1g.
242	Object	Object to the word 'maximise' as too vague. What is really needed is 'a very high level' or 'high modal share' for walking and cycling. The more infrastructure and priority you give to these, the higher the number of trips and modal share that will result.	Disagree. The word 'maximise' indicates the highest achievable level, which means a very high level and a high modal share.	Pursue Option 8.1g.
807 - Environment Agency	Support	We support the objective: - g) To maximise walking and cycling and public transport use	Support noted.	Pursue Option 8.1g.
307	Support	I agree. This new development is an opportunity to facilitate non-car-based transport from the start.	Support noted.	Pursue Option 8.1g.
797 - Four Counties Team, Natural England	Support	Natural England would wish to ensure that the following principle is followed for any development of the site. Transport proposals should aim to prioritise sustainable transport such as cycling, walking and use of public transport.	Support noted	Pursue Option 8.1g.

h

322

The area is surrounded by road bottlenecks where gridlock is increasingly frequent. It is not credible that so massive a development can be accommodated by the local road system; and it is not clear that the road system can be materially expanded without intolerable damage to the precious Cambridge environment.

Diasagree. Proper consideration will be given to how traffic will be dealt with, rather than seeing it as a reason to stop the development. A transport study has been carried out for North West Cambridge and this seeks to show how the development can be made acceptable by mitigating traffic impacts. One aspiration will be to improve on existing conditions for cycling and public transport and this may increase accessibility to a range of amenities in Cambridge. Work on North West Cambridge must also be seen in the context of the Cambridge Area Transport Study, which aims to improve transport and accessibility across the City.

Pursue Option 8.1h.

633

**Object**  
New traffic schemes must relieve congestion on routes into and through Cambridge town and not exacerbate it. Any increase in traffic inevitably will hinder access to the limited green spaces within the city, further impoverishing their quality of life.

Diasagree. Proper consideration will be given to how traffic will be dealt with, rather than seeing it as a reason to stop the development. A transport study has been carried out for North West Cambridge and this seeks to show how the development can be made acceptable by mitigating traffic impacts. One aspiration will be to improve on existing conditions for cycling and public transport and this may increase accessibility to a range of amenities in Cambridge. Work on North West Cambridge must also be seen in the context of the Cambridge Area Transport Study, which aims to improve transport and accessibility across the City.

Pursue Option 8.1h.

774 - Universities Superannuation Scheme Ltd (USS)

**Support**  
In particular, the options of improving transport linkages in the area and increasing transport permeability within North West Cambridge are welcomed.

Support noted.

Pursue Option 8.1h.

i

796 - Four Counties Team, Natural England

**Object**  
Natural England would wish to ensure that the following principle is followed for any development of the site. Detailed proposals should incorporate high quality informal greenspace that are of benefit for both people and nature.

Noted. This is already covered in 8.1i and 8.1m.

Pursue Option 8.1i.

808 - Environment Agency

**Support**  
We support the objective: - i) To provide standards for infrastructure provision...

Support noted.

Pursue Option 8.1i.

344 - Cambridgeshire County Council

**Support**  
Following on from Objective a, the AAP will need to develop the objectives to ensure environmental and sustainability objectives are fully met and understood. In particular, the provision of standards for renewable energy provision (i) is welcomed. These should seek to maximise potential on-site rather than set minimum target levels.

Support noted.

Pursue Option 8.1i.

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j	263 - Impington Parish Council	Object	Cannot be achieved except in conjunction with the planning of the NIAB site.	Work on the Area Action Plan is moving in parallel with the emerging proposals for the NIAB site and officers from the three local authorities and cambridgeshire horizons are working together to ensure that there is coordination in the planning for the provision of community facilities where this is necessary (some independent provision may be required on both sites).	Pursue Option 8.1j.
	166 - Girton Parish Council	Object	Such planning *must* be done in conjunction with the development of the NIAB site.	Work on the Area Action Plan is moving in parallel with the emerging proposals for the NIAB site and officers from the three local authorities and cambridgeshire horizons are working together to ensure that there is coordination in the planning for the provision of community facilities where this is necessary (some independent provision may be required on both sites).	Pursue Option 8.1j.
k	524 - Gallagher Longstanton Limited	Object	The AAP should reflect that the focus within the Sub-region should be sharply and solely on sites that are capable of making significant early contributions to the planned strategy, as set out in the Structure Plan and emerging RSS, and not on other strategic sites which are likely to form later phases of the strategy.	Noted. The site is predominantly in the ownership of the University and there are no overriding impediments to its phased development under an agreed Area Action Plan. A contribution to the planned strategy within the plan period is entirely feasible.	Pursue Option 8.1k.
l	809 - Environment Agency	Support	We support the objective: - k) The determine appropriate phasing of development...	Support noted.	Pursue Option 8.1k.
	525 - Gallagher Longstanton Limited		The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement for capital funding or works associated with any A14 enhancement works of direct benefit to the development. The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement, for a capital funding contribution towards the construction of the CGB and revenue contributions towards the cost of operating the system.	Noted. The extent to which S106 Agreement contributions for transport infrastructure are sought will depend upon a number of matters. In part these will need to be set out in the AAP, although consideration will also need to be given to other policy documents such as the County Council's Long Term Transport Strategy.	Concern in respect of any Planning Obligations Strategy developed for the AAP and take into account in the preparation of the AAP.
	810 - Environment Agency	Support	We support the objective: - l) To ascertain what funding and investment is available to secure the infrastructure needs of the development	Support noted.	Pursue Option 8.1l.

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m

794 - Four Counties Team, Natural England

Natural England would wish to ensure that the following principle is followed for any development of the site. Any development should only take place after comprehensive protected and notable species surveys, and that it is shown that the development will not result in a net loss to the biodiversity interest at the site.

Noted.

Pursue Option 8.1m.

308

Lower-density family housing with a diverse range of gardens -- maintained by residents who have been employed for their keen interest in science and nature -- may well provide better for diverse local wildlife than "green"-belt land that is merely used for intensive agriculture.

Noted. The AAP will seek a range of housing types and this should be reflected in the objectives.

Pursue Option 8.1m but add new objective to read: "to secure a wide range of housing types and tenures".

167 - Girton Parish Council

Object  
It is hard to increase biodiversity if the green belt is decreased.

Disagree. Development can deliver a wider range of habitats than exists at present.

Pursue Option 8.1m.

795 - Four Counties Team, Natural England

Object  
Natural England would wish to ensure that the following principle is followed for any development of the site. Any development should enhance the site in terms of its biodiversity interest and aim to make contributions towards meeting Biodiversity Action Plan (BAP) targets.

Noted. This should be considered in the AAP.

Pursue Option 8.1m and include appropriate text in the AAP.

419 - Cambridge Preservation Society

Object  
The Cambridge Preservation Society considers it also essential to ensure the wildlife corridor principles are retained along the Washpit Brook and the Girton gap so that protected or BAP species e.g. mammals such as badger and watervoles have contiguous habitats. Thus the paragraph should also highlight continuous of linked habitats.

Agree and add a statement in the AAP to reflect the importance of corridors of wildlife.

Pursue Option 8.1m with amendment to reflect the importance of wildlife corridors.

**RA2**

416 - Cambridge Preservation Society

Object  
Not only pedestrian and cycle routes but also bridleway routes should be provided linking to the south with Coton Footpath, to north to Girton etc, to west to Maddingley (under M11 bridge etc). There is established usage in the area (Cambridge University Vet School) and underprovision of such routes to the west and north of Cambridge. Thus paragraph 8.1-g should be changed to take the above into account

Disagree that this should be in the high level objectives: it is a specialist area of concern and relates to leisure rather than transport. However, it is something that ought to be addressed in the Area Action Plan.

Pursue option 8.1m and include appropriate text in the AAP.

432 - University of Cambridge

Object  
Objectives should include: - To provide opportunities for the University to meet needs for University and related development to 2016 and beyond - To require the development of high quality environments for residents, workers and visitors through high quality design of buildings and spaces. - To ensure the viability of development.

1. This is now reflect in the vision and does not need to be included in the obejctives; 2. Agree that an objective should be included to reflect high quality development; and 3. Disagree as this is covered under objective 8.1 L.

Add new objective to read: "to secure high quality development of both built form and open spaces".

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798 - Four Counties Team, Natural England	Object	Natural England would wish to ensure that the following principle is followed for any development of the site. Any development should aim to reduce its ecological footprint by minimising waste and transport of materials during construction, and reducing energy and water consumption in the completed buildings	Agree that an appropriate high level objective should be included.	Amend objective 8.1a to read "To create a sustainable community, making the best use of energy and other natural resources, built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change".
261 - Impington Parish Council	Object	The list of objectives is incomplete. It should include: - provision of necessary drainage infrastructure to ensure proper control of surface water in the Washpit/Beck Brook/Cottenham Lode catchment - planning for adequate capacity for foul sewage disposal and treatment	Agree with the objection because this is an important issue.	Pursue Option 8.1 subject to the following amendment: add at the end of 8.1: "...and sewerage and surface water drainage."
197 - Cambourne Parish Council	Object	an additional objective should be added "N. to determine a timetable for the provision of the infrastructure to support the development."	Disagree because this is covered in 8.1k&l. This matter is addressed in more detail in Section 22.	Pursue Option 8.1.
342 - Cambridgeshire County Council	Object	County Council supports these objectives, which reflect those of the Cambridgeshire and Peterborough Structure Plan. However, the need to minimise use of resources and ensure buildings are adapted for climate change are not included and whilst these may be inherent in sustainable development we feel there is a need to be specific about these elements. For instance, reference should be made to the inclusion of a range of projects which are "exemplar" developments designed to achieve an excellent rating in terms of sustainable design and construction under the BRE's Environmental Assessment Method (BREEAM).	Agree that objective 8.1a should be strengthened.	Amend objective 8.1a to read "To create a sustainable community, making the best use of energy and other natural resources, built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change".
793 - Four Counties Team, Natural England	Object	Natural England would wish to ensure that the following principle is followed for any development of the site. The boundary of Travellers Rest Pit SSSI is not encroached by any development, and that the special geological interest of the site does not suffer any adverse impact as a result of the proposals.	Disagree because this detailed matter does not need to be covered in the high level objectives.	Pursue Option 8.1.

## 9. Key issues

a

168 - Girton Parish Council

None!

Pursue 9.1a.

Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

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430 - Cambridge Preservation Society

The Cambridge Preservation Society considers that only essential land for built development should be removed from the Green Belt and only following detail master planning and good design of the proposed built form. Green / wildlife corridors and green spaces should be retained within the Green Belt.

Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

Pursue 9.1a.

780 - English Heritage (East of England Region)

We trust that the wider character of Cambridge will be taken into account in the selection of a preferred option.

Pursue 9.1a.

264 - Impington Parish Council

It is difficult to see how land can possibly be removed from the Green Belt without undermining its purpose

Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.



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601 - Girton Planning Action Group Object Paragraphs 10.7, 10.8, 10.11 and 10.12 illustrate the damage that any reduction of the Green Belt or inappropriate development, contrary to Government guidelines, in the Parish of Girton and the South Cambs District area.

Pursue 9.1a.

Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

339 - Ashwell (Barton Road) Ltd Object The City Council's Inner Green Belt Boundary Study 2002 identifies the land in Option 10.5 as that which could be largely released without significant detriment to Green Belt purposes, although development on the area of land in the west/south-west of the indicative built area in option 10.5 is likely to cause significant detriment to Green Belt purposes. Development across the rest of the site, as evidenced by both the 2002 Study and the 2006 landscape study, would cause significant detriment to Green Belt purposes.

Pursue 9.1a

Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposal for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. Green Belt issues have been considered carefully and the proposals are considered not to undermine the purpose of the Green Belt. This matter is addressed in Section 10.

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607 - Girton Planning Action Group Object Greeb Belt development is in conflict with Government Policy Guidelines Green Belts sections.

Disagree because: (a) national Green Belt Policy allows for the periodic review of Green Belts; and (b) Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

Pursue 9.1a.

b

438 - Cambridge Preservation Society

The edge of the development should contain characteristic planted screens (of substantial width) and afford some long views, without reducing the living / working environment quality of the future residents and students etc due to excessive noise pollution from the M11. Low built form (max 2 story height) should be retained to all edges along the M11 and existing built residential areas (similarly as per other urban extensions). Higher buildings/ focal or character buildings should only be positioned at the commercial centre of the development.

Pursue 9.1b.

Noted. The character of the external edges will be on factor taken in account and it is recognised that a variety of different treatments will be needed. Details will be determined through the masterplanning process.

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822 - Histon Parish Council

The Parish Council has recently seen how development plans can fail to address the needs of existing communities. There is now an ugly black high fence barrier on the A14 between Milton and Histon and Impington to limit the noise disturbance to the new community of 900 houses in Arbury, to the detriment of the existing communities on the other side of the A14. The boundary between any development and the A14/M11 should incorporate a substantial barrier of woodland and grassland along its edge. This not only absorbs noise it offers a visual softening to that edge of city look. It is not enough to designate 200 metres as community boundary. South Cambridgeshire District Council is committed to keeping its villages as independent separate communities. Where these communities are separated by the A14 new development should ensure that coalescence does not occur.

Noted. A Landscape Strategy will need to be developed to ensure an appropriate visual softening but other measures maybe required.

Pursue 9.1b.

169 - Girton Parish Council

Of as diverse character as possible - as it is at present (with respect to Girton Village).

Noted. The character of the external edges will be on factor taken in account and it is recognised that a variety of different treatments will be needed. Details will be determined thorough the masterplanning process.

Pursue 9.1b.

c

444 - Cambridge Preservation Society

The Cambridge Preservation Society considers that the 'Girton Gap' is essential to determine the various identities of existing and new villages. However the design needs to ensure that there is legible interrelation and connectivity between various facilities.

Noted. Agree that this is an important matter to be taken into account in the Landscape Strategy as it applies to the Girton Gap and has been recognised in paragraph 10.8 of the Issues and Options Report.

Pursue 9.1c.

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170 - Girton Parish Council

Maintain the existing green belt and only accept plans which limit development outside the City to landscaping alone.

Pursue 9.1c.

Disagree. Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

Effective planning of the development needs a proper consideration of land in both the City and South Cambridgeshire.

d

171 - Girton Parish Council

The City boundary, with all the area to the north being the Green Corridor.

Disagree. Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

Pursue 9.1d.

Effective planning of the development needs a proper consideration of land in both the City and South Cambridgeshire.

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e

Object

340 - Ashwell (Barton Road) Ltd

If the DPD is to make proposals for a higher level of house building than was assumed by the structure plan and has been included within the Local Plan, there is a need to subject such a proposal to a rigorous assessment against reasonable alternative options, including the consideration of alternative sites. Land at Barton Road North should be included within that assessment because the evidence base demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes than development at this location.

Pursue 9.1e.

Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. Green Belt issues have been considered carefully and the proposals are considered not to undermine the purposes of the Green Belt.

611

Object

Land left open alongside the motorway in the University triangle has no amenity value. Non residential buildings should be closest to the motorway in order to free up area within the site for useful amenity and residential areas away from the noise of the motorway. Non residential buildings close to the motorway could be used to block road noise and pollution. Consequently the site layout needs radical rethinking. Sites close to the motorways in open country are an opportunity to locate 'difficult' developments, which nobody wants near them. I submit that the present plan squanders the opportunities of the site.

Pursue 9.1e.

Disagree. The reference to locating difficult developments close to the M11 may be taken to imply meeting a broader, citywide need. Such development that is not related principally to meeting the needs of the University would be contrary to the agreed strategic policies for this area justifying the release of land from the Green Belt. Furthermore, there are a number of ways in which the impact of the M11 on the development can be addressed. The AAP will also need to take into account the impact on the Green Belt and the perception of Cambridge in its setting from public view points.

f

309

By requiring high standards of sustainability for any buildings on the site.

Noted.

Pursue 9.1f.

139 - Transport 2000 Cambs & W Suffolk

Development can contribute to sustainability by helping to underpin sustainable transport links. I would like to emphasise the busway parallel to and south of Huntingdon Road identified in the Atkins report, which we strongly support as we believe it could be extended in a way which would help to solve many of the transport problems of the Cambridge sub-region. (See representations on later sections for more on this.)

Noted.

Pursue 9.1f.

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216	Object	This is the wrong question! The only question to ask is "Is this development very sustainable?" e.g. very low carbon, low fossil fuel energy, cycle and pedestrian friendly etc. In fact, given its city-edge location, the test should be that the development is much more sustainable compared to, for example, Northstowe.	Disagree. The question requires an answer as to how the contribution to sustainability will be achieved. The alternative question requires a simple yes/no answer and does not elicit any course of action if the answer is 'no'. The development at Northstowe is not an alternative option, so that test has no relevance to this exercise.	Pursue 9.1f.
198 - Cambourne Parish Council	Object	should be amended to include "without undermining the sustainability of these communities." To protect the communities vitality and independence.	Disagree. The issue raised by the objector is covered by the word 'respect' in the text.	Pursue 9.1g.
625 - Windsor Road Residents (WIRE)	Support	Strong support. It is important to state the mechanisms for answering these questions.	Support noted. The remaining text of the Area Action Plan will set out the mechanisms for answering these questions.	Pursue 9.1e.
349 - Ashwell (Barton Road) Ltd	Object	The significance of the impact on Green Belt purposes, compared to other locations, will determine the land-use components that can be developed here.	Disagree. The relationship between the land use components and changes to the Green Belt will depend on the particular circumstances of this location and not by comparison with other locations.	Pursue 9.1h.
356 - Ashwell (Barton Road) Ltd	Object	Development plan process has established around 1,150 homes can be provided for here. Additional housing needs rigorous assessment against reasonable alternative options. Assessment should include consideration of Barton Road North where the evidence base clearly demonstrates development can be accommodated with a significantly lesser impact. Such an assessment must be based upon the significance of the impact on Green Belt purposes. Only when it can be rigorously demonstrated that there are no alternative locations can additional residential development be considered.	Disagree. During the preparation of the adopted Cambridge Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposal for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The Area Action Plan DPD cannot therefore be considered to be unsound.	Pursue 9.1h.
218	Support	I fully support this.	Support noted.	Pursue 9.1j.

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<p>347 - Cambridgeshire County Council</p>	<p>The AAP should include a policy stating that the design of the layout should promote walking, cycling and bus use and discourage car use, highlighting the need for innovative solutions such as real time public transport information within the home, car clubs, cycle clubs, work travel plans and residential travel plans.</p>	<p>Noted.</p>	<p>Pursue 9.11.</p>
<p>527 - Gallagher Longstanton Limited</p>	<p>The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement for capital funding or works associated with any A14 enhancement works of direct benefit to the development. The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement, for a capital funding contribution towards the construction of the CGB and revenue contributions towards the cost of operating the system.</p>	<p>Noted. The appropriateness of such a requirement will be considered at the next stage of the process.</p>	<p>Include requirement in the AAP if judged to be appropriate.</p>
<p>112</p>	<p>The absence of a route from Madingley Rd to Huntington Rd at present causes extra use of Storeys Way. A controlled route through the new site, perhaps by an 'orbital' section parallel to the M11, would be supported. But NOT northern slip roads to the M11 at Junction 13 as that would add to ever increasing current traffic.</p>	<p>Noted.</p>	<p>Pursue 9.11.</p>
<p>140 - Transport 2000 Cambs &amp; W Suffolk</p>	<p>We support the idea of an orbital public transport corridor which will complement the radial route mentioned in our comment on the Developing the Site section. This radial route could eventually form part of a Bus Rapid Transit system, extended westwards to Northstowe and eastwards to the City Centre by means of a tunnel under the historic corridors west and south of Cambridge by means of connecting routes such as the M11 so it could certainly pull its full weight.</p>	<p>Noted.</p>	<p>Pursue 9.11.</p>
<p>98</p>	<p>All this development DEMANDS better road provision. I cycle to work and take my child to school by bike, but for people with 2 or more children it just isn't feasible. Public transport in Cambridge is useless for people who have to get themselves to work and children to school.</p>	<p>Noted. However, some additional road provision will be needed to accommodate traffic generation by the development but the emphasis must be on encouraging more sustainable modes and making proper provision.</p>	<p>Pursue 9.11.</p>
<p>585</p>	<p>Additional bus lane needed for bus priority on Madingley Rd west of M11 to avoid increased bus journey times for Cambsourne commuters to Cambridge.</p>	<p>Concern noted; the impact on existing bus services will need to be taken into account as the overall effect must be to increase opportunities for using public transport.</p>	<p>Pursue 9.11.</p>



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581	The burden of these developments on adjacent areas and on central Cambridge from the point of view of potential gridlock needs to be taken into account.....(however ingenious schemes of mitigation may be.....)	Noted. A transport study for the area has been carried out and its wider implications are being taken into account in the wider Cambridge Area Transport Strategy.	Pursue 9.11.
827	The proposed staggered junction on Huntingdon Road will be totally inadequate.	Concern noted. The form of the Huntingdon Road junction is not prescribed and it is not appropriate for the AAP to detail the form of the junctions, whether a crossroads or staggered junction.	Pursue 9.11.
716 - Network Rail	Object There are current proposals to redevelop Chesterton sidings to provide a new interchange including a rail station. If it is considered that this rail facility would be more accessible to the Cambridge North West site (AAP) than Cambridge Station, contributions should be directed towards this proposal.	Noted. The appropriateness of such a requirement will be considered at the next stage of the process.	Include requirement in the AAP if judged to be appropriate.
715 - Network Rail	Object Improvements to Cambridge Station should be identified as one of the possible transport infrastructure schemes in the Area Action plan. This station is very near to its pedestrian capacity and would require new infrastructure to cope with anticipated growth. Without enhancement health and safety issues could arise and the operational efficiency of the station will be harmed. These needs have been acknowledged in Draft East of England Regional Spatial Strategy and this should filter down into this document. If it is identified that rail patronage at Cambridge Station would increase as a result of the proposed development, and necessary station enhancements are required, contributions should be sought from the development.	Noted. The appropriateness of such a requirement will be considered at the next stage of the process.	Include requirement in the AAP if judged to be appropriate.
668 - Highways Agency	Object The HA accept that there have been a number of 'unknowns' when the AAP was being drafted, as follows: - No decision regarding an orbital route from Huntingdon Road to Histon Road; - No decisions on improvements to the Cambridge Northern By-pass or Giron interchange; - No scheme regarding Jun 13 northern slip roads; - No Cambridgeshire County Council 'Long Term Transport Strategy' SATURN model to assess the potential impact of any proposals on the Greater Cambridge network. The HA consider that there are highly significant transport-related issues that remain unresolved, and consequently, it could be considered that the Issues and Options Report would be unsound without clarification of these issues.	Concern noted; this is why the County Council have commissioned the NWC Transport Study and has consulted stakeholders on it.	Pursue 9.11.

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143 - Transport 2000 Suffolk	Cambs & W	Object	Add: there should also be provision to extend the radial route to the Madingley Road/A428 corridor, enabling public transport to avoid the congestion that will be created by the widening of the A428 currently under way, and by the general development of this corridor (including Cambourne).	Concern noted. While the AAP needs to take the impact of the development on the wider strategic road network into consideration, this is more a matter for a wider transport strategy.	Pursue 9.11.
626 - Windsor Road Residents (WIRE)		Support	Strong support. It is important to state the mechanisms for answering these questions.	Support noted. The remaining text of the Area Action Plan will set out the mechanisms for answering these questions.	Pursue 9.11.
214			Keep parking to an absolute minimum to prevent congestion becoming unacceptable.	Noted.	Pursue 9.11m.
586			The development should be CARBON NEUTRAL. This could be realistically achieved, for example, by low carbon energy generation on site plus some matching contributions from across the whole university.	Noted.	Pursue 9.11m.
103			Realistic (ie. generous) parking provision must be made to prevent parking on the roads in established residential areas. Parking provision should relate to the size of the dwellings.	Noted. Parking provision will be made in line with the Councils' car parking standards.	Pursue 9.11m.
788 - Cambridge Leisure & Ice Centre			The above aims and objectives would be satisfied in part through the inclusion of a community ice centre as an appropriate land use. This would be consistent with the Major Sports Facility Strategy for the sub-region published by Cambridgeshire Horizons. It would also be consistent with other policy objectives acknowledged by the Local Plan, National Planning Policy etc.	Noted. The need for an ice rink to serve Cambridge is accepted. This is supported by the Major Sports Facilities Strategy. North West is a possible location for this and the wording of the draft AAP should allow the flexibility for this to be explored.	Pursue 9.11n.
215			Ensure that there is sufficient local shopping for daily needs. This will help to make it into a vibrant quarter of the city. Ensure that the shopping centre is highly accessible for walking and cycling, including safe crossings over Madingley Road which are non-existent in the area. Excellent cycle parking is also needed.	Agree. Local shopping will be an important part of the Local Centre which will need to be accessible by walking and cycling for both those within and beyond the development.	Pursue 9.11n.
627 - Windsor Road Residents (WIRE)		Support	Strong support. It is important to state the mechanisms for answering these questions.	Support noted. The remaining text of the Area Action Plan will set out the mechanisms for answering these questions.	Pursue 9.11n.
310			Given the acute interest of a number of University employees in self-build projects on the site, these (especially if located in the same corner and near to existing houses) could be developed very soon, with a number of nearby plots left spare for future self-build projects.	Agree. Self-build should not be ruled out and may make a valuable contribution to the development of a sustainable community.	Pursue an appropriate statement within the AAP to facilitate self-build.

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141 - Transport 2000 Cambs & W Suffolk

Development should not proceed until finance for a transport plan which would enable substantial modal shift in this area of the city region has been agreed (not necessarily coming from the developer).

Noted. This matter is addressed on Section 22.

Pursue 9.1o.

217

Object

This policy appears to conflict with delivering a very sustainable development. Multiple phasing may make it very difficult to, for example, deliver a cost-effective district heating system. This might be precluded if the development has lots of phases. To be effective such a system would need to supply a large number of properties and offices. Ditto a private wire network for local energy supply. For high sustainability it must therefore be essential that the first phase of development is by far the largest.

Noted. This will be considered in the draft AAP.

**R43**

435 - University of Cambridge

Object

Additional issues relating to the revision of the Green Belt boundary should also be considered: - Should existing and readily recognisable features (such as roads, streams, belts of trees or woodland edges) be used to define the new Green Belt boundary, or should a new boundary be drawn tightly around land allocated for development in the plan, even where no recognisable features currently exist? - Can open land that is important for maintaining the quality of the setting of Cambridge and preventing Cambridge merging with Girton be protected other than by designation as Green Belt?

Where possible existing features will form the Green belt boundary but in some cases a new boundary will have to be formed around the edge of the development. Some open land which is not Green Belt may also be important in providing a setting for the development never the less Green Belt policy is an established tool for protecting the setting of Cambridge and preventing communities from merging.

829 - cottenham parish council

Object

Comments include: That the document ignores the implications of the development at Arbury Park, potential development at Mereham and Trumpington, extra housing at Cambourne, redevelopment of the sewerage plant at Milton and most worrying the development of Northstowe. CPC have questioned the validity of traffic figures used for the Transport Assessment at Northstowe, CPC undertook their own survey which proves the figures are incorrect this has direct impact on this document and their assessment of traffic using the B1049 'Histon Road'. Therefore the CPC believes this Transport Strategy document is flawed and should undergo extensive review.

The development will need to take account of various transport strategies being developed by the County Council.

The North West Cambridge Transport Study has been revised in light of comments.

**Question 9.1**

800 - Four Counties Team, Natural England

'Biodiversity by Design' (TCPA 2004) should be referred to throughout the design of the development.

Disagree. It is not considered that this is a key issue. However, the need to secure a net increase in biodiversity is an objective of the AAP as set out in objective 8.1 m.

Pursue Q9.1.

142 - Transport 2000 Cambs & W Suffolk

Yes

Noted

Pursue Q9.1

330

The key issue is that Cambridge is a City divided by a river. There are only 4 bridges across that river. While all the major leisure facilities as well as the only station, hospital and sixth form college lie on the South side of the river, it is irresponsible to increase the number of private dwellings on the North side of the river in the manner that is currently being proposed.

Pursue Q9.1.

Disagree because: (a) the policy of development in North West Cambridge is already established through the Structure Plan and Cambridge Local Plan; (b) the facilities identified by the objector are not the only factors that have to be taken into account, others include employment opportunities, areas providing related functions, access to the main road network and the landscape/Green Belt sensitivity to development; (c) concentrating all development in the south of the City will lead to increased congestion in that area; and (d) the North West Cambridge transport study and the Cambridge Area Transport Study will be forward proposals for dealing with transport and access issues.

745

Screening of the M11 would be beneficial to people living, working or walking in the land either side of the M11. Option 10.1 would achieve this.

Pursue Q9.1.

Noted. There are a number of ways in which the impact of the M11 on the development can be addressed. The AAP will also need to take into account the impact on the Green Belt and the perception of Cambridge in its setting from public view points.

434 - University of Cambridge

Key issues relating to the scale, form, density and quality of development are as (if not more) important than landscape and Green Belt issues and should be included: - Providing for the University's development needs to 2016 and beyond, to ensure that the University, City and Sub Region can continue to develop as a world leader and centre of excellence in the fields of higher education and research. - Providing for those needs in high quality environments with appropriate scale, form and density of development

Agree. However, while we accept that these are important issues, we feel that they are equally as important as Green Belt and landscape issues for this location.

802 - Four Counties Team, Natural England

Agree. These matters be taken into account when drafting the policies in the AAP, subsequent matserplanning and at the planning application stage.

Pursue Q9.1.

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529 - Gallagher Longstanton Limited

The AAP should reflect that the focus within the Sub-region should be sharply and solely on sites that are capable of making significant early contributions to the planned strategy, as set out in the Structure Plan and emerging RSS, and not on other strategic sites which are likely to form later phases of the strategy.

Noted. The site is predominantly in the ownership of the University and there are no overriding impediments to its phased development under an agreed Area Action Plan. A contribution to the planned strategy within the plan period is entirely feasible.

Pursue Q9.1.

199 - Cambourne Parish Council

- 9 Key issue q. should be added "what is the appropriate timetable for the provision of the infrastructure to support the development." To ensure the development is sustainable and develops as a community.

Agree. The timing of infrastructure provision will be an important matter to be considered in the AAP.

Pursue Q9.1.

634

Object

The key issues do not address noise protection. This is a serious issue, however, and much more important than the nice views from the M11. I suggest that grass-covered earth works should be raised along the M11, with a footpath on the city side in order to save the nice views of the city for pedestrians.

Agree that noise from the M11 is an important issue and there are a number of ways in which this can be addressed. However, the AAP will also need to take into account the impact on the Green Belt and the perception of Cambridge in its setting from public view points.

346 - Cambridgeshire County Council

Object

Generally the list does address the key issues for the site but we would like to see the development maximising its contribution to sustainability (f), and enhancement of biodiversity and improving access to the wider countryside also included.

The matters will be taken forward in the development of the AAP.

Pursue Q9.1

265 - Impington Parish Council

Object

Phasing must include a dependency on infrastructure provision, particularly with regard to transport and drainage. If necessary, this should be reinforced by the use of Grampian conditions.

The timing of infrastructure provision will be an important matter to be considered in the AAP.

Pursue Q9.1

## 10. Landscape, setting and the Green Belt

### 10.3

355 - David Wilson Estates	Object	The Green Belt Study 2006 was a study commissioned by South Cambridgeshire District Council to review the land covered by the North West Cambridge Area Action Plan and the land within South Cambridgeshire between Huntingdon Road, Histon Road and the A14.	The Structure Plan in policy P9/2c identifies locations where land should be released from the Green Belt to meet the long-term development needs of Cambridge and policy P9/2b requires the Local Planning Authorities to review the boundaries of these areas. Land between Maddingley Road and Huntingdon Road and Huntingdon Road and Histon Road are locations identified by policy P9/2c. The purpose of the Green Belt Landscape Study was to inform the boundary review required by the Structure Plan which does not specify that land between Huntingdon Road and Histon Road in South Cambridgeshire has been allocated for development.
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### 10.4

436 - University of Cambridge	Object	Girton College's tower is located within Girton Village and not the City of Cambridge. There is no Green Belt purpose to maintain the setting of Girton village.	Views of the tower of Girton College can quite reasonably be considered to be relevant when considering the Green Belt purpose to maintain and enhance the quality of the setting of Cambridge. The Cambridge Green Belt extends well beyond the administrative boundary of the City and the urban area extends beyond the City boundary in a number of places.
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### 10.7

266 - Impington Parish Council	Object	The relevant villages are Girton and Impington - Histon shares no boundary with the City	Agreed.
628 - Windsor Road Residents (WIRE)	Support	Support	Support noted.

### 10.8

440 - University of Cambridge 187 - RLW Estates	Object		One of the three purposes of the Cambridge Green Belt is to prevent communities in the environs of the City from merging into one another and with the City (Structure Plan policy P9/2a). There is an existing separation between the City and Girton and it should be protected from built development.
629 - Windsor Road Residents (WIRE)	Support	Support	Support noted.

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442 - University of Cambridge Support Appropriate height and massing considerations for the urban form are critical to the success of the development overall, as well as the development in the context of the Green Belt and the establishment of a new high quality urban edge for Cambridge.

Support noted.

**10.11**

445 - University of Cambridge Object The identified constraints do not fully address the needs and potential for the development of the site between Maddingley Road and Huntingdon Road, and are based solely on the North West Cambridge Area Action Plan Green Belt Landscape Study. The development opportunities and constraints must be considered holistically to meet environmental needs of the area as well as other priorities. Some of the features identified are not material to the development of the site

Paragraph 10.11 lists constraints but observes that they are drawn from the North West Cambridge Area Action Plan Green Belt Landscape Study and further comments that they have informed the options presented in the Issues and Options Report. Agree that development opportunities and constraints must be considered holistically. Account will be taken of other matters including the vision for the area set out in option 7.1 of the Issues and Options Report, the objectives set out in option 8.1 and other relevant planning and site specific considerations.

**Defining local landmarks**

126

Object The defining local landmarks of Girton College, Girton Church Tower and St John's are not points of attention to motorists driving at 70 mph on the M11 and will not be affected by development on the NW Cambridge site. They are points of attention from the A14 and the approach to Huntingdon Rd and Cambridge along Huntingdon Road and from the site itself (where no one goes)

The site is visible from locations other than the M11 including from the road and footpaths at Maddingley Road and Cambridge Road. The setting and character of Cambridge remains important wherever it is seen from. Car and bus passengers do have time to appreciate these views.

731 - Histon Parish Council Support  
268 - Impington Parish Council

Support noted.

**Historic Cambridge West Fields and Impington open field****Green corridors**

732 - Histon Parish Council Support Green corridors with generous margins for separation of villages from the City are essential. The area between the David Wilson Homes proposal, the A14 and the village of Girton should be retained within the Green belt and should be considered for strategic major drainage mitigation and environmental improvement measures. PLEASE ALSO REFER to the Parish Councils Supporting Statement and Evidence Sections 3., 4 and 5.

This area is not within the boundary of the Area Action Plan which cannot therefore plan for it.

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648 - Highways Agency

The high level of development proposed in option 10.1 and 10.2 at this location may bring about benefits in terms of encouraging local trips between residential, employment, retail and educational centres. However in the worst case scenario, impact on the local motorway and trunk road could be significant and increased use of the Cambridge Northern By-Pass (A14) and M11 for local trips could result. These routes are already operating near to capacity. At this stage, the HA are unable to comment further on this option without further detailed assessment.

Noted, detailed transport comments are dealt with in the transport chapter.

357 - Cambridgeshire County Council

No one option appears to favour or disrupt public rights of way more or less than the others. The Green Infrastructure Strategy and the Rights of Way Improvement Plan will be relevant.

Noted.

348 - Cambridgeshire County Council

Option 10.1 represents the maximum land-take feasible in this edge-of-Cambridge location. If a need for such a level of development is proven, the District Councils should consider whether this justifies the level of harm to the landscape and function of the Green Belt, and the change to the setting of the City, in contravention of Structure Plan Policy P9/2a. If, however, the need is not proven, an option having less impact should be chosen.

Comment noted.

454 - Cambridge Preservation Society

The Cambridge Preservation Society considers that the appropriate alignment of retained green corridor should follow existing field patterns and should include Traveller's Pit SSSI in a suitable manner. The Corridor/ Gap should include the fields of ridge & furrow linking to Madingley Road (labelled 17 - aerial photo) and also fields to the west of the Park & Ride linking with the existing bridleway to east of M11/ south of Madingley Road and green corridor retained along the Washpit Brook.

Noted.



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367 - Ashwell (Barton Road) Ltd	Object	The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.	The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.
492 - Coton Parish Council 557 - Swavesey Parish Council 362 - Cambridgeshire County Council 244 - Andrew Westwood-Bate 188 - RLW Estates 767 - Anglia Ruskin University	Object	Concerns expressed concerning impact on Green Belt purposes, the strategic gap, transport, ecology, and historic landscape.	Noted. The extent of the strategic gap, the impact of development on the purposes of the Cambridge Green Belt, on the ecological and historic landscape value of the site, and its impact on transport are all matters of importance in the assessment of the site options.
144 - Transport 2000 Cambs & W Suffolk	Object	We would object to this option unless it incorporated our proposed transport links, especially the one to Madingley Road, as otherwise it might make it impossible to add them on later. Furthermore the functionality of some the development may be inhibited by noise from the M11.	Noted. Transport considerations will be important in the assessment of all the development options.
602 - Girton Planning Action Group 775 - Universities Superannuation Scheme Ltd (USS)	Object	Object, the development would result in loss of Green Belt land deemed important to the setting of Cambridge.	The principal decision that land will be released from development at this location was taken by the Structure Plan at policy P9/2c.
464 - Cambridge Preservation Society	Support	ref Map 2 - In its current form the Cambridge Preservation Society would support this option but only if the northern development block would be less close to the Park & Ride and the strategic gap would be wider to the north-west of the SSSI. The development links well with existing settlements/ built areas and creates a new holistic site whereby a sustainable village centre can be built. Broad wildlife and recreational corridors could be established. With this option the built form reaches to lower contours closer to the Brook, thus the edge treatment (north-west) needs to be particularly well designed.	Support Noted.

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826	Support	<p>I prefer option 10.1 over this alternative, but would consider it an acceptable second-best choice. The somewhat esoteric landscaping considerations given in the report to views from the motorway and from some rarely visited hill at the American Cemetery seem rather insignificant compared to the real need for effective noise barriers to the M11. I also prefer a practical and compact site layout that provides easy access to local facilities. Option 10.1 seems to cater for both better and overall provides more space, thereby enabling a desirable lower-density form of development.</p>	Support noted.
447 - University of Cambridge	Support	<p>The University strongly supports Option 10.1 as the appropriate development boundary for the Area Action Plan. Option 10.1 is based on the outcome of the masterplan collaborative design workshops, as illustrated by the University's draft masterplan for the site. Option 10.1 can be amended if necessary to increase the width of the open space between the M11 and the new urban edge, to soften the urban edge and to retain views of Girton College, while adhering to the underlying principles established in the masterplan consultation workshops.</p>	Support noted, as is the statement that Option 10.1 can be amended if necessary to increase the width of the open space between the M11 and the new urban edge, to soften the urban edge and to retain views of Girton College.
298	Support	<p>I much prefer this option. It makes best use of this urgently needed housing site. The surprisingly negative language of the landscape consultant refers to views from the motorway and from a rarely visited hill at the American Cemetery. That entirely misses the real problem of the site: noise from the M11 motorway! Rather than protecting the views of motorists, what the area really needs are noise barriers, both dedicated walls directly at the motorway as well as adjacent rows of buildings for added diffraction. The closer buildings are to the motorway, the better they can shield the areas behind.</p>	Support Noted.
127	Support	<p>The main advantage of this option for Girton College and Girton Village is that more dense development along the M11 fringe will act as a sound barrier to the incessant drone from the M11. Anyone who has been to Girton College knows the intrusiveness of that noise. No one sees Girton College and Village at 70 mph on the M11 and the environmental and Green Belt issues should be secondary to mitigating sound pollution at Girton College and village. This option provides the University with its desired space and will mitigate against unsustainable overdevelopment of the rest of the site.</p>	Support Noted.

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744	Support	Option 10.1 meets the University's needs, and provides the opportunity to create an excellent and coherent development, with generous high quality green space, and with good protection from the very serious noise and visual intrusion of the M11	Support Noted.
<b>Option 10.2</b>			
358 - Cambridgeshire County Council		No one option appears to favour or disrupt public rights of way more or less than the others. The Green Infrastructure Strategy and the Rights of Way Improvement Plan will be relevant.	Comment noted
594 - Cambridge Preservation Society		The Cambridge Preservation Society considers that the appropriate alignment of retained green corridor should follow existing field patterns and should include Traveller's Pit SSSI in a suitable manner. The Corridor/ Gap should include the fields of ridge & furrow linking to Madingley Road (labelled 17 - aerial photo) and also fields to the west of the Park & Ride linking with the existing bridleway to east of M11/ south of Madingley Road and green corridor retained along the Washpit Brook.	Comment noted
363 - Cambridgeshire County Council		Options 10.1 & 10.2 will also be most damaging in terms of biodiversity as they will result in the loss substantial areas of habitat. Substantial mitigation would be required which would result in further change to the landscape character.	Comment noted
649 - Highways Agency		The high level of development proposed in option 10.1 and 10.2 at this location may bring about benefits in terms of encouraging local trips between residential, employment, retail and educational centres. However in the worst case scenario, impact on the local motorway and trunk road could be significant and increased use of the Cambridge Northern By-Pass (A14) and M11 for local trips could result. These routes are already operating near to capacity. Option 10.2 shows development surrounding the Madingley Park and Ride and could possibly encourage an increased use of the service. At this stage, the HA are unable to comment further on this option without further detailed assessment.	Comment noted
350 - Cambridgeshire County Council		The south western part of the development could be well served by public transport but if used for residential development is not well related to centrally located community facilities.	Comment noted.

299	I prefer option 10.1 over this alternative, but would consider it an acceptable second-best choice. The somewhat esoteric landscaping considerations given in the report to views from the motorway and from some rarely visited hill at the American Cemetery seem rather insignificant compared to the real need for effective noise barriers to the M11. I also prefer a practical and compact site layout that provides easy access to local facilities. Option 10.1 seems to cater for both better and overall provides more space, thereby enabling a desirable lower-density form of development.	Comment noted.
469 - Cambridge Preservation Society 587 - Swavesey Parish Council 603 - Girton Planning Action Group 245 - Andrew Westwood-Bate 189 - RLW Estates 768 - Anglia Ruskin University 776 - Universities Superannuation Scheme Ltd (USS)	Concerns expressed concerning impact on Green Belt purposes, the strategic gap, transport, ecology, and historic landscape.	Noted. The extent of the strategic gap, the impact of development on the purposes of the Cambridge Green Belt, on the ecological and historic landscape value of the site, and its impact on transport are all matters of importance in the assessment of the site options.
145 - Transport 2000 Cambs & W Suffolk	We would object to this option unless it incorporated our proposed transport links, especially the one to Madingley Road, as otherwise it might make it impossible to add them on later. Furthermore the functionality of some the development may be inhibited by noise from the M11.	Noted. Transport considerations will be important in the assessment of all the development options.
369 - Ashwell (Barton Road) Ltd	The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.	The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.
746 450 - University of Cambridge	Concerns expressed that this option would be hard to serve by public transport, would not form a cohesive community and would impact upon areas of ecological importance.	Noted. Accept that this option would be spatially dispersed and so more difficult to plan as a cohesive community. Accept that it would impact upon areas of historical landscape and ecological interest. Part of the site could look to the P&R site for public transport links as is planned in Trumpington, but this may compromise through public transport provision.
128	This is probably an reasonable alternative to option 10.1 if that is not approved.	Support noted.

**Option 10.3**

595 - Cambridge Preservation Society  
650 - Highways Agency  
359 - Cambridgeshire County Council  
364 - Cambridgeshire County Council  
147 - Transport 2000 Cambs & W Suffolk

Comment noted.

Noted. This option is unlikely to be able to accommodate the needs of Cambridge University.

The ability of the North West development to accommodate self-build is entirely a matter for the discretion of the landowner, Cambridge University.

This option far too severely restricts the use of an urgently needed site in a city with a desperately overstretched housing market. (option 10.5. is even worse)

We are concerned that the Council's preference for the options with less built up area (10.3 to 10.5) will, as an unintended side-effect, rule out the possibility of this self-building project. The University has already established that, for this plot, it needs to create 2,000 -2,500 homes plus accommodation for a further 2,000 students. Within these constraints options 10.3-10.5 will necessarily impose a much higher housing density compared to 10.1 and 10.2 - mostly apartment blocks rather than houses. Under such circumstances, the University would probably not be able to sell any of its scarce land to self-builders, effectively dooming the project before it could even start.

The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.

Noted. This option does not provide for the full needs of the University but it would have a reduced impact upon Green Belt purposes than option 10.1.

Object

Object

Object

Object

300

804 - University of Cambridge Self-build Society

370 - Ashwell (Barton Road) Ltd

747

Option 10.3 is similar to Option 10.2, but with a substantially reduced development area, since the development to the south west of the site is omitted. Based on the arguments set out above, Option 10.3 is less attractive than Option 10.1 because its benefits in terms of the setting of Cambridge are not significant, and it provides less growth capacity for the University.

The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.

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452 - University of Cambridge 130	Object	Fails to provide for the development needs of the University and so could lead to development at unacceptably high densities. Reduces noise buffer to Girton.	Noted. This option does not provide for the full needs of the University but it would have a reduced impact upon Green Belt purposes. The density of any development is not a function just of the site footprint, it would be design and amenity led and it cannot be assumed that an equivalent amount of development could be accommodated.
588 - Swavesey Parish Council 604 - Girton Planning Action Group 190 - RLW Estates 769 - Anglia Ruskin University 777 - Universities Superannuation Scheme Ltd (USS)	Object	Concerns expressed about Green Belt purposes and the strategic gap.	Noted. The extent of the strategic gap, the impact of development on the purposes of the Cambridge Green Belt, on the ecological and historic landscape value of the site, and its impact on transport are all matters of importance in the assessment of the site options.
472 - Cambridge Preservation Society 352 - Cambridgeshire County Council 125 246 - Andrew Westwood-Bate	Support	Support 10.3 as the best compromise.	Support noted.
<b>Option 10.4</b>			
596 - Cambridge Preservation Society 651 - Highways Agency 360 - Cambridgeshire County Council 365 - Cambridgeshire County Council 353 - Cambridgeshire County Council 146 - Transport 2000 Cambs & W Suffolk			Comment noted.
805 - University of Cambridge Self-build Society	Object	We are concerned that the Councils' preference for the options with less built up area (10.3 to 10.5) will, as an unintended side-effect, rule out the possibility of this self-building project. The University has already established that, for this plot, it needs to create 2,000 -2,500 homes plus accommodation for a further 2,000 students. Within these constraints options 10.3-10.5 will necessarily impose a much higher housing density compared to 10.1 and 10.2 - mostly apartment blocks rather than houses. Under such circumstances, the University would probably not be able to sell any of its scarce land to self-builders, effectively dooming the project before it could even start.	The ability of the North West development to accommodate self-build is entirely a matter for the discretion of the landowner, Cambridge University.

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473 - Cambridge Preservation Society	Object	The Cambridge Preservation Society is objecting to this proposal due to the more isolation of the SSI site and awkward layout of the strategic gap/ green corridor - the central space between the two development areas. This is despite the retention of typical arable setting to the City, some views, protection of heritage and ecological areas and enabling recreational access within the retained rural fringe.	Noted. The SSSI is not available for development and is buffered to the east and north for ecological reasons.
453 - University of Cambridge 131	Object	Concerns expressed about the ability of this option to meet the needs of the University, that high densities would result if they were all to be accommodated.	Noted. This option does not provide for the full needs of the University but it would have a reduced impact upon Green Belt purposes. The density of any development is not a function just of the site footprint, it would be design and amenity led and it cannot be assumed that an equivalent amount of development could be accommodated.
372 - Ashwell (Barton Road) Ltd	Object	The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.	The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.
589 - Swavesey Parish Council 605 - Giron Planning Action Group 191 - RLW Estates 770 - Anglia Ruskin University 778 - Universities Superannuation Scheme Ltd (USS)	Object	Concerns expressed regarding impact on Green Belt purposes and the strategic gap.	Noted. The extent of the strategic gap, the impact of development on the purposes of the Cambridge Green Belt, on the ecological and historic landscape value of the site, and its impact on transport are all matters of importance in the assessment of the site options.
748	Object	Option 10.4 Option 10.4 is similar to Option 10.3, but with some re-arrangement of the central green space. Based on the arguments set out above, Option 10.4 is less attractive than Option 10.1 because its benefits in terms of the setting of Cambridge are not significant, and it provides less growth capacity for the University.	Noted. This option does not provide for the full needs of the University but it would have a reduced impact upon Green Belt purposes than option 10.1.
301	Object	This option far too severely restricts the use of an urgently needed site in a city with a desperately overstretched housing market. (option 10.5. is even worse)	Noted. This option is unlikely to be able to accommodate the needs of Cambridge University.

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247 - Andrew Westwood-Bate Support I would be prepared to accept the compromise of the loss of some green belt land to preserve the Historical and ecological value of this landscape. either 10.3 or 10.4 are acceptable, obviously 10.5 would be preferable, but as stated not very realistic.

Support noted.

**Option 10.5**

597 - Cambridge Preservation Society  
606 - Girton Planning Action Group  
652 - Highways Agency  
361 - Cambridgeshire County Council  
366 - Cambridgeshire County Council  
192 - RLW Estates

Comment noted.

354 - Cambridgeshire County Council Object This option does not maximize the use of land close to the urban edge, and therefore does not meet the Structure Plan requirements.

Noted. This option would only be able to meet a small part of the development needs of the University.

480 - Cambridge Preservation Society Object The Cambridge Preservation Society is objecting to this proposal due to the more isolation of the SSSI site and thus awkward layout of the City's edge. This in view if further areas should be developed at a later stage (i.e. Girton side. The removal of the proposed north-western development area (west of SSSI))would be preferred.

The SSSI is protected for its geological interest only, its isolation from the open countryside would not affect its scientific value.

400 - East of England Regional Assembly Object This option may cause difficulties in delivering Policy H1 in the draft East of England Plan, as it restricts development from taking place in South Cambridgeshire District. Whether this is an issue will be informed by the outcome of the Examination into the South Cambridgeshire Core Strategy.

Noted.

375 - Ashwell (Barton Road) Ltd Object The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.

The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.



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132	Object	I strongly object to this option. It will lead to overly dense and unsustainable development on a small portion of the site and lose the opportunity to open the site to the public and to create an attractive built fringe embedded in a lovely natural setting to both Cambridge and Girton, and to help abate the noise pollution from the M11 in Girton and Northwest Cambridge.	Noted. This option does not provide for the full needs of the University but it would have a small impact upon Green Belt purposes. The density of any development is not a function just of the site footprint, it would be design and amenity led and it cannot be assumed that an equivalent amount of development could be accommodated. Agree that this option would not abate the noise pollution to Girton.
806 - University of Cambridge Self-build Society	Object	We are concerned that the Council's preference for the options with less built up area (10.3 to 10.5) will, as an unintended side-effect, rule out the possibility of this self-building project. The University has already established that, for this plot, it needs to create 2,000 -2,500 homes plus accommodation for a further 2,000 students. Within these constraints options 10.3-10.5 will necessarily impose a much higher housing density compared to 10.1 and 10.2 - mostly apartment blocks rather than houses. Under such circumstances, the University would probably not be able to sell any of its scarce land to self-builders, effectively dooming the project before it could even start.	The ability of the North West development to accommodate self-build is entirely a matter for the discretion of the landowner, Cambridge University.
590 - Swavesey Parish Council 771 - Anglia Ruskin University	Object	Concerns expressed about impact on Green Belt purposes and the strategic gap.	Noted. The extent of the strategic gap, the impact of development on the purposes of the Cambridge Green Belt, on the ecological and historic landscape value of the site, and its impact on transport are all matters of importance in the assessment of the site options.
293	Object	New University employees suffer greatly from the enormously overstretched and extremely expensive local housing market. The local housing crisis deters young academic talent from coming here and is becoming a serious threat to the long-term future of the University. Key workers having to commute daily from far away more affordable areas beyond Ely, while land that would be excellently suited for high-quality housing right next to their workplace remains wasted for agricultural use, adds to Cambridge's traffic problems and is hardly a "green", desirable or sustainable situation. Options 10.3 to 10.5 fall entirely short of serving these urgent needs!	Agree that this option could only meet a small portion of the key worker housing needs of the University.
749	Object	Option 10.5 Option 10.5 is a much reduced option, with development taking place only in the south east part of the site, almost entirely within the city boundary. Based on the arguments set out above, Option 10.5 is less attractive than Option 10.1, because its benefits in terms of the setting of Cambridge are not significant, and it provides very much less growth capacity for the University.	This option fails to provide for other than a small portion of the development needs of the University but would have only a small impact upon Green Belt purposes.

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455 - University of Cambridge	Object Option 10.5 provides inadequate land to meet the University's development needs, and would prevent the development of housing in South Cambridgeshire to help deliver some of the 1000 dwelling shortfall identified by the Inspector into the South Cambridgeshire Core Strategy DPD.	Noted and agreed.	
781 - Four Counties Team, Natural England 267 - Impington Parish Council 148 - Transport 2000 Cambs & W Suffolk 172 - Girton Parish Council 507 248 - Andrew Westwood-Bate	Support	Support noted.	
397 - East of England Regional Assembly	The disposition of land-uses within the AAP needs to reflect the context of both existing strategic guidance (RPG6 and the Structure Plan) and the emerging East of England Plan. Sufficient development land needs to be identified to secure the delivery of Policy CSR2 in the draft East of England Plan. The outcome of the Inspectors report on the Examination in Public of the South Cambridgeshire Core Strategy will be relevant to this.	Noted and agreed.	

**R44**

750	Overall impact on infrastructure A possible criticism of Option 10.1 is that it produces too much development in this part of Cambridge, ie too many homes and too many workplaces, and that this would put an unacceptable strain on transport and other infrastructure. If it is decided, on these grounds, to reduce the number of homes and workplaces to be provided, this could be achieved in Option 10.1 by reducing the density of development within the proposed footprint, eg by providing more green space and gardens within the development. In terms of quality of life that would be a better way of reducing development than reducing the size of the development footprint as proposed in Options 10.3 and 10.4. Option 10.1 could be improved by incorporating a new pedestrian and cycle bridge across the M11. This could potentially take the form of a 'green bridge' providing a landscape connection.	Comment noted.	
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779 - Universities Superannuation Scheme Ltd (USS) Object

The justification for this loss of Green Belt land, if permitted, is due to the University's requirements up to 2025 which includes accommodation for 2,000 undergraduate and post-graduate students, 2,000-2,500 dwellings, and an approximate requirement of 39.5 ha of land required for the housing of University/College staff and open market housing. USS consider that the Mount Pleasant site, currently under its ownership, could accommodate a proportion of the accommodation requirements of the University (student accommodation and Key Worker housing) without the need to encroach upon Green Belt land. The Mount Pleasant site is located close to the proposed University Quarter and would provide a compromise between retaining areas of the Green Belt and meeting the University's development needs. In this regard USS would welcome further discussion with the Council and the University to discuss further possible options.

378 - Ashwell (Barton Road) Ltd Object

Other reasonable alternatives do exist where residential development can be accommodated with significantly less impact on Green Belt purposes. The evidence base clearly demonstrates that development at this location will have a significantly detrimental impact on Green Belt purposes. Any residential development over that allowed for by the Cambridge Local Plan at this location must be subject to a rigorous assessment against reasonable alternative options. Such assessment should include consideration of development at Barton Road North where the existing evidence base clearly demonstrates development can be accommodated with a significantly lesser impact on Green Belt purposes.

718 - Environment Agency Object

The chosen option should pay due regard to the Cambridgeshire Green Infrastructure strategy. Green Infrastructure should be promoted at a local and regional level within the context of wider environmental considerations and priorities.

201 - Cambourne Parish Council

- Option 10.1-5; the Green belt should be protected/enhanced if any development proceeds in accordance with this proposal to ensure it is environmentally sustainable.
- Option 10.1-5; the Green belt should be maintained to prevent Cambridge absorbing the necklace villages.

The needs of the University to grow at North West Cambridge have been accepted through the examinations of the Structure Plan and the Cambridge Local Plan. If all of the needs of the University cannot be met on the lands to be released from the Green Belt through this AAP it would be for the University to examine alternative sites such as the small site at Mount Pleasant.

The Structure Plan at policy P9/2c has identified this location for Green belt release to meet the long-term development needs of Cambridge and predominantly for University related uses. It has the key attribute of being owned by the University and so allowing the cross-subsidy of key worker housing, college accommodation, academic space and infrastructure. Alternative options were considered and rejected as part of the examination of the Structure Plan. The Barton Road North site has been considered for Green Belt release and rejected at both Structure Plan and Local Plan stages because of its impact on Green Belt purposes and on sustainability grounds.

Noted.

Comment noted.

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202 - Cambourne Parish Council

- Option 10.1-5; the Green belt should be protected/enhanced if any development proceeds in accordance with this proposal to ensure it is environmentally sustainable. • Option 10.1-5; the Green belt should be maintained to prevent Cambridge absorbing the necklace villages.

Comment noted

3

203 - Cambourne Parish Council

- Option 10.1-5; the Green belt should be protected/enhanced if any development proceeds in accordance with this proposal to ensure it is environmentally sustainable. • Option 10.1-5; the Green belt should be maintained to prevent Cambridge absorbing the necklace villages. • Options 10.3 and 4 come closest to achieving the aims of the area action plan, but do not satisfactorily protect the SSSI at Travellers Rest Pit.

Comment noted

## 11. Housing

### 11.1

579  
385 - Ashwell (Barton Road) Ltd

Object

- This seems to imply letting housing take up the slack - as opposed to arguing that there is a need, as required. -  
The amount of housing is not dependent upon the boundary of land removed from the Green Belt. The structure plan accepted development on the grounds that development was predominantly for the University - any additional development needs to be subject to a rigorous assessment against reasonable alternative options, including consideration against other sites.

Pursue Option 11.1

Disagree because it has always been understood that there would be market housing on this site. The Structure Plan (2003) at policy P9/2c states that 'Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations', which locations include this site. The policy goes on to reserve the land so released for predominantly university related uses. That this policy is not meant to exclude open market housing is clear from the Structure Plan panel Report which consists of the deliberations of the public inquiry into the Plan. The Panel Report into the Structure Plan at paragraphs 8.100 and 8.101 states that '8.100 - We note that "a key driver of the proposed land uses for North West Cambridge is the ability to use the land receipt to cross subsidise the provision of key worker housing, academic space, college accommodation and infrastructure" (paragraph 9.1 CD 6.15). Ownership of the land in North West Cambridge is seen by the University as critical to delivering the provision of key worker housing and college accommodation as well as enabling funding of the required infrastructure. 8.101 - We see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscaped environment. We accept that in terms of delivery there is considerable benefit to be derived from using land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. At the Cambridge Local Plan Inquiry in 2005 the University presented evidence that the open market housing was crucial to the viability of the whole development including the affordable housing provision. This evidence was accepted by the Inspector's Report and the adopted Local Plan accepts the need for 50% of the housing to be open market housing.

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**11.2**

368 - Cambridgeshire County Council

The overall level of provision has risen from 1,150 dwellings plus and unspecified level of student accommodation in the adopted Local Plan, to 2,000-2,500 homes plus accommodation for 2,000 students. This level of development, together with corresponding increases in traffic, will have a greater impact on the area. (See comments above on Option 10.1

Disagree because the Local Plan dwelling provision was only for the Cambridge City area of the site, whereas the boundary of the joint Area Action Plan extends into South Cambridgeshire District. The quoted figures are clearly labelled as representing the aspirations of Cambridge University, it is accepted that the extent to which they can be accommodated will be dependent upon a number of factors including the landscape setting, transport, and biodiversity.

Pursue Option 11.1

**Option 11.1**

249 - Andrew Westwood-Bate

The provision of affordable housing is crucial, but only at a sustainable density. We must start considering and preserving the water table or some of our treasured sites will simply dry up and die. Our SSSI's are suffering right now, not 10 years down the road

Noted.

Pursue Option 11.1

653 - Highways Agency

This reflects the Cambridge Local Plan Inspector's conclusion that 50% of housing within Cambridge North West should be specified as 'affordable' subject to availability and all the 'affordable' housing should be targeted towards the needs of University staff. Affordable housing has low potential for generating traffic and subject to further assessment this option may be acceptable to the HA.

Noted

Pursue Option 11.1

578

Is this at least 50% - could the proportion be higher, as I would hope? - or is 50% also a maximum?

Noted. Option 11.1 is not a policy in itself but the wording would mean that 50% affordable housing would be a maximum unless Cambridge University chose to provide a higher percentage.

Pursue Option 11.1

457 - University of Cambridge

Account should be taken of the viability of the development, any particular costs associated with the development, and whether there are other planning objectives that need to be given priority. The Cambridge Local Plan policy was informed by financial appraisals of the University's development proposals for 2,000 - 2,500 dwellings (etc), in accordance with the draft Masterplan. Any reduction in the number of market dwellings will result in a corresponding reduction in the amount of sales income that can be used to support the provision of site infrastructure for affordable housing, open space, transport and community facilities.

Disagree. Option 11.1 is not a plan policy but rather an option. The actual AAP policy will be written to conform to the guidance given in PPS3 Housing with regard to planning for affordable housing which specifically requires account to be taken of various factors including viability.

Pursue Option 11.1 subject to it taking proper account of the guidance in PPS3 and in the policy statement 'Delivering Affordable Housing'.

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801 - Crest Nicholson (Eastern) Limited	Object	The 50% target set out in the Issues and Options is not therefore derived from a robust and credible evidence base nor does it have a clear line of conformity with an adopted policy as required by PPS12 Local Development Frameworks. Should the Council wish to introduce a 50% target this should first be tested through the preparation and examination of the Core Strategy.	Disagree, the 50% target is derived from the viability evidence prepared on behalf of Cambridge University and considered at the Cambridge Local Plan Public Inquiry in 2005 and which resulted in a change to the affordable housing requirement from the previous proposed target of 70%. PPS 12 does not prevent an Area Action Plan being prepared in advance of a Core Strategy where there are up to date saved Local Plan policies (as is the case with the 2006 Local Plan) and where this is clear from the Local Development Scheme.	Pursue Option 11.1
373 - Cambridgeshire County Council	Object	In the adopted Cambridge City Local Plan 2006, Policy 9/7 says that on Land between Madingley Road and Huntingdon Road 50% of the housing proposed should be key worker housing for University or College Staff. Option 11.1 misdescribes this policy by referring to "affordable housing" rather than "key worker" housing. Support can be given to an option that considered provision of 50% key worker housing for University or College staff provided, given the higher level of housing now proposed, it also considered whether or not other affordable housing types should be provided for within the AAP.	Disagree because it is clear from the reference to the provisions of the Cambridge Local Plan that the affordable housing is all to take the form of key worker housing for the benefit of Cambridge University. The provision of 50% of the housing as key worker affordable housing for the benefit of the University would not satisfy all their needs as exemplified in evidence submitted to the Local Plan Inquiry by the University. Such an alteration to the Plan would not therefore amount to a reasonable alternative.	Pursue Option 11.1
760 - Fairview New Homes Ltd	Object	Fairview object to the proposal for 50% affordable housing provision. Fairview consider that any specific requirement for affordable housing should be indicative and should be open to negotiation to accord with current Government guidance in Circular 6/98.	Disagree because Circular 06/98 has been replaced by Planning Policy Statement 3 Housing. PPS3 at paragraph 29 requires Local Planning Authorities to use targets for the amount of affordable housing to be provided. Account should also be taken of other factors including viability.	Pursue Option 11.1 in the light of the guidance set out in PPS3 and the policy statement 'Delivering Affordable Housing'.
220	Support	I fully support this. It is essential because of the affordability gap with Cambridge private house prices.	Support noted	Pursue Option 11.1
<b>11.4</b>				
387 - Ashwell (Barton Road) Ltd	Object	Paragraph 11.4 suggests net residential densities in the region of 75dph. This is significantly in excess of the range suggested in draft PPS3 for suburban locations. This is even more surprising given the sensitive nature of this location. It would result in significant detrimental impact on Green Belt purposes and would be contrary to established national and local planning policies.	Disagree because paragraph 11.4 does not require high densities across the whole of the urban extension but only close to main public transport routes and services and facilities.	Pursue Option 11.2
<b>Option 11.2</b>				
678 - Four Counties Team, Natural England			Noted	Pursue Option 11.2

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386 - Ashwell (Barton Road) Ltd	Object	This option is contrary to established Green Belt purposes. It will result in more dense development being located further from the existing urban edge. Paragraph 11.4 suggests net residential densities in excess of 75dph. This is significantly in excess of the range suggested in draft PPS3 for suburban locations. This is even more surprising given the sensitive nature of this location. It would result in significant detrimental impact on Green Belt purposes and would be contrary to established national planning and development plan policies.	Disagree because this option is not concerned with the purposes of the Cambridge Green Belt. The existing urban edge is developed at a very low density and locating higher density development adjacent would be incompatible with its appearance and amenity. This approach is consistent with the provisions of PPS3 at paragraphs 16 and 46.	Pursue Option 11.2
458 - University of Cambridge	Object	The University agrees that higher densities should be located away from existing housing. The University does not agree, however, that all College and University or related research buildings should be located adjacent to existing housing.	Option 11.2 does not refer to higher densities across the whole site or at the boundary with the countryside. In some locations lower densities will be appropriate taking into account Green Belt purposes and the characteristics of the area. It is not contrary to established national planning policies or to development plan policies.	Pursue Option 11.2
221	Object	Change the word 'close' in 'close to the main public transport routes' to 'adjacent'. Locate all high density development adjacent to public transport and cycle routes to ensure that these are made as accessible as possible.	Disagree, it is not necessary for higher density development to be adjacent to main public transport routes but it is necessary for such development to be at least close to such routes so that they retain maximum accessibility by public transport.	Pursue Option 11.2
489 - Cambridge Preservation Society 193 - RLW Estates	Object		Disagree because Option 11.2 does not say that the countryside edge of the development will be built to a high density. Paragraph 11.4 specifically refers to lower densities could provide a softer landscaped edge to the development allowing it to be assimilated into the wider landscape where it faces open countryside.	Pursue Option 11.2
565 - Swavesey Parish Council 250 - Andrew Westwood-Bate	Object		Disagree because option 11.2 does not require development at higher densities over the whole site which is likely to be developed at a range of densities consistent with making efficient use of land. Paragraph 11.4 explains where lower densities of development will be appropriate.	Pursue Option 11.2
269 - Impington Parish Council	Object	Reference should be made to lessons learned from the Arbury Camps development in terms of loss of private space arising from these densities, and the extent to which public open space can provide viable (or not) alternatives.	Disagree, whilst acknowledging that lessons should be learned from other developments in the Cambridge area. Using land efficiently is an important objective of Government Planning policy as set out in PPS3 Housing when accompanied by high quality and well designed housing.	Pursue Option 11.2



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654 - Highways Agency	Object This option does allow potential residents to use a more readily accessible means of transport to their destination in terms of their being close to main public transport routes. Car parking is not considered too much of a problem for high density student accommodation since Cambridge University student parking is strictly controlled by the University Proctors, (i.e. Cambridge University undergraduates are not allowed to bring a car to Cambridge).	Disagree with the implication that higher densities can lead to transportation problems arising from car parking. Such densities do allow and encourage greater use of public transport than would otherwise have been the case.	Pursue Option 11.2
380 - Cambridgeshire County Council 133 136 <i>RA6</i>	Support	Support noted	Pursue Option 11.2

388 - Ashwell (Barton Road) Ltd	Object Reasonable alternatives to this approach do exist. The evidence base demonstrates that there are other locations where residential development could be accommodated with a significantly lesser impact on Green Belt purposes.	Disagree, the evidence base shows that there are no reasonable alternatives to the use of this site if the needs of Cambridge University are to be met. This issue was examined during the Examination in Public of the Structure Plan, the Panel Report concluding: '8.97 The University carried out a study to assess the potential for accommodating their needs on land in the vicinity of the western campus. This found that land in North West Cambridge is sensitive, particularly in terms of its relationship to the village of Girton, but that land to the south of Madingley Road and north of Barton Road is more sensitive in terms of its impact on historic Cambridge. We agree with this assessment. 8.98 We are satisfied that there is no obvious alternative location which could meet the needs of the University for the scale of development proposed.'	Pursue Option 11.2
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<i>11.5</i>	High density student housing should be kept well away from existing communities, toward the center or unbuilt fringes of the site.	Noted	Pursue Option 11.4
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580  
619 - Girton Planning Action Group  
786 - CRONC Concerned Residents of North-west Cambridge

Object  
- we object to the market/speculative housing element of the scheme as this is not an educational purpose, and was not the understanding on which the land was removed from the Green Belt. - The relationship with market housing will depend on a need for this element of the development having been shown. - There is no need for any provision of open market housing on the University site, as there will be substantial provision at Northstowe, the NIAB site and the Wimpey Wellbrook Way Girton site.

Disagree because it has always been understood that there would be market housing on this site. The Structure Plan (2003) at policy P9/2c states that 'Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations', which locations include this site. The policy goes on to reserve the land so released for predominantly university related uses. That this policy is not meant to exclude open market housing is clear from the Structure Plan panel Report which consists of the deliberations of the public inquiry into the Plan. The Panel Report into the Structure Plan at paragraphs 8.100 and 8.101 states that '8.100 - We note that "a key driver of the proposed land uses for North West Cambridge is the ability to use the land receipt to cross subsidise the provision of key worker housing, academic space, college accommodation and infrastructure" (paragraph 9.1 CD 6.15). Ownership of the land in North West Cambridge is seen by the University as critical to delivering the provision of key worker housing and college accommodation as well as enabling funding of the required infrastructure. 8.101 - We see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscaped environment. We accept that in terms of delivery there is considerable benefit to be derived from using land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. At the Cambridge Local Plan Inquiry in 2005 the University presented evidence that the open market housing was crucial to the viability of the whole development including the affordable housing provision. This evidence was accepted by the Inspector's Report and the adopted Local Plan accepts the need for 50% of the housing to be open market housing.

Pursue Option 11.4

**Option 11.3**

655 - Highways Agency

The travel impacts of these options are unknown.

Noted

Pursue Option 11.4

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487 - University of Cambridge

Object

Normal objectives for mixing affordable and market housing are not relevant for development between Madingley Road and Huntingdon Road. There are no apparent socio-economic benefits in terms of deconcentrating poverty, social exclusion, schools and educational achievement, employment levels, crime and anti-social behaviour, neighbourhood popularity and reputation, community cohesion or sustainability. Flexibility is required for the delivery of key worker, student and market housing, however, and the AAP should not impose constraints relating to the distribution of housing across the site. The appropriate distribution of housing should be determined in response to identified needs at the time of development.

Pursue Option 11.4

Disagree, the creation of sustainable, inclusive, mixed communities is one of the Governments key strategic housing policy objectives as set out in PPS3 Housing at paragraphs 9, 20, and 37. Amongst the benefits of pursuing such an approach are that it will avoid the creation of areas of monocultural housing with its implications for social cohesion and exclusion and enable the provision of the key worker housing to be delivered with greater certainty because of its having to at least come forward with the open market housing rather than at some later date.

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194 - RLW Estates

Object

It is considered that in order to make best use of the site in meeting the needs of the university, its students and staff, development should be restricted to the type of provision specifically required, such as teaching accommodation and housing for students and university key workers, as opposed to market housing.

Pursue Option 11.4

Disagree because it has always been understood that there would be market housing on this site. The Structure Plan (2003) at policy P9/2c states that 'Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations', which locations include this site. The policy goes on to reserve the land so released for predominantly university related uses. That this policy is not meant to exclude open market housing is clear from the Structure Plan panel Report which consists of the deliberations of the public inquiry into the Plan. The Panel Report into the Structure Plan at paragraphs 8.100 and 8.101 states that '8.100 - We note that "a key driver of the proposed land uses for North West Cambridge is the ability to use the land receipt to cross subsidise the provision of key worker housing, academic space, college accommodation and infrastructure" (paragraph 9.1 CD 6.15). Ownership of the land in North West Cambridge is seen by the University as critical to delivering the provision of key worker housing and college accommodation as well as enabling funding of the required infrastructure. 8.101 - We see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscaped environment. We accept that in terms of delivery there is considerable benefit to be derived from using land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. At the Cambridge Local Plan Inquiry in 2005 the University presented evidence that the open market housing was crucial to the viability of the whole development including the affordable housing provision. This evidence was accepted by the Inspector's Report and the adopted Local Plan accepts the need for 50% of the housing to be open market housing.

135

Object

High density/high rise student accommodation should be kept away from existing houses and communities along Huntingdon Road and should be located in a dispersed manner in the center of the site and the fringe facing the M11.

Pursue Option 11.4

Disagree because this option says nothing about the location of the student accommodation which is more properly a matter for Option 11.2. Comment regarding location noted.

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251 - Andrew Westwood-Bate	Support	I fully support the integrated mix approach, it will bring the whole site closer together	Support noted	Do not pursue Option 11.3. Student housing has different characteristics and needs, is usually built to a high density with limited or no parking and so it may be more difficult to integrate fully into new residential development. Furthermore the pattern of use of student housing differs from general residential development in terms of the pattern and timing of movements into and out of the accommodation which can sometimes lead to amenity issues in the locality. These problems can be minimised by pursuing Option 10.4.
<b>Option 11.4</b>				
656 - Highways Agency 138	Support	- The travel impacts of these options are unknown. - This would might undermine the marketability of the market housing component of the site.	Noted	Pursue Option 11.4
490 - University of Cambridge	Object	Normal objectives for mixing affordable and market housing are not relevant for development between Maddingley Road and Huntingdon Road. There are no apparent socio-economic benefits in terms of avoiding concentrations of poverty, social exclusion, schools and educational achievement, employment levels, crime and anti-social behaviour, neighbourhood popularity and reputation, community cohesion or sustainability. Flexibility is required for the delivery of key worker, student and market housing, however, and the AAP should not impose constraints relating to the distribution of housing across the site. The appropriate distribution of housing should be determined in response to identified needs at the time of development.	Disagree, the creation of sustainable, inclusive, mixed communities is one of the Governments key strategic housing policy objectives as set out in PPS3 Housing at paragraphs 9, 20, and 37. Amongst the benefits of pursuing such an approach are that it will avoid the creation of areas of monocultural housing with its implications for social cohesion and exclusion and enable the provision of the key worker housing to be delivered with greater certainty because of its having to at least come forward with the open market housing rather than at some later date.	Pursue Option 11.4

**Representations**

**Nature Representation Summary**

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196 - RLW Estates

Object

It is considered that in order to make best use of the site in meeting the needs of the university, its students and staff, development should be restricted to the type of provision specifically required, such as teaching accommodation and housing for students and university key workers, as opposed to market housing.

Pursue Option 11.4

Disagree because it has always been understood that there would be market housing on this site. The Structure Plan (2003) at policy P9/2c states that 'Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations', which locations include this site. The policy goes on to reserve the land so released for predominantly university related uses. That this policy is not meant to exclude open market housing is clear from the Structure Plan panel Report which consists of the deliberations of the public inquiry into the Plan. The Panel Report into the Structure Plan at paragraphs 8.100 and 8.101 states that '8.100 - We note that "a key driver of the proposed land uses for North West Cambridge is the ability to use the land receipt to cross subsidise the provision of key worker housing, academic space, college accommodation and infrastructure" (paragraph 9.1 CD 6.15). Ownership of the land in North West Cambridge is seen by the University as critical to delivering the provision of key worker housing and college accommodation as well as enabling funding of the required infrastructure. 8.101 - We see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscaped environment. We accept that in terms of delivery there is considerable benefit to be derived from using land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. At the Cambridge Local Plan Inquiry in 2005 the University presented evidence that the open market housing was crucial to the viability of the whole development including the affordable housing provision. This evidence was accepted by the Inspector's Report and the adopted Local Plan accepts the need for 50% of the housing to be open market housing.

302  
382 - Cambridgeshire County Council  
459 - cottenham parish council

Support

- Supported as it is traditional for students to live close to Universities. - Students need to be close to their place of study due to transport issues. - A small group of University researchers hopes to implement their own innovative, high quality, sustainable self-build projects on the site. Such detached low-density housing fits well next to existing houses, especially at the quiet eastern end of the site. - This option is considered the most appropriate due to the more transient occupation and distinct lifestyle of students compared to the permanent residents.

Support noted.

Pursue Option 11.4

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD****Option 11.5**

657 - Highways Agency

The travel impacts of these options are unknown.

Noted

Pursue Option 11.4

195 - RLW Estates

Object

It is considered that in order to make best use of the site in meeting the needs of the university, its students and staff, development should be restricted to the type of provision specifically required, such as teaching accommodation and housing for students and university key workers, as opposed to market housing.

Noted

Pursue Option 11.4

Disagree because it has always been understood that there would be market housing on this site. The Structure Plan (2003) at policy P9/2c states that 'Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations', which locations include this site. The policy goes on to reserve the land so released for predominantly university related uses. That this policy is not meant to exclude open market housing is clear from the Structure Plan panel Report which consists of the deliberations of the public inquiry into the Plan. The Panel Report into the Structure Plan at paragraphs 8.100 and 8.101 states that '8.100 - We note that a key driver of the proposed land uses for North West Cambridge is the ability to use the land receipt to cross subsidise the provision of key worker housing, academic space, college accommodation and infrastructure' (paragraph 9.1 CD 6.15). Ownership of the land in North West Cambridge is seen by the University as critical to delivering the provision of key worker housing and college accommodation as well as enabling funding of the required infrastructure. 8.101 - We see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscaped environment. We accept that in terms of delivery there is considerable benefit to be derived from using land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. At the Cambridge Local Plan Inquiry in 2005 the University presented evidence that the open market housing was crucial to the viability of the whole development including the affordable housing provision. This evidence was accepted by the Inspector's Report and the adopted Local Plan accepts the need for 50% of the housing to be open market housing.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

491 - University of Cambridge

**Object**

Normal objectives for mixing affordable and market housing are not relevant for development between Maddingley Road and Huntingdon Road. There are no apparent socio-economic benefits in terms of avoiding concentrations of poverty, social exclusion, schools and educational achievement, employment levels, crime and anti-social behaviour, neighbourhood popularity and reputation, community cohesion or sustainability. Flexibility is required for the delivery of key worker, student and market housing, however, and the AAP should not impose constraints relating to the distribution of housing across the site. The appropriate distribution of housing should be determined in response to identified needs at the time of development.

Disagree, the creation of sustainable, inclusive, mixed communities is one of the Governments key strategic housing policy objectives as set out in PPS3 Housing at paragraphs 9, 20, and 37. Amongst the benefits of pursuing such an approach are that it will avoid the creation of areas of monocultural housing with its implications for social cohesion and exclusion and enable the provision of the key worker housing to be delivered with greater certainty because of its having to at least come forward with the open market housing rather than at some later date.

Pursue Option 11.4

137

**Support**

We support this view. The integration of student and key worker housing with market housing would decrease the marketability of the market housing and undermine the cohesiveness of the University component of the site.

Support noted.

Do not pursue Option 11.5 as such an approach would not be consistent with Government policy towards the creation of mixed communities as set out in Planning Policy Statement 3 at paragraph 9, and in its policy statement 'Delivering Affordable Housing' of November 2006 which states that the Government believes everyone should have the opportunity of a decent home, which they can afford, within a sustainable mixed community.



## 12. Employment

### Option 12.1

173 - Girton Parish Council

The quantity of traffic which 12.2 would generate is not sustainable.

Concern noted, the transport issues concerned with the site will be dealt with in more detail in the Travel chapter. The Councils' will need more detailed information to fully assess the traffic impact of the employment proposals and development would be subject to a detailed transport assessment at the planning application stage.

Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

497 - University of Cambridge

Current and emerging development plans contain: - visions, policies and proposals for the Sub Region to develop further as a centre of excellence and world leader in higher education & research and the expansion of the knowledge-based economy. - policies to promote the development and expansion of high technology clusters - policies to support R&D development that has a special need to be located close to the University. The Structure Plan identifies the site as a Strategic Employment Location (P2/3). It is essential that the AAP enables the provision of additional commercial research development at North West Cambridge.

Agree that the principle of limited further employment growth which includes a mix of commercial research in addition to University teaching and research buildings would be acceptable. The linking of academic University buildings and commercial research buildings has the benefit of encouraging working relationships between academic research and the commercial sector. However much more detailed information is going to be needed from the University. The figure of 100,000m2 (or 35.5 ha) needs to be broken down into use class to allow the Council to properly consider and assess the impact of the development.

Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

494 - Cambridge Preservation Society

The Society supports the employment and research ratios as proposed as per the Local Plan 2006. The University's requirements for extra commercial research would need to be demonstrated in relation to this site and suitable alternative sites within the City and the Sub-Region.

Agree that the University's requirements for additional commercial research would need to be demonstrated before any development occurred on the ground. However it should be noted that the current monitoring figures for Cambridge show that employment land completion figures are low in relation to the targets set out in the Local Plan.

Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

658 - Highways Agency

The traffic generation by option 12.1 would be lower and would be the preferable option, but without more detailed assessment it is not clear how significant the difference between the two options would be. However, it should be noted that the University sees the commercial aspect of its research as an important element of its work and this could result in more in commuting.

It is noted that the Highways Agency sees the traffic generation of Option 1 being lower than Option 2. Agree that more detailed information is required to fully assess this and development would be subject to a detailed transport assessment at the planning application stage.

Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

**Representations**

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**Option 12.2**

618 - Girton Planning Action Group	Object	There are numerous alternative sites for commercial research and development in the North West and North areas near Cambridge, so that such provision on the University North West Cambridge site is unjustified.	Yes there are other commercial research sites in the North and West of Cambridge, most notably the West Cambridge site. However it should be noted that the current monitoring figures for Cambridge show that employment land completion figures are low in relation to the targets set out in the Local Plan. Additionally development at the North West Cambridge site is likely to have a longer time horizon than other many developments in the area. Therefore, provision is justified to meet the University's aspirations.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
270 - Impington Parish Council	Object	The transport implications of this have not been considered, and are probably not sustainable. In addition, such development would undermine the viability of mixed use developments at, for example, Arbury Camp et al.	Concern noted, the transport issues associated with the site will be dealt with in more detail in the Travel chapter. The Council will need more detailed information to fully assess the traffic impact of the employment proposals and development would need to be subject to a detailed transport assessment at the planning application stage. There is no evidence that employment development between Madingley Road and Huntingdon Road would undermine the viability of Arbury Camps or any other location in the City. It should be noted that the current monitoring figures for Cambridge show that employment land completion figures are low in relation to the targets set out in the Local Plan.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
659 - Highways Agency	Object	Option 12.2 could encourage significant additional commuting on the basis that commercial spin-off development from University-related projects could create more jobs and exacerbate the homes/jobs imbalance in Cambridge. Without more detailed assessment it is not clear how significant the difference between the two options would be. However, it should be noted that the University sees the commercial aspect of its research as an important element of its work and this could result in more in commuting.	It is noted that the Highways Agency sees the traffic generation of Option 1 being lower than Option 2. Agree that more detailed information is required to fully assess this and development would need to be subject to a detailed transport assessment at the planning application stage.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
174 - Girton Parish Council	Object	The quantity of traffic which 12.2 would generate is not sustainable.	Concern noted, the transport issues concerned with the site will be dealt with in more detail in the Travel chapter. The Council will need more detailed information to fully assess the traffic impact of the employment proposals and development would need to be subject to a detailed transport assessment at the planning application stage.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

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395 - Cambridgeshire County Council	Support	Option 12.2 is supported with regard to employment development which includes a mix of commercial research as well as the University's teaching and research requirements. The recent Roger Tym research on identifying interventions to support the 70k jobs growth in the sub-region to 2021 indicates more needs to be done to develop the D element of R&D, particularly the commercial exploitation of the D, if we are to grow the high tech sector above its current level of about 10% of the sub-region's workforce.	Agree that the principle of limited further employment growth which includes a mix of commercial research in addition to University teaching and research buildings would be acceptable. Disagree that the kind of development envisioned in the Roger Tym research is likely to be suitable for this location. In respect of the academic uses the land is allocated in the Cambridge Local Plan for "higher education, including Collegiate provision, academic faculty development, student accommodation, University conference centre". For the research uses "for University related sui generic research institutes and commercial research uses within Use Class B1 (b)".	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
498 - University of Cambridge	Support	Current and emerging development plans contain: - visions, policies and proposals for the Sub Region to develop further as a centre of excellence and world leader in higher education & research and the expansion of the knowledge-based economy. - policies to promote the development and expansion of high technology clusters - policies to support R&D development that has a special need to be located close to the University. The Structure Plan identifies the site as a Strategic Employment Location (P2/3). It is essential that the AAP enables the provision of additional commercial research development at North West Cambridge.	Agree that the principle of limited further employment growth which includes a mix of commercial research in addition to University teaching and research buildings would be acceptable. The linking of academic University buildings and commercial research buildings has the benefit of encouraging working relationships between academic research and the commercial sector. However much more detailed information is going to be needed from the University. The figure of 100,000m2 (or 35.5 ha) needs to be broken down into use class to allow the Council to properly consider and assess the impact of the development.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
759 - East of England Development Agency (EEDA) 312 460 - cottenham parish council	Support	A mix of commercial research along with the teaching and research requirements of the University will ensure a wider range of employment opportunities are available.	Agree that the principle of limited further employment growth which includes a mix of commercial research in addition to University teaching and research buildings would be acceptable.	Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.
<b>Question 12.1</b>				
311		Due to the enormous traffic noise emanating from the M11 motorway, the area within 300 m of the M11 seems least suited for dwellings and would therefore be best reserved for commercial research facilities. For university research facilities, short walking/cycling distances to the West Cambridge site facilities on the other side of Madingley Road would seem beneficial.	Noted, the location of uses, especially looking at the ability to provide a satisfactory edge treatment, is being considered leading up to the Preferred Options document.	Examine whether it is appropriate to consider the location of employment development at this stage. Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

**Representations**

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499 - University of Cambridge

The University has indicated a requirement for approximately 100,000m academic faculty and related research (in both the public/charitable sector and industrial research institutions) where there is an academic association with cognate University activities. Refinement of the draft masterplan will identify land areas for academic and research development.

Much more detailed information is going to be needed from the University. The figure of 100,000m2 (or 35.5 ha) needs to be broken down into use class to allow the Council to properly consider and assess the impact of the development.

Pursue Option 12.2, subject to further detailed information from the University breaking down their land requirements into use class and demonstrating a clear need for the land.

## 13. Travel

### 13. Travel

562 - Swavesey Parish Council

With all of the proposed development, current and future, for the NW of Cambridge, provision of adequate and acceptable public transport is vital and must be a requirement of this development.

Concern noted. Section 13 of the Issues & Options Report identifies key destinations to which those living and working on the site will need to travel to, including the City Centre and other major development sites. The overall effect of the AAP must be to increase opportunities for using public transport.

Concern noted. This will be considered in the draft AAP.

**Object** The AAP needs to state the need for WCATP contributions from all development, (subject to some exceptions).

404 - Cambridgeshire County Council

**Object** The developers' proposals for both the NW Cambridge sector and the NIAB sector do not include adequate provision of orbital or link roads between Madingley, Huntingdon and Histon Roads.

Concern noted. The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network.

Pursue Option 13.1

599

### 13.1

631 - Windsor Road Residents (WIRE)

Strong support. However need to add the needs of existing residents in the North West Quadrant of the City, especially those living between Histon Road and Huntingdon Road, including the impact on these residents of the new developments in Cambridge and South Cambridgeshire. Please see our separate, detailed comments on the draft North West Transport Strategy, including traffic on Histon Road and Huntingdon Road and Public Transport provision for existing and new residents.

Concern Noted. The impact of the development within the AAP area is acknowledged at Option 8.1 (e).

371 - David Wilson Estates

**Object** In general terms the Transport Strategy identifies appropriate and pragmatic measures to enable sustainable development in North West Cambridge

Noted

828 - David Wilson Estates

**Object** It would be desirable to receive confirmation that the methodologies contained in the Strategy, in particular with regards to trip generation are to be used for transport assessments for the development sites in North West Cambridge. This would assist with consistency, providing a robust evidence base for planning applications.

Agree that methodologies used for Transport Assessments of development sites will be consistent with those for the Transport Study

475

**Object** The overall policy aim should be to achieve very high ACCESSIBILITY between NW Cambridge, the city and surrounding growth areas. This should be made clear from the outset.

Disagree, because the importance of accessibility is covered by the last 2 sentences of para 13.1 and is covered in the Issues & Options document by objectives at Option 8.1 (g) and (h) and at issue 9.1 (l).

**Representations**

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610 - Holywell-cum-Needlingworth Parish Council	Object	Object to development on the basis of impact on road infrastructure. More detailed analysis required of the impact on the A14 and Huntingdon Road.	The concern about impact is noted. However, this matter is addressed in Paras 13.6 and 13.9 and covered by the Transport Study referred to in para 13.1. When detailed development proposals come forward they will need to take account of the Long Term Transport Strategy, and any planning application will have to demonstrate through a Transport Assessment that it can be implemented without undue adverse impact on the road network.
376 - David Wilson Estates	Object	The identification of an entirely new bus route to serve the land between Huntingdon Road and Histon Road is questioned. The bus operator Stagecoach has agreed, in discussions, that the diversion of an existing route, with an increase in frequency, is a pragmatic and workable solution. This approach has been advocated through masterplanning meetings with the 3 local authorities and no objections raised.	This matter is addressed in Paras 3.13 and 3.14 and options 13.3 and 13.4; in describing the route as 'new' it does not preclude diversion of existing services onto the 'new' route.
377 - David Wilson Estates	Object	<ul style="list-style-type: none"> <li>The junction on Huntingdon Road between the sites being promoted by the University and David Wilson Estates is referred to as a "crossroads". Additional analysis undertaken by Atkins has concluded that a staggered junction would also operate equally well in this location, and it is therefore suggested that the details of the junction layout be removed from the Strategy and dealt with as a detailed issue after approval of the overarching Strategy</li> </ul>	This matter is addressed in Paras 13.12 to 13.14 and options 13.3 and 13.4; the form of the Huntingdon Road junction is not prescribed and it is not appropriate for the AAP to detail the form of the junctions, whether a crossroads or staggered junction.
13.3			
669 - Highways Agency	Object	Those living and working within the NW quadrant will need to travel to other 'important locations' within and around the City, to access jobs, shops, leisure and health facilities, etc. Whilst some assumptions can be made, unfortunately, no supporting information is provided as to why the following locations are considered 'important'. - City Centre; - Development between Huntingdon Road and Histon Road; - Cambridge Northern Fringe/Science Park; - University West Cambridge Site; - Addenbrooke's; - Cambridge East; and - Northstowe	Disagree because these locations are identified as the key ones in the Cambridge Local Plan.
635 - Windsor Road Residents (WIRE)	Object	We strongly support this paragraph and suggest that schools and sixth form colleges, especially those on the south side of the city should be added to the list. The listed locations need to be linked to all areas, both existing and proposed, in the North West quadrant, not just to the university site. (i.e. include NIAB site, existing neighbourhoods between Madingley Road and Histon Road)	Agree that education should be included in subsequent documents, but not as a separate bullet point.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

502 - Cambridge Preservation Society      Object      The Coton Countryside as a strategic open space and thus recreational or leisure area should be mentioned here, too.

**Cambridge Northern Fringe/Science Park**

271 - Impington Parish Council      Support      The number of jobs arising from the Northern Fringe development (Arbury Camps) appears limited. "Temporary" noise barriers have been installed in lieu of the commercial buildings intended to shield the site from A14 traffic noise. There is no evidence yet of significant interest in that commercial development. Nevertheless the provision is there, and should be allowed for.

**University West Cambridge Site**

486      Support      I strongly support linking west Cambridge to public transport serving the new development, Northstowe and villages to the north-west of Cambridge to improve accessibility. Very good, direct public transport links will take pressure off Madingley Rd, but only if there are no north-facing slips installed on the M11/junction 13.

**13.4**

294      Support      Cycling will be the primary means of transport between NW Cambridge and the centre. Existing facilities will have to be improved to enable direct, convenient and rapid access. The cycling path on Madingley Road is in a very bad state of repair and will need substantial improvements. The 40 MPH limit on Madingley Road is a cycling safety hazard. It should be reduced urgently, in the light of the already raised cycling traffic due to the West Cambridge site. Added cycling traffic from North West Cambridge development will make the 40 MHP speed limit even less justifiable.

670 - Highways Agency  
636 - Windsor Road Residents  
(WIRE)

**13.5**

113      Support      The noise of traffic increases month by month along Madingley Road. New developments such as an orbital road sector parallel with the M11 could add to the number of vehicles. It would reduce noise if the speed limit (at present 40mph) is reduced on the City side of the Park and Ride. The scheme should include sound barriers where the road fronts existing properties.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD****13.7**

272 - Impington Parish Council	Object	<p>- The Guided Bus will not provide a satisfactory route to Cambridge City Centre. - The busway should be moved to the radial route proposed in the Atkins study leaving the railway for future rail use. - Congestion on Huntingdon/Histon Rd junction affects service reliability. - Impact of Guided Bus on Histon Road not properly considered. - AAP should make provisions for planning obligations for capital funding towards the construction of the Guided Bus &amp; revenue contributions towards the cost of operating the system.</p>	<p>At this stage the bus stops for the Guided Bus system are not known and will be decided by the commercial operators on this route as the project develops. There is a need for further bus priority along Histon Road and this is part of the Guided Bus scheme. The issue of contributions towards the Guided Bus from NWC will need to be considered. It is unlikely that the proposed new radial route through the AAP area would be appropriate for the Guided Bus scheme which has already been defined as using Histon Road and Milton Road, although there is scope for using this as an additional HQPT route possibly beginning at the Huntingdon Road P&amp;R if that comes forward. The Guided Bus scheme has now been fully approved and is under construction; there is therefore no possibility of a change to heavy rail ; this is not a matter for the AAP. The impact on existing bus services will need to be taken into account as the overall effect must be to increase opportunities for using public transport.</p>
733 - Histon Parish Council	Object	<p>Increasing congestion on Histon Road may well render its use by the Guided Bus to be of questionable benefit to the Cambridge North West residents. As planned there is no stop provided between Arbury Park and Shire Hall. Histon Road is already very well served by Citi 7 running at 10 min frequency but junction capacity and severe congestion at Huntingdon Road/Victoria Road and B1049/Kings Hedges Road is already a major factor affecting service reliability.</p>	<p>At this stage the bus stops for the Guided Bus system are not known and will be decided by the commercial operators on this route as the project develops. There is a need for further bus priority along Histon Road and this is part of the Guided Bus scheme. The issue of contributions towards the Guided Bus from NWC will need to be considered. It is unlikely that the proposed new radial route through the AAP area would be appropriate for the Guided Bus scheme which has already been defined as using Histon Road and Milton Road, although there is scope for using this as an additional HQPT route possibly beginning at the Huntingdon Road P&amp;R if that comes forward. The Guided Bus scheme has now been fully approved and is under construction; there is therefore no possibility of a change to heavy rail ; this is not a matter for the AAP. The impact on existing bus services will need to be taken into account as the overall effect must be to increase opportunities for using public transport.</p>

**13.8**

114

Support An orbital link from Madingley Road to Huntingdon Road say parallel with the M11 would remove the need to drive INTO the city to get away to the NW from Madingley Rd.

Support noted.



## 13.9

734 - Histon Parish Council  
273 - Impington Parish Council

Object

- The A14 upgrade generates issues of noise and air pollution together with critical drainage implications in the Washpit/Beck Brook catchment and also for the NIAB outfall to the Award Drain 164 catchment. - The Highways Agency have made it clear that there are NO associated proposals for capacity improvements to junctions to the local road network.

Concern noted; development proposals for the AAP area will take account of drainage issues including the impact of other developments which will include the A14 improvement scheme.

## 13.10

405 - Cambridgeshire County Council

Any proposals coming forward in this section will need to take account of the policies in the Structure Plan, the Rights of Way Improvement Plan and the Green Infrastructure Strategy.

These will be taken into account.

476

Object

'Minimise' is open-ended and unspecific. There could be very great traffic growth despite attempts to minimise it!  
Any access from Maddingley Road to Huntingdon Road should be within the City of Cambridge. Any access opposite Girton College would be very hazardous and could cause serious congestion at peak flow periods.

Disagree, because "minimise" is a reasonable aspiration and the AAP cannot be more specific

Object

The precise location of the access point onto Maddingley Road is a matter for more detailed planning at masterplan stages rather than the AAP.

115

Support

It should be as near to Maddingley Road Park and Ride as possible to keep down the weight of traffic inbound.

Support noted although the precise location of the access point onto Maddingley Road is a matter for more detailed planning at the masterplan stages rather than the AAP.

## 13.11

830 - Windsor Road Residents (WIRE)

Potential link between Huntingdon Road and Histon Road needs further consideration, including problems of rat running between these two radial roads. It is essential to at least leave open the possibility of a direct vehicular link in the future between Huntingdon and Histon roads, to the North-West of the current City boundary, using Whitehouse Lane.

This is a matter for the NIAB masterplanning and the planning applications for that site to ensure that the design of an orbital route does not encourage rat-running between Huntingdon and Histon Roads. An additional orbital route further out would not be acceptable as it would encourage the use of cars and would have a detrimental impact on the Green Belt.

## 13.12

831 - Windsor Road Residents (WIRE)

Potential link between Huntingdon Road and Histon Road needs further consideration, including problems of rat running between these two radial roads. It is essential to at least leave open the possibility of a direct vehicular link in the future between Huntingdon and Histon roads, to the North-West of the current City boundary, using Whitehouse Lane.

This is a matter for the NIAB masterplanning and the planning applications for that site to ensure that the design of an orbital route does not encourage rat-running between Huntingdon and Histon Roads. An additional orbital route further out would not be acceptable as it would encourage the use of cars and would have a detrimental impact on the Green Belt.

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116  
832 - Windsor Road Residents  
(WIRE)

**Object**

- This would negate the benefit of getting vehicles exiting the city along Madingley Rd away from Castle Hill and Storeys Way. - Potential link between Huntingdon Road and Histon Road needs further consideration, including problems of rat running between these two radial roads. - It is essential to at least leave open the possibility of a direct vehicular link in the future between Huntingdon and Histon roads, to the North-West of the current City boundary, using Whitehouse Lane.

**Support**

There should no increase in road capacity for general use.

Support noted

478

**13.14**

833 - Windsor Road Residents  
(WIRE)

Potential link between Huntingdon Road and Histon Road needs further consideration, including problems of rat running between these two radial roads. It is essential to at least leave open the possibility of a direct vehicular link in the future between Huntingdon and Histon roads, to the North-West of the current City boundary, using Whitehouse Lane.

This is a matter for the NIAB masterplanning and the planning applications for that site to ensure that the design of an orbital route does not encourage rat-running between Huntingdon and Histon Roads. An additional orbital route further out would not be acceptable as it would encourage the use of cars and would have a detrimental impact on the Green Belt.

**Option 13.1**

752 - Government Office for the East of England

Options 13.1 - 13.3 concern the transport provision within the site and in particular possible options for connecting Madingley Road to Huntingdon Road. While we do not necessarily express support for any particular option at present (except, of course, to note the importance of making provision for sustainable, non-car transport modes in accordance with government policy), we would stress the importance of basing any preferred option on an assessment of the evidence and input from key stakeholders, including the County Council.

Agree; this is why the County Council commissioned the NWC Transport Study and has consulted stakeholders on it.

Pursue option 13.2

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671 - Highways Agency	<p><b>Object</b></p> <p>The introduction of an all purpose radial route will have an uncertain impact on the transport network in the North West Cambridge quadrant and will increase traffic generation in and around the area if open to all types of traffic. Whilst there is currently insufficient information available to the HA to give formal response, or otherwise for such a route, for the encouragement of sustainable means of transport, it would be reasonable to assume that option 13.4 is preferable to options 13.1 to 13.3. However, it would need to be demonstrated that private car-based trips would not seek use of the strategic road network in the absence of such a local route.</p>	<p>The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network. Further information that is sought by the HA will become available through a Transport Assessment linked to a planning application.</p>	Pursue option 13.2
501 - University of Cambridge	<p><b>Object</b></p> <p>For the new all purpose route, linking Madingley Road and Huntingdon Road, to function properly i.e. as an access to the development parcel, as a linkage for local traffic and in order to provide direct Public Transport Linkages, then the route will need to be of an urban form that not only accesses the development parcels but caters for all users in a sensitive and managed way. Urban design and environmental characteristics will be a key to the success of this route. Segregating the route within a green corridor is therefore not desirable in transport or design terms.</p>	<p>The University's objection to Option 13.1 and its preference for Option 13.2 is noted. Option 13.2 has the advantage of not prejudging the quality of the Green Corridor (as in response to objection from Cambridge Preservation Society 508 and others). These views will be taken into account in determining the options. The NWC transport Study recommends a direct orbital route through the University development to discourage rat-running on Storey's Way and to offer an alternative access to the strategic road network.</p>	Pursue option 13.2
222	<p><b>Object</b></p> <p>There should be no increase in general road capacity in Cambridge. This would only result in more congestion and pollution and make it more difficult to achieve a 'step change' in modal shift to buses, the stated aim of the County Council bus strategy. Also, Madingley and especially Huntingdon Rd cannot cope with more traffic.</p>	<p>Agree that there should not be any significant increase in road capacity. However, some additional road space will be required to meet the needs of the development and the traffic generated by it. This will mean taking into account the conclusions reached in the NWC Transport Study which recommends an orbital route through the University development to discourage rat-running on Storey's Way and to offer an alternative access to the strategic road network.</p>	Pursue Option 13.2
295	<p><b>Object</b></p> <p>I object to a new orbital car route, as this is likely to attract substantial additional car traffic. Any link between Madingley Road and Huntingdon Road should preferably be restricted to cycling and public transport, or should at least be restricted to be open only for local residents. The hole point of the NW Cambridge site is to enable University employees to live within cycling distance of their work place. It should therefore be optimized for the needs of residents who chose not to own cars.</p>	<p>Concern noted and has been recognised in Para 13.12. However, whilst there should not be any significant increase in road capacity, some additional road space will be required to meet the needs of the development and mitigate the traffic generated by it. This will mean taking into account the conclusions reached in the NWC Transport Study which recommends an orbital route through the University development to discourage rat-running on Storey's Way and to offer an alternative access to the strategic road network.</p>	Pursue option 13.2

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<p>508 - Cambridge Preservation Society 316 150 - Transport 2000 Cambs &amp; W Suffolk 379 - David Wilson Estates</p>	<p>Object Object to the proposed orbital route which would generate traffic and spoil any green corridor by harming its tranquility, reducing air quality, fragmenting wildlife habitats and recreational space.</p>	<p>Agree; the Green Corridor is an important part of the setting of Cambridge can provide a useful recreational, amenity and biodiversity resource which could be damaged or fragmented by a road. There are advantages in creating the road link as an urban route in a way not only provides access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network gives access.</p>	<p>Pursue option 13.2</p>
<p>97</p>	<p>Support I strongly support this option as a decent road link to Maddingley Rd is essential.</p>	<p>Support noted; However there are advantages in creating the road link as an urban route in a way not only provides access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network gives access.</p>	<p>Pursue option 13.2</p>

**Option 13.2**

<p>575 - Cambridge Preservation Society 753 - Government Office for the East of England</p>	<p>A full assessment will need to be done to provide a robust evidence base for any decision on this issue, consultation with stakeholders, including the County Council, will also be important.</p>	<p>The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.</p>	<p>Pursue option 13.2</p>
<p>151 - Transport 2000 Cambs &amp; W Suffolk</p>	<p>This option is better than 13.1 but inferior to 13.3 and 13.4.</p>	<p>Noted; However, the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.</p>	<p>Pursue option 13.2</p>

<p>672 - Highways Agency</p>	<p>The introduction of an all purpose radial route will have an uncertain impact on the transport network in the North West Cambridge quadrant and will increase traffic generation in and around the area if open to all types of traffic. Whilst there is currently insufficient information available to the HA to give formal response, or otherwise for such a route, for the encouragement of sustainable means of transport, it would be reasonable to assume that option 13.4 is preferable to options 13.1 to 13.3. However, it would need to be demonstrated that private car-based trips would not seek use of the strategic road network in the absence of such a local route.</p>	<p>Support for option 13.4 noted. However, the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.</p>	<p>Pursue option 13.2</p>
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223	Object	There should be no increase in general road capacity in Cambridge. This would only result in more congestion and pollution and make it more difficult to achieve a 'step change' in modal shift to buses, the stated aim of the County Council bus strategy. Also, Madingley and especially Huntingdon Rd cannot cope with more traffic.	Whilst there should not be any significant increase in road capacity, some additional road space will be required to meet the needs of the development and mitigate the traffic generated by it.	Pursue option 13.2
511 - Cambridge Preservation Society 461 - cottenham parish council 783 - CRONC Concerned Residents of North-west Cambridge 117 485 503 - University of Cambridge 175 - Girton Parish Council	Support	Support for option 13.2, various reasons including: shorter bus times through the site, smallest increase in traffic growth and congestion, keeping the green corridor free of development, slowing traffic and increasing pedestrian and cycling permeability.	Support for this option noted. The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
99	Object	This idea is a nonsense. Failure to provide appropriate road capacity does not encourage use of other modes of transport by those for whom it is impractical, it merely worsens the traffic on existing roads. Include decent orbital routes for cars as well as bikes!	The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
673 - Highways Agency	Object	The introduction of an all purpose radial route will have an uncertain impact on the transport network in the North West Cambridge quadrant and will increase traffic generation in and around the area if open to all types of traffic. Whilst there is currently insufficient information available to the HA to give formal response, or otherwise for such a route, for the encouragement of sustainable means of transport, it would be reasonable to assume that option 13.4 is preferable to options 13.1 to 13.3. However, it would need to be demonstrated that private car-based trips would not seek use of the strategic road network in the absence of such a local route.	Support for option 13.4 noted. However the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
224	Object	Slower speeds and safe crossing are required for pedestrians and cyclists. Cycling should be given high priority with road crossing.	Concern noted; there is a need to ensure that cycle and pedestrian routes are made safe and attractive to encourage their full use.	Pursue option 13.2

**Option 13.3**

99

Object

This idea is a nonsense. Failure to provide appropriate road capacity does not encourage use of other modes of transport by those for whom it is impractical, it merely worsens the traffic on existing roads. Include decent orbital routes for cars as well as bikes!

Pursue option 13.2

The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.

673 - Highways Agency

Object

The introduction of an all purpose radial route will have an uncertain impact on the transport network in the North West Cambridge quadrant and will increase traffic generation in and around the area if open to all types of traffic. Whilst there is currently insufficient information available to the HA to give formal response, or otherwise for such a route, for the encouragement of sustainable means of transport, it would be reasonable to assume that option 13.4 is preferable to options 13.1 to 13.3. However, it would need to be demonstrated that private car-based trips would not seek use of the strategic road network in the absence of such a local route.

Pursue option 13.2

Support for option 13.4 noted. However the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.

224

Object

Slower speeds and safe crossing are required for pedestrians and cyclists. Cycling should be given high priority with road crossing.

Pursue option 13.2

Concern noted; there is a need to ensure that cycle and pedestrian routes are made safe and attractive to encourage their full use.

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754 - Government Office for the East of England 402 - Cambridgeshire County Council 504 - University of Cambridge	Object  - The orbital link should cater for all modes of transport - Design of the link will need to mitigate the desire for rat-running - The preferred option needs to be based on an assessment of the evidence and input from key stakeholders - The options proposed in the AAP do not explicitly state the need for a direct public transport, walking and cycling route while maintaining an indirect route for general traffic.	Concerns noted: The NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
296 320 152 - Transport 2000 Cambs & W Suffolk	Support  Support 13.3 for various reasons including: - the volume of traffic using the road will be lower - the road could form part of a semi circular route linking the proposed Chesterton Parkway rail station with Addenbrookes Hospital via the Science Park, CRC, Arbury Park, M11 J13 to J12, Grantchester and Trumpington - increased road capacity generates more car trips - the site is aimed at University employees who prefer to cycle to work	Support Noted. However the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
107  118 505 - University of Cambridge	Object  This idea is a nonsense. Failure to provide appropriate road capacity does not encourage use of other modes of transport by those for whom it is impractical, it merely worsens the traffic on existing roads. Include decent orbital routes for cars as well as bikes!  Object  - This denies the benefits to other drivers of reducing congestion in the city; - the orbital link should cater for all modes of transport, although the design of the route will need to mitigate the desire for 'rat-running' traffic by making the route sinuous with a high quality of urban design.	Noted; the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
674 - Highways Agency 274 - Impington Parish Council	Object  - Consideration should be given to make this the route of the Guided Bus services onto Huntingdon Road in preference to the designated Histon Road route; - it would be reasonable to assume that option 13.4 is preferable to options 13.1 to 13.3. However, it would need to be demonstrated that private car-based trips would not seek use of the strategic road network in the absence of such a local route.	Concern noted. However the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2

**Option 13.4**

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518 - Cambridge Preservation Society 679 - Four Counties Team, Natural England 736 - Histon Parish Council 297 225 153 - Transport 2000 Cambs & W Suffolk 124 204 - Cambourne Parish Council	Support Support 13.4 for various reasons including: - green spaces are maintained for enjoyment by people and wildlife - encourages walking and cycling	Support noted. However the NWC Transport Study concludes that an orbital route through the University's development would have a number of advantages as it will not only provide access to the development but also will discourage rat-running on Storey's Way and offer an alternative access to the strategic road network and would not impact on the purposes and amenity of the Green Corridor.	Pursue option 13.2
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**RA9**

403 - Cambridgeshire County Council	A new orbital route including a direct link from the NWCAAP area to neighbouring development between Huntingdon Rd and Histon Rd, should be provided for walking, cycling and public transport whilst accommodating an indirect, circuitous route for general traffic. The direct public transport route should be well located to the new local centre and all major travel generators within the site. All development should be within a minimum of a 400m walk of a public transport route. The circuitous route for general traffic should be designed to manage speeds and encourage walking and cycling.	Noted however these are matters for the more detailed stages of planning and the masterplan process.	
735 - Histon Parish Council	Any new orbital route between Huntingdon Road and Histon Road should be limited to access by cyclists and public transport only at the northern junction. Consideration should be given to make this the route of Guided Bus services on to Huntingdon Road in preference to the designed Histon Road route. In the long term this would reduce conflicting movements in the local network and serve the new development.	Noted however the specifics of the orbital route are matters for the more detailed stages of planning and the masterplanning process. It is unlikely that the proposed new orbital route through the AAP area would be appropriate for the Guided Bus scheme which has already been defined as using Histon Road and Milton Road, although there is scope for using this as an additional High Quality Public Transport route possibly beginning at the Huntingdon Road P&R if that comes forward.	
13.15 528 - Cambridge Preservation Society	Recent local presentation by government ministers etc have highlighted that works to improve the M11 are a priority in the medium-term to long-term (i.e. between junctions 11 and 13).	Noted	

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**Option 13.5**

682 - Four Counties Team, Natural England	Object	We would remind the Council of their duty to support the provision of sustainable transport, and would encourage this aim is supported wherever possible as a priority over production of new road schemes that may increase the use of private cars.	Agree because consistent with paragraphs 13.1 and 13.4. The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
526 - Cambridge Preservation Society 530 - Cambridge Preservation Society 660 - Highways Agency 543 - Gallagher Longstanton Limited 592 226 506 - University of Cambridge 154 - Transport 2000 Cambs & W Suffolk	Object	- No Plans to provide such slip roads. - Bus services to Camboorne and St Neots must not be compromised by yet more traffic entering Madingley Rd. This is not a SUSTAINABLE approach to development. - if north-facing slips were provided at M11/junction 13 this would reduce modal shift. - The draft masterplan for the University land does not contain north facing slip roads on the M11 as there has never been any technical evidence to support this scheme. - this option would further exacerbate traffic problems on the A1303 - the HA needs to ensure the effectiveness of the national transport route (M11) and thus the M11 is not to act as a local ring road nor being affected by urban traffic jams. - The AAP should make provision, where appropriate on the grant of planning permission, for planning obligations through a Section 106 Agreement for capital funding or works associated with any A14 enhancement works of direct benefit to the development.	The NWC Transport Study, undertaken for the County Council, recommends a "Preferred Highway Option" which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
784 - CRONC Concerned Residents of North-west Cambridge 96	Support	- Northern slip roads at the M11/A1303 junction seem to me absolutely essential. - Junction 13 of the M11 should be upgraded to a full inter-change.	Support noted. However the NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
737 - Histon Parish Council 275 - Impington Parish Council 462 - cottenham parish council	Support	Support for 13.5.	Support noted. The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
100 176 - Girton Parish Council 205 - Camboorne Parish Council	Support	Support for 13.5 for various reasons including: - enhance links from South Cambridge, especially Camboorne, and Cambridge.3 - Enhance links between the Univaersity and business in Camboorne	Support noted, however the NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
<b>Option 13.6</b>				
661 - Highways Agency		The provision of north facing slip roads at the M11/A1303 interchange is discussed in the Issues and Options Report; however, The Highways Agency has no plans to provide such slip roads.	Concern noted. The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6



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206 - Cambourne Parish Council	Object	Option 13.6; should not be supported as it would not enhance travel links from the South Cambridge area and Cambourne in particular as the largest Village and a key location in South Cambridgeshire even after the development of Northstowe, there is potentially strong links between the University and businesses in Cambourne.	Concern noted: The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
683 - Four Counties Team, Natural England 509 - University of Cambridge 155 - Transport 2000 Cambs & W Suffolk	Support	Support for 13.6 for various reasons including: - encourage non-car commuting - the new links would provide little benefit and would not constitute "value for money" - less land take	Support noted: The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
119 227	Support	Support for 13.6 for various reasons including: - increased traffic and congestion on the M11 - encouraging modal shift to buses	Support noted: The NWC Transport Study, undertaken for the County Council, recommends a 'Preferred Highway Option' which does not include north facing slip roads at the A1303/M11 interchange.	Pursue option 13.6
<b>RA10</b>				
401 - Cambridgeshire County Council	Object	Paragraph 13.17 says that measures to be investigated could be separate links from the M11/A14 Girton Interchange as well as north-facing slip roads onto the M11. But Options 13.5 and 13.6 only include whether or not to provide the former. Notwithstanding that the transport study has investigated the viability of slip roads, both options should be offered for public discussion.	Concern noted; however the wording of options 13.5 and 13.6 was meant to be flexible to allow for the consideration of both schemes, although we do accept that the wording of the issue (North Facing access roads for the M11) may have been misleading.	
<b>Option 13.7</b>				
534 - Cambridge Preservation Society 411 - Cambridgeshire County Council 228 177 - Girton Parish Council	Object	- There needs to be a balance between cycle and pedestrian routes as well as wildlife habitat/green corridor needs; - This policy should include the provision of secure and convenient residential cycle parking; - The policy does not state where the links are to. - All cycle routes should be designated cycle paths and be built to the highest Sustrans/DfT standards.	Concern noted. It is accepted that the design and standards of cycleways will be an important factor in encouraging their active use. The NWC Transport Study proposes a Cycling Strategy including a number of specific routes which would link the development to other key destinations. Cycle parking provision will be in line with the Councils' standards.	Pursue option 13.7
207 - Cambourne Parish Council	Object	this should include "linking cycle routes with the improvements to all road links to ensure the development is sustainable and assists in promoting sustainable environmental links to necklace villages and Cambourne."	Noted; there is a need to ensure that cycle routes are made safe and attractive to encourage their full use, so links to the road network will have to be carefully considered. The NWC Transport Study proposes a Cycling Strategy including a number of specific routes which would link the development to other key destinations. The Transport Study also recognises that there is a need for some new road building to serve the development and offer alternative access to the strategic road network.	Pursue option 13.7

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<p>662 - Highways Agency 684 - Four Counties Team, Natural England 463 - cottenham parish council 510 - University of Cambridge 156 - Transport 2000 Cambs &amp; W Suffolk</p>	<p>Support</p> <p>Support for 13.7 for various reasons including: - promote sustainable links to link the north west quadrant to the city and its surroundings - caters for the high number of cyclists amongst students and staff of the University - reduce car use</p>	<p>Support noted. The NWC Transport Study proposes a Cycling Strategy including a number of specific routes which would link the development to other key destinations.</p>	<p>Pursue option 13.7</p>
<p>276 - Impington Parish Council 313 315</p>	<p>Support</p> <p>- Proper provision should be made for cyclists; not shared routes; - New and improved cycle routes are of utmost importance; - Improvement needed in the cycle paths into the City along Huntingdon &amp; Madingley Roads</p>	<p>Support noted. It is accepted that the design and standards of cycleways will be an important factor in encouraging their active use.</p>	<p>Pursue option 13.7</p>

**RAII**

93

There is no mention here of walking, which can also take the place of short car trips. Cycle tracks should be designed to allow a space for pedestrians.

Concern Noted: the importance of walking provision is included in Paras 13.1, 13.2 and 13.4

- 14. A new local centre/community facilities/education
- 14. A new local centre/community facilities/education

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**14. A new local centre/community facilities/education**

**14. A new local centre/community facilities/education**

720 - Environment Agency

We acknowledge that waste isn't an issue for the AAP but how are the strategic and/or local waste management facilities needs determined. Would this be a suitable location within the AAP to address local waste needs? There should be timely and appropriate investment in waste infrastructure. The waste hierarchy should be implemented when developing proposals for the development. Community composting schemes and the necessary waste handling facilities should be developed as part of the essential infrastructure of new neighbourhoods.

Comment noted. Waste is a key issue affecting the Cambridge Area. The Cambridgeshire and Peterborough Structure Plan 2003 says that proposals for major new developments will be required to make adequate provision for strategic and/or local waste management facilities. This can range from facilities within homes to store recycling facilities and potentially waste management facilities to serve the development and even the wider area. It is not the role of the AAP to include policies for waste. Waste policies are contained in the Structure Plan and the waste Local Plan 2003. These plans form part of the development plan applying to North West Cambridge and will need to be read alongside the AAP. Furthermore, the provision of waste facilities will form part of the masterplanning process and developers are advised to talk to the County Council as the waste planning authority, at an early stage.

559 - Swavesey Parish Council

Community infrastructure must be in place before any quantity of new housing is established. Community facilities should also be available to local existing residents, as well as potential new development residents.

Comment noted. The concerns raised are valid. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure the timely provision of services.

415 - Cambridgeshire County Council

With regard to a proposed new neighbourhood centre, Adult Social Care Services' philosophy is to have services that promote independence, choice, control and inclusion. Therefore the centre should be fully inclusive to all people in the community to include those who may have a disability or special needs, irrespective of which option is chosen. This would be over and above statutory requirements of the Disability Discrimination Act.

Comment noted.

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**14.1**

787 - Cambridge Leisure & Ice Centre

Paragraph 14.1 acknowledges that the development will be of such a scale to require provision of a local centre and that this will provide a focus for services and facilities. Importantly it may also provide services and facilities for other parts of the City if appropriate. The requirement is for these facilities to provide flexible meeting spaces for a range of community activities. The inclusion of a community ice centre within the appropriate mix of land uses would help satisfy these aims through providing a distinctive focal point to the local centre and also allowing for meeting space etc suitable for a range of community facilities. Such a centre would also help in part satisfy the needs of the University for the provision of exam and meeting spaces further adding to the vitality and viability of the new local community.

The need for an icerink to serve Cambridge is accepted. This is supported by the Major Sports Facility Strategy. North West is a possible location for this, and the wording of the Draft AAP should allow the flexibility for this to be explored.

799 - Wm Morrison Supermarkets Plc

In the light on the PPS6 tests of need, scale, sequential approach and impact, any supporting local centre retail facilities must be of a small scale and consistent with the scale and function of the centre which it serves to meet peoples 'day to day needs'. We consider that the document should clearly identify that the provision of community facilities (including new retail provision) must be of an appropriate scale for the new development and any proposals will be subject to the PPS6 tests. It should also identify that the site would therefore not be suitable for a large format retail development.

Concern noted; this will be addressed in the draft AAP.

**Shopping provision**

111

Support

As a resident of Conduit Head Road, strongly support the proposal 14.2 for a shopping provision. A 'corner' shop and local post office within walking or cycling distance would be a major enhancement to this area.

Support noted.

314

Support

A well-stocked grocery shop and ATM are desperately needed in this area as soon as possible. A pharmacy, post office, nursery and bicycle-repair shop would also be most welcome. Ideally the facilities should be located such that they are also easy to reach by walking or cycling from the West Cambridge site on the other side of Madingley Road.

Support noted.

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**14.4**

638 - Windsor Road Residents (WIRE) Support This is a key issue. The needs of existing residents in the area between Huntingdon Road and Histon Road should be considered, since there is already a lack of key facilities in these neighbourhoods.

Support noted. A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).

**Option 14.1**

412 - Cambridgeshire County Council

It is difficult to form a view on the function and makeup of the local centre in the absence of information on the ultimate size and mix of land uses for the whole area.

Comment noted. A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Pursure Option 14.1.

637 - Windsor Road Residents (WIRE)

Object Provision of a new Local Centre and community facilities applies to both the university site and the NIAB sites, and to adjacent parts of the city in both cases, given the lack of existing provision. All areas of the North West quadrant should be mentioned here. It is doubtful that the existing services at Girton will be put at risk because people prefer to use local facilities for their everyday needs, rather than having to travel to them.

A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites). Pursure Option 14.1.

**Representations**

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623 - Windsor Road Residents (WIRE)      Object      We support the idea of a new neighbourhood centre which will provide facilities and services for nearby communities. Which nearby communities are included? Provision is required for new residents of both new sites and also for existing residents living in areas neighbouring both sites. Some facilities will be needed on both sites and, although there is scope for a certain amount of sharing, the shared facilities should not all be concentrated on one of the new sites. Co-ordination in planning is essential. There is already a shortfall in many provisions in the North West quadrant, including medical and dental facilities, flexible meeting rooms, nursery and secondary schools, sixth form colleges, facilities for leisure for all age groups, library, indoor and outdoor sports and so on.

Pursue Option 14.1.      A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites)

663 - Highways Agency      Object      This second option may be preferred by the HA as it will potentially reduce the need to travel by providing a wider range of local facilities for a larger segment of the population.

Pursue Option 14.1.      A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road.

318      Support      Good idea.

Support noted.

512 - University of Cambridge      Support      The University supports the location of a new local centre in the heart of the new development. The location of the local centre was considered throughout the University's masterplanning process and in consultation events from 2004-2006. A local centre in the heart of the new development will play a structuring role in defining the central open space and creating activity and animation in the heart of the new development. The local centre will provide a range of local services and facilities for residents of the new development and also of surrounding communities.

Pursue Option 14.1.      Support noted.

Pursue Option 14.1.

## Option 14.2

413 - Cambridgeshire County Council  
 513 - University of Cambridge  
 178 - Girton Parish Council

Pursue option 14.1

Concern noted. However, a local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).

317

Object

Locating the planned shopping facilities on Huntingdon Road would make them more difficult to access from the West Cambridge site and would only be justifiable if such a location would make a major shopping facility feasible (i.e., something much bigger than a corner store).

Pursue Option 14.1.

Concern noted. A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road and the University's West Cambridge site.

381 - David Wilson Estates

Object

- The masterplanning process for the land between Huntingdon Road and Histon Road, endorsed by officers from all 3 local authorities, does not provide for establishing community facilities directly on the northern side of Huntingdon Road. The community facilities being provided between Huntingdon Road and Histon Road are within a central core area that will provide a focus for the development and deliver a mix of community uses.

Pursue option 14.1

Concern noted. A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).

536 - Cambridge Preservation Society

465 - cottenham parish council

Support

Pursue option 14.1

Support noted. However, a local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).

14. A new local centre/community facilities/education

Option 14.2

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277 - Impington Parish Council	Support And making provision for the NIAB site	Support noted. However, a local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).	Pursue option 14.1
664 - Highways Agency	Support This second option may be preferred by the HA as it will potentially reduce the need to travel by providing a wider range of local facilities for a larger segment of the population.	Support Noted. However, A local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road.	Pursure Option 14.1.
229	Support I support this.	Support noted. However, a local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 local authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites)	Pursue option 14.1
639 - Windsor Road Residents (WIRE)	Support We strongly support the proposal that any community services and facilities to be used in common by existing and new residents between Huntingdon Road and Histon Road be located close to Huntingdon Road.	Support noted. However, a local centre at the heart of the development will play an important role in creating a cohesive community as well as being accessible from adjacent parts of the City including the proposed development between Huntingdon Road and Histon Road. Work on the AAP is moving in parallel with the emerging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).	Pursure Option 14.1.



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**Option 14.3**

665 - Highways Agency

It is noted that the purpose of a secondary school is seen as important. The school will generate a number of extra trips during peak periods but traffic generation depends on a number of factors including the location and the academic achievements of pupils at the School. In principle the establishment of a secondary school must be seen as necessary and it is dependent upon its location what affect it could have on the Motorway and trunk road network

Pursue option 14.4

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May endorsed the proposal decided that a new Secondary School to serve the North West Fringe developments be established is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).

417 - Cambridgeshire County Council

Endorse the proposal to establish a secondary school in the North West Fringe. The County Council can confirm that, to date, no decision has been taken in respect of the location of the proposed school. This reflects the fact that both the Huntingdon Road/Histon Road and Huntingdon Road/Madingley Road sites could prove suitable. However, an emerging preference for a site between Huntingdon Road and Histon Road exists, due to the potential earlier timing of this development and its location which is closer to existing communities with primary and secondary aged children.

Pursue option 14.4

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).

643 - Windsor Road Residents (WIRE)

We strongly support the need for a secondary school (11-16); the need for sixth form provision, for teaching up to A-level standard, should also be specified. We question whether there is sufficient land for a secondary school on the NIAB site.

Pursue option 14.4

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). The Learning and Skills Council is responsible for Sixth Form provision and they are currently considering how the need for the increase in demand across the City for this type of provision should be addressed.

383 - David Wilson Estates

Object

- Concern is expressed regarding the absence of a justification in planning terms for locating a new secondary school within the "North West Quadrant". Setting aside the issue of planning need, through deciding between Option 14.3 and Option 14.4 this results potentially in a decision to locate the secondary school on land between Huntingdon Road and Histon Road where no such provision has been made through the masterplanning process endorsed by the 3 local authorities. Additionally, such a decision relates to land outside of the Area Action Plan area that the Issues and Options Report deals with.

Pursue option 14.4

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).

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514 - University of Cambridge	<p><b>Object</b></p> <p>Development between Madingley Road and Huntingdon Road does not generate the need for a new secondary school. The County Council's proposal to develop a secondary school in the North West area is driven more by the need to revise catchment areas to take account of development areas in north and north west Cambridge, and to relocate one of the two existing schools more centrally within a redefined catchment area. Land between Madingley Road and Huntingdon Road is not centrally located, however. It is at the most western fringe of northern Cambridge. Overall, there would be no accessibility gain.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
321	<p><b>Object</b></p> <p>On this site, a secondary school would be at the very fringe of its catchment area. It would also consume a substantial portion of the area of the site (sports fields, etc.), which will have to be added to the land needed by the University to fulfill its aspirations. If a secondary schools is to be part of the site, the NW Cambridge site should be enlarged accordingly beyond the area identified in Option 10.1 to accommodate for the additional land required.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
466 - cottenham parish council	<p><b>Support</b></p> <p>This location appears to be the most satisfactory place for a new school</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
433	<p><b>Support</b></p> <p>At present there is no provision for A level teaching in the north sector of the city. CRC has recently discontinued that level of teaching. Unless 9 hectares is reserved for a secondary school and sixth form, this part of Cambridge would be very badly served in the future.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). The Learning and Skills Council is responsible for Sixth Form provision and they are currently considering how the need for the increase in demand across the City for this type of provision should be addressed.</p>	Pursue option 14.4
<i>Option 14.4</i>	<p>179 - Girton Parish Council</p> <p>Preferable to 14.3, but must be planned in conjunction with the NIAB site.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4

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666 - Highways Agency	<p>It is noted that the purpose of a secondary school is seen as important. The school will generate a number of extra trips during peak periods but traffic generation depends on a number of factors including the location and the academic achievements of pupils at the School. In principle the establishment of a secondary school must be seen as necessary and it is dependent upon its location what affect it could have on the Motorway and trunk road network</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
384 - David Wilson Estates	<p>Object</p> <ul style="list-style-type: none"> <li>Concern is expressed regarding the absence of a justification in planning terms for locating a new secondary school within the "North West Quadrant". Setting aside the issue of planning need, through deciding between Option 14.3 and Option 14.4 this results potentially in a decision to locate the secondary school on land between Huntingdon Road and Histon Road where no such provision has been made through the masterplanning process endorsed by the 3 local authorities. Additionally, such a decision relates to land outside of the Area Action Plan area that the Issues and Options Report deals with.</li> </ul>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
515 - University of Cambridge	<p>Support</p> <p>Development between Madingley Road and Huntingdon Road does not generate the need for a new secondary school. The County Council's proposal to develop a secondary school in the North West area is driven more by the need to revise catchment areas to take account of development areas in north and north west Cambridge, and to relocate one of the two existing schools more centrally within a redefined catchment area. Land between Madingley Road and Huntingdon Road is not centrally located, however. It is at the most western fringe of northern Cambridge. Overall, there would be no accessibility gain.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site).</p>	Pursue option 14.4
<i>RA13</i>			
719 - Environment Agency		Noted.	
278 - Impington Parish Council	<p>Whatever provision is to be made needs to be planned in conjunction with the NIAB site, which itself might be a suitable location.</p>	<p>Work on the AAP is moving in parallel with the merging proposals for the proposed development on Huntingdon Road and Histon Road and officers from the 3 Local Authorities and Cambridgeshire Horizons are working to ensure that there is co-ordination in the planning for the provision of community facilities where this is necessary (some independent provision will be required on both sites).</p>	

**Representations**

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**Option 14.5**

230

Object I don't support this.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD.

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

516 - University of Cambridge

Support School playing fields could be accompanied by supporting infrastructure including security fencing, synthetic surfaces, outbuildings and lighting that would introduce urban elements inappropriate to the open space separating Cambridge and Girton.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD.

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

685 - Four Counties Team, Natural England  
180 - Girton Parish Council

Support Support option 14.5 for various reasons including: - to maintain as much of the site as undeveloped green space.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD.

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

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640 - Windsor Road Residents (WIRE) Support The Girton Gap must not be used as a location for playing fields of a secondary school for two reasons: firstly (a), it should be kept for public use at all times; and secondly (b), there should not be encroachment on the land forming the Girton Gap since this could be the fore-runner for further development of the land.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

**Option 14.6**

418 - Cambridgeshire County Council The option of use of the green belt for the provision of the proposed secondary school's playing fields (circa 5ha of the required 8ha site area) is consistent with proposals for the Southern Fringe and Cambridge East developments. However, the County Council would wish to have some flexibility, depending on more detailed master planning and the detailed layout and design of schools and playing fields in relation to other uses on the site.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD.

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

545 - Cambridge Preservation Society Object The Society objects the allocation of school playing fields within the strategic gap unless such are also available for significant/ major public usage (for little fees). If they are not publically available it would denote an undesirable fragmentation of the public green space.

The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD.

Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

14. A new local centre/community facilities/education

Option 14.6

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517 - University of Cambridge	<p>Object</p> <p>School playing fields could be accompanied by supporting infrastructure including security fencing, synthetic surfaces, outbuildings and lighting that would introduce urban elements inappropriate to the open space separating Cambridge and Girton.</p>	<p>The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD</p>	<p>Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.</p>
441	Support	The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD	Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.
323	Support	The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD	Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.
231	Support	The local education authority, Cambridgeshire County Council, at its Cabinet on 22 May decided that a new Secondary School to serve the North West Fringe developments is required and that this should be located on the Histon Road/Huntingdon Road development area (the NIAB site). However, consideration will be given to locating some of the playing fields not related to the Secondary School to be provided to meet the Open Space and Recreation Standards in the strategic gap taking into account the Inspectors Recommendation on South Cambridgeshire's Northstowe DPD	Pursue neither option 14.5 or 14.6, however consider locating playing fields unrelated to the Secondary School in the strategic gap.

## 15. Recreation and open space

### 15. Recreation and open space

721 - Environment Agency	Object	No link has been made with the Green Infrastructure strategy and multifunctional use (e.g. SuDS). Such strategies may influence the chosen option. See comments on 'Landscape, Setting and the Green Belt, p.17'	The findings from the Green Infrastructure Strategy will be used to inform the preferred option. The benefits of multifunctional use particularly of SuDS are accepted.	Take into account when preparing the draft AAP.
714 - Sport England	Object	Sport England would stress the importance of using the findings from the recently completed Sports Facilities Strategy for the Cambridge Sub-Region (commissioned by Cambridgeshire Horizons and supported by all the relevant local authorities and Sport England) as the key strategic study that can help identify the major options for on-site or off-site sports facility provision within the wider context of the sub-regional needs. This may be specifically significant with regard to proposals for a strategic 50m swimming pool provision at the University site, which if built would have the potential to meet a lot of the demand created by the proposed residential and university proposals.	Agree. These findings are being taken into account. Although the proposed University swimming pool will not primarily be for public use it will help to meet some of the demand for swimming principally through club use. Although the swimming pool will not be located within North West Cambridge it may be appropriate for elements of the development at North West Cambridge, such as the market housing, to make a contributions towards its provision.	Take into account when preparing the S106 strategy for the AAP.

### 15.1

792 - Cambridge Leisure & Ice Centre		An appropriate form of indoor recreation for the site would be the inclusion of a community ice centre. Such a centre is included in Cambridge City Council's sports strategy of 2003 and more recently in the Major Sports Facility Strategy for the sub-region published by Cambridgeshire Horizons and Sport England 2006.	The need for an ice rink to serve Cambridge is accepted. This is supported by the Major Sports Facility Strategy. North West is a possible location for this, and the wording of the Draft AAP should allow the flexibility for this to be explored.	
705 - Sport England	Support	Sport England is supportive of the general principle, incorporated into Para 15.1 of the Issues and Options Report, of "ensuring that both residents and visitors to North West Cambridge have access to high quality open spaces and recreation facilities, which can lead to healthy lifestyles and a high quality of life".	Noted	

### Outdoor sports facilities

706 - Sport England	Object	With regard to the types of facilities that should be provided (Para 15.1) it should be made clear that playing pitches, courts and greens are examples of the facilities that may be required, rather than an exhaustive list. For instance, there may be a requirement for other types of outdoor facilities such as multi-use games areas or facilities for extreme sports such as skateboarding, and the Area Action Plan should be worded to ensure that such facilities are encouraged.	Agree that there might be requirements for the types of facilities suggested. This is possible through the interpretation of the open space standards. A Multi Use Games Area could help to meet the standards for football, and a skateboard park could meet the standards for teenagers.	Take into account when preparing the draft AAP.
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**Representations**

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*Indoor sports provision*

713 - Sport England

Object

With regard to indoor facilities, Sport England believes that development proposals of this scale will generate significant demand for additional community indoor sports facilities such as swimming pools and sports halls. We have developed the 'Sports Facility Calculator' (SFC) to help local authorities assess the demand for new facilities and the cost of providing for them. This tool is available for use on the main Sport England website ([www.sportengland.org](http://www.sportengland.org)). It can be estimated that the residential development, excluding the University accommodation, would not generate sufficient demand for on-site swimming pool or sports hall facilities, but would generate a significant demand that would be displaced to existing nearby facilities, and that the cost of this demand can be estimated at c. £1.46m in relation to these main community indoor facilities (halls and pools).

707 - Sport England

Object

Similarly, the need for indoor facilities (Para. 15.1) may extend beyond sports halls and swimming pools to incorporate facilities such as indoor tennis or indoor bowls, and the guidance should be revised to reflect this.

493

Support

Think about an Olympic size swimming pool to serve Cambridge, Northstowe and Cambourne because of the high accessibility of the site. Section 106 contributions from Northstowe should be sought. Large swimming pools require very high levels of patronage which could be secured because of this convenient location eventually being so well served by public transport.

**15.2**

219

Object

Countryside access for new residents should be greatly improved for the whole area N. of Madingley Rd west to the M11. Extensive tree planting should be done to create a natural barrier to the motorway. The aim should be to create a further countryside reserve like the Coton Reserve. The latter is too far away and no simple access can be provided to it on foot.

Provision needs to be made in accordance with the Open Space and Recreation Standards. These only relate to Sports Halls and Swimming Pools, however, it may be appropriate to seek alternative indoor provision if provision of a full sports hall is not justified.

Provision needs to be made in accordance with the Open Space and Recreation Standards. These only relate to Sports Halls and Swimming Pools, however, it may be appropriate to seek alternative indoor provision if provision of a full sports hall is not justified.

Disagree because a swimming pool is proposed as part of the University Sports Centre. Although this will not primarily be for public use it will help to meet some of the demand for swimming principally through club use.

Substantial area of public open space will be provided in the strategic gap, some of which may be in the form of a small country park. Improved links to the wider countryside and Coton reserve will supplement this.



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**Option 15.1**

94

There is a need for informal recreational space on site. The Huntingdon Road area in particular is very poorly provided with parks and green places to walk. It would be ironic if, having removed the current green space, the plan obliged us to use our cars to drive to places to walk.

Developer Contributions Fairview require that the use of planning contributions (as mentioned in Options 15.1, 15.2, 22.3 and 22.4) should conform to Central Government guidance issued in Circular 05/2005. The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests that they should be: i) relevant to planning; ii) necessary to make the proposed development acceptable in planning terms; iii) directly related to the proposed development; iv) fairly and reasonably related in scale and kind to the proposed development; and v) reasonable in all other respects. Fairview request that the document recognises the impact that planning obligations can have on the viability of development. As such, the following text should be included in policies related to the provision of developer contributions: "The Council will have regard to the impact of planning contributions on the viability of development and will ensure that they are necessary to allow consent to be given for a particular development and that they are fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects".

761 - Fairview New Homes Ltd

Object

Agree. Open space will be provided on site in accordance with the Open Space and Recreation standards, which includes standards for informal open space. However some provision through commuted payments may be required.

Agree that the use of planning contributions will be in accordance with Circular 05/2005 and the Councils' will have regard to viability. In addition, the AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will trigger points to be set as part of any planning permission to ensure the timely provision of services.

Pursue a combination of options 15.1 and 15.2

324

Support

Local sports and recreation facilities are very important. The University has already plans for a comprehensive University Sports Centre -- including a large swimming pool -- on the neighbouring West Cambridge site, within easy walking/cycling distance. Most of the site's residents will be University members and their family members, who will be entitled to use the West Cambridge Sport Centre. Therefore the recreational provisions for the NW Cambridge site should augment the ones planned for the West Cambridge site (play grounds, parks, jogging paths), rather than duplicate them.

Agree. Open space and recreation facilities will be provided in accordance with the Open Space and Recreation standards, although some provision through commuted payments may be required. Provision on site will take into account the University facilities.

Pursue a combination of options 15.1 and 15.2

467 - cottenham parish council

Support

Cottenham Parish Council feels it is very important that there is public open space and recreational facilities at this site

Support noted, although some provision through commuted payments may be required.

Pursue a combination of options 15.1 and 15.2

15. Recreation and open space  
Option 15.1

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208 - Cambourne Parish Council	Support	Should be supported, but these should be provided in the early stages of development to ensure vitality of the development.	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
102	Support	If you have to build the site, you must provide decent facilities ON site, especially if you wish to prevent anyone from travelling off-site by car!	Agree. Open space will be provided on site in accordance with the Open Space and Recreation standards although some provision through commuted payments may be required	Pursue a combination of options 15.1 and 15.2
279 - Impington Parish Council	Support	Support	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
708 - Sport England	Support	With regard to Options 15.1 and 15.2, Sport England believes that the majority of facilities for such a major development site should be provided on-site, as there will be sufficient demand for new sports pitches and local facilities from a development that incorporates 2000-2500 new dwellings as well as 2000 additional University accommodation places.	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
519 - University of Cambridge	Support	The University supports the principle of open space and recreation facilities on the site and the development proposals brought forward through the consultation and engagement process (represented in Option 10.1) assume that open space and recreation facilities are provided on site. This includes play and informal recreation, public, semi-private and private residential amenity spaces and larger community-focused open space. The masterplanning proposals have recognised the need for connecting green spaces in the development that will provide links both for new and existing residents and also as ecological resources for existing habitats.	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
181 - Gilton Parish Council	Support	Preferred.	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
550 - Cambridge Preservation Society	Support	The Society supports the provision of public open space and recreation facilities on this development site as there is a deficiency of such provisions in this part of the City.	Support noted, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2

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687 - Four Counties Team, Natural England

Support

It is important to ensure that there is sufficient natural open space situated within the development to accommodate the additional increase in the local population. This is necessary to provide informal recreation as well as reducing additional visitor pressure on sites of nature conservation importance (e.g. SSSI, LNR, CWS) in the local area. We would therefore support the adoption of Option 15.1, and use of the open space to further nature conservation aims and BAP targets in Cambridge. English Nature's 'Accessible Natural Greenspace Standards' have been produced to acknowledge the benefits and encourage the use of natural green areas within new developments, and we would advise that these are referred to when detailed schemes are being produced. For example, these Standards recommend that nobody should live more than 300m (or, approximately, a five minute walk) from their nearest natural green space of at least 2 ha in size. We would advise that any detailed development proposals should make use of these standards and would benefit from the inclusion of significant area for informal use. This should include areas managed for the benefit of nature conservation such as species rich grassland or wildlife ponds, especially if there is opportunity to link these measures to existing habitat in the vicinity.

Support noted. Open space will be provided on site in accordance with the Open Space and Recreation standards, which includes standards for informal open space. A significant proportion of this will be natural greenspace. However there may be a requirement for some provision through commuted payments.

**Option 15.2**

709 - Sport England

With regard to Options 15.1 and 15.2, Sport England believes that the majority of facilities for such a major development site should be provided on-site, as there will be sufficient demand for new sports pitches and local facilities from a development that incorporates 2000-2500 new dwellings as well as 2000 additional University accommodation places. Sport England would support the need to secure off-site contributions for built facilities (e.g. sports halls / swimming pools) and would put forward the use of the Sports Facilities Calculator as a means of negotiating such a contribution with the developers/applicants.

Agree. Off site contributions will need to be secured in line with the Open Space and Recreation Standards.

Pursue a combination of options 15.1 and 15.2

15. Recreation and open space  
Option 15.2

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421 - Cambridgeshire County Council	Option 15.2 is supported since it is likely that Strategic Open Space will be provided off-site. Reference needs to be made to the Green Infrastructure Strategy, which sets out the strategy for provision of a network of green spaces and linkages in the sub-region over the next 20 years. Both Cambridgeshire County Council and South Cambridgeshire District Council have recently endorsed this as council policy. Any provision of recreational and strategic open space should comply with this.	Contributions for Strategic Open Space will not be sought in view of the Inspectors recommendation for South Cambridgeshire's Development Control DPD.	Pursue a combination of options 15.1 and 15.2
641 - Windsor Road Residents (WIRE)	We are concerned that if provisions are made via commuted payments the existing lack of provision of public open space in the North West quadrant should be taken into account; provisions outside the area would not be acceptable.	Open space will be provided in accordance with the Open Space and Recreation Standards. The majority of this will be provided within the north west quadrant, although some provision through commuted payments may be required.	Pursue a combination of options 15.1 and 15.2
762 - Fairview New Homes Ltd	Developer Contributions Fairview require that the use of planning contributions (as mentioned in Options 15.1, 15.2, 22.3 and 22.4) should conform to Central Government guidance issued in Circular 05/2005. The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests that they should be: i) relevant to planning; ii) necessary to make the proposed development acceptable in planning terms; iii) directly related to the proposed development; iv) fairly and reasonably related in scale and kind to the proposed development; and v) reasonable in all other respects. Fairview request that the document recognises the impact that planning obligations can have on the viability of development. As such, the following text should be included in policies related to the provision of developer contributions: "The Council will have regard to the impact of planning contributions on the viability of development and will ensure that they are necessary to allow consent to be given for a particular development and that they are fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects".	Agree that the use of planning contributions will be in accordance with Circular 05/2005 and the Councils' will have regard to viability. In addition, the AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will trigger points to be set as part of any planning permission to ensure the timely provision of services.	Pursue a combination of options 15.1 and 15.2
553 - Cambridge Preservation Society	The Society objects to the intention to accept commuted sums as part 'provision' of open space/recreation facilities. There is a deficiency of such provisions in this part of the City and the proposed higher density of housing with little private gardens spaces necessitates adequate and full open space and other recreational provisions accessible to all City residents and to those who study and work in this area.	The majority of open space to meet the standards will be provided on site. However, it may be appropriate for some sports provision to be provided through commuted payments.	Pursue a combination of options 15.1 and 15.2

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495	Support	Think about an Olympic size swimming pool to serve Cambridge, Northstowe, Cambourne and Bar Hill because of the high accessibility of the site. Section 106 contributions from Northstowe should be sought. Large swimming pools require very high levels of patronage which could be secured because of this convenient location eventually being so well served by public transport. The pool could be located either in NW Cambridge or west Cambridge, i.e south of Madingley Rd.	Disagree because a swimming pool is proposed as part of the University Sports Centre. Although this will not primarily be for public use it will help to meet some of the demand for swimming principally through club use.	Pursue a combination of options 15.1 and 15.2
520 - University of Cambridge	Support	See representation for Option 15.1. The draft masterplan that has evolved through extensive community and stakeholder engagement includes open space and recreation facilities that meet the needs of the development on site. As the masterplanning process considered the development needs comprehensively, the appropriate quantum of open space was included within the masterplan. The options with considerably smaller developable areas (10.3, 10.4 and 10.5) would not allow for the inclusion of open space and recreational facilities on site. In these cases commuted payments would be required to meet the open space and recreational needs generated by the development.	When considering overall open space provision the term 'on site' relates to provision within the whole quadrant. Some open space would be required within smaller developable areas, but not to fully meet the standards.	Pursue a combination of options 15.1 and 15.2

**RA15**

632	Object	The university should be challenged to release some of this land as a reasonably sized public park open to local non-university residents and free of charge. There is currently a lack of recreational facilities for non-university residents in this area.	Open space will be provided on site in accordance with the Open Space and Recreation Standards, which will include park(s). For land to meet this standard it will need to be open to non-University residents free of charge.	
710 - Sport England	Object	With regard to space for outdoor sports provision, there is a reference to the need to provide for 6 hectares of playing fields, but there is no indication as to whether this relates solely to new community pitch provision or also includes playing fields associated with proposed new schools, which may have limited community use. This issue is complicated by the fact that the development may or may not accommodate a new secondary school as part of the overall development package.	The outdoor sports provision relates to the sports pitches required to meet the Open Space and Recreation Standards. Cambridgeshire County Council Cabinet on 22 May endorsed the proposal that a new Secondary School to serve the North West Fringe development be established and that this be located on the Histon Road/Huntingdon Road development area (the NIAB site).	

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712 - Sport England	Object	Sport England would recommend that a more detailed assessment of outdoor pitch requirements should be carried out, given the issues identified. Such an assessment should also address the need for other outdoor sports facilities such as multi-use games areas, tennis courts, bowling greens etc. Sport England's strategic facility planning tools on the Active Places Power website ( <a href="http://www.activeplacespower.com">www.activeplacespower.com</a> ) could help with assessing these needs in more detail.	Outdoor pitches will be provided in accordance with the Open Space and Recreation Standards, which include provision for the sports listed. The implementation of the standards will be informed by more detailed work.
711 - Sport England	Object	Sport England believes that the additional University accommodation will generate additional need for outdoor sports pitches, and it is not clear whether these demands will be met within the overall development package, or through the use of existing off-site facilities.	The extent of playing field provision to be provided on site to meet University accommodation will need to be addressed in the in the preparation of any subsequent documents.

**16. Archaeology****16.1 Archaeology**

243 - Andrew Westwood-Bate

As this area is of such vital historical importance and as stated "The history of Cambridgeshire is written on the land and is still legible". Every effort should be undertaken to preserve it. The County's Principle Archaeology and Local History groups should be consulted as part of the process they can make a very important contribution. see above for contact details

Proceed with Option 16.1

**16.1**

182 - Girton Parish Council

Support

Yes!

Support noted

Pursue Option 16.1

**Option 16.1**

468 - cottenham parish council

Support

Cottenham Parish Council fully supports this option as they agree that it is important to investigate the site prior to any works and that any finds are fully documented and preserved for future generations

Support noted.

Pursue Option 16.1

522 - University of Cambridge

Support

Further archaeological investigations will be undertaken in addition to those already carried out.

Support noted. The commitment to undertake further archaeological investigations in addition to those already carried out is noted; the results will be presumably be shared with the local authorities so that they can be taken into account in the preparation of the AAP.

Pursue Option 16.1. Maintain contact with University Officers to ensure results of further archaeological investigations are available to guide the preparation of the AAP.

## 17. Biodiversity

### Option 17.1

424 - Cambridgeshire County Council

The establishment of a Biodiversity Strategy in the AAP is supported. The criteria listed in Option 17.1 should be extended to include taking forward relevant Biodiversity Action Plans. The Biodiversity Strategy must also ensure there is sufficient mitigation to address any adverse impacts. Further information and surveys will be needed in order to assess the impacts of development. Care must also be taken in the development of the Biodiversity Strategy that the management of areas for biodiversity do not result in conflict with flood alleviation measures.

Agree that there is a need to refer to Biodiversity Action Plans and that these should be taken into account in preparing the AAP.

Pursue Option 17.1 subject to the following amendment: - Make reference to the need to refer to Biodiversity Action Plans and how habitat creation within the development should aim to deliver targets.

556 - Cambridge Preservation Society

Design criteria should be matched with the City's emerging Nature Conservation Strategy as well as Landscape Character Assessments and County Council's Cambridgeshire Landscape Guidelines.

Noted. The emerging City Council's Nature Conservation Strategy & South Cambridgeshire District Council's Biodiversity Strategy may provide useful background information for the preparation of the AAP.

Pursue Option 17.1 subject to the following amendment: - Make reference to the City Council's Nature Conservation Strategy and South Cambridgeshire District Council's Biodiversity Strategy and the need to also take advice from the Ecology Officer at South Cambridgeshire District Council.

209 - Cambourne Parish Council

there is no specific safeguard of the SSSI at Travellers Rest Pit this should be included to ensure its protection.

Concern noted. The SSSI is protected by national policies, although the AAP could usefully refer to what measures it could bring forward to protect the SSSI, such as ensuring that it forms part of the strategic gap between Girton and Cambridge.

Pursue Option 17.1 subject to the following amendment: - Make reference to measures that could be brought forward to protect the SSSI and seek specific guidance from Natural England.

183 - Girton Parish Council

Support

Support noted.

Pursue Option 17.1

689 - Four Counties Team, Natural England

Support

Support noted. Additional comments to be taken into consideration in other areas of the AAP.

Pursue Option 17.1

470 - cottenham parish council

Support

Support noted.

Pursue Option 17.1

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523 - University of Cambridge Support Option 10.1, based on the University's draft masterplan, reflects the University's support of enhancing and protecting ecologically sensitive areas within the site. Through the masterplanning process, special care has been taken to respect sensitive ecological habitats on the site, including a number of badger setts and areas of concentration of great crested newts. The masterplan proposals also consider retaining existing high value hedgerows throughout the development.

Support noted, although it should be recognised that the local authorities do not endorse the merging masterplan.

Pursue Option 17.1

252 - Andrew Westwood-Bate Support This is a vitally important option

Support noted.

Pursue Option 17.1

**Existing areas of woodland, hedgerows and mature trees**

95 I cannot find any mention in the document of the avenue of chestnut trees that must once have led from 181a Huntingdon Road to Maddingley Rise House. This is both historic and beautiful, but it seems to fall between the categories (it is not a site of archaeology or wildlife). I strongly urge that it be conserved.

Concern noted. The importance of the avenue as a local landscape feature is acknowledged and should be taken into account in masterplanning.

Pursue Option 17.1 subject to the following amendment: - make reference to the need for the importance of the avenue of chestnut trees to be acknowledged in masterplanning.

253 - Andrew Westwood-Bate Support I fully support all the beneficial efforts in this area

Support noted.

Pursue Option 17.1

**Management of the areas where there is to be no built development**

254 - Andrew Westwood-Bate Object All Loss of Habitats should be kept to a minimum

Agree that there is a need to minimise loss of wildlife habitats and this should be taken into account in developing the site footprint and form of development in the AAP

Pursue Option 17.1. Consider the need to minimise loss of wildlife habitats in developing the site footprint and form of development in the AAP.

**Habitats within the development**

255 - Andrew Westwood-Bate Support To make the site more acceptable long term all these issues need to be monitored closely and encouraged when needed to be and criticised with constructive comments when it is not

Agree that monitoring is an important aspect and the AAP will need to consider how this can be achieved. A S106 agreement could be used to require an ecological monitoring scheme for before, during and post development, as was the case at Cambourne.

Pursue Option 17.1 subject to the following amendment: - make reference in the supporting text to the need for monitoring the effects on wildlife habitats and biodiversity.

**Wildlife network**

256 - Andrew Westwood-Bate Support very important to maintain the connections between the various sites

Support noted.

Pursue Option 17.1

**Water features**

257 - Andrew Westwood-Bate Support I fully support the aims of this option

Support noted.

Pursue Option 17.1



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**RA17**

555 - Cambridge Preservation Society

Historical usage of this area should also be investigated to perhaps enable restoration of known habitats lost within the past century.

Concern noted. It may be difficult to identify and restore habitats lost over the last 100 years, but nevertheless there is a need to seek ways in which additional habitats could be created which respect the historic landscape.

Pursue Option 17.1 subject to the following amendment: - make reference in the supporting text for the need to look at ways in which additional habitats could be created which respect the historic landscape. This should be balanced with the need to create BAP habitats, for example traditional orchards might be appropriate and useful in this context.

## 18. Energy

### Onsite wind turbines

236	Support	I fully support all of these. Local energy generation is excellent for raising awareness of energy and climate change issues, for saving money, for creating high quality local jobs and generally for people taking responsibility for using energy wisely. Working has proven all of this and it now needs to widely adopted in all new major developments like this.	Support noted.
<hr/>			
862 - Renewables East 237 488	Support		Support Noted.
<hr/>			
691 - Four Counties Team, Natural England	Support	Natural England supports the provision of renewable energy in new development. The Council should ensure that the primary goal of any new development at this site is to integrate the conservation of energy at the point of use, whether that be through sourcing sustainable locally produced materials for construction or integrating high standards of energy efficiency in the new development. Reference should be made to up-to date innovative standards for sustainable homes and buildings. Efforts should be made to ensure that street lighting is efficient and directed downwards, thus reducing the impact of light pollution.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development
<hr/>			
	Support	Agree that sustainable construction materials and energy efficiency are important. The AAP will included a requirement for either combined heat and power or, if this is not possible, a district heating scheme preferably fuelled from renewable energy sources to meet the needs of a considerable proportion of the development. Light pollution is a matter to be included in a lighting strategy as part of any planning application.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development

### 18.4

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675 - Home Builders Federation

Object

The suggestion that housing developments could provide 10% or indeed 20% of their predicted energy requirement on-site from renewable energy resources is strongly questioned. The Federation queries what evidence base the Councils have for justifying such an approach in terms of viability and practicality. The renewable energy policy in the Draft RSS has been substantially altered by the EIP Plan Panel in its report. Consequently, it would be inappropriate to now set minimum standards of renewable energy provision for the reasons given by the Panel.

Disagree because this is inconsistent with Government Policy as set out in the Proposed Planning Policy Statement on Planning and Climate Change and with the Secretary of State proposed changes to the Regional Spatial Strategy. The proposed changes state that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of the energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. It is felt that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be viable for this development.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: Make reference to viability.

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531 - University of Cambridge

Object

We note that policy is already included in the Cambridge Local Plan and the emerging South Cambridgeshire DC Policies DPD. The University questions whether it is necessary to contain a similar policy in the AAP.

Disagree because on adoption of the Area Action Plan, neither of these documents will apply to the North West Cambridge development. Therefore the Area Action Plan will need to cover issues such as renewable energy provision. The approach of setting a renewable energy target is consistent with Government policy as set out in the Proposed Planning Policy Statement of Planning and Climate Change and the Secretary of States proposed changes to the Regional Spatial Strategy, which states that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on-site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. On the matter of the consideration of a carbon emissions reduction target and rewarding action on energy efficiency, while we support this is principle the subject of energy efficiency in new developments is a matter dealt with by building regulations, while higher standards for new homes are set out in the voluntary Code for Sustainable Homes. The proposed Planning Policy Statement on Planning and Climate Change states that controls under the planning, building control and other regulatory regimes should complement and not duplicate each other. This policy does encourage energy efficiency indirectly, as making buildings more efficient reduces the burden of meeting the target renewable energy provision. The AAP will include supporting text to complement these regulations and outline both Councils' commitment to encouraging the delivery of sustainable buildings. It is felt that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be achievable for this development.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; \* Include a reference in the AAP to complement the requirements of Building Regulations.

765 - Fairview New Homes Ltd

Object

Fairview object to options 18.1 and 18.2, which requires housing developments to provide at a minimum of 10-20% on-site renewable energy provision respectively. Whilst it is right and proper that energy and sustainable issues are considered, they should not stifle regeneration and development. Such initiatives are a cost to the developer and the viability of delivering housing schemes must be a priority. FNH are of the view that this should be assessed on a site-by-site basis and should not be applied to all residential developments. FNH therefore object to this requirement unless the policy makes it clear that viability will be an issue to be considered when seeking to apply this requirement.

Disagree because this is inconsistent with Government Policy as set out in the Proposed Planning Policy Statement on Planning and Climate Change and with the Secretary of States proposed changes to the Regional Spatial Strategy. The proposed changes state that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of the energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. It is considered that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be viable for this development.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make reference to viability

232

Object

This policy is too weak. The costs of renewable energy will have come down considerably by the time this development goes ahead. The Stern report makes clear that new development should no longer worsen carbon emissions if we are to prevent dangerous global warming. High amounts of renewable energy generation plus local CHP will produce a world class LOW CARBON DEVELOPMENT. This should be a key aim for Northwest Cambridge and for the goal of a 'sustainable Cambridge city region.'

Concern noted. The AAP will include a requirement for either combined heat and power or, if that is not possible, a district heating scheme preferably fuelled from renewable energy sources to meet the needs of a considerable proportion of the development.

Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: Make clear that in addition to 20% on-site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

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755 - Government Office for the East of England

Support

We support strongly the inclusion of a policy or policies to ensure that a proportion of energy from new development is derived from renewable sources, which is very much in accordance with government policy. In respect of the options presented at 18.1 - 18.4, we would point out that the actual amount sought through a preferred option and subsequent submission policy will need careful consideration in relation to impact on the viability of the development overall.

Support noted. The preferred approach to be taken will make reference to viability

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; \* Add reference to viability

**Option 18.2**

692 - Four Counties Team, Natural England

Natural England supports the provision of renewable energy in new development. The Council should ensure that the primary goal of any new development at this site is to integrate the conservation of energy at the point of use, whether that be through sourcing sustainable locally produced materials for construction or integrating high standards of energy efficiency in the new development. Reference should be made to up-to date innovative standards for sustainable homes and buildings. Efforts should be made to ensure that street lighting is efficient and directed downwards, thus reducing the impact of light pollution.

Noted. Issues such as sustainable sourcing of materials and energy efficiency will be dealt with under a new section of the AAP that will deal with Sustainable Design and Construction. Light pollution is a matter to be included in a lighting strategy as part of any planning application.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; \* Add a reference to the AAP to complement Building Regulations.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

532 - University of Cambridge

Object

Current adopted and emerging local planning policies require 10% provision, and it is considered unreasonable to require a much higher target for the development of land between Madingley Road and Huntingdon Road. We also note that there is only limited recognition of the value of energy reduction measures, and it is not yet clear whether there are sufficient opportunities on site to deliver 20% of energy requirements on site from renewable resources. For example, will the local planning authorities support the provision of large wind turbines on the site?

Disagree because this is inconsistent with Government Policy as set out in the Proposed Planning Policy Statement on Planning and Climate Change and with the Secretary of State proposed changes to the Regional Spatial Strategy. The proposed changes state that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of the energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. On the matter of the consideration of a carbon emissions reduction target and rewarding action on energy efficiency, while we support this is principle the subject of energy efficiency in new developments is a matter dealt with by building regulations, while higher standards for new homes are set out in the voluntary Code for Sustainable Homes. The proposed Planning Policy Statement on Planning and Climate Change states that controls under the planning, building control and other regulatory regimes should complement and not duplicate each other. This policy does encourage energy efficiency indirectly, as making buildings more efficient reduces the burden of meeting the target renewable energy provision. The AAP will include supporting text to complement these regulations and outline the Councils' commitment to encouraging the delivery of sustainable buildings. It is felt that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be viable for this development. The Councils' are committed to the provision of on-site renewable technologies. Planning applications for the use of specific technologies such as wind turbines will be dealt with on their merits and in accordance with relevant national planning guidance.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; \* Add a reference to the AAP to complement Building Regulations

**Representations**

**Nature Representation Summary**

**Councils' Assessment**

**Approach to Draft DPD**

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**Object** Combined heat and power is essential to minimize carbon emissions. High amounts of renewable energy generation plus local CHP will produce a world class LOW CARBON DEVELOPMENT. This should be a key aim for Northwest Cambridge and for the overall goal of a 'sustainable Cambridge city region.'

**Agree** in part because this is consistent with the approach set out in the Proposed Planning Policy Statement on Planning and Climate Change. In addition to a requirement for 20% renewable energy there will be a requirement for either combined heat and power or, if this is not possible, a district heating scheme preferably fuelled by renewable energy sources to meet the needs of a considerable proportion of the development.

**Approach to the AAP** - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

766 - Fairview New Homes Ltd

**Object** Fairview object to options 18.1 and 18.2, which requires housing developments to provide at a minimum of 10-20% on-site renewable energy provision respectively. Whilst it is right and proper that energy and sustainable issues are considered, they should not stifle regeneration and development. Such initiatives are a cost to the developer and the viability of delivering housing schemes must be a priority. FNH are of the view that this should be assessed on a site-by-site basis and should not be applied to all residential developments. FNH therefore object to this requirement unless the policy makes it clear that viability will be an issue to be considered when seeking to apply this requirement.

**Disagree** because this is inconsistent with Government Policy as set out in the Proposed Planning Policy Statement on Planning and Climate Change and with the Secretary of State proposed changes to the Regional Spatial Strategy. The proposed changes state that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of the energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. It is felt that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be viable for this development.

**Approach to the AAP** - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make reference to viability



**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

676 - Home Builders Federation	Object	The suggestion that housing developments could provide 10% or indeed 20% of their predicted energy requirement on-site from renewable energy resources is strongly questioned. The Federation queries what evidence base the Councils have for justifying such an approach in terms of viability and practicality. The renewable energy policy in the Draft RSS has been substantially altered by the EIP Plan Panel in its report. Consequently, it would be inappropriate to now set minimum standards of renewable energy provision for the reasons given by the Panel.	Disagree because this is inconsistent with Government Policy as set out in the Proposed Planning Policy Statement on Planning and Climate Change and with the Secretary of State proposed changes to the Regional Spatial Strategy. The proposed changes state that local authorities should, through DPDs, set ambitious but viable proportions of energy supply in substantial new developments to come from on site renewable and/or decentralised renewable or low carbon energy sources, and that in the interim as a minimum 10% of the energy consumed in new developments should come from such sources. The supporting text of the RSS goes on to state that planning policies should move development in the region towards the Government's ambition of zero-carbon development countrywide by 2016, as set out in the consultation paper Building a Greener Future: Towards Zero Carbon Development. It is felt that in combination with the energy efficiency requirements of Building Regulations a target of 20% on-site renewable energy will be viable for this development.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make reference to viability
471 - cottenham parish council 861 - Renewables East	Support		Support noted.	
280 - Impington Parish Council	Support	Support	Support noted.	
756 - Government Office for the East of England	Support	We support strongly the inclusion of a policy or policies to ensure that a proportion of energy from new development is derived from renewable sources, which is very much in accordance with government policy. In respect of the options presented at 18.1 - 18.4, we would point out that the actual amount sought through a preferred option and subsequent submission policy will need careful consideration in relation to impact on the viability of the development overall.	Support noted. The preferred approach will make reference to viability.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; * Add reference to viability

## Option 18.3

234

Object I support CHP but a district heating system should be an integral part of the whole development. High amounts of renewable energy generation plus local CHP and district heating will produce a world class LOW CARBON DEVELOPMENT. This should be a key aim for Northwest Cambridge and for the goal of a 'sustainable Cambridge city region.'

Disagree because if it is found that CHP is viable for a significant proportion of this development it would include district heating sources. In addition to a requirement for 20% renewable energy there will be a requirement for either combined heat and power or, if this is not possible, a district heating scheme preferably fuelled from renewable energy sources to meet the needs of a considerable proportion of the development.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

533 - University of Cambridge

Object

The environmental advantages and financial viability of CHP are to a large extent dependant on the size and timing of demand for heating load, and residential development might not provide a reliable base load for CHP. The exact heat and power requirements of research and community land uses will need to be estimated to identify whether CHP is a viable part of the Energy Strategy. The University proposes to carry out a feasibility study, as part of the preparation of the Energy Strategy. Therefore the University does not welcome having a requirement for CHP.

Concern noted. The option has been flexibly worded so that if it is found through feasibility studies that CHP is not viable on this site it will not be pursued, although we would then seek a district heating scheme preferably fuelled by renewable energy sources if viable. The Proposed Planning Policy Statement on Planning and Climate Change states that all new developments should be expected to consider and take into account the potential of decentralised energy supply systems based on renewable and low-carbon energy sources, such as CHP.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

757 - Government Office for the East of England

Support

We support strongly the inclusion of a policy or policies to ensure that a proportion of energy from new development is derived from renewable sources, which is very much in accordance with government policy. In respect of the options presented at 18.1 - 18.4, we would point out that the actual amount sought through a preferred option and subsequent submission policy will need careful consideration in relation to impact on the viability of the development overall.

Support noted. The preferred approach to be taken will make reference to viability.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; \* Add reference to viability

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561 - Cambridge Preservation Society	Support	The Society supports sustainable development and considers a highly sustainable development as a major contribution to the City's well being. It is highly pro-active thus ensuring that the future City is more sustainable in terms of not only carbon footprint, but also livability including affordability of buildings and the City's economical flexibility etc.	Support noted.	
863 - Renewables East	Support	In paragraph 18.4 or Option 18.3 you may wish to indicate that you would expect that a CHP scheme serving a development of the size proposed to be able to achieve 50% to come from on-site renewables.	Support noted. In addition to a requirement for 20% renewables there will also be a requirement for either combined heat and power or, if this is not possible, a district heating scheme preferably fuelled from renewable energy sources to meet the needs of a considerable proportion of the development.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.
281 - Impington Parish Council	Support	Support	Support noted.	
690 - Four Counties Team, Natural England	Support	Natural England supports the provision of renewable energy in new development, which is the aim of all these proposals, though would primarily support Option 18.3. The Council should ensure that the primary goal of any new development at this site is to integrate the conservation of energy at the point of use, whether that be through sourcing sustainable locally produced materials for construction or integrating high standards of energy efficiency in the new development. Reference should be made to up-to date innovative standards for sustainable homes and buildings. Efforts should be made to ensure that street lighting is efficient and directed downwards, thus reducing the impact of light pollution.	Support noted. The issue of sourcing locally produced materials for construction and integrating energy efficiency in the new development will be dealt with under a new section of the AAP that will deal with Sustainable Design and Construction.	Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: Add a reference to the AAP to complement Building Regulations.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD****Option 18.4**

429 - Cambridgeshire County Council

Options 18.1 - 18.4 suggest various levels of energy requirement from renewable sources. Option 18.4 is strongly supported as a development of options 18.2 and 18.3. It needs to be made more clear that the 20% renewables obligation applies with a district heating scheme if it is found that a combined heat and power scheme is not suitable.

Support noted. Agree that the wording needs to be made clearer.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

693 - Four Counties Team, Natural England

Natural England supports the provision of renewable energy in new development. The Council should ensure that the primary goal of any new development at this site is to integrate the conservation of energy at the point of use, whether that be through sourcing sustainable locally produced materials for construction or integrating high standards of energy efficiency in the new development. Reference should be made to up-to date innovative standards for sustainable homes and buildings. Efforts should be made to ensure that street lighting is efficient and directed downwards, thus reducing the impact of light pollution.

Noted. The issue of sourcing sustainable locally produced materials for construction and integrating energy efficiency in the new development will be dealt with under a new section of the AAP that will deal with Sustainable Design and Construction.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Add a reference to the AAP to complement Building Regulations

535 - University of Cambridge

Object

District heating will form part of the feasibility study proposed to prepare the Energy Strategy. District heating may be a more viable approach for largely residential development, compared to CHP. The University would also consider the potential to power district heating by biomass, so rendering the system carbon neutral. The feasibility of this requires detailed study and testing, and a specific requirement would be inflexible in terms of achieving carbon emissions reductions in the most efficient manner. The Plan should not specify a policy requirement in advance of a feasibility study and testing.

Concern noted. There is enough flexibility in this option with the words 'if possible' to allow for the results of a feasibility study to be taken into account. If district heating is not viable then its use will not be pursued. The Proposed Planning Policy Statement on Planning and Climate Change states that all new developments should be expected to consider and take into account the potential of decentralised energy supply systems based on renewable and low-carbon energy sources, such as CHP.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development.

**Representations**

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758 - Government Office for the East of England	Support	We support strongly the inclusion of a policy or policies to ensure that a proportion of energy from new development is derived from renewable sources, which is very much in accordance with government policy. In respect of the options presented at 18.1 - 18.4, we would point out that the actual amount sought through a preferred option and subsequent submission policy will need careful consideration in relation to impact on the viability of the development overall.	Support noted. The preferred approach to be taken will make reference to viability.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for Combined Heat and Power or where this is proven not to be possible, a District Heating Scheme preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development; * Add reference to viability
282 - Impington Parish Council 864 - Renewables East 235	Support	RA18	Support noted.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: * Make it clearer that in addition to 20% on site renewables, there will also be a requirement for either Combined Heat and Power or a District Heating Scheme to meet the requirements of a substantial proportion of the development where possible; * Make reference in the supporting text to the University's Energy Strategy.
812 - Environment Agency	Object	We would suggest the need to require a detailed scoping study (within the AAP) in order to assess the viability of CHP in terms of size; potential fuel type (options include gas-fired, biodiesel, biomass and waste derived fuels); co-firing options; air quality issues; on-site delivery; storage and disposal of fuel etc. The study would also need to consider: Housing density (CHP is most viable in relation to high density developments) proximity to available fuels (maximum 50 mile radius to ensure carbon neutrality) the development's carbon footprint.	Concern noted. The University are currently carrying out a feasibility study in order to inform an Energy Strategy for the site. This study would be tested by both Councils'.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendments: * Add a reference to the AAP to complement Building Regulations
811 - Environment Agency	Object	The AAP should require all buildings to be low energy and achieve Ecohomes 'very good' or 'excellent' ratings.	Agree as this approach is consistent with the Government agenda as outlined in the proposed Planning Policy Statement on Planning and Climate Change, although care must be taken that this approach does not duplicate standards set out in Building Regulations. The AAP will include supporting text to complement these regulations and outline both Councils' commitment to encouraging the delivery of sustainable buildings.	Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendments: * Add a reference to the AAP to complement Building Regulations

**Representations**

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722 - Environment Agency

Object

This section should also address the need for improved energy efficiency as well as renewable energy provision as both are important in relation to climate change mitigation.

Concern noted. While we support this in principle the subject of energy efficiency in new developments is a matter dealt with by building regulations, while higher standards for new homes are set out in the voluntary Code for Sustainable Homes. The proposed Planning Policy Statement on Planning and Climate Change states that controls under the planning, building control and other regulatory regimes should complement and not duplicate each other. This policy does encourage energy efficiency indirectly, as making buildings more efficient reduces the burden of meeting the target renewable energy provision. The AAP will include supporting text to complement these regulations and outline both Councils' commitment to encouraging the delivery of sustainable buildings.

Approach to the AAP - Pursue a combination of options 18.2, 18.3 and 18.4 subject to the following amendment: \* Add a reference to the AAP to complement Building Regulations

## 19. Construction process/spoil

### Option 19.1

210 - Cambourne Parish Council	Object	this should include a statement to protect the SSSI at Travellers Rest Pit and wet areas to ensure protection of key environmental areas.	Agree: the AAP will need to be consistent with Government Policy as set out in PPS9.	Pursue Option 19.1 subject to the following amendment: Add a reference in the supporting text that the construction process should not have an adverse impact on the Site of Special Scientific Interest at the Travellers Rest Pit.
813 - Environment Agency	Object	Whilst we support the inclusion of the topic within the AAP, there is the opportunity to make it more robust. Large-scale developers should produce and implement a written 'site waste management plan'. This should identify the volume and type of construction and demolition waste, and demonstrate how off-site disposal of wastes will be minimised and managed. Waste from construction should be minimised through effective on-site sorting, storage and management of materials, re-use of excavated inert waste, on-site remediation and the use of sustainable construction techniques. Waste streams should be reduced and there should be increased segregation for recovery from construction, particularly of hazardous waste. More construction firms should be influenced to actively manage their environmental impact, ideally through a recognised Environmental Management System.	Agree because this is consistent with government legislation that will come into force later this year. It is envisaged that this will form part of a requirement for a comprehensive Construction Strategy covering site accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery, and construction activities.	Pursue option 19.1 subject to the following amendments: * Make reference to the fact that the Construction Strategy should make reference to the need for a Site Waste Management Plan.
723 - Environment Agency	Object	Suggest reference to sustainable design and construction methods. Close consideration required re: - Use of locally sourced labour and materials - Recyclability of materials (end use recycling potential) - Climate change adaptation - ensuring the development is sufficiently 'climate proofed' i.e. deeper/raised foundations to reduce risk of subsidence and localised flooding - Installing green/brown roofs to provide green corridors and reduce run-off and insulate/cool buildings depending on time of year.	Concern noted. There will be a requirement for a comprehensive Construction Strategy covering site accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery, and construction activities. The issue of sustainable design and construction will also be dealt with in a new section of the AAP, which will also include design for climate change adaptation. The specific sustainable design and construction methods to be used are a detailed design matter and will be dealt with at the planning application stage.	Pursue option 19.1 subject to the following amendments: * Make reference to the requirement for a comprehensive Construction Strategy; * Add a new section to the AAP dealing with Sustainable Design and Construction.

**Representations**

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474 - cottenham parish council	Support It is of vital importance that all construction traffic routes be decided in advance and all villages in the surrounding area be consulted and allowed to comment on proposed routes. During the construction of the development at Arbury Cottenham had a huge increase in traffic both servicing this development and removing spoil.	Support noted. There will be a requirement for a comprehensive Construction Strategy covering site accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery, and construction activities. The developers will also be required to submit a transport assessment as part of their planning application. The routing of construction traffic away from minor roads could be achieved through the use of planning conditions.	Approach to the AAP - Pursue option 19.1 subject to the following amendments: * Make reference to the requirement for a comprehensive Construction Strategy; * Make a reference in the supporting text for the need for the routing of construction traffic away from minor roads and surrounding villages to be dealt with through the use of a planning condition.
667 - Highways Agency	Support This option is preferred by the HA. The impact of construction traffic on the Trunk Road network for a major new development will need to be assessed at the time planning applications come forward.	Support noted. The developer will be required to submit a transport assessment along with their planning application.	
694 - Four Counties Team, Natural England	Support We would support the on-site treatment and reuse of material waste from construction provided that the potential for direct and indirect impacts to biodiversity is sufficiently assessed beforehand. For instance, measures to ensure that the soil or groundwater resource is protected against pollution incidences and that plans for the protection of ecological features of interest are fully included in proposals.	Support noted. There will be a requirement for a comprehensive Construction Strategy that will, amongst other things, seek to maximise the reuse of materials on site where possible and segregation of other waste materials for recycling, as well as considering impacts on biodiversity and pollution risks in all construction activities.	pursue option 19.1 subject to the following amendment: * Make reference to the requirement for a comprehensive Construction Strategy; * Make reference in the supporting text that any structural landscaping using surplus soils should be limited to clean soil resources arising only from within the development, to prevent the possibility of mixed demolition wastes and soils being used which would cause difficulties for the establishment of landscaping and present a pollution risk.
<i>1st Policy Paragraph</i>	Support In addition, the impact on the wider community (eg from the transport of building materials) needs to be carefully considered, and routing of HGVs to be via A roads only, and not, for example, via the B1049.	Support noted. There will be a requirement for a comprehensive Construction Strategy covering sites accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery, and construction activities. The developers will also be required to submit a transport assessment as part of their planning application. The routing of construction traffic away from minor roads could be achieved through the use of planning conditions.	Pursue option 19.1 subject to the following amendments: Make reference to the requirement for a comprehensive Construction Strategy; Make reference in the supporting text for the need for the routing of construction traffic away from minor roads and surrounding villages to be dealt with through the use of planning conditions.



**Representations**

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**2nd Policy Paragraph**

642 - Windsor Road Residents (WIRE)

Support

We support and propose the insertion of an appropriate use for spoil being for sound barriers for the M11 and A14.

Support noted.

283 - Impington Parish Council

Support

However the on site usage of, for example, excess soil, requires to be carefully monitored so that appropriate levels are maintained, and no increase to local or downstream flood risk is generated.

Support noted. There will be a requirement for a comprehensive Construction Strategy covering site accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery, and construction activities.

**3rd Policy Paragraph**

563 - Cambridge Preservation Society

Object

Not only adversity to landscape character should be considered but also long-term usage of such future sports and recreational facilities - i.e. the clay-rich sub-soils may not be suitable for such if not sufficient topsoil is attained. Height limits of any permanent construction spoil heaps should be determined at outline/full planning consent to avoid adhoc open space design.

Concern noted. There will be a requirement for a comprehensive Construction Strategy covering site accesses and haul roads, construction methods, construction spoil, storage compounds, plant and machinery and construction activities.

**20. Drainage**

**20. Drainage**

816 - Environment Agency

The Water Framework Directive (WFD) was published in December 2000 and transposed into English and Welsh law in December 2003. The River Basin Management Plans (RBMP's) required by the Directive are important new strategies that should influence development plans, and be influenced by them. Under the WFD, development must not result in any deterioration in the status of surface water bodies.

Noted. The AAP will be subject to a Habitats Directive Assessment, which will examine whether or not the plan will have likely significant effects on, among other things, water quality and quantity in designated sites.

Make reference in the supporting text to the Water Framework Directive and that development must not result in any deterioration in the status of surface water bodies.

738 - Histon Parish Council

Object

There is a failure to consider the consequences for the whole of the North West Cambridge catchment area surface water draining by gravity ultimately to the Ely Ouse via the Old West River at Cottenham. The villages of Histon and Impington, Girton, Oakington and Westwick, Rampton and Cottenham lie alongside and form part of the catchment for the South Cambs Awarad Drain Nos 164, 165 for the NIAB sector and the Washpit Brook, Beck Brook, Oakington Brook for the North West sector. All watercourses from both sectors join at Westwick and continue downstream to Rampton and Cottenham as the Cottenham Lode (Cut). The flooding illustrations on pages 42 43 and 44 are totally misleading in that they refer to the River Cam in Cambridge which will be unaffected by development on this side of the City. The Parish Council believes that the villages of Histon and Impington will therefore be seriously affected by drainage issues created by the planned development.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.

Pursue Option 20.1

724 - Environment Agency

Support

We are supportive of general principles - to avoid exacerbation of flooding or drainage problems, to work to agreed standards, requirement of FRA etc. The identification of management and maintenance as an issue is also supported. The solutions proposed, including funding in perpetuity are also welcomed. There should be timely and appropriate investment in surface water services infrastructure. A strategic and co-ordinated approach to water management (including water supply, wastewater, drainage, flood risk and water quality) is required to ensure that flood risk is not increased and environmental standards are not compromised as a result of the cumulative impacts of development in growth areas.

The formulation of an integrated water cycle study should identify a strategy for the required infrastructure and minimum time scales.

Support noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.

Pursue Option 20.1 subject to the following amendment: \* Make reference to the need for a Strategic Water and Drainage Strategy to be submitted at the outline planning application stage. \* This emphasises the need to create a more Integrated Water Strategy in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site.

## 20.2

122

Object

Paragraph Option 20.2 seeks 'not to create or worsen existing off site flooding problems', but this is not good enough. Any drainage strategies instigated might have to stand up in a Court of Law, should any further floods occur and the residents of the flooded houses seek legal redress by claiming that the development of the NW Cambridge site increased water flow into the Washpit. The water-holding features should be (a) sufficient to actually decrease the flow of water in the Washpit (compared with that before any development), and (b) they should be sufficient to hold that water for 24 hours or more before ultimately releasing it to the Washpit.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account. The specific types of SuDS to be employed at North West Cambridge will be decided at the planning application stage. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.

Pursue option 20.1 subject to the following amendments: \* Alter the text both in the policy and supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall event, which could lead to flood risk downstream of the development, as well as storm events. \* Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy to be submitted at the outline planning application stage.

**Representations**

**Nature Representation Summary**

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739 - Histon Parish Council      Object      Calls for flood risk assessment in terms of 100-year storms but already the area in recent years has had to cope with flooding in the villages more frequent than the stated "one in a 100 year" PLEASE REFER to the Councils Supporting Statement and Evidence Sections 3,4 and 5.

Concerns noted. This should be covered in the developers Flood Risk Assessment, which should also address the impact of climate change.

Pursue option 20.1 subject to the following amendments: \* This emphasises the need to alter the text both in the policy and supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall event, which could lead to flood risk downstream of the development, as well as storm events. All flood mitigation measures should make allowance for the forecast effects of climate change.

**Option 20.1**

285 - Impington Parish Council      Object      This section is seriously flawed since it does not consider the wider catchment area and, by use of inappropriate illustrations, suggests that drainage is to the Cam rather than northwards. SUDS is challenged as a solution, based on local knowledge and experience from Arbury Camps. At the strategic level, piecemeal developments such as this, and piecemeal drainage "solutions" leave downstream communities at significant risk, and a comprehensive, catchment wide, study and Flood Risk Assessment is required to inform an area wide strategy in the final AAP.

Concern a) noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account. Disagree with b) (SuDS are challenged) because the use of SuDS to reduce flood risk to and from new developments is consistent with PPS25. Effectiveness of SuDS is largely dependent on choosing the most appropriate ones for a site and designing, constructing and maintaining them effectively. There are a wide range of different SuDS techniques or components available. While it is acknowledged that not all SuDS may be applicable to this site, for example soakage SuDS, there are a range of SuDS that may be suitable, for example rainwater harvesting, filter strips and swales, filter drains and porous pavements and basins and ponds. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.

Pursue Option 20.1 subject to the following amendment: \* Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy to be submitted at the outline planning application stage.

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566 - Cambridge Preservation Society

Object

What about grey water recycling and green roofs as additional suitable sustainable drainage features? More open balancing ponds would have higher wildlife and amenity value in comparison to suggested underground cell/pipe storage.

Agree that grey water recycling and green roofs could be other measures contributing to sustainable drainage. The use of SuDS to achieve wider benefits for biodiversity and local amenity is consistent with government policy set out in PPS25 and PPS9. Where possible SuDS systems should be encouraged that will enhance biodiversity by creating additional habitats, for example through the use of basins and ponds. The specific types of SuDS to be employed at North West Cambridge will be decided at the masterplanning and planning application stages. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.

Pursue Option 20.1 subject to the following amendments: \* Remove reference to underground cell/pipe storage. \* Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site. \* Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy.

121

Object

The Washpit is the major drainage route for rainwater from the NW Cambridge Area Action Plan area. Rainwater flowing down the Washpit can lead, and indeed has led, to flooding of homes in Girtton. My objection to Option 20.1 is that it has paid insufficient attention to this indirect, but crucial, consequence of all of the planned development options. To ensure no impact on flooding in Girtton the drainage plans should seek actively to decrease rainwater input into the Washpit.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.

Pursue Option 20.1 subject to the following amendment: \* Alter the text both in the policy and supporting text where there are reference to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development, as well as storm events.

820 - Histon Parish Council

Object

The Council cannot over emphasise the importance of an overall catchment strategy which minimises the risk of flooding in villages located downstream of the proposed development areas. The existence of very high ground water levels in the NIAB sector and clay soils in the North West may limit the scope for SuDS applications. High water table conditions have always existed to the north of the City. Piecemeal treatment of individual development proposals by compensating or balancing facilities to achieve "green field run off" rates is no longer applicable or acceptable where existing public watercourses have very shallow gradient and are all acknowledged to be already at or over capacity by the Environment Agency in documents submitted to the Regional Plan Examination in Public. Extensive flooding occurred in 2001, 2003 and 2005.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.

Pursue Option 20.1 subject to the following amendment: \* Alter the text both in the policy and the supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development as well as storm events.

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211 - Cambourne Parish Council	Object this should include a statement that the SuDS drainage facilities should not affect the SSSI at Travellers Rest Pit and wet areas to ensure protection of key environmental areas.	Agree because the use of SuDS to achieve wider benefits for biodiversity and local amenity is consistent with government policy set out in PPS25 and PPS9. The use of SuDS must not have an adverse impact on Sites of Special Scientific Interest, specifically the Travellers Rest Pit SSSI. Where possible SuDS systems should be encouraged that will enhance biodiversity by creating additional habitats, for example through the use of basins and ponds. The specific types of SuDS to be employed at North West Cambridge will be decided at the planning application stage. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.	Pursue Option 20.1 subject to the following amendments: * Add additional text to the supporting text stating that the use of SuDS will not have an adverse effect on the SSSI; * Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site; * Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy.
437 - Cambridgeshire County Council	Support The use of SuDS on this site for disposal of surface water is strongly supported. These must ensure that there is no conflict between managing for biodiversity and for flood alleviation.	Support noted.	pursue Option 20.1 subject to the following amendments: * Add additional text to the supporting text stating that the use of SuDS will not have an adverse effect on the SSSI; * Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site.
537 - University of Cambridge	Support The use of above-ground SuDS features such as detention basins & ponds can form attractive landscape features and act as valuable habitats in themselves and also provide additional benefits to existing habitats such as the Washpit Brook. These should therefore form part of an integrated SuDS strategy that does not necessarily rely on the use of underground tanks and holding chambers. The strategy should be closely aligned with water conservation measures to optimise the potential for rainwater harvesting opportunities.	Support noted. The use of SuDS to achieve wider benefits for biodiversity and local amenity is consistent with government policy set out in PPS25 and PPS9. Where possible SuDS systems should be encouraged that will enhance biodiversity by creating additional habitats, for example through the use of basins and ponds. The specific types of SuDS to be employed at North West Cambridge will be decided at the planning application stage. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.	Pursue Option 20.1 subject to the following amendments: * Remove reference to underground cell/pipe storage. * Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site. * Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy.

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558 - Swavesey Parish Council	Support	Swavesey Parish Council wishes to raise its concerns with regard to potential flooding and run-off of surface water downstream from the new development. Adequate flood risk assessment must be prepared and taken account of prior to any development.	Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.	Pursue Option 20.1 subject to the following amendment: * Alter the text in both the policy and the supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development as well as storm events.
695 - Four Counties Team, Natural England	Support	The use of sustainable drainage systems (SUDS) in the scheme should be encouraged, specifically if this can be used to produce a net biodiversity gain. Water storage areas can be designed with habitat enhancement in mind, such as creation of water meadows, ponds, wet woodland and other BAP habitats.	Support noted. The use of SuDS to achieve wider benefits for biodiversity and local amenity is consistent with government policy set out in PPS25 and PPS9. Where possible SuDS systems should be encouraged that will enhance biodiversity by creating additional habitats, for example through the use of basins and ponds. The specific types of SuDS to be employed at North West Cambridge will be decided at the planning application stage. A Strategic Water and Drainage Strategy will be required at the outline planning application stage detailing which sustainable drainage systems are to be used.	Pursue Option 20.1 subject to the following amendments: * Add additional text to the supporting text stating that the use of SuDS will not have an adverse effect on the SSSI; * Remove reference to underground cell/pipe storage. * Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site. * Make reference in the supporting text to the requirement for a Strategic Water and Drainage Strategy.
477 - cottenham parish council	Support	It is important that a comprehensive flood risk assessment be carried out and that any potential problems be identified.	Support Noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.	Pursue Option 20.1 subject to the following amendment: * Alter the text both in the policy and the supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development, as well as storm events.

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819 - Histon Parish Council

Washpit Brook at the western edge of the site follows, roughly, the line of the M11 before turning towards Girton where it joins Beck Brook. Beck Brook flows east and then north before passing under New Road from where it crosses fields to join the No.164 Award Drain. If water-flows in Washpit Brook and Beck Brook are not very carefully managed then the potential for back up in the No.164 drain, and the consequent flooding of the villages, is significant. All of these watercourses exist already in a delicate state of equilibrium which has been de-stabilised with increasing frequency in recent times.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.

Pursue Option 20.1 subject to the following amendment: \* After the text both in the policy and the supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development, as well as storm events.

821 - Histon Parish Council

As indicated in the comment on 13.9 the upgraded A14 will discharge very high volumes of surface water to both catchment systems under storm conditions. Furthermore culvert and bridge reconstruction along the proposed Guided Bus route may well affect flow conditions and discharge characteristics. The 164 drain through Histon and Impington is particularly prone to flooding due to lack of capacity, shallow gradient and a number of severe restrictions through long culverts which are difficult and dangerous to maintain. Under high level and flow conditions surface water surcharge of foul sewers occurs regularly in Histon and Impington.

Concern noted. The developer will be required to submit a Flood Risk Assessment with their planning application and consultation on this will be carried out with the Environment Agency. In line with the requirements of PPS25 this site-specific flood risk assessment will be required to demonstrate how all types of flood risk to the development itself and flood risk to others will be managed now and taking climate change into account.

Pursue Option 20.1 subject to the following amendment: \* After the text in both the policy and the supporting text where there are references to 'storm water drainage' to ensure that the policy will address surface runoff in the event of ordinary rainfall events, which could lead to flood risk downstream of the development as well as storm events.

725 - Environment Agency

The issue of foul water drainage is not addressed within the overall drainage scheme for the AAP. The implications of additional discharges from receiving Sewage Treatment Works (STWs) are likely to have to be assessed as part of the Flood Risk Assessment for the site.

Agree that this is an important element and the AAP will need to address it.

Include a policy to deal with the issue of foul water drainage and sewage discharge in the AAP.

**Option 20.2**

568 - Cambridge Preservation Society

Somewhat (in relation to the following options) it is implied that such Trust would obtain sufficient funds (including commercial properties) to manage such land in perpetuity? Problems have been in the past with the Hobson's Conduit Trust or even at Cambourne (in relation to green space management)not having received sufficient funds to manage the waterbodies or wildlife spaces.

Concern noted. Funds for the management and maintenance of water bodies and watercourses in perpetuity of the development would be acquired through the S106 process.

Pursue Option 20.2 subject to the following amendment: After the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".



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740 - Histon Parish Council	Object	This option does not adequately address or offer any solution to the issues outlined in other representations. The council therefore suggest that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final Action Plan Document.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
286 - Impington Parish Council	Object	Options 20.2 - 20.5 do not adequately address or offer any solution of the issues outlined at paragraph 20. The Council therefore suggests that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final AAP.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
538 - University of Cambridge	Object	The University recognises the need to maintain and manage water bodies and water courses so that they are technically suitable and viable in the long term. It is too early however to prescribe the means by which water bodies and water courses will be managed at this stage. The Plan should instead set out principles and objectives for the future maintenance and management regime, as set out in the AAPs for Northstowe and Cambridge East.	Disagree because while it is too early to prescribe the exact means by which management and maintenance will occur it is essential that it is made clear from the outset that management and maintenance will be guaranteed in perpetuity of the development. Option 20.2 allows sufficient flexibility in referring to a 'specific trust' that will be publicly accountable while not setting out how this Trust will be composed.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

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439 - Cambridgeshire County Council

Support

As a means of supporting a new community it is considered important that community infrastructure be in place as early as possible. Option 20.2 appears to offer the best hope of this, by suggesting the management of all water bodies and watercourses by a publicly accountable trust. This concept could also be used for the management of greenspace and biodiversity areas.

Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

258 - Andrew Westwood-Bate

Support

This is the only real viable option

Support noted.

Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

479 - cottenham parish council

Support

This option will enable all water bodies and courses will be maintained to a high standard in perpetuity

Support noted.

Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

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696 - Four Counties Team, Natural England	Support	Biodiversity interests would most benefit from a funded small scale trust which could incorporate aims for wildlife improvement into maintenance of the water bodies on site, as described in Option 20.2. The Trust could be encouraged to forge close links with local wildlife groups for guidance on these matters.	Support noted.	
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123	Support	Only this option can guarantee that drainage will be maintained.	Support noted.	

**Option 20.3**

539 - University of Cambridge	Object	The University recognises the need to maintain and manage water bodies and water courses so that they are technically suitable and viable in the long term. It is too early however to prescribe the means by which water bodies and water courses will be managed at this stage. The Plan should instead set out principles and objectives for the future maintenance and management regime, as set out in the AAPs for Northstowe and Cambridge East.	Disagree because while it is too early to prescribe the exact means by which management and maintenance will occur it is essential that it is made clear from the outset that management and maintenance will be guaranteed in perpetuity of the development.	
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287 - Impington Parish Council	Object	Options 20.2 - 20.5 do not adequately address or offer any solution to the issues outlined at paragraph 20. The Council therefore suggests that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final AAP.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: "No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
741 - Histon Parish Council	Object	This option does not adequately address or offer any solution to the issues outlined in other representations. The council therefore suggest that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final Action Plan Document.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: "No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
<i>Option 20.4</i>				
540 - University of Cambridge	Object	The University recognises the need to maintain and manage water bodies and water courses so that they are technically suitable and viable in the long term. It is too early however to prescribe the means by which water bodies and water courses will be managed at this stage. The Plan should instead set out principles and objectives for the future maintenance and management regime, as set out in the AAPs for Northstowe and Cambridge East.	Disagree because while it is too early to prescribe the exact means by which management and maintenance will occur it is essential that it is made clear from the outset that management and maintenance will be guaranteed in perpetuity of the development.	Pursue Option 20.2 subject to the following amendment: After the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

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742 - Histon Parish Council	Object	This option does not adequately address or offer any solution to the issues outlined in other representations. The council therefore suggest that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final Action Plan Document.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
288 - Impington Parish Council	Object	Options 20.2 - 20.5 do not adequately address or offer any solution of the issues outlined at paragraph 20. The Council therefore suggests that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final AAP.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
<b>Option 20.5</b>				
542 - University of Cambridge	Object	The University recognises the need to maintain and manage water bodies and water courses so that they are technically suitable and viable in the long term. It is too early however to prescribe the means by which water bodies and water courses will be managed at this stage. The Plan should instead set out principles and objectives for the future maintenance and management regime, as set out in the AAPs for Northstowe and Cambridge East.	Disagree because while it is too early to prescribe the exact means by which management and maintenance will occur it is essential that it is made clear from the outset that management and maintenance will be guaranteed in perpetuity of the development.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".

743 - Histon Parish Council	Object  This option does not adequately address or offer any solution to the issues outlined in other representations. The council therefore suggest that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final Action Plan Document.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
289 - Impington Parish Council	Object  Options 20.2 - 20.5 do not adequately address or offer any solution of the issues outlined at paragraph 20. The Council therefore suggests that a comprehensive catchment wide study and Flood Risk Assessment is undertaken with a view to incorporation of an area wide strategy within the final AAP.	Concern noted. However this matter is more fully addressed under Option 20.1. The AAP cannot include policies and strategies that go beyond its boundaries; this would have to be a wider study.	Pursue Option 20.2 subject to the following amendment: Alter the text to read " No development shall commence until the written agreement of the local planning authority has been secured that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity".
<i>Option 20.6</i>			
238	Object  This policy is not strong enough. Mandatory grey water recycling is needed for all buildings, including all homes is essential. Mandatory capture of rainwater is also needed. We live in the driest part of the country and climate change will lead to much drier and hotter summer becoming frequent in the next few decades.	Agree. In relation to the capture of rainwater, while this method is supported, care must be taken that this does not an adverse impact on the wider environment by lowering water levels in watercourses and the water table thus impacting on biodiversity. The exact methods to be employed in order to allow for water conservation are a detailed design matter and therefore are not for the Area Action Plan to consider, although it does mention some possible conservation methods that could be used. These will be decided at the planning application stage and through the requirements of building regulations. However, the policy will be strengthened by adding the requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels. This approach is consistent with the Secretary of States Proposed Changes to the Regional Spatial Strategy for the East of England.	Pursue option 20.6 subject to the following amendments: * Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels

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443 - Cambridgeshire County Council	Object	Measures to reduce water consumption are supported, but it is suggested that strict targets for water conservation should also be included in the AAP as this contributes towards the Environment Agency's objective of reducing water use in all new development by at least 25% compared to 2006 levels of water use (East of England Plan Panel Report P155). Also support the provision of guidance on measures that ensure there are no adverse effects on the water environment and biodiversity.	Agree as this approach is consistent with the Secretary of States proposed changes to the Regional Spatial Strategy. The exact methods to be employed in order to allow for water conservation are a detailed design matter and therefore are not for the Area Action Plan to consider, although it does mention some possible conservation methods that could be used. These will be decided at the planning application stage and through the requirements of building regulations.	pursue Option 20.6 subject to the following amendment: * Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels
814 - Environment Agency	Support	We also support the idea of greywater recycling, as it has the potential to reduce water consumption in the average household by up to 35%. This must however be achieved in a safe and hygienic manner. Advice can be obtained from the water company or Environment Agency Demands Management Centre on 01903 832073.	Support noted. The exact methods to be employed in order to allow for water conservation are a detailed design matter and therefore are not for the Area Action Plan to consider, although it does mention some possible conservation methods that could be used. These will be decided at the planning application stage and through the requirements of building regulations.	pursue Option 20.6 subject to the following amendments: * Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels.
481 - cottenham parish council 544 - University of Cambridge	Support		Support noted.	pursue Option 20.6 subject to the following amendments: * Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site. * Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels.
290 - Impington Parish Council	Support	However, it should be recognised that commercial/market value developers are not easily persuaded of the value of such an approach, nor that those developing affordable housing can handle this within their limited budgets. Innovative ways will need to be found to motivate developers to meet the highest environmental standards.	Support noted. While the Councils' are committed to pursuing the highest environmental standards in relation to water conservation, viability will need to be taken into account. However, the policy will be strengthened by adding the requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels. This approach is consistent with the Secretary of States Proposed Changes to the Regional Spatial Strategy for the East of England.	pursue option 20.6 subject to the following amendments: * Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels

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701 - Four Counties Team,  
Natural England

Support

Water conservation and recycling should be encouraged throughout the development in line with the principles of sustainable housing, including use of 'grey water', rainfall collection and other conservation measures. Water stress caused by low rainfall and over-abstraction is having a negative impact on SSSIs throughout the county, especially in South Cambridgeshire. This issue needs to be thoroughly assessed with respect to new development proposals throughout the county.

Support noted. The exact methods to be employed in order to allow for water conservation are a detailed design matter and therefore are not for the Area Action Plan to consider, although it does mention some possible conservation methods that could be used. These will be decided at the planning application stage and through the requirements of building regulations. This section of the AAP should also be amended to form a more integrated water strategy.

pursue Option 20.6 subject to the following amendments: \* Include an Integrated Water Strategy section in the AAP covering drainage, flood risk, management and water conservation as well as the requirement for SuDS to contribute to the landscape character and biodiversity of the site. \* Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels.

**RA22**

726 - Environment Agency

Object

Whilst the water conservation principles are appropriate, we recommend taking these a step further in setting specific standards. The AAP should specify requirement to reduce per capita water consumption by at least 25%. Examples of water saving measures that we wish to see incorporated include low flush toilets, low flow showerheads and water butts for gardens.

Agree as this approach is consistent with the Secretary of States proposed changes to the Regional Spatial Strategy. The exact methods to be employed in order to allow for water conservation are a detailed design matter and therefore are not for the Area Action Plan to consider, although it does mention some possible conservation methods that could be used. These will be decided at the planning application stage and through the requirements of building regulations.

pursue Option 20.6 subject to the following amendment: \* Include reference in the policy for a requirement for all new development to reduce per capita water consumption by at least 25% compared to 2006 levels

815 - Environment Agency

Object

Development should not be committed ahead of secure water supplies. There should be consultation with the water company to identify the source of supply. In most cases water will be supplied using existing sources and under existing abstraction licence permissions. The developer should seek advice from the water company to find out whether this is the case, or whether a new source needs to be developed or a new abstraction licence sought.

Concern noted. The water companies are a statutory consultee and have been consulted. At paragraph 2.2 of the AAP they are specifically asked to respond to the consultation if they anticipate problems in providing their services in this locality. As we have received no response from the water companies we must assume that there are no problems. The water companies are required to produce plans which detail how they will meet supply in the longer term. These are required to take account of growth. Cambridge Water Company have produced one, which indicates that most of the water for the area is anticipated to come from existing licenses. Cambridgeshire Horizons also play a role in liaising with water companies to ensure that there will be an adequate supply of water for this development.



**21. Waste****21.1**

446 - Cambridgeshire County Council

The emerging Minerals and Waste Local Development Framework (LDF) identifies preferred options which are as follows:- The Location of Future Waste Management Facilities - Resource Recovery and Recycling Facilities (MW13) (SSP10)- Household Waste Recycling Centres (MW14) (SSP10). The requirement for these waste management facilities should be reflected in the masterplanning process for this area, including:- a waste recycling /recovery centre; a household waste recycling centre; and: a temporary waste management facility to maximise the reuse, recovery and recycling of inert and sustainable construction waste streams, in place prior to the commencement of development and retained throughout the construction phases.

Comment noted.

**22. Phasing and implementation**

*Option 22.1*

240

Object

A strong local centre is needed from the outset to ensure that local, daily needs are met and in order to avoid the need for unnecessary travel for basic goods and services.

Pursue option 20.1

Concern noted. The local centre will need to be at the heart of the new development and be accessible to both parts of the development. In these circumstances, a phased development which moves from east to west should not undermine the early establishment of a viable centre. In the interests of maintaining a compact development throughout all phases, consistent with the principle of a compact city, it is more appropriate to develop from east to west. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure timely provision of services.

Support

Pursue option 22.1

Support noted. The local centre will need to be at the heart of the new development and be accessible to both parts of the development. In these circumstances, a phased development which moves from east to west should not undermine the early establishment of a viable centre. In the interests of maintaining a compact development throughout all phases, consistent with the principle of a compact city, it is more appropriate to develop from east to west. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure timely provision of services.

702 - Four Counties Team,  
Natural England  
482 - cottenham parish council  
546 - University of Cambridge

**Representations**

**Nature Representation Summary**

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**Option 22.2**

547 - University of Cambridge

Object

The location of a local centre has been identified only in relation to Option 10.1, through the University's draft masterplan. The local centre was carefully placed to be at the geographical heart of the new community, at the intersection of a new orbital and radial route through the site. Unless that Option is preferred, it is not clear where a new centre would be located or, consequently, whether it would be viable to bring the centre forward as the focal point for the first phase of development.

Pursue option 22.1

Concern noted. Support noted. The local centre will need to be at the heart of the new development and be accessible to both parts of the development. However, in these circumstances, a phased development which moves from east to west should not undermine the early establishment of a viable centre. In the interests of maintaining a compact development throughout all phases, consistent with the principle of a compact city, it is more appropriate to develop from east to west. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure timely provision of services. The principle of a local centre at the heart of the development can be taken forward as part of the masterplanning process.

569 - Cambridge Preservation Society  
448 - Cambridgeshire County Council  
239  
644 - Windsor Road Residents (WIRE)

Support

Pursue option 22.1

Support noted. The local centre will need to be at the heart of the new development and be accessible to both parts of the development. However in these circumstances, a phased development which moves from east to west should not undermine the early establishment of a viable centre. In the interests of maintaining a compact development throughout all phases, consistent with the principle of a compact city, it is more appropriate to develop from east to west. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure timely provision of services.

**Representations**

**Nature Representation Summary**

**Councils' Assessment**

**Approach to Draft DPD**

**Option 22.3**

763 - Fairview New Homes Ltd	Object	<p>b) Developer Contributions Fairview require that the use of planning contributions (as mentioned in Options 15.1, 15.2, 22.3 and 22.4) should conform to Central Government guidance issued in Circular 05/2005. The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests that they should be:</p> <ul style="list-style-type: none"> <li>i) relevant to planning;</li> <li>ii) necessary to make the proposed development acceptable in planning terms;</li> <li>iii) directly related to the proposed development;</li> <li>iv) fairly and reasonably related in scale and kind to the proposed development; and</li> <li>v) reasonable in all other respects.</li> </ul> <p>Fairview request that the document recognises the impact that planning obligations can have on the viability of development. As such, the following text should be included in policies related to the provision of developer contributions: "The Council will have regard to the impact of planning contributions on the viability of development and will ensure that they are necessary to allow consent to be given for a particular development and that they are fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects".</p>	<p>Agree that the use of planning contributions will be in accordance with Circular 05/2005 and the Councils' will have regard to viability. In addition, the AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure the timely provision of services.</p>	Pursue option 22.3
<p>570 - Cambridge Preservation Society 703 - Four Counties Team, Natural England 449 - Cambridgeshire County Council 483 - cottenham parish council 548 - University of Cambridge</p>	Support	Support noted.	Pursue Option 22.3	
<b>Option 22.4</b>	571 - Cambridge Preservation Society	The Society considers that such should also include the provision of open and recreational spaces as well as in relation to recreational, access and wildlife linkages.	Comment noted; this will be considered in the draft AAP.	Pursue option 22.4

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

764 - Fairview New Homes Ltd      Object      Developer Contributions Fairview require that the use of planning contributions (as mentioned in Options 15.1, 15.2, 22.3 and 22.4) should conform to Central Government guidance issued in Circular 05/2005. The need for such provision should be applied on a site-by-site basis and planning obligations should adhere to the tests that they should be: i) relevant to planning; ii) necessary to make the proposed development acceptable in planning terms; iii) directly related to the proposed development; iv) fairly and reasonably related in scale and kind to the proposed development; and v) reasonable in all other respects. Fairview request that the document recognises the impact that planning obligations can have on the viability of development. As such, the following text should be included in policies related to the provision of developer contributions: "The Council will have regard to the impact of planning contributions on the viability of development and will ensure that they are necessary to allow consent to be given for a particular development and that they are fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects".

Pursue option 22.4

Agree that the use of planning contributions will be in accordance with Circular 05/2005 and the Councils' will have a regard to viability. In addition, the AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure the timely provision of services.

823 - Histon Parish Council  
291 - Impington Parish Council  
212 - Cambourne Parish Council

Object

The concerns raised are valid. The AAP will require a schedule of services to be provided and a timetable for this. It would not be reasonable or necessary to require all services, facilities and infrastructure to be provided at the start of the development. However, the AAP will require trigger points to be set as part of any planning permission to ensure the timely provision of services.

Pursue option 22.4

451 - Cambridgeshire County Council  
484 - cottenham parish council  
549 - University of Cambridge

Support

Support noted.

Pursue option 22.4

23. Alternative Options

Question 23.1

408 - Cambridgeshire County Council

The Northstowe project has been considering Girtton 5 / Madingley 3 as a key route, which given the safe crossings of A14 and M11 should be considered for upgrade (at least in part) to bridleway status. It is suggested that more specific reference is made to this key route to the West and to the North, especially as it is shown on some of the figures.

Noted. This will be considered in the draft AAP.

837 - Cambridge Preservation Society

Another important issue is: - location of lit sports facilities in relation to retaining an adequate setting of the City and Green Belt edge

Noted; this will be considered as part of the masterplanning process.

396 - Cambridgeshire County Council

The Area Action Plan must adopt a more sustainable approach bringing together the 'hard' transport infrastructure and public transport provision with 'soft' measures to change behaviour and minimise use of the private car. This can be achieved through drawing up a comprehensive Travel Planning Strategy for the whole area, which includes producing Travel Plans for both employment and residential areas as separate phases of the development come on stream.

Concern noted: this is covered by the Transport Study

593 - Impington Parish Council

In the light of the recent Government White Paper on local government, there should be a review of the governance of the area, with the intent of assessing whether a community/parish council should be established.

Agree that this needs to be considered but this is not something that the AAP can take forward. There are other mechanisms in place to deal with the issue of governance.

583 - Cambourne Parish Council

Question 23.1 additional issues to be considered; • Public transport links with central Cambridge and retail outlets should be enhanced to ensure the vitality of the development.

Noted. Section 13 of the Issues & Options Report identifies the key destinations to which those working and living on the site will need to travel to, including the City Centre. The overall effect of the AAP must be to increase opportunities for using public transport.

406 - Cambridgeshire County Council

Section 13, Priority should be given to safe routes for pedestrians, cyclists and equestrians. Consideration should be given to the use of public right of way status to establish the legality of, and liability for, shared use routes notwithstanding appropriate design. The following should also be addressed: the Wimpole Way Recreational route, links to Coton Country Park (and Green Infrastructure Strategy), feeder routes out across trunk roads and in from neighbouring villages, as well as within the development area.

Noted. Provision for improved links to the wider countryside will be provided through the AAP. The AAP will need to make reference to the Green Infrastructure Strategy. There is a need to ensure that cycle routes are made safe and attractive to encourage their full use, so links to the road network will have to be carefully considered. The NWC Transport Study proposed a Cycling Strategy, including a number specific routes which would link the development to other key destinations. The provision of bridleways will also need to be addressed in the AAP.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

399 - Cambridgeshire County Council	Since the County Council has undertaken a transport study for this area, more of the results need to be included in the AAP than already appear. In particular consideration should be given to inclusion of policies or explanatory text:- improving Maddingley Road Park and Ride, new park and ride on Huntingdon Road, residential layouts, and radial improvements to public transport, walking and cycling.	Concern noted: the Transport Study will inform the AAP
213 - Cambourne Parish Council	Question 23.1 additional issues to be considered: <ul style="list-style-type: none"> <li>Infrastructure improvements should be made to A14/M11/Huntingdon Road junction.</li> </ul> A Park & Ride facility should be established at the Huntingdon Road, near the junction of the M11 and A14.	Concern Noted: this is covered in Para 13.17
785 - CRONC Concerned Residents of North-west Cambridge	Another important issue is: - the treatment of M11 (& A14) in relation to noise / other pollution and visual impact (moving vehicles, existing/future road lighting) to any proposed residential and recreational areas etc.	Concern noted: this is covered by the Transport Study
572 - Cambridge Preservation Society	Transport provision should include off-site improvements to countryside access, including new off-site access routes, to serve new residents, paid for by the development. Cambridge and Northstowe are examples of this having been agreed. Such provision could address the need for a through bridleway from Cambridge 30 to an upgraded Girton 5 / Maddingley 3 in order to tie together internal and external provision.	Concern Noted
409 - Cambridgeshire County Council	Bridleway linkages should also be provided connecting to the south with Coton Footpath, to north to Girton etc, to west to Maddingley (under M11 bridge etc). There is established usage in the area (Cambridge University Vet School) and underprovision of such routes to the west and north of Cambridge etc. This also improves linkages of green/wildlife corridors and to strategic open spaces (Coton Countryside Reserve and potential future provision to east of Girton). An all purpose route is more sustainable in terms of construction and least land hungry.	Agree that improved links to the wider countryside will need to be provided through the AAP. The NWC Transport Study recognises that there will need to be some new road building to serve the development and offer access to the wider strategic road network.
500 - Cambridge Preservation Society	To further reduce pressure on Maddingley Rd, serious consideration should also be given to providing a rural bus interchange at its western end where it joins St Neots Rd. These rural interchanges are a stated aim of the Structure Plan.	Agree that the provision of bridleways is something that ought to be addressed in the AAP.
591	Another important issue is: - a large open green space well away from the motorway M11 is to be achieved serving as public park with tranquil and relaxing environments.	Concern noted: this is covered by the Transport Study
836 - Cambridge Preservation Society		Noted; this will be considered in the draft AAP and as part of the masterplanning framework.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

292 - Impington Parish Council

Careful consideration needs to be given regarding the impact of development in the north and west of the city on the neighbouring communities (especially Girton). It is already a community split by the A14, and which might be considered to be in two parts. This development may make it a community of three parts - which may require re-thinking. The recent White Paper on Local Government may provide options for this.

Concern noted. The AAP will need to ensure that separation of Girton village from Cambridge is maintained, and it is acknowledged that coordination with the NIAB will be vital in ensuring this.

184 - Girton Parish Council

We believe that the integrity of Girton Village is already fragile, with the A14 bridge a constant threat to its unity. We beg the planners to be aware of the danger of the destruction of our community if a third sector of the Village, with its main focus to the south, is developed. The massive changes experienced in Cambridge will inevitably have knock-on effects in Girton. Can we have some suggestions from the planners as to the effects these may have on political representation, both at Westminster and locally.

Concern noted. The AAP will need to ensure that separation of Girton village from Cambridge is maintained, and it is acknowledged that coordination with the NIAB will be vital in ensuring this. Agree that the impact on political representation is an important consideration but this is not something that the AAP can take forward. There are other mechanisms in place to deal with the issue of governance.

772 - Anglia Ruskin University

Furthermore, whilst ARU has not objected to Policy GB1 in the South Cambridgeshire Local Development Framework, ARU may in the future wish to make more intensive use of the land at Howes Close for university facilities, particularly those related to sport and recreation. It should not be assumed by either the City Council or the District Council that the Howes Close site would remain as open space, as ARU may wish to bring forward proposals to develop its own interests.

Concern noted. However this is not a matter for the AAP.

157 - Transport 2000 Cambs &amp; W Suffolk

As we have said elsewhere, we regard the east-west public transport corridor proposed in the Atkins report, with its potential for extension to Northstowe, the Madingley Road corridor, and the City Centre, as fundamental to the future of the City and would have liked it to have been the subject of a specific consultation.

Concern noted. The Transport Strategy was undertaken by the County Council who did carry out stakeholder consultation on it at the same time as the Issues & Options consultation.

407 - Cambridgeshire County Council

Given that the Wimpole Way and the locally coterminous Harcamlow Way is well to the south of the site, the substantive issue is a safe road crossing for the A428, probably at High Cross onto Cambridge public right of way 30 to access both the LDPs and the Reserve. Not all plan options seem to make provision for this so it is not clear that the different options are equivalent.

Noted. Improved links to the wider countryside will be provided through the AAP.



**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

101  
584 - Cambourne Parish Council

Whilst it is acknowledged that this land plays an important contribution to the setting of Cambridge, the principle of reviewing the Green Belt specifically to meet the special needs of the University has been established in Structure Plan Policy P9/3c (2003) and the Cambridge Local Plan (2006) Policy 9/7. Indeed, the Panel Report into the Structure plan states in paragraph 8.101 'we see merit in the future needs of the University being met in a comprehensively planned urban extension which delivers high quality buildings in a high quality landscape environment. We accept that in terms of delivery there is considerable benefit to be derived from land in the single ownership of the University. On the basis of there being a need for the University proposals and that this could not be met elsewhere, we are satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need'. The Structure Plan also requires that in reviewing Green Belt boundaries for strategic developments, local authorities should 1. Retain any area required to maintain the purposes of Green Belt in the context of delivering sustainable development and planned settlement form; 2. Have regard for the compact form of the City; 3. Provide green separation between settlements to maintain the identity of the individual settlements; 4. Ensure protection of green corridors; and 5. Maintain views of the historic core (P9/2b). Furthermore, the impact on the Green Belt will be assessed alongside other criteria in relation to the selection of the preferred site footprint for development.

838 - Cambridge Preservation Society

Another important issue is: - combined wildlife and recreational/access corridors should be broad enabling a viable balance between wildlife and recreational and access needs.

Noted, this will be considered in the draft AAP and as part of the masterplanning process.

**Representations****Nature Representation Summary****Councils' Assessment****Approach to Draft DPD**

751

Reducing severance effect of the M11 One example of the way in which the Report ignores the stark fact of the M11 is that there is no mention in the Report of how people living in the North West Cambridge Area might in future cross the M11 by foot or cycle, or of how the severance effect of the M11 might be reduced. There would seem to be a very strong case for a new cycle and pedestrian bridge to be provided across the M11 to connect the North West Cambridge Area with the countryside to the west. The Green Infrastructure Strategy recently published by Cambridgeshire Horizons (in partnership with Cambridgeshire County Council and Cambridge City Council) lays stress on the need for a coherent network of green corridors connecting green spaces in and around Cambridge. In this context, a new bridge might be a 'green bridge' for pedestrians, cyclists and wildlife, with a wide surface which would include grass, shrubs and trees.

Noted. Provision for improved links to the wider countryside will be provided through the AAP. The AAP will need to make reference to the Green Infrastructure Strategy. There is a need to ensure that cycle routes are made safe and attractive to encourage their full use, so links to the road network will have to be carefully considered. The NWC Transport Study proposed a Cycling Strategy including a number specific routes which would link the development to other key destinations.

Make reference to the Green Infrastructure Strategy in the AAP.

728 - Histon Parish Council

Object

Histon Parish Council is concerned at the piecemeal way that this plan is being put together and which is to form the basis of the future development of the north-west of Cambridge bounded by the A14 and M11. It makes little recognition of the impact in the wider area in the villages north and west of the City together with the effects of development at Cambourne, Northstowe, and of other areas close to Cambridge.

Concern noted. The AAP will need to take account of proposals affecting areas beyond its boundaries, in particular the proposals on the NIAB site, to ensure appropriate links, services and landscaping for this quadrant. It will be vital that the AAP ensures that appropriate separation between Girton village and Cambridge is provided for thus maintaining its separate identity.

727 - Environment Agency

Object

The issue of possible land contamination should be addressed within the AAP. A desktop study should be undertaken to investigate whether any areas within the site are likely to be contaminated as a result of previous activities undertaken upon them. In accordance with Annex 1 of PPS23

Noted; this will be taken into consideration in the draft AAP.

Appendix 2.2 – Representation summaries and responses to the Interim Sustainability Appraisal

### Representations

#### Nature Representation Summary

#### Councils' Assessment

### SEA Directive requirement checklist

#### SEA Directive requirement checklist

394 - Ashwell (Barton Road) Ltd	Object	
	The AAP suggests a scale and form of development, particularly in relation to housing, considerably in excess of that suggested through the structure plan process. The structure plan proposed development in this location for predominantly University-related uses. Therefore, in relation to additional and non-University development now being proposed there is a need to consider the reasonable alternative means of accommodating that development. The SA fails to do that and hence does not meet the legal nor technical requirements required of it.	Disagree as it was felt that there were no other reasonable alternatives available that would meet the aspirations of the University. During the preparation of the Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The Sustainability Appraisal cannot therefore be considered to not meet the requirements of the SEA Directive.

### 1. Non-technical summary

#### Issue: Green Belt, the setting of Cambridge and the separation of communities

551 - University of Cambridge	Object	
	The first line of the summary reads: "The relative sustainability of the options is dependent on the balance between the degree of land take and the provision of employment opportunities". The University agrees that the relative priorities here are vital, but these are not the only issues. It is also essential that the provision of housing opportunities and community services are considered. Options 10.1-10.5 offer varying opportunities for different types of residential development and supporting community infrastructure, which is under-represented in this appraisal.	Concern noted. However the Section 7 of the document goes into more detail about the appraisal, and all options were assessed in terms of their impact on environment, social and economic objectives, which included the provision of affordable housing and community facilities. The decision on the preferred options will be based on a range of factors as well as the outcome of the Sustainability Appraisal.

### 3. Introduction

#### 3.5 Report structure

552 - University of Cambridge

Object

The University was expecting to see a first draft of a mitigation and monitoring chapter within this report, which would have provided useful information on how the impacts of development could be ameliorated. It would also have provided a first estimate of the ease of mitigating environmental impacts versus economic impacts.

Concern noted. The interim Sustainability Appraisal of the Issues & Options Report does make reference to mitigation measures and these will be taken into consideration in the draft AAP.

### 4. Stage A findings

#### 4.3 A2: Baseline information

554 - University of Cambridge

Object

The University has collated a range of baseline data and evidence on University housing need and employment. These data are in the public domain, but do not appear to have been utilised for this report. An outcome of this is that the impact of a decreased amount of housing or jobs is not quantified or compared to total needs in the report. Due to the background data prepared for the greenbelt review, much more information is available for the environmental impacts. This mismatch of detail could lead to an unfair weighting being applied to the environmental data and objectives.

Concern noted. The Sustainability Appraisal was informed by the baseline reviews carried out for the South Cambridgeshire & Cambridge City Councils' Scoping Reports, along with updated data from the South Cambridgeshire Annual Monitoring Report, 2005. It is acknowledged that this background information is not exhaustive and would point out that the decision on the preferred options will be based on a range of factors as well as the outcome of the Sustainability Appraisal.

- 5. Testing the AAP Objectives
- 5. Testing the AAP Objectives

**5. Testing the AAP Objectives**

**5. Testing the AAP Objectives**

392 - Ashwell (Barton Road) Ltd      Object

The AAP suggests a scale and form of development, particularly in relation to housing, considerably in excess of that suggested through the structure plan process. The structure plan proposed development in this location for predominantly University-related uses. Therefore, in relation to additional and non-University development now being proposed there is a need to consider the reasonable alternative means of accommodating that development. The SA fails to do that and hence does not meet the legal nor technical requirements required of it.

Disagree as it was felt that there were no other reasonable alternatives available that would meet the aspirations of the University. During the preparation of the Local Plan a wide range of site allocations for housing development in and around the City were considered, both those options put forward by the local planning authority and proposals for individual developers. These were tested at the Local Plan Inquiry and the current allocations follow from the Inspector's binding report. However, the Cambridge Local Plan figure of 1,150 dwellings is not to be treated as the maximum capacity for the area because the AAP includes land in South Cambridgeshire, which is consistent with the Structure Plan. The AAP will be part of the South Cambs LDF, including site specific allocations, which is currently being tested through a Public Examination. The Sustainability Appraisal cannot therefore be considered to not meet the requirements of the SEA Directive.

**6. Appraisal methodology**

**6.1 Introduction**

390 - Ashwell (Barton Road) Ltd      Object

The SA does not meet the requirements of the regulations nor the SEA directive. Without any indication as to the scale or range of development that might be accommodated in each option it is not possible to rigorously appraise the economic, social or environmental impacts of each of the options.

Disagree as the process of Sustainability Appraisal and plan making is a continuous process leading through to submission. The Sustainability Appraisal will change as the AAP evolves and the decision on the preferred options will be based on additional evidence presented during the Issues & Options consultation as well as the outcome of the Sustainability Appraisal in its current form. For all site footprint options information was available as to their indicative built environment, which would have allowed for an assessment of their potential economic, social and environmental impacts to be made. A more detailed Sustainability Appraisal will be carried out at the Preferred Options Stage, where a more detailed picture of the scale and form of the development will be available.

## 7. Options appraisal findings

### 7.1 Introduction

391 - Ashwell (Barton Road) Ltd	Object	The SA does not meet the requirements of the regulations nor the SEA directive. Without any indication as to the scale or range of development that might be accommodated in each option it is not possible to rigorously appraise the economic, social or environmental impacts of the options. As a result the SA simply presents a series of generalised comments rather than a rigorous assessment of the potential impacts.	Disagree as the process of Sustainability Appraisal and plan making is a continuous process leading through to submission. The Sustainability Appraisal will change as the AAP evolves and the decision on the preferred options will be based on additional evidence presented during the Issues & Options consultation as well as the outcome of the Sustainability Appraisal in its current form. For all site footprint options information was available as to their indicative built environment, which would have allowed for an assessment of their potential economic, social and environmental impacts to be made. A more detailed Sustainability Appraisal will be carried out at the Preferred Options Stage, where a more detailed picture of the scale and form of the development will be available.
560 - University of Cambridge	Object	The University objects to the scoring of Options against SA objectives 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.3, 5.1, 5.3, 6.1, 6.4 and 7.3.	Concern noted. The decision on the preferred options will be based on a range of factors as well as the outcome of the Sustainability Appraisal.
564 - University of Cambridge	Object	The University disagrees with a number of the assumptions made in assessing the five development options, relating to land take, affordable housing provision, the local centre, and the cumulative impacts of Options 10.3 & 10.4. The assessment of each of the options, based on these assumptions, should be reconsidered. The University has set out its related considerations for scoring in its representation for Table 7.	Concern noted. The decision on the preferred options will be based on a range of factors as well as the outcome of the Sustainability Appraisal.

Table 7

### Issue: Green Belt, the setting of Cambridge and the separation of communities

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