

C THE SITE AND ITS SETTING

OBJECTIVES

1. Site

C1/a To meet the requirements of Policy P9/2c of the Structure Plan.

2. Green Belt

For the Cambridge Green Belt to:

C2/a Ensure that the development of Cambridge East does not detract from the setting of Cambridge;

C2/b Ensure that Cambridge East will not merge with any of the surrounding villages;

C2/c Retain a Green Corridor from the countryside through the development to link with Coldham's Common and the heart of Cambridge;

C2/d Provide opportunities for outdoor recreation and public access to the open countryside around Cambridge East.

3. Landscape

For the countryside in the vicinity of Cambridge East to be landscaped and managed to:

C3/a Create an appropriate setting for the new urban quarter, minimising any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Fen Ditton and Teversham;

C3/b Enable the landscape around Cambridge East to provide an attractive environment and to maximise benefits to wildlife;

C3/c Enable the landscape around Cambridge East to contribute to the informal recreation needs of those living, working and visiting the urban quarter;

C3/d Develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.

C1 THE SITE FOR CAMBRIDGE EAST

POLICY CE/3 The Site For Cambridge East

The Site for Cambridge East

1. The site for Cambridge East of approximately 250 hectares will accommodate a new urban quarter of approximately 10,000-12,000 dwellings (including **those coming forward** after 2016) and associated employment, services, facilities and infrastructure and is located to the east of Cambridge. The site is in two parts north and south of the Green Corridor. It is shown on the Proposals Map and is bounded by:
 - (i) North: High Ditch Road and disused railway line;
 - (ii) East: The hedge/ditch line from High Ditch Road to Newmarket Road to the west of Airport Way roundabout and Airport Way/Cherry Hinton Road;
 - (iii) South: City urban edge at Cherry Hinton;
 - (iv) West: City urban edge at Barnwell Road and residential properties south of Newmarket Road.

Phase 1 North of Newmarket Road

2. A first phase of development will take place on a site of approximately 50 hectares north of Newmarket Road comprising:
 - a) The North Works site - with redevelopment of part of the site, maximising the use of previously developed land, whilst retaining the car showrooms and associated uses on the part of the site fronting Newmarket Road and ensuring their integration into the scheme;
 - b) Greenfield land to the north of the North Works up to High Ditch Road and east up to the Park and Ride side bounded by a tree belt; and
 - c) The petrol filling station and works adjacent to the Park and Ride site.
3. The boundaries will therefore be defined by the following features:
 - (i) North: High Ditch Road and disused railway line;
 - (ii) East: Tree belt and Park & Ride boundary;
 - (iii) South: Newmarket Road;
 - (iv) West: Edge of existing Fisons housing estate.

4. **It would be desirable for the car showrooms to be redeveloped in the longer term to achieve a more appropriate form of development on this important frontage, when the buildings reach the end of their useful life. This need not mean that the use would necessarily relocate.**
5. **Whilst the relocation of the petrol filling station adjacent to the Park & Ride site is a policy requirement as part of the wider development, a petrol filling station should remain within the area at all times during the course of development.**

Safeguarded Land

6. **Any part of the site that does not come forward for development by 2016, will be safeguarded for development for the period post 2016 to meet longer term development needs.**

The Site for Cambridge East

- C1.1 The Regional Planning Guidance for East Anglia (RSS6) identifies the Cambridge Sub-Region as a growth area for the period up to 2016 where the intention is to increase the rate of development from about 2,000 dwellings to 2,800 dwellings per year. It states that housing and associated services and facilities should be focused on Cambridge with land within the built up area of Cambridge and on the edge of the City through a Green Belt review forming the first two stages in the sequence.
- C1.2 The Cambridgeshire and Peterborough Structure Plan 2003 takes forward the development strategy for the Cambridge Sub-Region. It identifies a number of strategic locations for housing and mixed-use development around Cambridge, which include land that is to be released from the Green Belt (Policy P9/2c). The largest of these is land on the east side of the City comprising Cambridge Airport, land north of Newmarket Road and land north of Cherry Hinton.
- C1.3 The Structure Plan says that sites should be brought forward as early as possible in the plan period, with the exception of Cambridge Airport, which is recognised to be unlikely to come forward until towards the end of the plan period, but should nonetheless be treated as a priority for high density development.
- C1.4 The Area Action Plan defines the site for Cambridge East having regard to the need to maximise the yield from the site to meet sub regional housing needs, to the extent that is compatible with securing a high quality development which will integrate with the City and which will maintain the individual identity of nearby villages, in particular Fen Ditton and Teversham. It is envisaged that a high quality, high density development can provide in

the order of 10,000 to 12,000 dwellings. The actual number will depend on detailed design and density as masterplanning work progresses (see Housing chapter).

- C1.5 This first version of the Area Action Plan focuses on clear boundaries for Phase 1 of development north of Newmarket Road, which can come forward early in the development. It also sets out boundaries for the development of the site as a whole, which are coincident with the revised Green Belt boundaries. However, it is the intention of the local planning authorities to revisit the precise boundaries of the site and the Green Belt in the first review of the Area Action Plan which will take place soon after it is adopted, once there is greater certainty over the timing of relocation of the Airport and once the more detailed masterplanning of the site as a whole has progressed. This relates particularly to the alignment of the Green Corridor and potentially to the eastern extent of a further phase of development north of Newmarket Road where the boundary may need to be reviewed if there is to be a new access road linking to the A14.

Phase 1 North of Newmarket Road

- C1.6 Land north of Newmarket Road and west of the Park and Ride site is not constrained by the Airport relocation and can come forward for development earlier in the plan period. It lies almost entirely within South Cambridgeshire District. This first phase of development will play an important role in the provision of housing land in South Cambridgeshire on the edge of Cambridge to meet Structure Plan requirements.
- C1.7 The boundaries of Phase 1 of development can be clearly identified. A key focus of the development will be the reuse of brownfield land within the Marshalls North Works site and at the employment uses on the Newmarket Road frontage adjacent to the Park & Ride site, which can be freed up by the relocation of some of the existing uses. Whilst some existing uses will remain on the site, at least for the foreseeable future, it is important that the principle of maximising the use of the brownfield land underpins consideration of any development proposals.
- C1.8 The inclusion of the whole of the North Works within the site for Phase 1 is proposed to ensure that a holistic approach to the development of this area is taken which can ensure that any uses that are retained are capable of being incorporated in such a way that they are compatible with creating a high quality living environment in the new neighbourhood. Also, at this stage it is not clear how much of the previously developed land can come forward for redevelopment. The Area Action Plan allows for the retention of the car showrooms fronting Newmarket Road in Phase 1. These can provide a buffer between the new neighbourhood development and the impacts of Newmarket Road.

- C1.9 In the longer term, when the existing car showroom buildings have reached the end of their useful life, there could be potential for redevelopment of these buildings to help further integrate the new neighbourhood into the wider development and improve the urban character on this important frontage. This could involve retaining the existing car showroom uses but exploring more sustainable building forms which make better use of land.
- C1.10 In the meantime, the urban character of the existing car showrooms frontage should be improved as part of Phase 1 of the development, in particular the expanses of open car parking generally, and also the lower density area to the west where there are very large gaps between buildings with views through to lower quality employment development behind.
- C1.11 In order to provide the shortest routes for cycles and pedestrians from the new neighbourhood to the City Centre and other destinations to the west, a new link should be provided through the car showrooms site close to the City boundary linking from the new neighbourhood to Newmarket Road.
- C1.12 There is a relatively limited length of frontage onto Newmarket Road between the car showrooms and the Park & Ride site for the new development. There is a small group of existing built uses fronting Newmarket Road to the west of and immediately adjacent to the Park and Ride site, comprising a petrol filling station and car works. The retention of these uses in this location is not desirable for a number of reasons.
- C1.13 The nature of the existing works adjacent to the petrol filling station is not compatible with the creation of a high quality, high density new urban extension. The location fronting Newmarket Road adds to the negative impact these uses would have on the character and quality of this key route through the development. These uses also lie close to the likely access to the development north of Newmarket Road, which will link into the development of the Airport site in due course. With the car showrooms being retained, it is crucially important that the remainder of the limited frontage between the North Works and the Park and Ride is used to best effect to ensure that a high quality treatment is achieved.
- C1.14 Whilst the provision of a petrol filling station within the development of Cambridge East as a whole will be necessary to serve the new community, the current location on this limited frontage and adjacent to the potential urban park is not appropriate. However, the petrol filling station provides a valuable service to this part of Cambridge and whilst there is a policy requirement for its longer term relocation to a more suitable site as part of the wider development, the priority is for such a facility to remain within the area at all times during the course of development.
- C1.15 Phase 1 of the development north of Newmarket Road will need to be particularly well designed to ensure that it creates a sense of place in its own right whilst also capable of being integrated fully into the development of the Airport in the longer term. With the retention of the car showrooms and

associated motor activities, the site available for development will be approximately 40 ha. Having regard to the provision of supporting services, facilities and infrastructure, this could yield in the order of 1,500-2,000 dwellings, depending on densities (see Housing chapter). The design must ensure that the retention of the petrol filling station in the short term, does not prejudice its eventual satisfactory redevelopment and that a new building on this site can be well integrated into the frontage of Phase 1 onto Newmarket Road to enhance its design.

Safeguarded Land

- C1.16 The Structure Plan requires that any land that does not come forward for development by 2016 be designated as safeguarded land to meet longer term development needs, consistent with the strategy set out in the Structure Plan and emerging RSS14.

C2 THE SETTING OF CAMBRIDGE EAST

POLICY CE/4 The Setting of Cambridge East

Revised Cambridge Green Belt

1. The Green Belt at Cambridge East is revised to exclude land for the built up area of the new urban quarter. The Green Belt, as shown on the Proposals Map, includes within it:
 - (i) A Green Corridor linking from Coldhams Common to Teversham (see criteria 3 to 6);
 - (ii) Land providing Green Separation between Cambridge East and the villages of Fen Ditton and Teversham (see Policy CE/6).
2. The purposes of the Green Belt in the vicinity of Cambridge East are to:
 - (i) Ensure that the development of Cambridge East does not detract from the setting of Cambridge;
 - (ii) Ensure that Cambridge will not merge with any of the surrounding villages;
 - (iii) Minimise any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Fen Ditton and Teversham and their Conservation Areas;
 - (iv) Provide opportunities for outdoor recreation and public access to the open countryside adjoining Cambridge East.

Green Corridor

3. A Green Corridor will be retained through the new urban quarter linking Coldhams Common with the wider countryside. It will have a minimum width of 300m and open up to a greater width at the Teversham end of the corridor to maintain the setting and individual identity of the village.
4. It will have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play.
5. The Green Corridor will have a high degree of public access compatible with its character and amenity. It will not contain any associated urban uses such as playing fields, allotments or cemeteries to ensure there is no adverse impact on its informal countryside character which acts as a link between the heart of the City and the wider countryside beyond.

- 6. Road, public transport, footpath, cycleway and bridleway crossings across the Green Corridor will be well designed to limit any safety implications and be low key in character or designed as a landscape feature in order to limit adverse effects on the landscape. This may involve the use of cuttings, bridges across water features and tunneling.**

Revised Cambridge Green Belt

- C2.1 The Structure Plan sets a context for the review of the Green Belt (Policy P9/2b). It sets out a number of criteria to guide this process, including the need to retain in the Green Belt any areas required to maintain the purposes of the Green Belt, to provide green separation between existing settlements and any urban expansion, and to ensure the protection of a green corridor linking through from the wider countryside to Coldhams Common.
- C2.2 There has been a Green Belt around Cambridge since the 1960's. The purpose of the Cambridge Green Belt as a whole is to:
- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - Maintain and enhance the quality of its setting;
 - Prevent communities in the environs of Cambridge from merging into one another and with the city.
- C2.3 The site for Cambridge East is generally contained by clear physical boundaries as is recommended in government policy for Green Belts – the disused railway line, High Ditch Road, the hedge/ditch line linking down to Newmarket Road and Airport Way. However, the Structure Plan requires that a Green Corridor is retained through the urban quarter linking Coldhams Common to the countryside and that the character of nearby villages be maintained by Green Separation.
- C2.4 The Green Corridors into Cambridge are key structural features of the City which bring the countryside into the heart of the urban area and are all retained in Green Belt. Protecting against coalescence is a key function of the Green Belt and therefore the Green Separation is generally also defined as Green Belt. There is an exception at Phase 1 north of Newmarket Road where the disused railway line forms the most appropriate boundary for the Green Belt, but the tree belt adjoining it within the site is also included within the Green Separation in view of its importance in maintaining village character.
- C2.5 The extent of the Green Corridor and the Green Separation from Teversham are defined in the Area Action Plan by reference to minimum extents, rather

than by clear physical features. The Green Belt boundary in these areas is drawn to reflect these broad principles. This is done in the knowledge that the precise boundaries of the Green Corridor and Green Separation will be determined in the review of the Area Action Plan when the timing of the relocation of the Airport is more certain and the masterplanning process is further advanced. However it is not envisaged that major adjustments to the Green Belt will be required at that stage, rather that the boundaries would be refined. It is possible that further minor revisions would be appropriate once this part of the new urban quarter is built to reflect features on the ground, potentially including any open uses on the edge of the built up area.

Green Corridor

- C2.6 As explained in the Green Belt section above, the Area Action Plan requires the retention of a Green Corridor running through the development from the countryside around Teversham and linking through to Coldhams Common. The Green Corridor will offer landscape and biodiversity value as well as informal recreational use.
- C2.7 It will be a significant area of land of at least 300m width increasing significantly as it opens up into a bell shape around Teversham. This reflects the width of other Green Corridors in the area, notably Stourbridge Common running from the west of Fen Ditton into the heart of Cambridge.
- C2.8 The Green Corridor will have a high degree of public access compatible with character and amenity. It will offer an opportunity to provide an outdoor venue for entertainment such as concerts and fetes close to the heart of the urban quarter thus contributing to its community development. It will provide for informal recreation such as informal play, footpaths, cycleways, bridleways and water/drainage features. However, it will not contain any associated urban uses such as playing fields, allotments or cemeteries to ensure no adverse impact on its informal countryside character which acts as a transition between the heart of the City and the countryside beyond.
- C2.9 The Green Corridor will be accessed from areas of built development by footpaths and cycleways and provide a connection and area of interaction between the separate parts of the urban extension. Whilst at its eastern end it will also form an area of Green Separation from neighbouring Teversham village, footpath and cycle links to the village and the surrounding countryside will also be important in order to maximise its value to the wider community (see Green Separation below).
- C2.10 In order that the Green Corridor safely fulfils its landscape, recreational and biodiversity functions for both human and wildlife use, the number of road crossings to the corridor will need to be carefully planned and limited to those necessary for the functioning of the urban quarter as a whole and integration between areas north and south of the Green Corridor. Any crossings should be well designed and complement the landscape character. This may involve

the use of cuttings, bridges across water features and tunnelling, including specific crossing for wildlife as appropriate.

C3 LANDSCAPING THE SETTING OF CAMBRIDGE EAST

POLICY CE/5 Landscaping the Setting of Cambridge East

- 1. A Landscape Strategy for the countryside adjoining the built parts of Cambridge East must be submitted and approved prior to the granting of planning permission. It will be implemented as part of the planning obligation/conditions for the development of the new urban quarter. The Landscape Strategy will:**
 - (i) Create an appropriate setting for the new urban quarter, minimising any adverse visual or landscape impacts on the surrounding area including the setting and character of Cambridge and surrounding settlements, in particular Fen Ditton and Teversham;**
 - (ii) Establish the principles for structural landscaping and creating appropriate landscape character within the Green Corridor and Green Separation from villages;**
 - (iii) Make the best use of and enhance existing tree and hedge resources as a setting for the development whilst ensuring that these do not adversely affect integration with the existing urban structure of Cambridge;**
 - (iv) Ensure that any alterations to the topography of the area are appropriate to local landscape character;**
 - (v) Create a series of green spaces on the edge of the urban quarter which integrate well with the wider countryside, the rest of the urban quarter and its green spaces, contribute to legibility, are pleasant, attractive, beneficial for wildlife and multi-functional;**
 - (vi) To ensure a high degree of connectivity between the new urban quarter and the wider countryside for wildlife and people;**
 - (vii) Enable landscape areas to provide an environment suitable for the mitigation of adverse wildlife impacts and to maximise benefits to wildlife;**
 - (viii) Enable landscape areas to contribute to the informal recreation needs of those living, working and visiting the urban quarter;**
 - (ix) Include appropriate planting and landscaping of any ~~new access road~~transport routes -eg. to the A14.**

- C3.1 Cambridge East will be a major element in the landscape on the eastern side of Cambridge and it is therefore important that it is designed and landscaped in a way that respects the landscape character of the area and enhances its landscape setting. To ensure that this is achieved, a landscape strategy for the open area adjoining the built parts of the urban quarter will be required at an early stage. Landscape within the urban quarter, including strategic landscaping on its edges, is dealt with in the chapter D8 Landscape.
- C3.2 The Cambridge East area lies in an area of transition between the East Anglian Chalklands and the Bedfordshire and Cambridgeshire Claylands national landscape character areas as defined by the Countryside Agency. In Cambridgeshire this area is defined as the Rural Lowland Mosaic: Eastern Transition Lands. In this area, the characteristic chalk vegetation to the south is essentially retained until it reaches the Fen area to the north.
- C3.3 The site is relatively flat, with two higher plateaux to the north and south with a lower corridor in between. The northern plateau encompasses the area north of Newmarket Road around the car showrooms and the Park & Ride site and lies above the 15m Above Ordnance Datum (AOD) contour. From there, the land falls gently towards the south east. The lower corridor runs broadly east west through the centre of the site between Teversham Fen to the east of Teversham, and the Local Nature Reserve on Barnwell Road. The corridor is about 10m AOD with lower areas at either end. South of the corridor, the land rises towards Cherry Hinton with a high point of 17m AOD near the Gazelle Way roundabout.
- C3.4 The Airport has little in the way of landscape features because it is heavily managed for its current Airport function. It is open grassland, which has a few trees and hedge lines, mainly on the eastern side of the area. It is therefore very much a blank canvas for the development.
- C3.5 The area north of Newmarket Road has tree belts that have been specifically planted as buffers. The main tree belts include a variety of species planted in a dense 30m deep screen surrounding what will be the first phase of development between the North Works and the Park & Ride site. These will perform a valuable function for the first phase of development in providing a mature landscape edge to the new neighbourhood. They will need to be managed and extended to enhance their role and character. The Park & Ride site itself has a rich and mature landscape, and is the remnant of the estate landscape that previously occupied this piece of land and includes a wooded belt featuring a wider range of species and ages. It forms the best landscape feature on the whole of the site.
- C3.6 The area to the east of the Airport is relatively flat open countryside, although it includes a number of landscape features, including trees and hedgerows. It is important that the Cambridge East development provides an attractive edge to the City.

- C3.7 Appropriate management systems will be required to ensure high quality, robust and effective maintenance of the landscape. This is dealt with in the Phasing and Implementation policies.

C4 MITIGATING THE IMPACT OF CAMBRIDGE EAST ON EXISTING VILLAGES

POLICY CE/6 Green Separation from Fen Ditton and Teversham

Green Separation from Teversham

1. A minimum of 200m of Green Separation will be maintained between the village framework of Teversham and the built up area of Cambridge East, as shown on the Proposals Map. To reflect local circumstances, ~~at~~where the exceptions affordable housing development ~~adjoining~~ adjoins Airport Way, the extent of Green Separation will be measured from the edge of the area of built development rather than the village framework.
2. The Green Separation will have a high degree of public access where appropriate to character and amenity. It will not contain any associated urban uses such as playing fields, allotments or cemeteries to ensure effective and appropriate separation between these communities.
3. The landscape character provided in the Green Separation will ensure that open views from and into the Green Corridor from the “bell mouth” around Teversham at Airport Way enhance the sense of the village set in open countryside, whilst filtering views of the urban quarter.

Green Separation from Fen Ditton

4. An area of Green Separation will be maintained between Cambridge East and the village of Fen Ditton including the area of Green Belt between the village framework and the disused railway line, and the belt of trees running along the southern side of the line and lying within the site of Phase 1 North of Newmarket Road, as shown on the Proposals Map.
5. Further development of existing rural uses in the Green Separation will be restricted to ensure that they do not undermine the role and function of the area.

- C4.1 In order to provide an appropriate landscaped setting for the new urban quarter where it is closest to existing villages and to ensure the maintenance of the village character of Fen Ditton and Teversham as required by the Structure Plan, there will be suitably landscaped Green Separation between them which will continue to form part of the rural setting of these two villages.

Green Separation from Teversham

- C4.2 There are no clear features on the ground to assist with definition of the Green Separation at Teversham. The form of the new urban quarter will determine the eventual alignment and boundaries of the Green Corridor and Green Separation. However, it is appropriate in the Area Action Plan to set a minimum extent of separation that is considered necessary to achieve a suitable landscape treatment to secure effective separation between the new urban quarter and Teversham.
- C4.3 Detailed work in relation to the Area Action Plan for the new town of Northstowe on Green Separation between the town and adjacent villages identified that achieving appropriate separation is not only about physical distance but also about the landscape treatment of that area. This work concluded that a minimum of 200m is required in order to provide suitable landscape treatment of various and appropriate characters. Therefore for the purposes of this Plan, an area of at least 200m in width is to be maintained between any part of the new development and the village of Teversham, to maintain the village's setting and individual identity. The final extent and treatment of the Green Separation can be considered in more detail in the review of the AAP which will refine the Green Belt, Green Corridor and Green Separation boundaries in the context of further work on the later phases of development, once masterplanning is further advanced.
- C4.4 The landscape character of the Green Separation will be informal countryside as for the remainder of the Green Corridor but particularly so because it is at the meeting of the City and the countryside. The treatment of Green Separation will provide a landscape character which ensures that open views from the "bell mouth" around Teversham at Airport Way into the Green Corridor enhance the sense of the village set in open countryside, whilst filtering views of the urban quarter.
- C4.5 The Green Separation will have a high degree of public access where appropriate to character and amenity. It will not contain any urban related open uses such as playing fields, allotments or cemeteries to ensure effective separation of an appropriate character between these communities. Links by footpath and cycle between the urban quarter and Teversham would be appropriate to enable village residents to access the amenities of the new development, such as the District Centre.

Green Separation from Fen Ditton

- C4.6 The area of Green Separation between Cambridge East and the village of Fen Ditton includes the area of Green Belt between the village framework and the disused railway line, and also the belt of trees running along the southern side of the line and lying within the site of Phase 1 North of Newmarket Road, as shown on the Proposals Map.

- C4.7 It is important that the existing tree belt around the northern edges of the site is included within the Green Separation as well as within the site for Phase 1 of development north of Newmarket Road. This tree belt is essential to provide adequate separation from Fen Ditton and should be retained and enhanced to maximise its benefit in providing separation from Fen Ditton (see Site and Setting chapter). Whilst in physical extent Green Separation at Fen Ditton is in parts less than the 200m minimum proposed at Teversham, the width of the dense tree belt is such that it provides a strong visual barrier between the development and the village. It is not considered that adding further physical extent to the area of Green Separation would have a material benefit in terms of protecting village character.
- C4.8 It is therefore crucial that the existing tree belt is retained and enhanced as part of the development to provide strategic landscaping. This could include, for example, extensions to the tree belt to vary its width creating a more interesting natural form, with selective additional planting and management of the existing tree belt with predominately native species. The tree belt should also link into other green areas such as the urban park on the Park & Ride site and green fingers through the development to provide a comprehensive network for amenity and wildlife.