

## **Appendix 2: Assessments of Broad Locations on the Edge of Cambridge**

### **Broad Location 1: Land to the North & South of Barton Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Newnham, Coton & Grantchester**

#### **Description:**

There is potential capacity in Cambridge for between 2,000 and 3,000 dwellings between the urban area and the administrative boundary, with significant additional land also in South Cambridgeshire.

#### **Context:**

Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

#### **Designations / Constraints:**

- Whole area is designated as Green Belt.
- Adjacent to Cambridge West Conservation Area.
- University sports fields to east are protected private open space.
- Archaeological remains of various dates.
- Hedgerows east of M11 are a County Wildlife Site and several hedgerows within this location are designated as a City Wildlife Site.
- Parts of the location around Barton Road are within Flood Zones 2 and 3a (medium to high probability of flooding).
- Part of the location will be affected by noise and air quality issues from the M11 and mitigation will be required.
- The location needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, which was designed to create a new city edge.
- The uses alongside the edges of the area will raise potential overlooking issues; both within and out of the location.
- There are public rights of way to the north, to the west and through the centre.

#### **Planning History**

Land in this location has been previously considered for Green Belt release by a series of Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambridgeshire Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes. Inspectors have accepted that the Barton Road approach to Cambridge is important because it is undeveloped, that development would impinge on views, sometimes be directly in front of historic features, and would spoil the setting of the city even if set back and landscaped.

#### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within the zone were of medium to very high importance to the setting

of the City and medium to very high importance to Green Belt purposes. It is a smaller area adjacent to the urban area at Gough Way that is characterised as of medium importance.

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. The area to the south of Barton Road provides separation and setting to Granchester. The southern part of this zone comprises the river Cam and its associated river valley landscape. The elevated southern parts of the zone, nearer to the M11, create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape, which is very important to the setting of the City and for the purposes of Green Belt.
- The sites would represent a challenge to design in respect of achieving good points of access. Access points from either the Barton Road, Clerk Maxwell Road or from the High Cross part of the West Cambridge site will be necessary in order to enable a more comprehensive site layout and sufficient connectivity to the west side of the city. Access to existing minor residential streets e.g. Cranmer Road or Herschell Road, will need to be limited to pedestrian and cycling use only.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

#### **Supporting Infrastructure:**

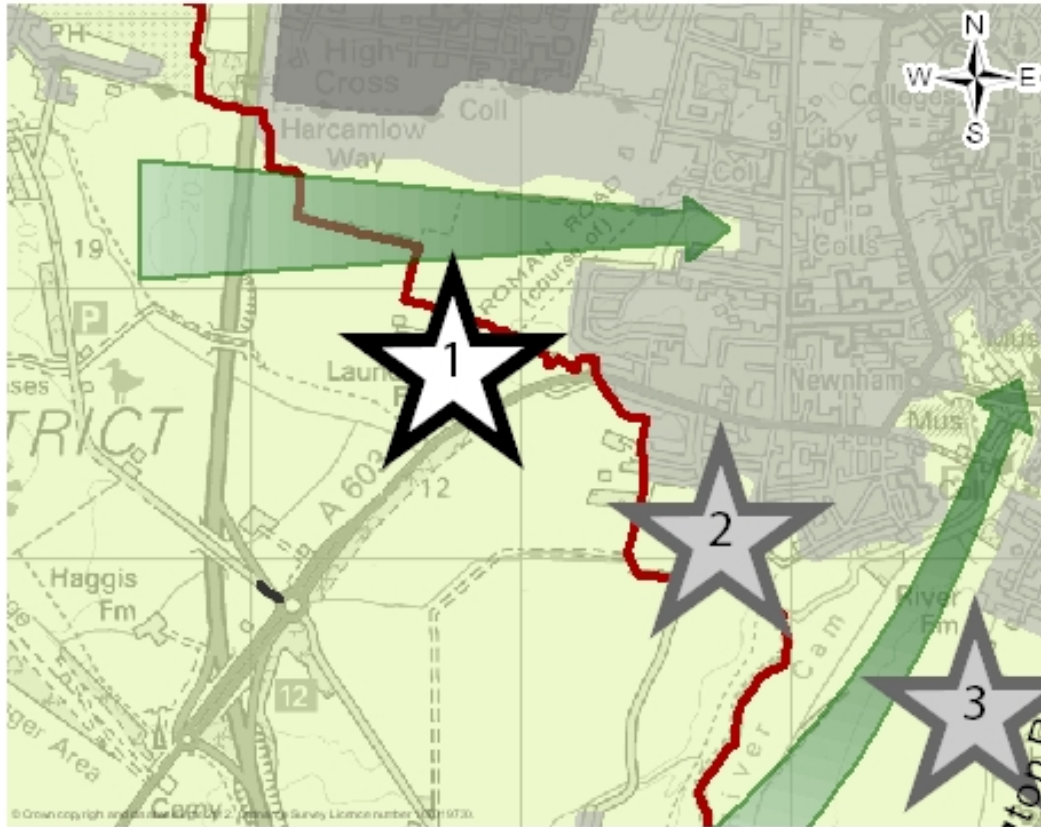
Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

#### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Furthermore, travel demand to/from this location is likely to be largely Cambridge-centric, though a significant amount of trips could impact upon the M11 at J12 and J13.
- The County Highways team have commented that access onto Barton Road is feasible but requires modelling. New public transport services would be required. A significant level of infrastructure will be required to encourage more sustainable transport links. Transport modelling needs to be undertaken to

understand the full implications as a whole of further development on the transport network.

### Broad Location 1: Land to the North & South of Barton Road



## **Broad Location 2: Playing Fields off Granchester Road Newnham**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Newnham & Grantchester**

### **Description:**

There is potential capacity in Cambridge for between 450 and 700 dwellings between the urban area and the administrative boundary, with additional land also in South Cambridgeshire.

### **Context:**

The location comprises a number of College playing fields along with Wests Renault Rugby Football ground located to the south of Newnham off Granchester Road. The area is relatively level with views into open countryside to the south towards Granchester and along the River Cam immediately east. The land is slightly elevated above the land to the east that forms part of the Cam river valley and Granchester Meadows. The southern section of the Pembroke playing field is located in South Cambridgeshire.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Land within Cambridge is designated as Protected Open Space.
- Significant parts of the Rugby Club ground are in the functional floodplain (where water has to flow or be stored in times of flood) and therefore unsuitable for development.
- The West Cambridge and Newnham Croft Conservation areas lie to the north and north east.
- The hedgerows and river meadows are important for wildlife.
- Allotments adjoin the location to the south east.
- There is a Public Right of Way to the east and permissive Public Right of Way to the west.
- There are several protected trees in the area and a listed building.

### **Planning History**

No significant recent planning history.

### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within this location were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as "Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases."
- This location is mostly arable and divided into relatively small fields with managed hedgerows and ditches.

- Grantchester is located to the south of the area on the western slope of the River Cam valley.
- The elevated parts of this location create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield.
- The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City.
- All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.
- In urban design terms the area would require direct access onto Grantchester Road, either in the form of an intersection serving either side of Grantchester Road or via other, additional, access points.
- Development would back onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the location.
- There is no direct public access to the eastern most part of this location.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

#### **Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

#### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to the M11 at J 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that Grantchester Road is narrow and incapable of supporting development at this scale without significant improvement. Modifications to Grantchester Road would be required and would result in the nature of the road changing significantly. The eastern part of this location has no direct access to the adopted public highway; South Green Road is private and unsuitable for intensification in its current form. Transport modelling needs to be undertaken to understand the full implications on the transport network. Better public transport links would be required.

**Broad Location 2: Broad Location 2: Playing Fields off Granchester Road, Newnham**



## **Broad Location 3: Land West of Trumpington Road**

**District: Cambridge City Council**

**Ward/Parish: Trumpington**

### **Description:**

There is potential capacity in Cambridge for between 1,000 and 1,500 dwellings on part of the location.

### **Context:**

The location excludes land to the west towards Grantchester Meadows. The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Grantchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west. There are existing housing areas to the north and the east.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The most northerly field (playing field) on the area is within the Southacre Conservation Area.
- There are locally listed buildings adjacent to the location. The impact on existing properties in Trumpington Road and Latham Road would need to be considered.
- The Trumpington Road Woodland Wildlife Site is to the south of the location.
- The northern portion of the area has various protected open space areas including the Leys and St.Faiths School playing field, the football ground (outdoor sports facilities), and the Cambridge Lakes Golf Course.
- Significant parts of the Rugby Club ground are in the functional floodplain (3b) and therefore unsuitable for development.
- Location is part of Green Corridor. The hedgerows and river meadows are important for wildlife.
- Allotments are to the south east.
- There are a number of protected trees, alongside Trumpington Road, and along the field boundary to the north west, and between the Leys and St.Faiths playing field and the football ground.
- Archaeology finds include prehistoric pottery and ridge and furrow remains. Predetermination works required to obtain information on the character and significance of the archaeology in this area.
- There is a Public Rights of Way to the west which links to a permissive footpath to the south-east.

### **Planning History**

Land west of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge

Local Plan for its suitability for housing. The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by LDA in response to the Structure Plan concern about this land indicated that it was not suitable for development. The 2003 LDA study into the land west of Trumpington Road (for Cambridge City Council), concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location which in visual terms could be developed without harming publicly accessible views. The playing field and golf course contribute to the quality of the landscape setting.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that this area was categorised as ranging from low to high in terms of the importance to the setting of the City and low to very high in terms of importance for Green Belt purposes.
- The parts of the site, which were categorised as low were the sports grounds to the north of the site. These areas were seen as low because they were well screened by mature vegetation and were viewed as part of the urban edge of the City.
- It is also significant that the City Council reviewed this area in 2003 as a potential Green Belt release, and consultants advising the Council found that there was no case for release on the basis that, amongst other reasons, the “land provides an attractive and well managed rural setting to the historic core...”.
- The river valley also contributes to the importance for Green Belt purposes because it affords a significant green corridor from the countryside to the south into the centre of the City. This is an important factor to the historic character of the City.
- The protection of green corridors running into the heart of the historic core of the City has long been a key part of the contribution of the Cambridge Green Belt.
- From a design perspective access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.

### **Supporting Infrastructure:**

The location is more than 400m from existing schools and local facilities, other than local nurseries. Improved utilities required.

### **Transport:**

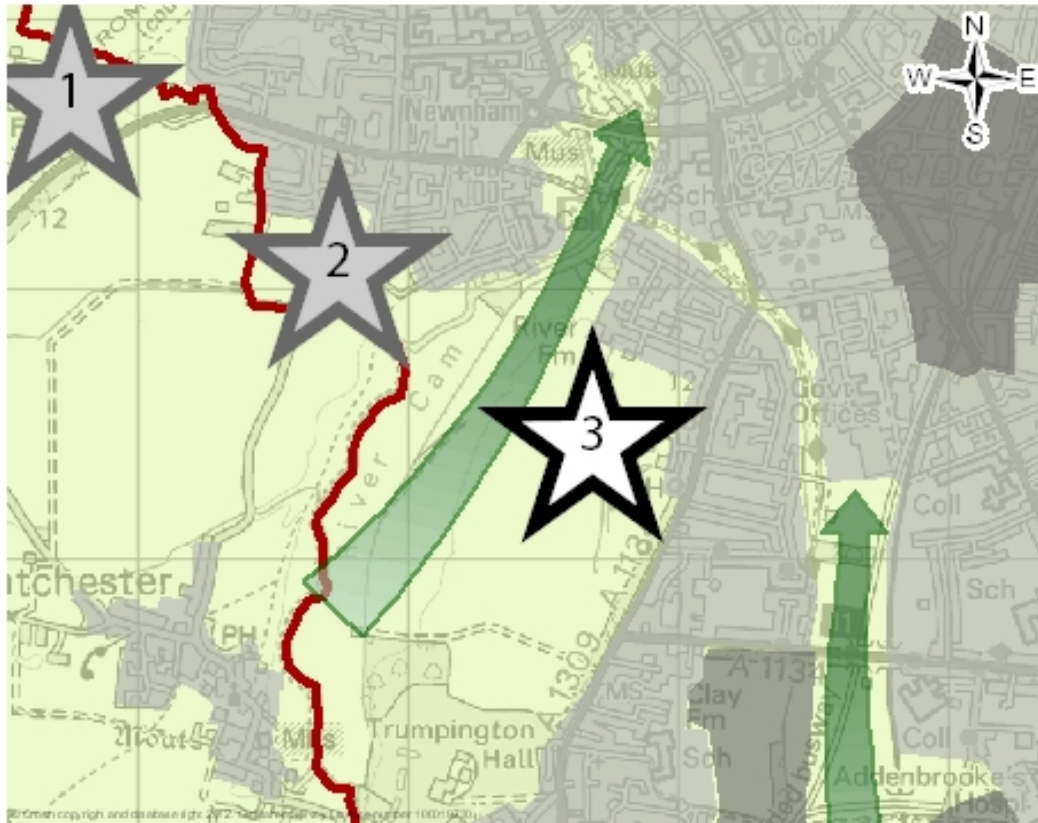
- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This location is likely to be quite closely related to the M11 at J 11 and 12, but is also reasonably well related to the City Centre. As such it



would warrant a robust transport assessment before the Highways Agency could come to a definitive view.

- The County Highways team have commented that there is a requirement for transport modelling to consider wider strategic impact. Potential impact on M11 Junction 11. A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed. The location is reasonably well serviced by public transport, but would need to be improved further to be high quality.

### Broad Location 3: Land West of Trumpington Road



## **Broad Location 4: Land West of Hauxton Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Haslingfield**

### **Description:**

There is potential capacity in Cambridge for between 110 and 160 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Gently sloping arable land without hedges between the planned Trumpington Meadows site and the M11. Planned Country Park to north west.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Scheduled Monument (Romano British settlement) just outside the site to the north west.
- Traffic on the M11 generates noise and affects local air quality, assessments required.
- The location lies within the Lord's Bridge Consultation Area 1 requiring consultation on applications for industrial development or resulting in light pollution.

### **Planning History**

The Inspector examining the 2006 Cambridge Local Plan found the adjoining Trumpington Meadows site to be a sustainable location for development and released land to the north of this broad location from the Green Belt because a large proportion was previously developed, to improve the southern approach to the city which was dominated by a newly established P&R site and to ensure alignment with development to the north of the Addenbrooke's Road to the east of Hauxton Road. Similar conclusions were reached by the Cambridge Southern Fringe Area Action Plan Inspector in 2007 for land in South Cambridgeshire.

### **Green Belt / Landscape / Townscape**

- An open, south facing, gently sloping arable landscape.
- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) identified the location to be of high importance to the setting of the city and for the purposes of Green Belt.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identified a key view from the top of junction 11 of the M11 in a northerly direction towards Cambridge which is of a green setting and foreground to the City which separates it from the M11.
- There are views into and across the area from the surrounding area including long distant views from the Haslingfield area.
- The urban extension at Trumpington Meadows has been designed to form the new urban edge to Cambridge and the meadows and farmland of this location are important as a setting to the city and to the new development. The new urban edge takes the City further south and closer to the M11. The M11 motorway is a major viewpoint for the site. The landscape foreground between the M11 and the new urban edge increases in importance in terms of setting of

the City. This “edge” is continued in an easterly direction and comprises a consistent, planned southerly boundary including the Addenbrooke’s Road at the bottom of the Glebe Farm site, the south end of the Clay Farm site, and the south end of the Cambridge Biomedical Campus.

- Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

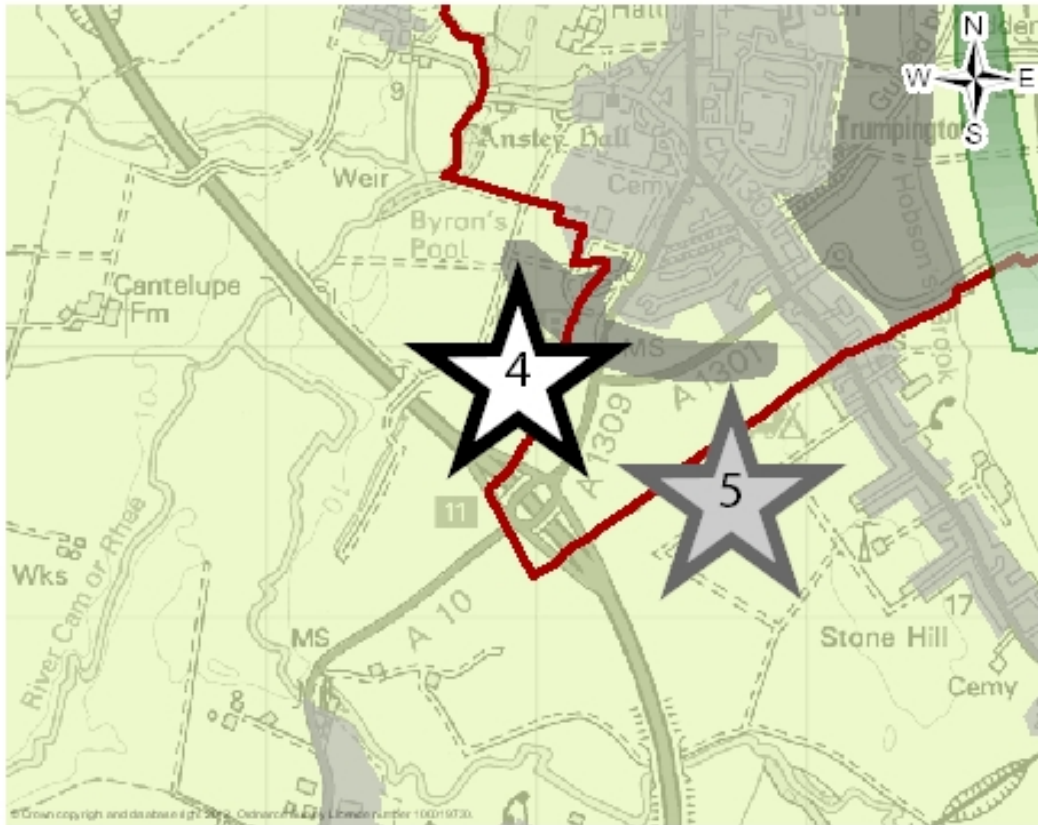
**Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. The new Trumpington Meadows primary school has limited scope for expansion. Improved utilities required.

**Transport:**

- The Highways Agency have commented that currently as it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor. Impact assessment required.
- The County Highways team have commented that no new access directly from Hauxton Road, scope exists to remodel existing junctions to provide required capacity. Impact on existing accident cluster on Trumpington Road would need assessment and mitigation. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. Public transport services would need to be reinforced.

**Broad Location 4: Land West of Hauxton Road**



## **Broad Location 5: Land South of Addenbrooke's Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 750 and 1150 dwellings between the urban area and the administrative boundary, and an extensive area of land in South Cambridgeshire between between the M11 and the houses fronting Shelford Road.

### **Context:**

The location is between Addenbrookes Road, the M11 & Great Shelford. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature, well-managed hedgerows dissect the area and create well defined field boundaries. It is arable farmland. There are near distance views from the area over the hedgerows to the rising ground to the south and southwest. There are views into the site from the surrounding roads and area in general.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Very small area in the southern part of the area, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
- Scheduled Monument is located in part of this area.
- Small area of land to the west is within the Minerals & Waste LDF Mineral Safeguarding Area for sand and gravel.
- There is a County Wildlife Site (River Cam) on the southern boundary of the area.
- There are several Tree Preservation Orders along the boundary with Great Shelford.
- The Shelford Road frontage opposite Walden Way and Hobsons Acre, in the south east corner of the location, is designated an Important Countryside Frontage.
- The impact on existing properties in Shelford Road would need to be considered.

### **Planning History**

A proposal was submitted as part of the 2006 Cambridge Local Plan review to develop in this location. The Inspector in approving the allocation of Glebe Farm for development concluded the road would be the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector. The Inspector decided the location further south was not appropriate for housing development for reasons including; it is open land within Green Belt & outside the built-up area. A small area of land in the south eastern corner of the location has been considered and rejected for residential development through South Cambridgeshire Local Plans in 2004 and 1993, and refused planning permission. The northern part of the location was proposed for a Household Waste Recycling Centre, but was rejected by the Inspector examining the Minerals & Waste Local Development Framework, who concluded the development of this area would be very

significantly inconsistent with Green Belt policy and noted the importance of this location.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identifies the area to the south of Cambridge as a location from where the city is visible or where it forms part of the foreground to more distant isolated viewpoints.
- The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City. This is particularly true of a major part of the location that is situated on relatively higher and open land.
- The land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.
- The location would "break" the established southern boundary of the City created through 2006 Local Plan site releases (recently upheld by an independent Inspector considering the Minerals & Waste LDF).
- From a design perspective depending on the size of development the location could require a number of different access points. Access from Addenbrooke's Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrooke's Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency.
- Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- The size of the location could be sufficient for a very significant extension to the city similar to the scale/area of Clay Farm.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

### **Supporting Infrastructure**

Improvement of utilities required. The capacity of existing and currently proposed schools & local facilities would need to be reviewed. Large scale development would require a new neighbourhood centre.

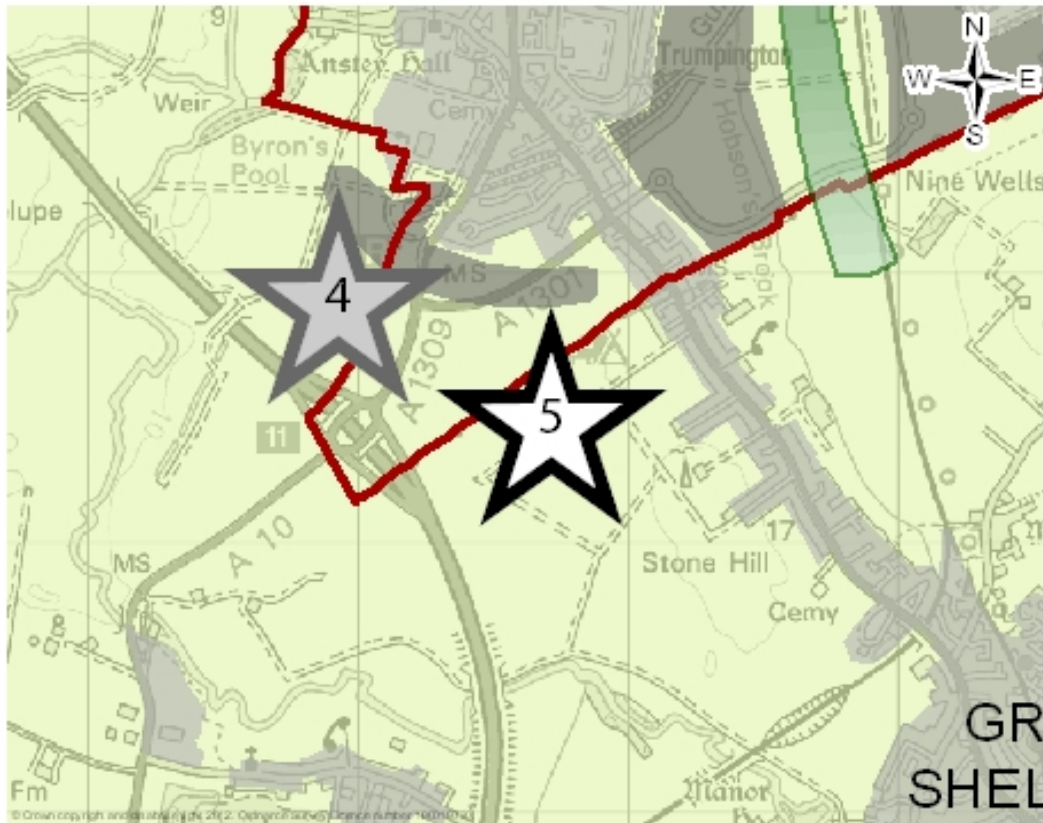
### **Transport:**

- The Highways Agency have commented that currently, the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to M11 at J11, but does have good public transport links to the City centre and beyond. A robust transport assessment is required before the Highways Agency could come to a definitive

view. Highway Agency will need to be consulted on proposed access to the location, including access from the A1309.

- The access is acceptable in principle to the County Highways, but the impact on the M11 will need to be assessed. A secondary access onto Shelford Road may also be needed and possibly a third one should the number of dwellings get close to 3,000. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. The area is fairly sustainable being close to the city centre with good access to the Cambridge Guided Busway. Nevertheless, improvements to public transport services would be required.

#### **Broad Location 5: Land South of Addenbrooke's Road**



## **Broad Location 6: Land South of Addenbrooke's & between Babraham Road and Shelford Road**

**District:** Cambridge City Council

**Ward/Parish:** Queen Ediths & Great Shelford

### **Description:**

There is potential capacity in Cambridge for between 900 and 1400 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Large agricultural fields split by Granham's Road. To the north is Queen Edith's ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham Park and Ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The majority of the location lies within Flood Risk Zone 1 (the lowest level of risk).
- The location however is subject to surface water drainage issues.
- The hedgerows, drainage ditches and tree belts are important for wildlife.
- The area is adjacent to a number of nature conservation designations including the hedgerow to the north, which is a City Wildlife site.
- The area is of strategic importance for Countywide Green Infrastructure. This is a project, which proposes the restoration of part of the area to chalk grassland under the adopted 2011 Cambridgeshire Green Infrastructure Strategy.
- Public Rights of Way runs to the south west of this location towards Nine Wells Local Nature Reserve.
- There are permissive bridleways to the northwest.
- Predetermination works are required to obtain information on the character and significance of the archaeology in this area.
- The impact on existing properties alongside the Babraham Road, Shelford Road, Cambridge Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site would need to be considered.
- Part of the location is within the Addenbrooke's Waste Consultation Area as outlined in the Minerals and Waste Core Strategy 2011.

### **Planning History**

The Cambridge Local Plan 2006 promoted the creation of a new urban edge to the north. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this location would remain as Green Belt with an open aspect and view across to the new urban boundary. This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.

### **Green Belt / Landscape / Townscape**



- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) has identified this location as of high value in terms of importance to the setting of the City and for Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- Whilst this location is flat the undulating land to the southwest rises up to White Hill before descending again towards Shelford and the railway line. Views from southwest of the location are therefore mostly elevated with clear vistas over the rural foreground to Addenbrooke’s Hospital and the City beyond.
- Not all views are clearly seen as they are interrupted by the topography and vegetation, but the urban edge of the City is clearly defined to the south of the hospital.
- The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.
- In terms of townscape, the location will form a significant “ribbon development” extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills.
- The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken.
- The location can effectively be considered in two halves, one south and one north of Granham’s Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road. Any development to the west of the location would need access from Shelford Road / Cambridge Road.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.
- This location could open up access to the rear of the Addenbrooke’s Hospital from the south and potentially provide a link through to the Addenbrooke’s Access Road to the west, but this would be dependent on further releases of land.

**Supporting Infrastructure:**

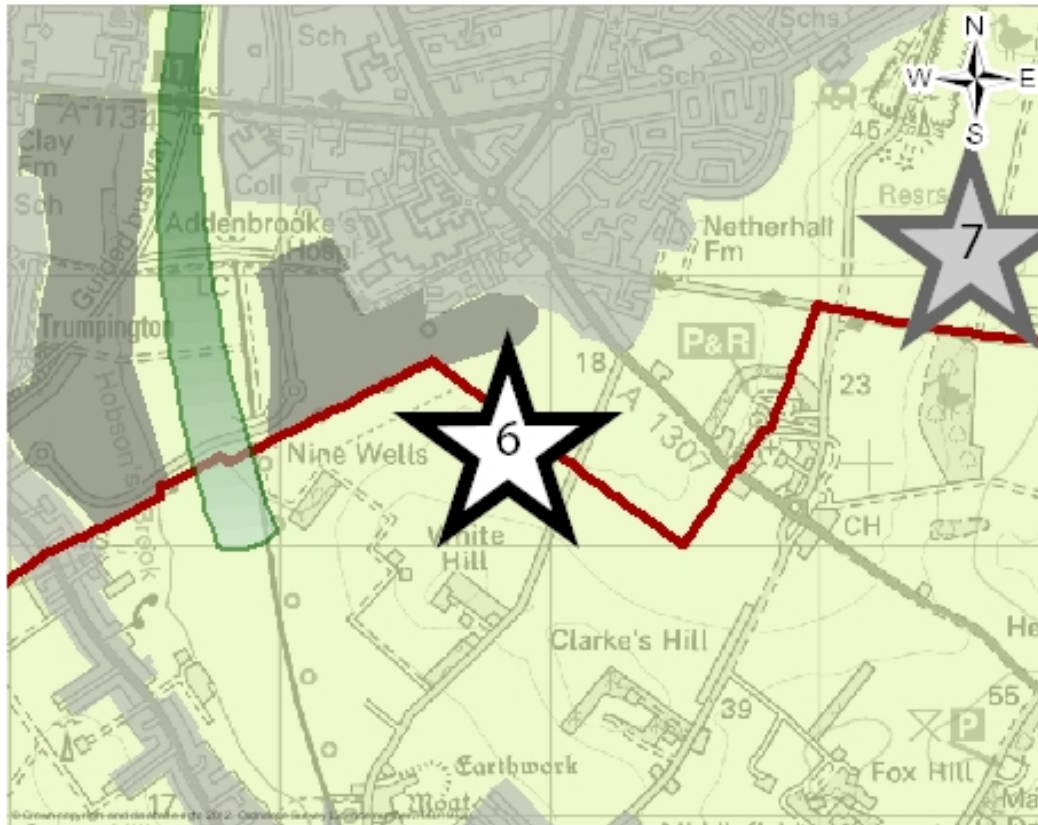
The location is more than 400m from schools and local facilities. Utilities need improving to support development in this location.

**Transport:**

- The Highways Agency have commented that this location has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network, is likely to be well related to central Cambridge for much of its trip-making. It is likely that a substantial proportion could be delivered without any adverse impact.

- County Highways have commented that there will be a requirement for transport modelling to consider wider strategic impact. Full Transport Assessment and Travel Plans required. Potential impact on M11 Junction 11. A1307 corridor will need to be considered. Capacity constraints at Addenbrooke's Junction and along corridor into Cambridge will need to be addressed. Opportunities to enhance walking and cycling routes.

**Broad Location 6: Land South of Addenbrooke's & Southwest of Babraham Road**



## **Broad Location 7: Land between Babraham Road & Fulbourn Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Cherry Hinton, Queen Ediths, Fulbourn & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 3,000 and 4,600 dwellings between the urban area and the administrative boundary, and significant land in South Cambridgeshire.

### **Context:**

Arable open fields and chalk grassland between Fulbourn Road & Beechwoods at westernmost slope of the Gog Magog hills and including Netherhall and Newbury farms to west and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The location is largely grade 2 & 3 agricultural land.
- The location is adjacent to the Limekiln Pit & East Pit Sites of Special Scientific Interest (SSSI).
- Roadside verges of Limekiln Hill & Worts Causeway are a County Wildlife Site as is Netherhall Farm.
- Cherry Hinton Road and Beechwoods Local Nature Reserves are close by.
- The Netherhall school playing fields are designated protected open space.
- Strategic Importance in 2011 Green Infrastructure Strategy.
- Areas of Archaeological interest nearby.
- High pressure gas main crosses the location.
- Permissive Access Path alongside Worts Causeway and down Cherry Hinton Road.
- The impact on existing properties to the north and west would need to be considered.

### **Planning History**

Proposals for residential development of Netherhall Farm were put forward through the 2006 Local Plan. These were dismissed by the Inspector on grounds that the land was located within the Green Belt and included areas of open land. The Inspector concluded that whilst it was a sustainable location for development it was not suitable for development because of its importance to the setting of the City and there was no need to release it from the Green Belt.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location are categorised as medium to very high in terms of importance to the setting of the City and to Green Belt purposes.

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.” It identifies the importance of avoiding development on elevated land and of retaining the open elevated setting to the city. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point of land nearest to Cambridge City. Views are mostly elevated from this area and include vistas and panoramas over the City from the southeastern and north western corners of the location. Views of the Gog Magog Hills are also clearly seen from southern parts of the City.
- The fact that the majority of the land in this area is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.
- The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character.
- The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.
- From a design perspective the south west sector would require road access from Wort’s Causeway with north south oriented roads for access and would need to exclude the area recently approved for expansion of the Babraham Road Park & Ride site.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

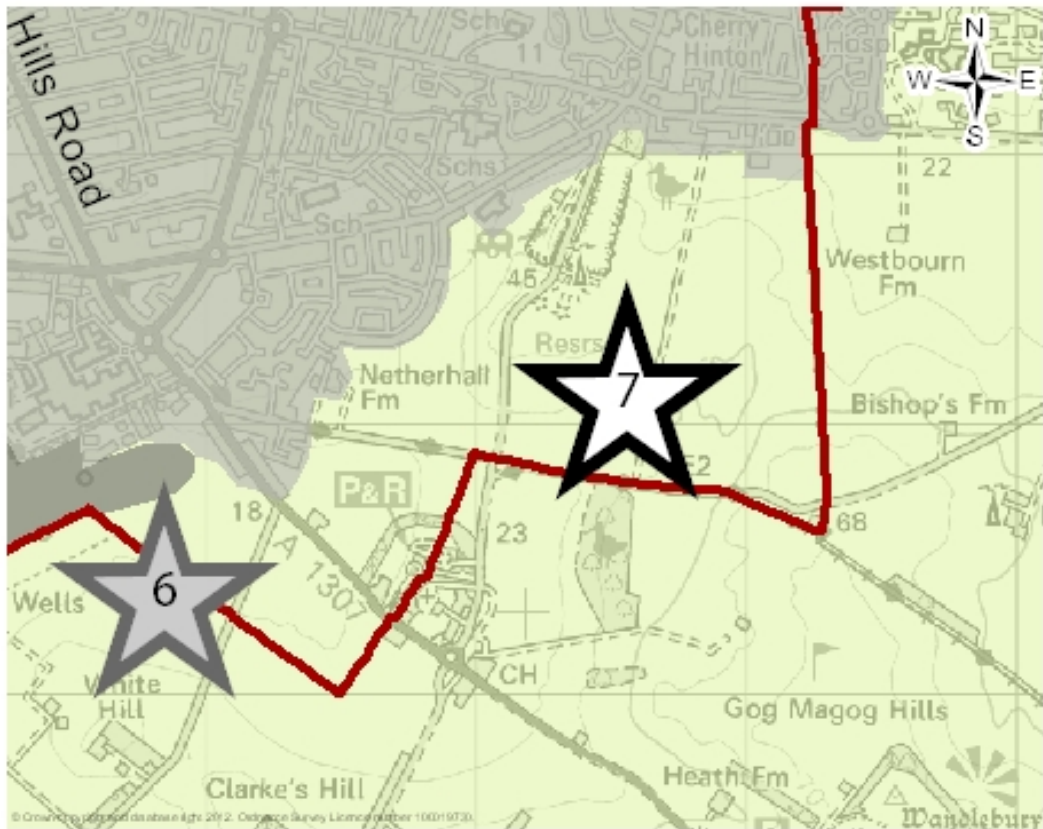
**Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre.

**Transport:**

- The Highways Agency comments that the location is well integrated to Cambridge but may add pressure to M11 at J 11 & A14.
- The County Highways team has undertaken transport modelling on the promoter’s proposal for around 3,100 dwellings and they have assessed that it could generate around 26,410 all mode daily trips. Further transport modelling will need to be carried out to understand the full implications as a whole on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider bus infrastructure improvements, improvements to local roads, and impact on Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.

**Broad Location 7: Land between Babraham Road & Fulbourn Road**



## **Broad Location 8: Land east of Gazelle Way**

**District: South Cambridgeshire District Council**

**Ward/Parish: Teversham**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

Large flat arable fields with low boundary hedges to Gazelle Way. Woodland belt adjoins Cherry Hinton Road, more significant hedges elsewhere. Residential to west of Gazelle Way. Prefab housing site adjoins Fulbourn Old Drift to south.

### **Designations / Constraints:**

- Green Belt.
- Gas mains cross the land.
- Electricity pylons cross the southern part of the land to access a transformer station to south west corner of the land.
- There are two Scheduled Monuments in the vicinity, to north east (moated site at Manor Farm), and to the south east (settlement site at Caudle Farm).

### **Planning History**

Planning permission granted in 1981 for land fronting onto the northern half of Gazelle Way for housing development, open space and schools. A subsequent planning permission in 1985 limited built development to the west of Gazelle Way only, which was implemented.

### **Green Belt / Landscape / Townscape**

- A flat open arable landscape very gently falling towards the east.
- It fulfils Green Belt purposes by providing a rural setting for the city in this location and by separating Cambridge, Teversham and Fulbourn.
- There are no views of the historic core of the City.
- Past Green Belt studies have appraised the site differently. The Cambridge Inner Green Belt Boundary study 2002 for the City Council found the land to be of low to medium importance to the Green Belt where land could be released for development. The Cambridge Green Belt Study 2002 for South Cambridgeshire District Council found the land to be essential to the special character and setting of Cambridge where there is no scope for substantial release of land for development. At that time the City Council were advocates for large scale development to the east of Teversham and north of Fulbourn and both Councils were seeking to influence the outcome of the examination in public of the Cambridgeshire and Peterborough Structure Plan.

### **Supporting Infrastructure:**

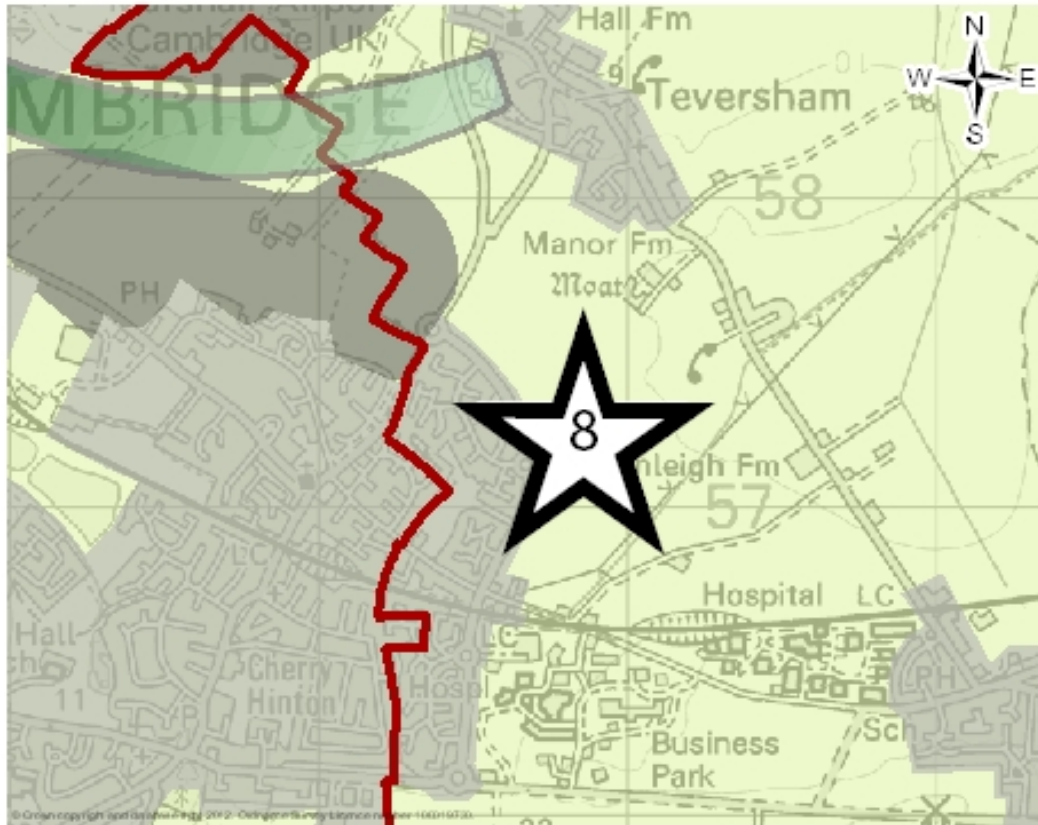
New school provision necessary. Improved utilities required.

### **Transport:**

- Highways Agency – the Highways Agency have not commented on this location. In commenting on SHLAA sites to the south east of Cambridge they comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional

pressure on M11 and the A14. Most of the land is likely to be within 400 metres of bus stops on Gazelle Way. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 8: Land east of Gazelle Way**



## **Broad Location 9: Land at Fen Ditton**

**District: South Cambridgeshire District Council**

**Ward/Parish: Fen Ditton**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

The area to the south side of the village largely comprises a series of small paddocks, enclosed by hedgerows, situated close to the edge of the village. To the north of the village the area comprises much larger, exposed, agricultural fields with the A14 to the north and east. Much of the land is visible from surrounding higher ground, particularly in the north.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Some parts of the location form an important part of the setting of Fen Ditton Conservation Area and several Listed Buildings (Grades II\* and II).
- Fleam Dyke Scheduled Monument and SSSI lies to the east of the village.
- There are archaeological remains from various periods.
- Areas of Important Countryside Frontages have been designated along Ditton Lane, High Ditch Road and High Street.

### **Planning History**

One site within this broad location was considered through the South Cambs LDF, proposed as an Objection Site (2006). The 2004 Local Plan Inspector's report rejected development on open land on the east side of Horningsea Road. Various planning applications have been refused for being in the Green Belt, where development would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

### **Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as "Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases."
- Fen Ditton is the closest of the necklace villages to Cambridge. It is essentially a linear village, centred on the High Street where development is compact and there is an almost complete absence of backland development and has an unmistakably rural feel with its grass verges, large trees and bucolic riverside setting. Its riverside setting and high proportion of good quality buildings and spaces means that the streetscene and townscape is of a high quality.
- The location falls within an area where development would have a significant adverse impact on Green Belt purposes and functions particularly with regard to preventing coalescence, quality of the setting of Cambridge and the setting, scale and character of Green Belt villages and their rural character.
- Development of land to the south of Fen Ditton would reduce the extent of separation between the village and urban Cambridge from 300 metres to effectively coalescence.



- Land to the west of Horningsea Road has been found in studies to be of “very high” and land to the east of “high” importance to the Green Belt.
- The north east Cam corridor is identified as an area of open, high quality landscape that is important to the setting and special character of Cambridge with particular qualities to be safeguarded.
- The area provides viewpoints to the historic core from long distance footpaths and other vantage points, and much of the interface between the landscape and the city is soft and green.

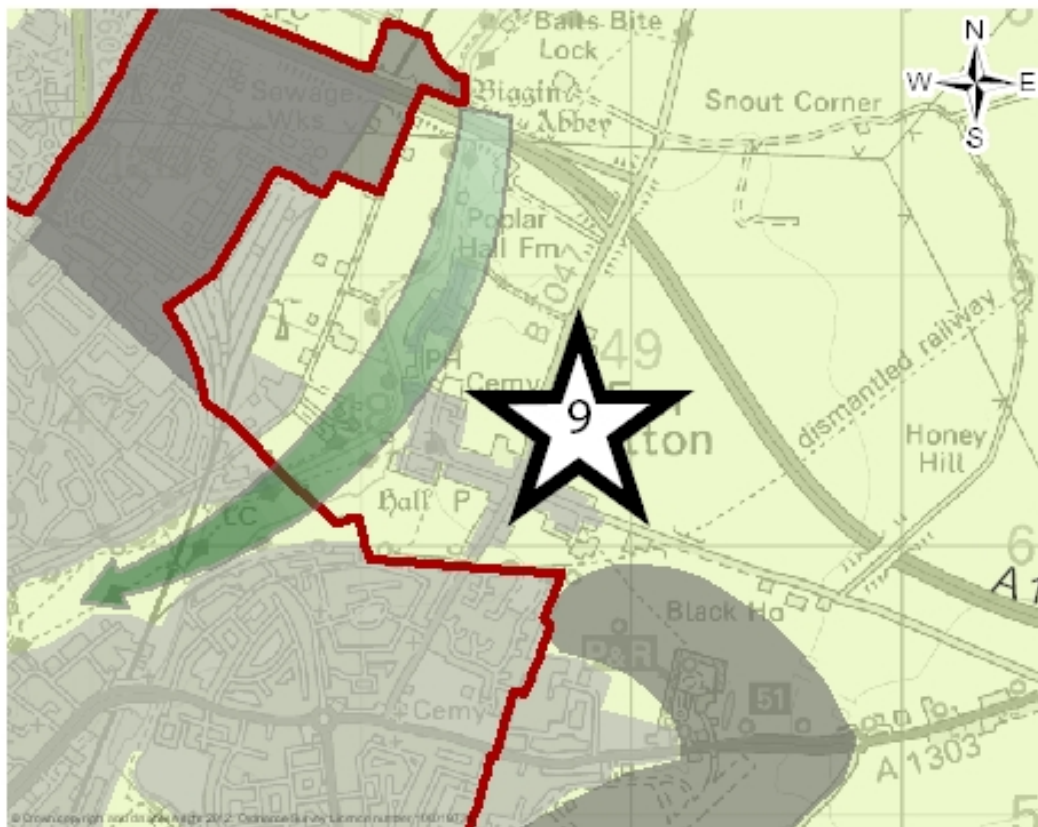
**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

- Highways Agency - comment that land in this location is likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Development of land around Fen Ditton is more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Much of this location is at least partly within 400 metres from a bus stop. New public transport services would be required.
- County Council comment that a full transport assessment would be required. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 9: Land at Fen Ditton**



## **Broad Location 10: Land between Huntingdon Road and Histon Road**

**District: South Cambridgeshire District Council**

**Ward/Parish: Girton & Impington**

**Description:**

The location is entirely within South Cambridgeshire.

**Context:**

The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and woodland, lie to the north east and a hotel and playing fields lie to the south west. The remaining land comprises large open agricultural fields, with views across to the historic core of Cambridge.

**Designations / Constraints:**

- The whole area is designated as Green Belt.
- A group of protected trees lies to south west.
- The A14 runs along the northern boundary, with associated traffic noise and air quality issues - part of site within an Air Quality Management Area (AQMA).

**Planning History**

The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. "The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. .... Some land could be released, retaining other parts to fulfil Green Belt purposes." The allocation of NIAB2 in the SSP Plan reflected the Inspectors' conclusions on Green Belt significance.

**Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the wider area as having some potential for development (the NIAB2 allocation was subsequently included in the current South Cambridgeshire Local Development Framework), but that the setting and separation between Cambridge and Girton should be retained, that some open land should be retained between the A14 and the urban edge, and that views from the A14 to historic landmarks should be retained.
- An area of flat, agricultural, landscape providing largely uninterrupted views across to the city.
- Most of the site is of "very high" importance to the purposes of the Green Belt, although a smaller area between NIAB2 and Girton is of "medium" importance (as is the NIAB2 land).
- Key level views have been identified to the city from the A14, with a countryside foreground and soft urban edge.
- The area forms part of the connective townscape / landscape, which is an integral part of the city and its environs, and also an area critical to preserving the separate identities of the surrounding villages and therefore the immediate landscape setting of the city.

- Studies concluded in the context of the NIAB2 allocation, that development of the whole site would extend the city to the A14 and lead to coalescence with the necklace village of Girton, which is completely at odds with one of the key functions of the Cambridge Green Belt.

**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

Highways Agency comment that although fairly closely related to Cambridge, the trip patterns are likely to result in traffic crossing rather than joining the A14, lessening the impacts on the A14. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Only small parts of the area are within 400 metres from a bus stop. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 10: Land between Huntingdon Road and Histon Road**



