

**Appendix C. Cambridge and South Cambridgeshire  
Sustainable Development Strategy Review (November 2012)**

# Cambridge and South Cambridgeshire Sustainable Development Strategy

## 1. Introduction

- 1.1 Cambridge City Council and South Cambridgeshire District Council are currently preparing local plan reviews, which will update the development strategy for each area to 2031. The revised plans will carry forward existing committed development sites and locations, unless changed circumstances require otherwise. However, there is also a need to plan for additional homes and jobs. Cambridgeshire County Council is leading work on an area-wide transport strategy that will complement and be integrated with the local plan reviews.
- 1.2 Both authorities consulted during summer 2012 on initial issues and options to inform their local plan reviews. The consultation documents set out options for housing and jobs numbers, possible broad development locations and a wide range of other policy issues. There is a strong interaction between the two administrative areas. South Cambridgeshire encircles Cambridge and many residents of the district look to the city for services and jobs. The two Councils acknowledge these inter-relationships and whilst the Councils are preparing separate local plans, they have been co-operating in the preparation of the two plans - sharing the evidence base and working towards a complementary overall development strategy.
- 1.3 Previously, the focus for achieving a broad approach was the strategic tier of the development plan. In Cambridgeshire and Peterborough this was the Structure Plan and more recently the Regional Spatial Strategy. However, with the abolition of these elements of the development plan there is a need for District Councils to be even more proactive than previously in planning to address strategic issues that cross administrative boundaries, a need which is also required by national legislation.

### What the Sustainable Development Strategy does

- 1.4 The main aim of the existing development strategy in adopted plans is to enable genuinely sustainable development that balances economic, social and environmental needs. This is the central purpose of the planning system included in the recently published National Planning Policy Framework. Existing development plan proposals were the most sustainable development options available to the Councils when they produced their current plans and those that remain deliverable will be carried forward into the updated plans. The question for the reviews is the extent to which additional development allocations contribute to this overarching objective.

- 1.5 The purpose of this Sustainable Development Strategy document is to review what sustainable development means in the context of Cambridge and South Cambridgeshire and to ensure that the sustainability of different broad spatial options for locating new developments are assessed. This will enable informed and consistent choices to be made about more specific development locations and sites within a wider strategic framework. In this respect, this document complements the Sustainability Appraisals undertaken for the individual local plans.

What it doesn't do

- 1.6 This document does not consider specific development sites or locations. Furthermore, it does not address overall housing and jobs numbers or the distribution of these. These are matters for the authorities' local plans.
- 1.7 Instead it focuses at a strategic level on considering the sustainability of different locations, informed by broad considerations. This work will, therefore, contribute towards the next stage of developing a spatial strategy for both areas, taken together with the initial issues and options consultation responses, and more detailed work, for example on transport capacity and Green Belt issues.

## **2. Background**

- 2.1 The existing development strategy was established in Regional Planning Guidance for East Anglia (2000) and the Cambridgeshire and Peterborough Structure Plan (2003), and carried forward into the East of England Plan (2008). Details of the established development strategy are included in section 4. With the coalition government's announcement in spring 2010 of its intention to abolish the requirement to produce Regional Spatial Strategies, the local authorities re-stated their commitment to the existing development strategy shortly afterwards. They also demonstrated their intention to maintain a limited strategic planning function through the creation of a small joint strategic planning unit for Cambridgeshire and Peterborough.
- 2.2 The local authorities have more recently re-stated their commitment to the principles of the existing development strategy through an updated Joint Statement<sup>1</sup>. The key objective of the strategy is to secure sustainable development by locating new homes in and close to Cambridge and Peterborough and to other main centres of employment while avoiding dispersed development which increases unsustainable travel and provides poor access to key services and facilities. Planning policies in the past have sought to restrain

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<sup>1</sup> Joint Statement on the Development Strategy for Cambridgeshire and Peterborough by the Local Authorities, July 2012.

development with the objective of protecting Cambridge's historic character and to disperse both housing and employment development. This led to the unsustainable patterns of development that the current strategy is designed to avoid.

- 2.3 Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession in 2008. Development slowed on the major sites such as Orchard Park but over the last year housing development has got underway on the large sites on the edge of Cambridge at Clay Farm, Glebe Farm and Trumpington Meadows in the Southern Fringe, and on Huntingdon Road as part of the larger NIAB site. Progress is also being made in relation to the Station area, Addenbrookes and the University site at North West Cambridge. A resolution to grant permission for a first phase of development at Northstowe has also recently been made, but it will take a number of years for development at the new town to deliver large volumes of new homes.
- 2.4 Population growth and the continued success of the Cambridge and South Cambridgeshire economies are important drivers for further appropriate levels of growth. Interdependencies between the two administrative areas are well-established through the location of key employment sites, patterns of travel to work and access to services and facilities.
- 2.5 The National Planning Policy Framework requires local planning authorities to seek opportunities to meet the development needs of their area in a positive way. More specifically, local plans should meet the objectively assessed needs of the area unless any adverse impacts of doing so would outweigh the benefits.
- 2.6 A collaborative approach to assessing sustainable development strategy options is consistent with the statutory Duty to Co-operate<sup>2</sup>, which itself is enshrined in the National Planning Policy Framework.

### **3. Sustainability Considerations**

- 3.1 Sustainability considerations are the main strategic issues that, in combination, contribute to the achievement of sustainable development. A number of these are critical in ensuring development occurs in the most sustainable locations. All the considerations are set out below, together with background information and key issues and constraints that inform the assessment of spatial options.

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<sup>2</sup> Section 110 of the Localism Act 2011.

## ***Key factors: issues and constraints***

### **Economy**

- 3.2 Supporting a successful local economy is a key aspect of sustainable development. Locating jobs, housing and other services in close proximity is a key objective of a sustainable development strategy, to make efficient use of land and to reduce the need to travel.
- 3.3 Historically, Cambridgeshire has enjoyed economic activity rates higher than the national and regional averages, although this masks significant differences within the county. Cambridge and South Cambridgeshire are economically vibrant and resilient areas, with Cambridge at the forefront of knowledge based industry and a centre for world class research institutes and companies. Many of the major companies and institutes that contribute to the so-called Cambridge Phenomenon are however located within South Cambridgeshire, reflecting the inter-relationship between the two areas.
- 3.4 Despite the current recession, employment in Cambridgeshire and Peterborough is projected to grow between 2011 and 2031 more quickly than in the East of England and the UK as a whole<sup>3</sup>. South Cambridgeshire is expected to be one of the fastest-growing districts in economic terms. Baseline employment projections suggest some 38,000 additional jobs will be created across the two areas (15,000 in Cambridge; 23,000 in South Cambridgeshire)<sup>4</sup>.
- 3.5 The map of major employment locations, attached at Annex A, shows that employment areas (existing or planned) are to be found across Cambridge and South Cambridgeshire. There is a particular focus at Addenbrookes which falls within the city's southern fringe sites, and reflects the planned growth of this part of Cambridge (although the strategic development locations fall within both authorities' areas); to the north-east of the city at the science and business parks (which will be enhanced by the development of a second Cambridge station); and to the west at Cambridge University's recent campus development and the planned new university quarter to the north-west. The new town of Northstowe will also provide important new employment opportunities in the future.
- 3.6 The interaction between these existing and planned employment locations, the location of new housing development, public transport infrastructure and a range of other policy and practical issues, will be important factors in determining the most appropriate locations for new development.

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<sup>3</sup> Scenario Projections for the Cambridgeshire Local Authorities and Peterborough UA – SQW and Cambridge Econometrics.

<sup>4</sup> Ibid.

## Housing

- 3.7 Providing high quality housing to meet local housing needs in appropriate locations is a key aspect of sustainable development. Current commitments in adopted plans provide for some 25,000 additional homes across the two areas (10,600 in Cambridge; 14,200 in South Cambridgeshire). The current development strategy has a strong urban focus, with the provision of new homes in locations that provide good access to employment, services and facilities by sustainable transport modes. Key strategic sites on the Cambridge urban fringe and beyond include:
- Cambridge southern fringe – Clay Farm, Glebe Farm and Trumpington Meadows.
  - North-west Cambridge – University and NIAB sites.
  - Northstowe.
- 3.8 Current plans, however, include a major allocation at Cambridge Airport which will not now come forward, at least during the lifetime of the plan reviews. The future of Cambridge East, including parts of the site that could potentially come forward with the Airport remaining, will be determined through the local plan reviews. However, as a result of the airport site not being available, up to 10,000 to 12,000 dwellings will be lost from the current sustainable development strategy.
- 3.9 There are very few commitments remaining in the rural area. This reflects the current development strategy's focus on sustainable urban development at Cambridge and the new town of Northstowe, rather than dispersed village development.
- 3.10 Principles of sustainable development emphasise the importance of locating appropriate levels of new homes close to jobs and key services; and ensuring an appropriate mix of housing types and tenures to meet social and economic objectives.
- 3.11 Trend-based projections of new household formation<sup>5</sup> suggest that around 9,000 additional households would form in Cambridge and 17,000 in South Cambridgeshire between 2013 and 2033. More recently, 2011 Census figures indicate a rise in population for Cambridge of just under 14% between 2001 and 2011; and of just over 14% during the same period for South Cambridgeshire. The local authorities are considering the implications of these population changes and how they will affect the levels of housing and jobs they need to plan for.
- 3.12 Housing is generally expensive in both areas. Average house price to income at June 2012 was 8.8 for Cambridge and 6.9 for South Cambridgeshire<sup>6</sup>. These affordability challenges are reflected in

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<sup>5</sup> DCLG Household Projections 2008 Base.

<sup>6</sup> Cambridge Housing Sub-Region *Housing Market Bulletin*, Issue 14, October 2012.

significant levels of need for affordable housing of 19,580 for Cambridge over the plan period (newly arising need and existing backlog) and 15,049 for South Cambridgeshire over the same period. Achieving a balanced housing market through provision of more affordable housing is, therefore, an important objective for both local authorities. Economic as well as social reasons underlie this objective, as a range of housing types and affordability is needed to support local economies.

## **Transport**

- 3.13 Ensuring new development is accessible by a range of transport modes is critical to enable people to travel to work, school, shops, leisure activities and other services. Reducing journey times, avoiding congestion, enabling choice and making the best use of existing infrastructure are all key considerations in determining the most sustainable development locations.
- 3.14 Access to high quality public transport, including bus and rail services, as well as cycling and walking routes is a key objective of the existing development strategy that will be carried forward into the updated plans. Making the best use of existing infrastructure is particularly important because of limited public funding for new or upgraded infrastructure. However, to accommodate current development levels as well as any future planned growth is likely to require often substantial improvements to the existing network.
- 3.15 The map at Annex B shows the main public transport routes providing frequent services between Cambridge and settlements within South Cambridgeshire. These provide an overview of the accessibility of broad locations. More detailed work will need to be undertaken to assess related public transport and development capacity.
- 3.16 The type of development that is planned will have implications for the ability to deliver transport infrastructure or service improvements. In general terms, larger developments such as urban extensions or new settlements can generate sufficient value and a 'critical mass' of development to deliver self-contained transport infrastructure and services, improvements to existing infrastructure and services, or both. Smaller scale developments dispersed across the wider area may be less able to respond to the challenges of providing transport choice unless focussed on specific transport corridors which can provide sufficient customers to sustain public transport improvements.
- 3.17 Cambridgeshire County Council is leading work on a transport strategy for Cambridge and the surrounding area to ensure that necessary transport improvements come forward as an integral part of planned growth.

## **Infrastructure**

- 3.18 Development will be required to meet increasingly high standards of sustainability in terms of energy production and efficiency, and water efficiency through Building Regulations and the Code for Sustainable Homes.
- 3.19 A Water Cycle Study was prepared recently in respect of the existing development strategy. This identified no insurmountable technical constraints to the proposed level of growth for the area at a strategic level (which includes the existing development commitments that will be carried forward from current plans). Many of the recommendations of the work were not location-specific and focused on improvements to water efficiency in new development. It is unlikely, therefore, at present that water-related issues, except flood risk, will have a direct effect on further strategic development locations.
- 3.20 Similarly, there are no current strategic locational constraints on development due to energy issues. Energy production and efficiency can be addressed at the level of a single building; however, opportunities do exist to provide strategic energy infrastructure, for example a district heating network or combined heat and power facility, in larger developments such as new settlements or urban extensions. This can have wider sustainability benefits, such as enabling existing properties to connect into a new network.
- 3.21 The implications of development locations for education provision will need to be considered. The scale and location of development will be important in terms of current education capacity and how any shortfall can be met. This will include capacity of the development itself to support new primary and secondary schools where there is a shortfall. The current review of school catchments will have a bearing on this issue.
- 3.22 An infrastructure study has been prepared in respect of the adopted plans. This will need to be updated as a result of the current review of these plans.

## **Quality of place and life**

- 3.23 A combination of factors has led to Cambridge and the area surrounding it being recognised as a highly desirable part of the country in which to live and work. A recent survey<sup>7</sup> found that South Cambridgeshire was the best place to live in the country against a range of indicators, including income, life expectancy, good health and high educational standards. This reflects its own inherent qualities and its relationship with Cambridge.

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<sup>7</sup> Halifax survey of the best places to live in the UK 2011.



- 3.24 The quality of the built environment and countryside in Cambridge and South Cambridgeshire are critical to this continued quality of life and place. These physical features are complemented by the quality of services and facilities, and educational, cultural and leisure opportunities. Existing planning policies and strategies place a strong emphasis on maintaining and enhancing these existing special qualities of the area. Provision of green infrastructure and a high quality public realm are key elements.
- 3.25 The Cambridgeshire Quality Charter for Growth captures these expectations in requiring development to contribute positively to each of the four 'Cs': connectivity, community, climate and character. While individual buildings and small developments can be designed to a high standard, larger developments provide the opportunity to achieve high quality new neighbourhoods.
- 3.26 Quality of life factors are an important consideration in planning to meet the need and demand for new homes and jobs, and an appropriate balance needs to be struck for development planned to 2031.

### **Deliverability and viability**

- 3.27 A sustainable development strategy should include an understanding of the deliverability of different development options and how the identified development requirements will be met across the plan period.
- 3.28 Deliverability of development depends on a wide range of factors, not least the willingness and ability of developers and investors to bring forward development. Viability has become an increasingly high profile issue in planning for new development. In simple terms, land and property values have an important relationship with the amount of infrastructure that can be provided to support development and, therefore, how sustainable it is.
- 3.29 Development values are highest closer to and within Cambridge and these locations are, therefore, particularly attractive to the market. However, given its proximity to Cambridge and the quality of life issues already referred to, much of South Cambridgeshire is also an attractive area in this context, although viability varies considerably across the district. As noted above, the scale of development, and therefore how much value it creates, has important implications for the type of place created. However, the demand for new infrastructure generated by large development also means that viability issues need to be considered carefully. The location of development can also impact on development quality and viability as developments may have to fund off-site transport improvements in addition to all the required local services and facilities.
- 3.30 A sustainable development strategy will need to have regard to the timescale over which planned development will be delivered. Larger

developments will typically have long timescales involved before they are completed. Furthermore, due to their scale and complexity, often with more than one landowner or local authority involved, the lead-in time for development to start can be lengthy. This can have implications for meeting the need for the new development in a timely way, and also for satisfying policy requirements about land supply. This suggests the need for a balanced strategy that ensures a continuous supply of deliverable housing land and some flexibility about the scale of sites coming forward.

## **4 Sustainable Development Sequence**

- 4.1 The existing development strategy for the Cambridge sub-region has its foundation in Regional Planning Guidance for East Anglia 2000 and the Cambridgeshire and Peterborough Structure Plan 2003. These set out an approach to the location of development that is incorporated in adopted local plans in the following sequence: within Cambridge; as an expansion of Cambridge; through the creation of a small new town (Northstowe); in and where appropriate adjoining the surrounding market towns and sustainable villages.
- 4.2 This sequence reflects the principles of sustainable development outlined above in relation to new development. Given the local authorities' commitment to these principles, this document follows a similar approach to the sequence of development. This will enable the broad re-assessment of the sustainability of different spatial options that is the purpose of this document. The sequence is as follows:
- Within the built up area of Cambridge;
  - On the edge of Cambridge;
  - One or more new settlements;
  - Within or adjoining market towns; and
  - At sustainable villages.
- 4.3 The market towns in the Cambridge sub-region as defined in the Structure Plan are outside the administrative areas of Cambridge and South Cambridgeshire. However, these have been included within the development sequence as this reflects an appropriate spatial approach to the possible order of development and the scale of the existing settlements involved.
- 4.4 This section provides a commentary on how each of the spatial options in the sequence performs against the sustainability considerations set out in section 3. These findings are summarised in the matrix below.

### **Within the built up area of Cambridge**

- 4.5 The initial consultation on the Cambridge Local Plan review referred to commitments of 10,612 homes in and around the city plus capacity for

a further 2,060 within the urban area (approximately 12,700 in total). This provides an indication of the potential capacity that exists within the urban area. As this is the most sustainable location for new development because of the ready access to existing employment, services and transport choices, development levels that are compatible with local character should be maximised.

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

- 4.6 Locating development on the urban edge has significant advantages in sustainability terms. New housing would be close to existing major employment locations and main services and facilities; as well as providing the opportunity to create new employment premises, which can benefit from a large labour pool within the city and its surrounds.
- 4.7 Urban concentration generally allows for shorter journeys and enables use of existing well-established public transport, cycling and walking routes. Depending on the scale of development, new transport and utilities infrastructure can be provided at a development-wide scale and, where possible, integrated with the existing urban area.
- 4.8 Occupants of new development would benefit from access to the services, facilities and opportunities that provide for a good quality of life. Urban extensions could be masterplanned to ensure a high standard of urban and built design that would complement existing communities.
- 4.9 High property values within and close to the city make this an attractive location for developers and investors. Moreover, greater value means that the necessary infrastructure and facilities are more likely to be provided, for example a good balance of housing types and tenures. Large-scale planned development like a major urban extension is likely to have a long lead-in time, in terms of planning, land assembly and preparation. However, the current urban extensions outlined at paragraph 3.7 above, which have already gone through those processes, should enable new urban extensions to be planned whilst maintaining a good supply of housing development.
- 4.10 Key considerations in assessing the suitability of specific locations will be any potential conflict with Green Belt purposes and the deliverability of infrastructure improvements.

### **One or more new settlements**

- 4.11 Depending on their overall scale, new settlements should be sustainable due to their self-containment, particularly by providing homes, jobs and essential services within a single planned development. However, it is challenging to create new places where people can choose or are able to live and work. In practice, while some element of self-containment may be achieved, new settlements

will also result in out-commuting, particularly in relation to residents travelling to workplaces and other facilities and services outside the settlement.

- 4.12 Therefore, while new settlements can make a significant contribution towards housing supply, there are challenges to providing homes and jobs in the same location. The balancing factor is that, subject to any constraints, the location for a new settlement can be chosen with regard to proximity to the main urban area and to good quality public transport. This should help offset the length of journeys and will enable some to be made by non-car modes.
- 4.13 Planning a reasonably-sized new settlement enables self-containment and economies of scale for infrastructure, particularly heat and power networks or other renewable energy technologies. However, providing all the necessary infrastructure (for example new secondary schools) may present viability challenges as new settlements have to provide everything needed for a town whereas urban extensions can generally rely on the adjoining town for some infrastructure. Free-standing new towns have the additional burden of having to fund transport links. Overall, new settlements carry a significant risk that scarce public funding will be required for development to take place.
- 4.14 As with urban extensions, new settlements can build-in quality in the built environment and public realm through a comprehensive planned approach. It is less straightforward, however, to create a sense of place and community cohesion in a new, free-standing development compared, for example, to an urban extension or smaller site.
- 4.15 The likely proximity of a new settlement to Cambridge and within easy reach of countryside will mean that this form of development is attractive to potential residents and so to the market. However, challenges exist around deliverability due to the long preparation, planning and overall lead-in times before development starts. Furthermore, large-scale settlements can have long build-out times before they are completed. Given these issues, careful judgement will be needed if a new settlement is planned, particularly with regard to ensuring that delivery of the planned new town of Northstowe is not adversely affected.

### **Market towns**

- 4.16 Development within and on the edge of market towns will, as with development in and around Cambridge, be able to demonstrate benefits of urban concentration. These include access to existing services, facilities and public transport, where it is available. However, the smaller scale of market towns than Cambridge means that the scale of development needs to be carefully considered to ensure as much self-containment as possible and to not lead to unsustainable travel patterns.

- 4.17 Although employment locations are well-established within the market towns, these will be more limited and as a result of this and the more strategic employment locations within and around Cambridge, there will continue to be out-commuting to the city. The longer distances involved will result in potentially less sustainable journeys by car and fewer opportunities to cycle or walk. However, travel by rail or bus is possible where development is located to take optimum advantage of public transport.
- 4.18 Many of the market towns in the sub-region have planned for major expansion through adopted plans. These planned developments are in the process of being implemented. This might limit the extent to which these locations can contribute to housing supply on a reasonably large scale in the future.
- 4.19 Opportunities exist similar to edge of Cambridge locations in terms of integrating development and infrastructure into the existing urban area and the implications for quality of life and place. Development and property values compared to Cambridge and its surrounding area may, however, mean that there are challenges around delivering all the necessary infrastructure and balance of housing types and tenures. Development timescales will have positive and negative aspects as with other locations, depending on the scale of development.
- 4.20 There are no market towns within South Cambridgeshire. However, the local authorities will continue to work with neighbouring authorities under the Duty to Co-operate to ensure that individual local plans reflect the wider sustainability principles included in this strategy document.

### **More Sustainable Villages**

- 4.21 Villages within South Cambridgeshire are already categorised for planning purposes according to their scale, provision of services and accessibility. The rural centres are the most sustainable villages in this regard and, for this reason, these are the focus of this part of the sequence, although Minor Rural Centres and the option of a new category of Better Served Group Villages are also included as more sustainable villages for plan making purposes.
- 4.22 More sustainable villages are less likely than other stages in the sequence to provide large-scale employment opportunities, but they have the advantage of being located relatively close to Cambridge with good public transport access. Appropriate levels of housing could contribute to supporting and maintaining local services and providing additional housing relatively close to the city.
- 4.23 The type of planned developments that may be typical of more sustainable villages provide limited opportunities to generate new or

enhanced public transport provision, although existing provision of services and opportunities for cycling are plus points. Similarly, the scale of development typically coming forward is unlikely to place significant demands for large-scale infrastructure provision. Utilities provision, for example, may be addressed on the basis of individual buildings rather than area-wide, as in much larger-scale developments.

- 4.24 Given the high quality of life ratings for South Cambridgeshire, there is likely to be a high demand for development in the more sustainable villages. Furthermore, compared to larger planned developments, delivery of development in villages can occur relatively quickly. However, development that is compatible with the character of even the more sustainable villages is unlikely to deliver very high levels of housing development overall.

## 5 Conclusions

- 5.1 This document has provided a broad overview of the sustainability of different spatial options. Its findings are that the most sustainable focus for development is within and on the edge of Cambridge; development in market towns scores broadly the same as development of new settlements, with recognition that large free-standing developments present delivery challenges over long timescales. Development at the more sustainable villages is confirmed as the least sustainable location which, depending on the scale of development involved, can be mitigated by access to good quality public transport.
- 5.2 However, within this broad assessment there are considerable issues and complexities to resolve. This assessment does not take account of the existing committed development sites and locations in plans or the more detailed issues associated with the assessment and choice of new sites and locations.
- 5.3 Detailed assessments will need to be undertaken in relation to development options and transport capacity at different locations, as well as critical policy issues such as the effect of development on the openness of the Green Belt and the purposes of including land within it.
- 5.4 In addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, central themes that emerge from this broad assessment are:
- the need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
  - its ability to deliver the necessary infrastructure to create sustainable communities; and
  - overall delivery implications and timescales.

These factors are likely to be important considerations, in combination with the type of sites already allocated in plans and the more detailed assessments already referred to, in considering how development is planned across the two authorities' areas. The work in the new local plans must consider what a sustainable development strategy looks like today, given the circumstances that currently exist. Striking the right balance between meeting needs for new jobs and homes, with environmental, infrastructure and quality of life factors is key.

- 5.5 A specific issue that arises is the argument for treating the two districts as one unit for housing land supply purposes. This would have the advantage of enabling phasing of development across the two areas to ensure the most sustainable development sites come forward during the plan period, while recognising that different scales of development are delivered over varied timescales. This would ensure that the most sustainable development locations in and around Cambridge could be phased for earlier plan periods with larger, sustainable sites in South Cambridgeshire, which have long lead in times, phased for later years. Furthermore, this approach would obviate the need for some smaller sites in South Cambridgeshire (that may be easier to deliver but are less sustainable) which might otherwise be allocated only to ensure a five year housing land supply for South Cambridgeshire can be demonstrated.

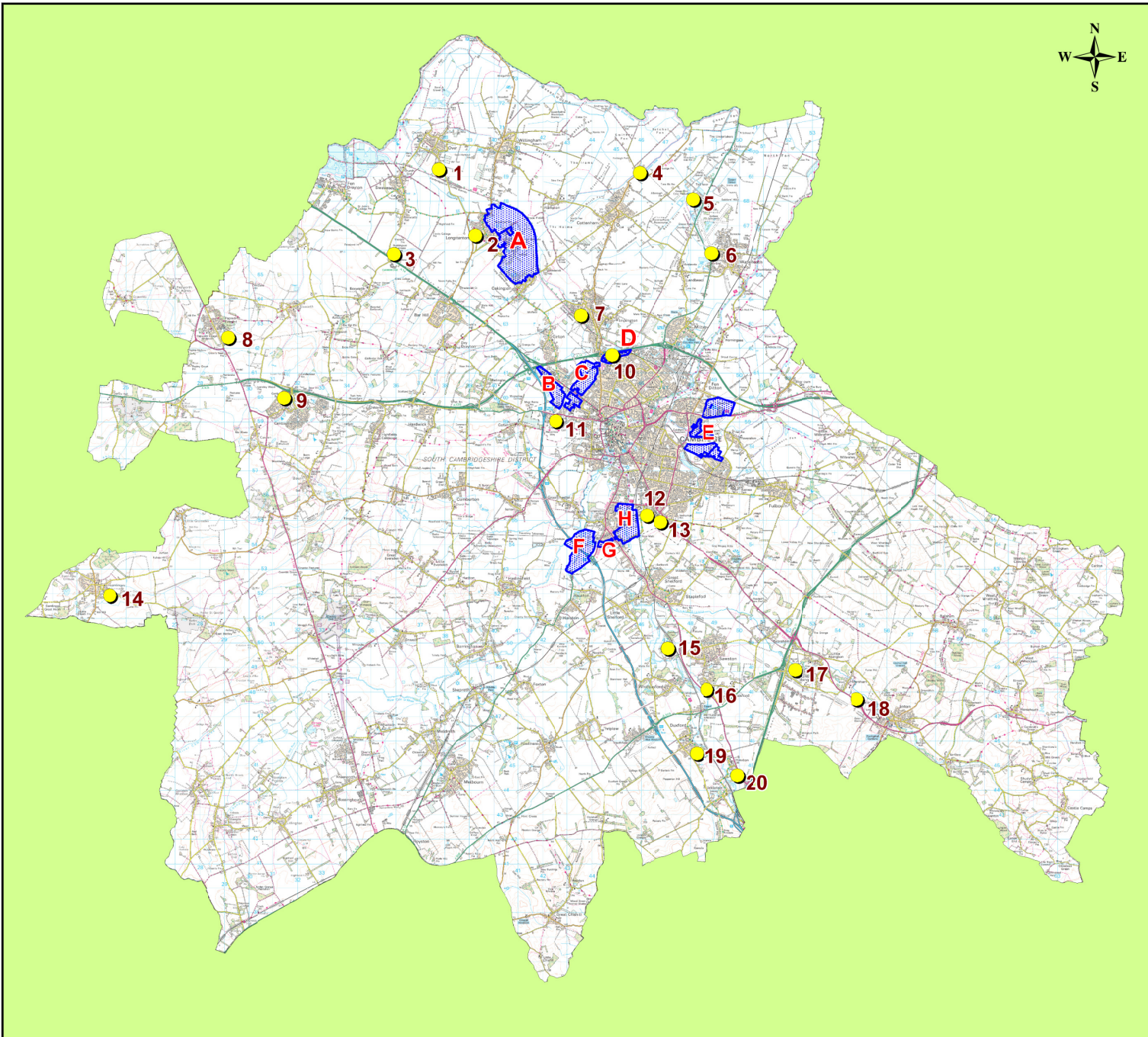
## Sustainable Development Sequence Matrix

		Sustainability considerations					
		Economy	Housing	Transport	Infrastructure	Quality of place and life	Deliverability & viability
Development sequence	Edge of Cambridge	++	++	++	+	+	+
	One or more new settlements	+/-	+	+/-	+/-	+	-
	Market towns	+/-	+	+/-	+/-	+	+/-
	Larger villages	+/-	+/-	+/-	0	+/-	+/-

Key						
Very positive	Positive	Positive & negative effects	Neutral	Negative	Very negative	Unknown
++	+	+/-	0	-	--	?




# Major Employment Areas in South Cambridgeshire



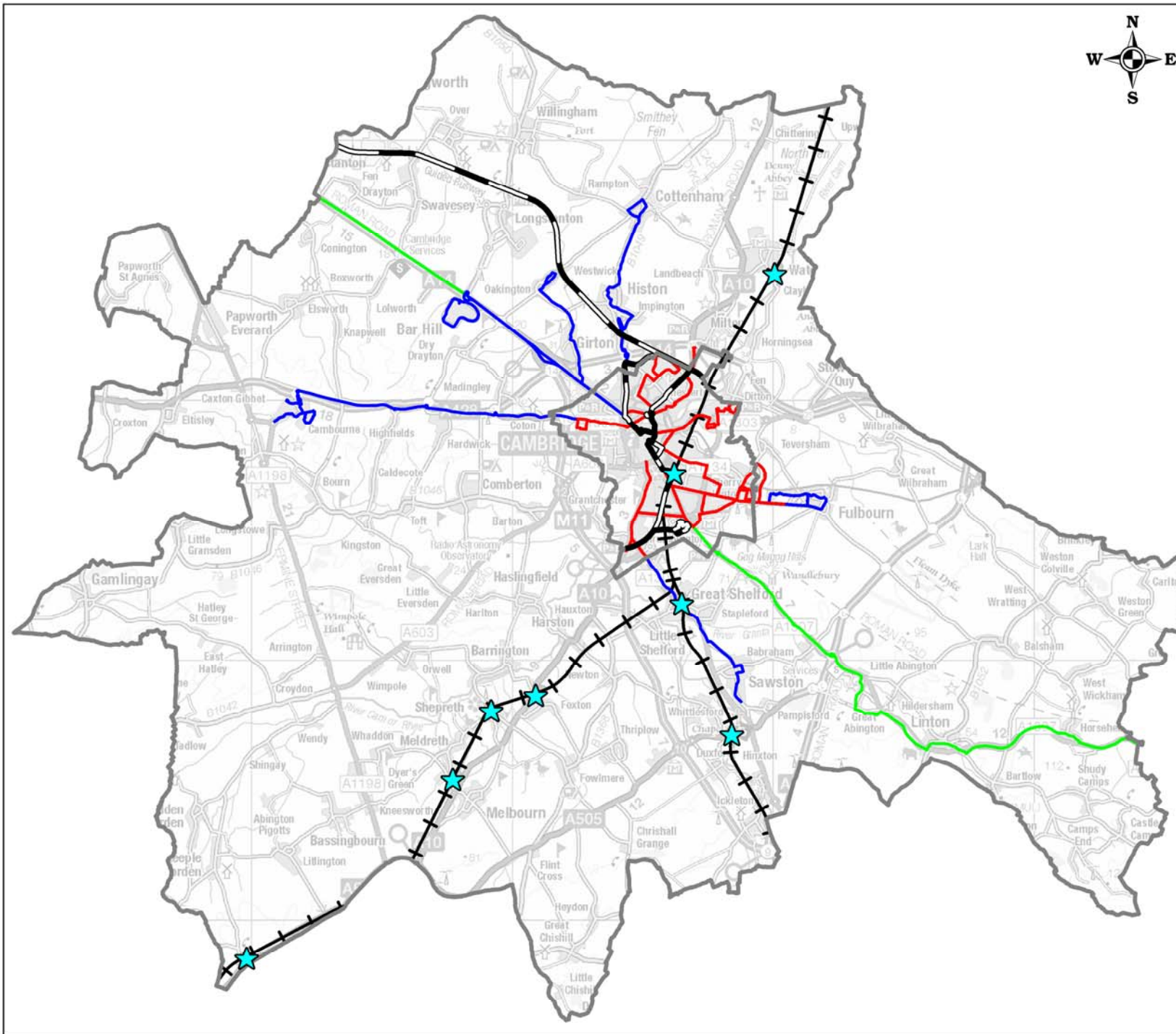
## Key

 Major Developments

- A. Northstowe
- B. North West Cambridge
- C. NIAB Site
- D. Orchard Park
- E. Cambridge East
- F. Trumpington Meadows
- G. Glebe Farm
- H. Clay Farm


 Employment Areas

- 1. Norman Way Industrial Estate, Over
- 2. Longstanton Business Park
- 3. Buckingham Business Park
- 4. Brookfields Estate, Cottenham
- 5. Cambridge Research Park, Landbeach
- 6. Convent Drive, Waterbeach
- 7. Histon Industrial Estate
- 8. Papworth Everard
- 9. Cambourne Business Park
- 10. Orchard Park
- 11. West of Cambridge Site
- 12. Addenbrookes, Cambridge
- 13. East of Shelford Road, Cambridge
- 14. Gamlingay
- 15. Spicers Ltd, Sawston
- 16. London Road, Pampisford
- 17. Granta Park, Abington
- 18. Daleshead Food, Linton
- 19. Hinxton Road, Duxford
- 20. Wellcome Trust, Hinxton



## Annex B Public Transport Map

### Key

 Guided Busway

 Train Line

 Train Station

### Cambridge City

 High Quality Public Transport  
(10 Minute Service)

### South Cambridgeshire

 10 Minute Service

 20 Minute Service

 30 Minute Service