

North East Cambridge

# Typologies Study And Development Capacity Assessment

Thinking creatively about land use

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**GREATER CAMBRIDGE**  
SHARED PLANNING

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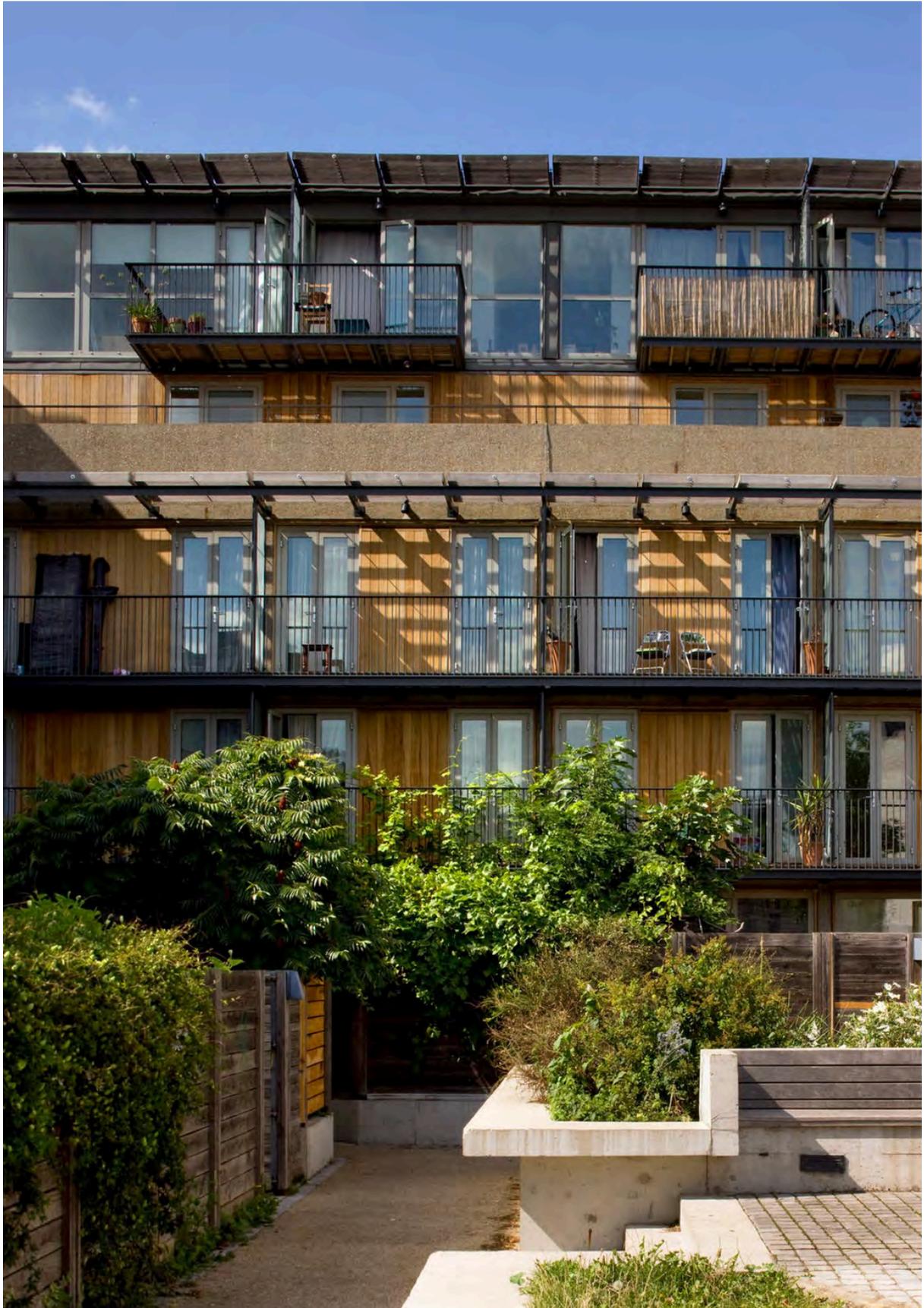


Image credit: Philip Vile

# Introduction

## // An innovation district for Cambridge

This typologies study has been prepared by the Greater Cambridge Shared Planning Service to inform the preparation of the Area Action Plan for the future development of North East Cambridge (NEC).

Through this study we explore a wide variety of different buildings and spaces that provide the kinds of uses envisaged at NEC. The building examples include hybrid mixed use typologies to challenge preconceived ideas of form and density. All examples demonstrate a degree of innovation in form and have been designed to respond to address particular site challenges.

Similar principles and innovation will be needed at NEC. The approaches identified in the Case Studies can start to inform ways of considering how development at NEC can be designed to make best use of the opportunity presented within the AAP area where there is a need to optimise density and consider more land efficient forms and models. Thinking creatively and differently is essential to realising the ambition of what could be a new mixed-use City District for Cambridge and the sub-region.

A number of the Case Studies have been used to inform the Development Capacity Assessment work undertaken to inform the amount and types of development considered appropriate for the AAP area.

This study has been prepared using Case Studies that we think demonstrate well designed, innovative and appropriate typologies and has been made possible through the generous co-operation of architects, landscape architects, developers and other organisations who have allowed us to use images and information for the various schemes.

# Home

Exploring residential density and form

## // Defining density

There is much confusion about housing density amongst the public and professionals alike. Perception of high density has often equated with high rise towers, whereas in fact traditional terrace housing of the Georgian and Victoria eras achieved very high quality, flexible forms with densities far in excess of the high-rise development of the 1960s and 1970s.

Density is a way of measuring the intensity of development on a particular site and in combination with the mix of uses, can affect a place's vitality and viability. There are many ways in which it can be measured, as the numbers of homes (units or dwellings), habitable rooms, people (or bed spaces), or floor space. The simplest and most common is dwellings per hectare (DPH).

For the purposes of this study, residential density has been expressed where possible, as net dwellings per hectare. The difference between net and gross density is explained in Figure 1: Dwellings per hectare: The difference between net and gross density.

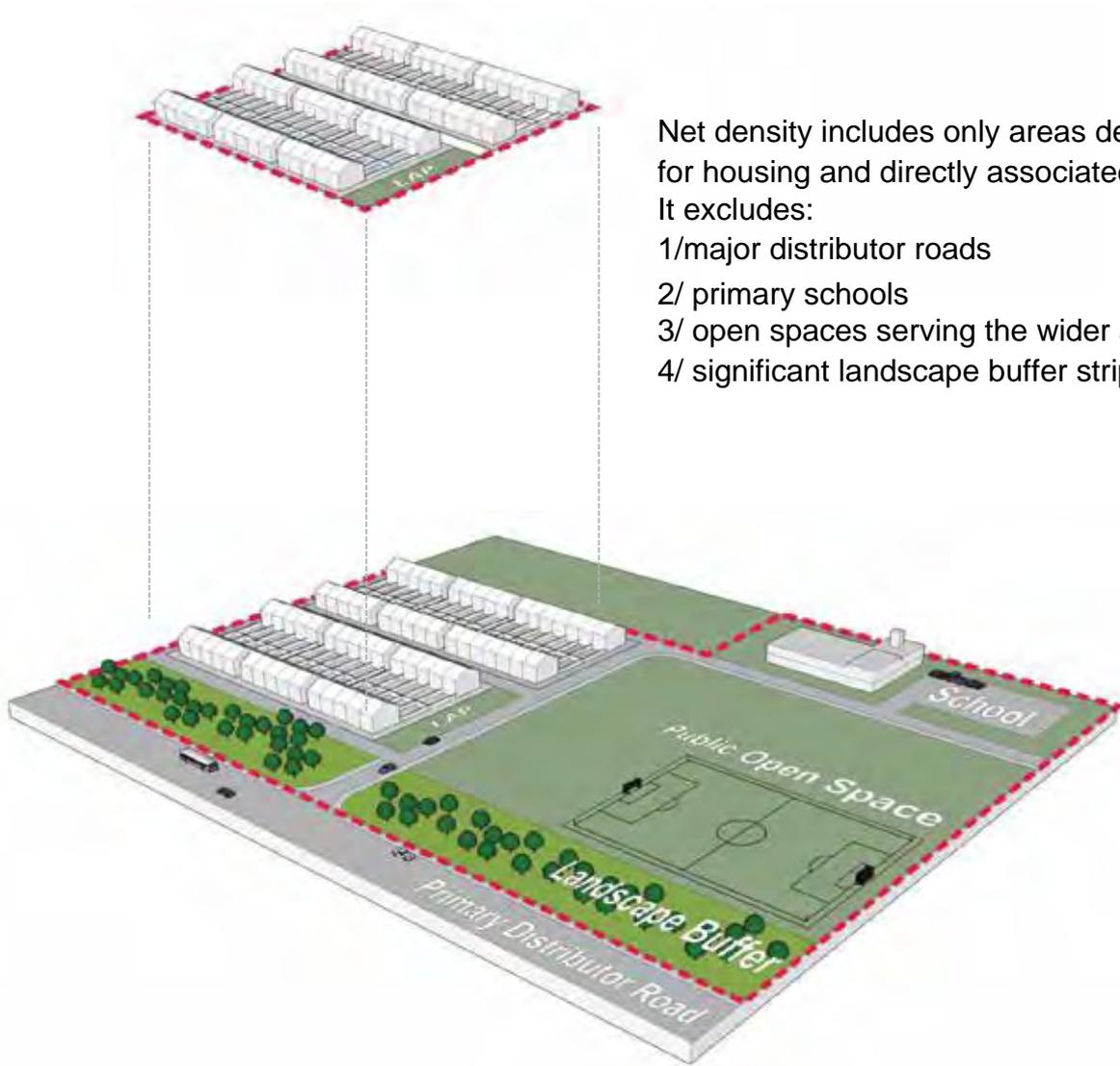
By way of comparison, densities of recently completed urban extensions and other notable developments around Cambridge are illustrated on the following pages.

To maximise the possibility of creating a self-supporting new urban district, development needs to be at a density that creates the best conditions for this to happen. As such all the case studies explored in this section possess more urban qualities and are of increased densities.

The highly valued Victorian terraced house is a good example of high density but low-rise forms. Below is a photograph of Derby Street in Newnham, Cambridge which is just one example where net densities can be as high as 90 dwellings per hectare.



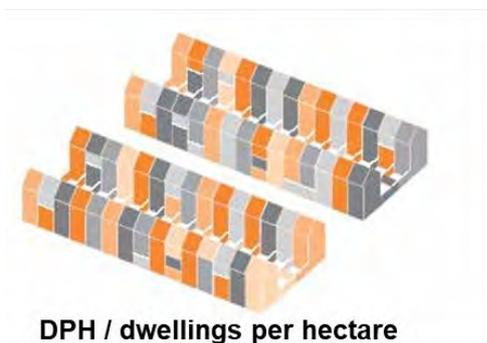
**Figure 1: Dwellings per hectare: The difference between net and gross density**



Net density includes only areas developed for housing and directly associated uses. It excludes:

- 1/ major distributor roads
- 2/ primary schools
- 3/ open spaces serving the wider area
- 4/ significant landscape buffer strips.

**Gross density**



**DPH / dwellings per hectare**



**HRH / habitable rooms per hectare**



**PPH / people per hectare**

## Residential case studies summary sheet

Density figures are net unless otherwise stated

### **300+ dwellings per hectare (DPH)**

- 'Ceres', CB1, Cambridge – 300 DPH
- Caxton Works, Canning Town, London – 377 DPH

### **200-300 dwellings per hectare (DPH)**

- Trafalgar Place, Elephant and Castle, London – 217 DPH
- Bourne Estate, Clerkenwell, London – 225 DPH
- Blocks C1/C2/D1, CB1, Cambridge – 240 DPH
- 95 Peckham Road, Southwark, London – 254 DPH
- Aylesbury Estate, Southwark, London – 261 DPH
- Ocean Estate, Stepney, London – 261 DPH
- S3, Eddington, Cambridge – 262 DPH

### **100-200 dwellings per hectare (DPH)**

- Vaudeville Court, Islington, London – 100 DPH
- Silchester House, Latimer Road, London – 122 DPH
- Hammarby Sjöstad, Stockholm, Sweden – 145 DPH
- Kings Crescent Estate, Hackney, London – 180 DPH

### **50-100 dwellings per hectare (DPH)**

- Regent's Park Estate, Camden, London – 67 DPH
- 'Iroko', Coin Street, Southwark, London – 79 DPH
- Hobson's Square, Great Kneighton, Cambridge – 98 DPH

# What is the density of new development in and around Cambridge?

All density figures are net

## Marmalade Lane, Orchard Park

Total area: 0.97 ha  
Homes: 42  
Storeys: 2-3  
Density: 43 DPH  
Status: Complete



## S3, Eddington

Total area: 0.74 ha  
Homes: 186  
Storeys: 4-5 storeys  
Density: 251 DPH  
Status: Permission granted



## Athena, Eddington

Total area: 3.73 ha  
Homes: 240  
Storeys: 2-5 storeys  
Density: 64 DPH  
Status: Complete



## Accordia

Total area: 9.6 ha  
Homes: 378  
Storeys: 2-7 storeys  
Density: 39 DPH  
Status: Complete



## Trumpington Meadows, Phase 9

Total area: 2.37 ha  
Homes: 122  
Storeys: 2-4 storeys  
Density: 51 DPH  
Status: Complete





**North East Cambridge**

Total area: 182 ha  
Homes: 8,350  
Storeys: 2-10 storeys  
Density: 75-300 DPH  
Status: Area Action Plan



**Parkside Fire Station**

Total area: 0.41 ha  
Homes: 99  
Storeys: 5-8 storeys  
Density: 241 DPH  
Status: Complete



**Mill Road Depot**

Total area: 2.15 ha (phase 1)  
Homes: 128  
Storeys: 2-4 storeys  
Density: 75 DPH  
Status: Under construction



**CB1**

Total area: 6.18 ha  
Homes: 1,581 (inc student)  
Storeys: 3-8 storeys  
Density: 256 DPH (average)  
Status: Part complete



**8a & 8b, Great Kneighton**

Total area: 2.57 ha  
Homes: 251  
Storeys: 2-5 storeys  
Density: 109 DPH  
Status: Under construction

## CB1 'Ceres', Cambridge - Architects: Pollard Thomas Edwards

Site area: 0.5 ha

Net density: 300 DPH

Units: 150

Heights: 6-7 storeys

Other Land Uses: Retail (787 m<sup>2</sup>), Community room (46 m<sup>2</sup>)

### Project Overview

Located next to Cambridge Railway Station, and part of the CB1 regeneration scheme, Ceres provides a range of apartment sizes including duplex typologies.

The table shows that there are 10 studio apartments with an average gross internal area (GIA) of 30 square metres (sqm), 51 one-beds with a GIA average of 45 sqm, 100 two-beds with an average of 67 sqm, and eight 3-beds between 75 to 82 sqm in GIA.

### Accommodation schedule

Typology of units	Ave GIA (sqm)	Number of units
Studio	30	10
1 bed	45	51
2 bed	67	100
3 bed	75-82	8
Total	-	169

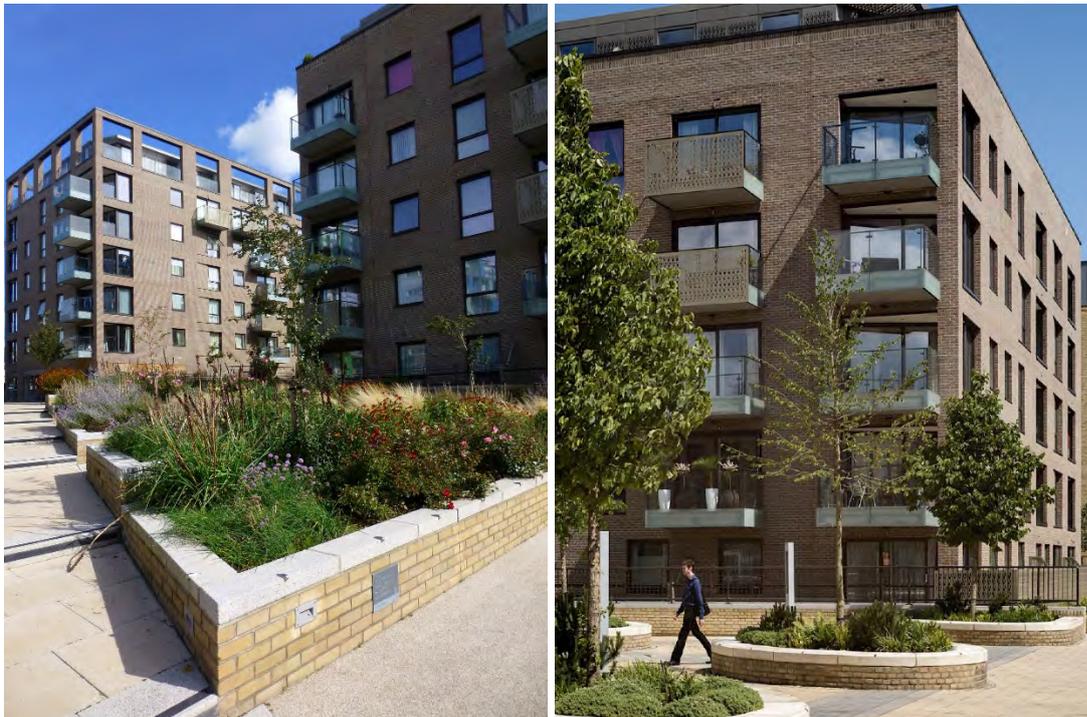


Image credits: Greater Cambridge Shared Planning and Pollard Thomas Edwards

## CB1 Buildings C1, C2, D1 & F1, Cambridge - Architects: Proctor & Matthews Architects

Site area: 0.55 ha  
Net density: 245 DPH  
Units: 137  
Heights: 4-6 storeys

### Project Overview

Forming part of the CB1 regeneration area, the scheme provides 40% affordable homes. Whilst the development provides one parking space per unit, anecdotal evidence suggests the car parking is currently less than 50% utilised. Integral secure and covered bicycle storage is provided next to each of the building circulation cores to ensure that cycling is an attractive and viable option for residents.

The scheme delivers a mix of apartment sizes with each benefiting from private amenity space in the form of balconies or ground floor terraces. The apartments are arranged to take advantage of new open space as well as provide activation of a key new pedestrian, cycle and motor vehicle route to Cambridge Station.

### Accommodation schedule

Typology	Number of units
1 bed flats	39
2 bed flats	91
3 bed houses	7
<b>Total</b>	<b>137</b>



Image credit: Greater Cambridge Shared Planning

## Hammarby Sjöstad, Stockholm, Sweden

Site area: 160 ha  
Ave density: 145 DPH  
Units: 9,000  
Heights: 4-8 storeys

### Project Overview

Hammarby Sjöstad (Hammarby Waterfront City) is an environmentally friendly, mixed-use neighbourhood located 3km south east of Stockholm's City Centre. Previously an industrial site, the area has been transformed to provide around 9,000 mixed tenure apartment homes, together with a new school, church, shops, offices and a park. It is considered one of the world's most successful urban renewal projects. The integration of transport was a key structuring component of the new district. The main boulevard accommodates a tram and is the main focus for commercial and business uses at ground floor. Overall, the district has over 100 retail units and restaurants as well as office space and some light industrial uses, employing over 5,000 people.

### Car Parking

Number of spaces	Parking ratio
210 cars / 1,000 residents	0.65

Residents have access to "City Car" carpool





Image credits: Greater Cambridge Shared Planning

## Aylesbury Estate, Southwark, London - Architects: Levitt Bernstein

Site area: 1.01 ha

Net density: 244 DPH

Units: 260

Heights: 3-10 storeys

Other Land Uses: Healthcare facility, Retail (404 m<sup>2</sup>)

### Project Overview

Located within the borough of Southwark, Aylesbury Estate provides a variety of homes ranging from atrium accessible flats, duplexes, mansion blocks and a small tower block. The project was completed in 2012 and provides high-quality housing and facilities for the existing community. The parking ratio is 0.22 spaces per unit.

### Accommodation schedule

Typology	Number of units
1 bed flats	101
2 bed flats	135
3 bed houses	17
4 bed houses	7
<b>Total</b>	<b>260</b>





Image credit: Levitt Bernstein

## Mill Road Depot (Ironworks) Phase 1 – Architects: Allies & Morrison Architects

Site area: 2.15 ha

Net density: 86 DPH

Units: 184 (50% affordable)

Heights: 2-6 storeys

Other Land Uses: Commercial, Business and Service (72 m<sup>2</sup>)

### Project Overview

Phase 1 of the Mill Road Depot scheme, located off Mill Road in Cambridge, delivers 184 homes as part of a comprehensive brownfield regeneration of the former Council depot. The scheme delivers 50% affordable housing along with a small Commercial/Business/Service space and open space that includes a Children's Play Space and forms 20% of the total site area. The overall parking ratio for the scheme is 0.65 spaces per unit.

### Accommodation schedule

Typology	Number of units
Studios	8
1 bed flats	67
2 bed flats	53
2 bed houses	13
2 bed maisonette	4
3 bed houses	24
3 bed maisonette	2
4 bed houses	13
<b>Total</b>	<b>184</b>





Image credits: Allies & Morrison and Cambridge Investment Partnership

## King's Crescent, Hackney – Architects: Karakusevic-Caron Architects

Site area: 1.9 ha

Net density: 200 DPH

Units: 765 / 490 new

Heights: 5-12 storeys

Other Land Uses: Retail

### Project Overview

This estate regeneration scheme is split over several phases and involves the creation of 490 new homes, of which 50% are social rent and intermediate, as well as the refurbishment of 275 existing homes. Phases 1 and 2 were completed in 2017 and are based around a series of courtyard blocks and well-defined and overlooked streets and public spaces. A central playstreet runs east to west to provide a new, legible connection between the development and nearby Clissold Park.

An existing community garden is to be maintained and enhanced, and pockets of informal play throughout the scheme will encourage children and families to reclaim and enjoy the landscape. New public uses have been designed to cater for both the existing and emerging communities and to improve the experience of the public realm.

### Accommodation Schedule

Typology	Number of units
1 bed flat	211
2 bed flat	299
3 bed flat	226
4 bed flat	29
<b>Total</b>	<b>765</b>





Image credit: Tim Crocker, Peter Landers, Mark Hadden, Jim Stephenson

## Hobson's Square Parcels 8a & 8b, Great Kneighton, Cambridge - Architects: Tate Hindle Architects

Site area: 2.57 ha

Net density: 98 DPH

Units: 251

Heights: 2-5 storeys

Other Land Uses: Retail (960 m<sup>2</sup>)

### Project Overview

The scheme provides 209 flats and 42 homes with an 83% / 17% split. The development not only delivers a range of accommodation through varied typologies, but also provides several commercial units at ground floor and a podium garden to the block interiors. It forms part of the wider Hobson's Square that delivers further commercial space along with the Community Centre and Library. The site has a parking ratio of 0.97 spaces per unit.

### Accommodation Schedule

Typology	Ave GIA (sqm)	Number of units
Studio	38	7
1 bed flat	54	62
2 bed flat	86	125
3 bed flat	124	15
3 bed house	110	20
4 bed house	135	22
<b>Total</b>	-	<b>251</b>





Image credits Countryside/Paul Eccleston

## Trafalgar Place, Elephant and Castle - Architects: dRMM Architects

Site area: 1.08 ha

Net density: 217 DPH

Units: 235

Heights: 4-10 storeys

### Project overview

The scheme forms part of the regeneration scheme for the Heygate Estate in Elephant & Castle, South London. Trafalgar Place is an award-winning development of which provides a range of tenure blind homes and a podium level landscaped courtyard which also includes provision for food growing spaces in a shared allotment.



Image credit: dRMM Architects and Alex de Rijke

## Vaudeville Court, Islington, London - Architects: Levitt Bernstein

Site area: 0.13 ha

Net density: 100 DPH

Units: 13

Heights: 3-4 storeys

### Project overview

This 100% social housing rent scheme uses innovative design to make the most of a small site. A mix of homes, including duplex apartments, have been arranged in two terrace forms with private gardens between, to respect existing terraces. Covered decks provide access for upper floor apartments above and are shared by only three householders. Carefully integrated brick lattice screens provide privacy. A communal garden shared with residents of the tower block aimed to help bring neighbourhoods together.

### Accommodation schedule

Typology	Number of units
2 bed flat	7
3 bed flat	5
4 bed flat	1
Total	13



Image credit: Levitt Bernstein

## Ocean Estate, Tower Hamlets, London - Architects: Levitt Bernstein

Site area: 2.69 ha

Net density: 261 DPH

Units: 702

Heights: 4-9 storeys

Other Land Uses: Community and commercial (1,300 m<sup>2</sup>)

### Project overview

Forming part of a wider regeneration scheme which included refurbishment of 1,200 existing homes, the new buildings at Ocean Estate were designed to form new streets and reintegrate into the traditional Victorian street network. A range of building heights and massing responds to the differing character of the area. Family duplexes are provided at ground and first floors, with dual aspect, decked access flats above set around internal resident courtyards. A central heating plant serves the whole scheme. The parking ratio is 0.14 spaces per unit.

### Accommodation schedule

Bedroom mix	Number of units
1 bed	274
2 bed	323
3 bed	174
4 bed	31
5 bed	17



Image credits: Levitt Bernstein

## Iroko', Coin Street, London - Architects: Haworth Thompkins Ltd

Site area: 0.75 ha

Net density: 79 DPH

Units: 59

Heights: 2-6 storeys

### Project overview

Iroko Housing Co-operative was completed in 2001. Designed around a communal garden, the scheme provides a range of typologies to accommodate a mix of households. Ground floor shopping units and basement level car parking, maximising use of space on the site. The range of heights responds to the schemes varied context.

### Accommodation schedule

Typology	Number of units
1 & 2 bed maisonettes & flats	21
3 bed maisonettes	6
5 bed houses	32

### Car Parking

Number of spaces	Parking ratio
21	0.36



Image credits: Philip Vile

## Caxton Works, Canning Town, London- Architects: Studio Egret West

Site area: 0.89 ha

Net density: 377 DPH

Units: 336

Heights: 6-15 storeys

Other Land Uses: Office/Light Industrial (2,025 m<sup>2</sup>), Café/restaurant (64 m<sup>2</sup>)

### Project overview

Caxton Works demonstrates the success of mixing light-industry, commercial and residential uses. The scheme by U+I and Galliard Homes regenerated the existing industrial buildings to provide 336 new homes and encourage 13 commercial units for creative uses.

### Accommodation schedule

Typology	Number of units
Studio	35
1 bed	179
2 bed	141
3 bed	16
Total	336



Image credits: Greater Cambridge Shared Planning

## S3, Eddington, Cambridge - Architects: Alison Brooks Architects

Site area: 0.71 ha

Net density: 262 DPH

Units: 186

Heights: 4-5 storeys

### Project overview

Consisting of 5 interlocking L and S-shape forms, the scheme draws upon the idea of the 19th century warehouse. Communal co-working foyers activate ground floor entrances. Undulating roof forms animate the skyline. Glazed bricks that subtly change colour from east to west form an important aspect to the refined simplicity of the elevations.

### Accommodation schedule

Typology	Number of units
Studio	51
1 bed	55
2 bed	73
3 bed	7

### Parking

Number of spaces	Parking ratio
Car parking 194 (including 11 disabled)	1.04
Cycle parking	384 (195 dedicated spaces in each home facilitated by wide corridors and lifts)



Image credit: Hill with Alison Brooks Architects

## Silchester Housing, Latimer Road, London – Architects: Haworth Tompkins

Site area: 0.92 ha

Net density: 122 DPH

Units: 112

Heights: 3-10 storeys

### Project overview

The Silchester Housing scheme delivers new mixed tenure homes as part of an existing London housing estate. The scheme integrates an existing twenty storey residential block with a range of newer buildings that range from 3 to 10 storeys which are arranged to reinforce existing residential street patterns and animate corners with community spaces and retail. The qualities of Peabody's existing nineteenth century housing estates and terrace houses provide the reference point for the choice of materials and the regular repeated proportions of windows and doors create subtle horizontal and vertical rhythms characteristic of traditional London housing.

### Accommodation schedule

Typology	Number of units
1 bed	43
2 bed	33
3 bed	23
4 bed	10
5 bed	3
Total	112

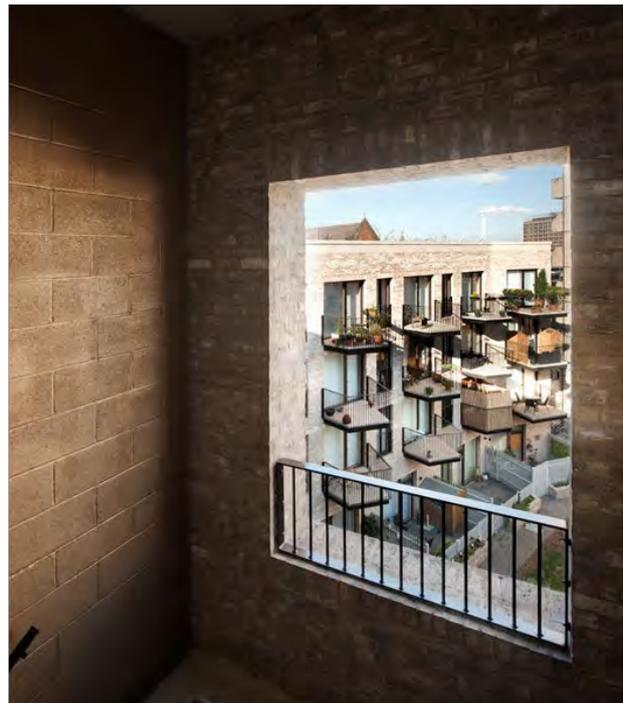
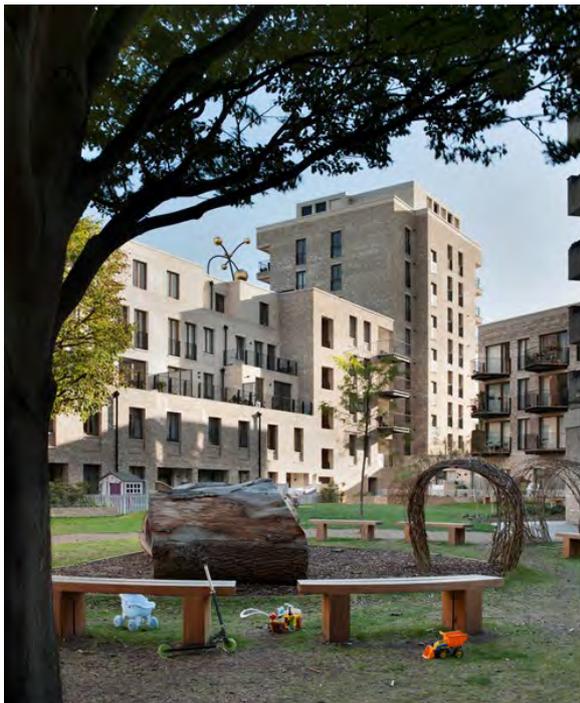




Image credits: Philip Vile/Haworth Tompkins

## 95 Peckham Road, London – Architects: Peter Barber Architects

Site area: 0.13 ha

Net density: 254 DPH

Units: 33

Heights: 2-6 storeys

### Project overview

95 Peckham Road occupies the site of a former petrol station and creates a well-designed tenement style mansion block located in a prominent location on the North side of Peckham Road in Southwark, London. The building's stepped profile creates a sunny south facing roof terrace for each apartment and utilises part 2, part 4 and part 6 storey forms. The proposals create 8 affordable homes and 10% (4 units) are wheelchair accessible and meet the GLA Lifetime Homes Standards. The scheme is largely car-free, providing one disabled parking space.

### Accommodation schedule

Typology	Number of units
Studio	1
1 bed	13
2 bed	12
3 bed	6
4 bed	1
<b>Total</b>	<b>33</b>



Image credit: ©Morley von Sternberg



Image credit: ©Morley von Sternberg

## Regent's Park Estate, 'Caudale', Camden, London – Architects: Mae

Site area: 0.12 ha

Net density: 67 DPH

Units: 8

Heights: 3-5 storeys

Other Land uses: Community hall

### Project overview

Caudale creates a terrace off homes that is bookended by a distinctive apartment block that together respond to the rhythm and façade composition of the surrounding buildings. Caudale delivers 8 new homes as part of a series of estate regeneration schemes that will deliver a total of 116 units across the estate. This site comprises 3 townhouses and 5 apartments to deliver a mix of homes to provide large family housing alongside apartments to meet different household structures and needs. The apartments are designed to provide generous internal layouts that allow ease of movement and are wheelchair accessible with level access balconies. Along with large, recessed balconies, other amenity space is provided in the form of roof terraces.

### Accommodation schedule

Typology	Number of units
1 bed	1
2 bed	1
3 bed	5
4 bed	1
Total	8





Image credits: Tim Crocker

## Bourne Estate, Clerkenwell, London – Architects: Matthew Lloyd Architects

Site area: 0.33 ha

Net density: 225 DPH

Units: 75

Heights: 5 storeys

Other Land Uses: Community use (9,216 m<sup>2</sup>), Energy Centre

### Project overview

This scheme provides 75 new residential units in a mix of tenures, with improved public realm and open spaces, on the Grade II listed Bourne Estate in London. Sitting partially within the Hatton Garden Conservation Area, the Bourne Estate is a key example of early, innovative LCC housing estates built in 1901–1903. The new housing derives from and responds to the original architecture: fine brick detailing emulates the pride and care shown in the old buildings, while the footprints of the new blocks respond to those of the adjacent buildings to create a positive rhythm and hierarchy of spaces. Encompassing both buildings and landscape, the new design creates vistas while clearly defining key routes and boundaries. Multiple ground floor entrances in the new blocks provide activity at street level. In keeping with the original buildings, the design includes secure shared access balconies for at most 3 flats, open to the air, as well as private balconies or gardens.

### Accommodation schedule

Typology	Number of units
1 bed	23
2 bed	35
3 bed	14
4 bed	3
<b>Total</b>	<b>75</b>





Image credits: Ben Luxmoore

# Working

Not the typical 9 to 5

## // Moving beyond traditional mixed-use forms and employment models

To realise the scale of the opportunity, NEC needs to aspire to a condition beyond the mixed-use norm and look to capturing a more varied and radical composition. The examples in this section all show aspects of what might be possible.

Bringing uses closer together through clever stacking and providing employment activity as part of the mix can support the evolution of a rich economic ecosystem and can build better places. Imaginative mixed-use compositions can facilitate compact, complex and convivial neighbourhoods that underpin a more sustainable model of urban growth.

## Builders Merchants and Student Housing, Kings Cross, London - Architects: Cooley Architects

Use: Light industrial, storage and distribution (B2 use and B8) with residential above

Site area: 0.5 ha (approx.)

Heights: 6-10 storeys

### Project overview

The scheme was designed and developed as part of the regeneration and redevelopment of the area around St Pancras in London and fronts onto the busy St Pancras Way (A5202). The scheme is a good example of how industrial and residential uses can be designed to coexist successfully.

This hybrid mixed use building accommodates a Travis Perkins Builders' Merchants on the ground floor with part mezzanine, with a 116 unit (providing 563 bedspaces) student accommodation scheme for Unite Group PLC above. The accommodation takes the form of either studios (36 total) or cluster flats that range in size from 2-8 habitable rooms per unit (80 total). A decked amenity space is provided for residents above the materials storage yard for the builders' merchants and all of the residential part of the development is raised 7m above the ground level to help mitigate noise and air quality concerns.

The scheme has very little car parking provided with 6 provided for the builders' merchants (3 staff and 3 customer) and 3 disabled spaces provided (1 customer, 1 staff and 1 student).

### Other land uses

Land use	Floorspace (sqm)
B2, B8 and Sui-Generis use commercial (light industry, research and offices)	3,657 sqm
Sui Generis Student accommodation	14,264 sqm

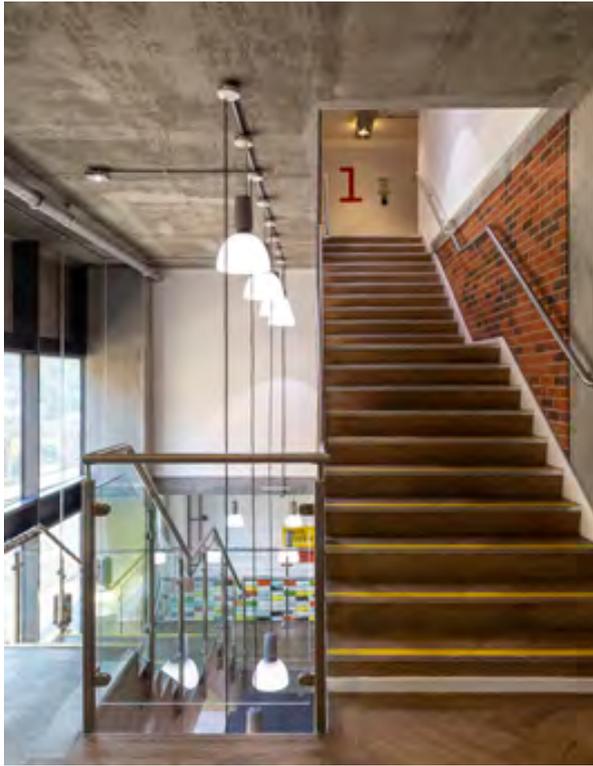
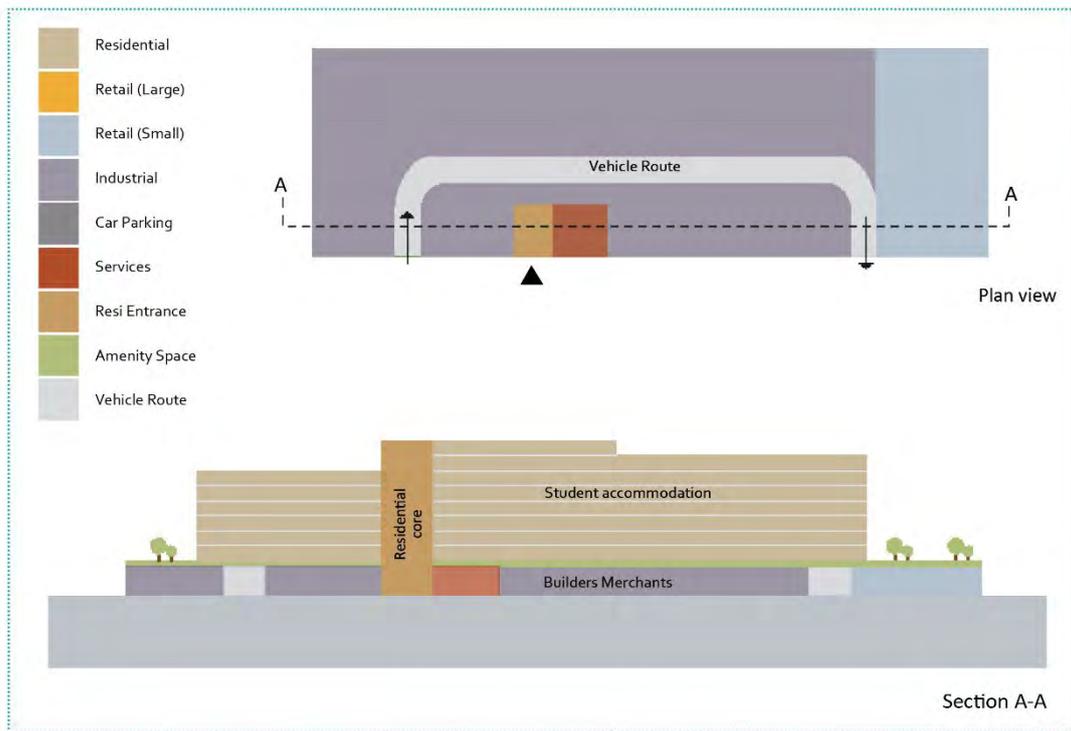


Image credits: Cooley Architects



Plan view (top) and cross section (bottom) illustrating composition of different uses and functions

## Bradfield Centre – Architects: Aukett Swanke

Use: Office

Heights: 1-3 storeys

### Project overview

The Bradfield Centre was constructed for Trinity College on the Cambridge Science Park and involved the recycling of one of the first-generation building plots at the heart of the Park. The building exploits its location alongside one of the Park's lakes and the distinctive arc-shaped plan creates a vibrant centre for research and development and provides a hub for start-up businesses and companies seeking to collaborate and mix with existing science-based businesses in the Park.

The Hub provides space under a membership arrangement where individuals can use the space and facilities or where larger groups can take a dedicated 'private pod' space, all sharing the common facilities.

### Parking

<b>Parking</b>	<b>Amount</b>
Car	105
Cycle	168



Image credit: Greater Cambridge Shared Planning Service

## Gewerbehof Laim, Munich, Germany - Architects: Bogevischs Buero

Use: Office, Light industrial

Site area: 1.1 ha

Heights: 5 storeys

### Project overview

The scheme in Munich provides solution to the pressure on industrial land. The site is one of ten Gewerbehofe built by the City Council providing high-density small industrial uses such as joinery, leather workshops, garment manufacture and fine metalwork. The scheme provides four goods lifts that are oversized to accommodate machinery and lift trucks.

### Land use

Land use	Floorspace (sqm)
E(g)(i), B2	11,000 sqm with units from 40 sqm
Shared yard space	1,500 sqm loading and marshalling areas to internal access corridors





Image credits: Bogevischs Buero Architecture architekten & stadtplaner Gmb - Michael Heinrich. Client: Muenchner Gewerbehof- und Technologiezentrumsgesellschaft mbH

# Mixing uses

Schemes that activate, densify and inspire

## // Mixed use development

Mixing appropriate uses can help to realise the full potential of development opportunities in an area. Mixed use developments can help to create more active and engaging places that don't form monocultures which can also be more resilient to accommodate change.

Uses can be mixed horizontally or vertically either within the same building or adjacent buildings. Mixing uses can require more innovative thinking depending upon the types of uses proposed and the case studies in this section provide examples of how buildings and places can be effectively mixed up.

## The Sun Ship, Freiburg, Germany – Architect: Rolf Disch Solar

Use: Office, commercial, residential

Heights: 3-5 storeys

### Project overview

The Sun Ship scheme provides an ecologically sustainable, vertical mix of office, commercial and residential uses. Homes and offices are of high environmental standards and combined with supplied energy from solar panels, energy consumption is substantially reduced on site.

### Accommodation schedule

Typology	Number of units
1-2 bed flat	51
Penthouse	9
<b>Total</b>	<b>60</b>

### Other land uses

Land use	Floorspace
E(g)(i) offices	3,600 sqm
E(c)(iii) commercial	1,200 sqm

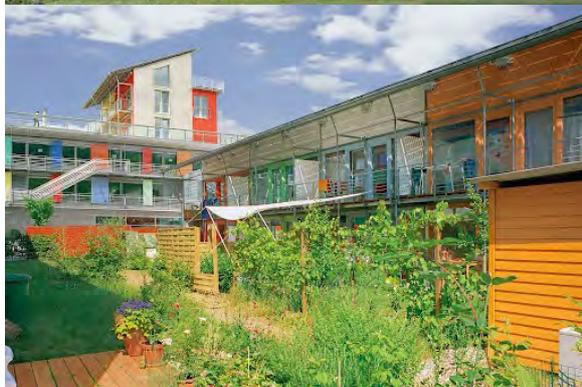


Image Credits: Rolf Disch Solar Architecture, Germany

## The Scene, Walthamstow, London - Architect: CF Møller Architects and Pollard Thomas Edwards

Use: Residential, retail, cinema  
Heights: 2-5 storeys

### Project overview

The Scene is a new corner plot providing an active and vibrant public space. The site provides mixed-uses with 121 residential units with 60% affordable housing. The Scene accommodates a cinema which is 'wrapped and capped' by a range of housing typology and shops (2,322m<sup>2</sup>) with car-free access and a new public square.

### Accommodation schedule

Typology	Number of units
One-bed flat	31
Two-bed flat	73
Three-bed flat	3
Three-bed house	10
Four-bed house	4
<b>Total</b>	<b>121</b>



Image credit: CF Møller and Pollard Thomas Edwards

## Essoldo House, King's Road Cinema, Chelsea, London – Architects: Nick Shipp

Use: Residential, cinema, shops  
Heights: 5 storeys

### Project overview

No. 279 King's Road in London is located in the heart of Chelsea. The redeveloped site has created a new mixed-use development and comprises 3 retail units, a cinema and 11 residential apartments. The main King's Road façade responds strongly to the prevailing streetscape character and the design helps tie together the adjacent two building blocks.

### Accommodation schedule

Typology	Number of units
1 bed	1
2 bed	6
3 bed	4
<b>Total</b>	<b>11</b>



Image credit: Nick Shipp

## Bernard Works, South Tottenham - Architects: Morris & Company Architects and MRG Architects

Use: Residential units, commercial, music rehearsal space, café, commercial pavilion (sui generis)

Heights: 1-7 storeys

### Project overview

Innovative mixed-use scheme combining affordable workspace units, with 99 residential units and 25,000 sq ft (2,622 sqm) affordable commercial space. The commercial space was pre-let to a social enterprise.

The site forms part of Haringey Council's Tottenham Area Action Plan, which seeks to identify potential areas for employment-led mixed-use redevelopment. The brick and steel structures use a modular system of prefabricated units to create a dense urban scheme that provides a mix of homes and workplaces together with associated open spaces and public realm.



Image credit: Urban & Civic PLC

## Hobhouse Court, Whitcomb Street, London – Architects: Brisac Gonzalez

Use: Residential, office, shops, gallery

Heights: 6 storeys

### Project overview

The proposal is located within two very different conditions: the grander scale of the southern Trafalgar Square end, positioned in the Trafalgar Square conservation area, and the smaller scale and more sensitive character parts of the northern end, which greatly contrasts the south and is accordingly located in the St. James's conservation area.

The development improves pedestrian permeability through a new internal courtyard space whilst the public art gallery is also used for educational and outreach programmes.

### Accommodation schedule

<b>Typology</b>	<b>Number of units</b>
Studio	2
1 bed	7
2 bed	5
3 bed	8
<b>Total</b>	<b>22</b>

### Other Land uses

<b>Land use</b>	<b>Floorspace (sqm)</b>
Office (E(g)(i) use)	1,400 sqm
Retail (E(a) use)	850 sqm
Public Art Gallery (F1(b) use)	-

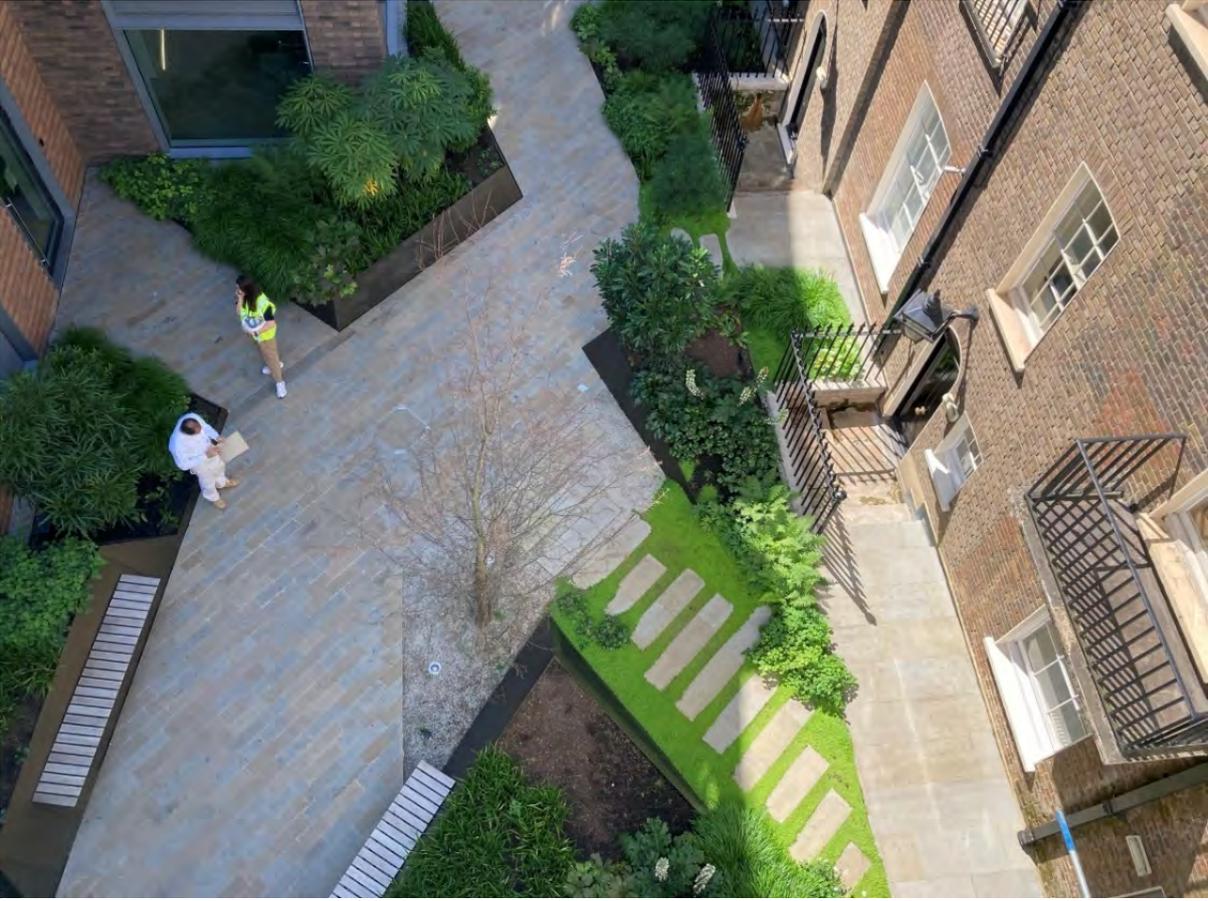


Image credits: Brisac Gonzalez

**Brentford Lock West, London – Architects: Riches Hawley Mikhail Architects in collaboration with Karakusevic Carsen and Duggan Morris Architects**

Use: Residential, office, cafe, leisure, bus depot  
 Heights: 5-8 storeys

**Project overview**

The Mikhail Riches scheme forms part of the Brentford West masterplan developed in collaboration with Karakusevic Carsen and Duggan Morris Architects. The overall masterplan will deliver a sensitively designed and elegant mixed-use development that forms an attractive and active new edge along the waterside. In order to achieve the high densities required, circulation has been kept to a minimum with all units accessed directly from the street or from two naturally lit, stair cores with no communal corridors. The street is lined with front doors and kitchen windows, giving a lively and overlooked streetscape, bedrooms and living rooms face onto back gardens, maintaining privacy. An existing art deco building is retained for commercial uses whilst a community garden/allotment space is a resident-led initiative on the rooftop.

**Accommodation schedule**

Typology	Number of units
1 bed	37
2 bed	64
3 bed	43
4 bed	6
<b>Total</b>	<b>150</b>

**Other Land uses**

Land use	Floorspace (sqm)
Office (E(g)(i) use)	Approx. 7,000 sqm
Café/restaurant E(a) use	860 sqm
Community leisure (E(d-f), F1, F2 use)	860 sqm
Bus depot	2,107 sqm





Image credits: Mark Hadden Photography and Mikhail Riches

# School

Innovative and inspirational places to learn

## // Inspirational learning places

Schools and other educational places can create significant challenges to creating well designed and integrated places that make efficient use of the land available. However, schools can provide a focus for community activities and extended school models, that make facilities available to the public, can extend their role beyond just places of learning. The case studies here challenge conventional thinking with multi-level buildings that integrate outdoor play spaces and other needs in ways that minimise site area but maximise the creation of rich learning environments.

## Marlborough Primary School, London - Architects: Dixon Jones Architects

Site area: 0.29 ha

Heights: 2-5 storeys

Other use: Nursery, retail, community room

### Project overview

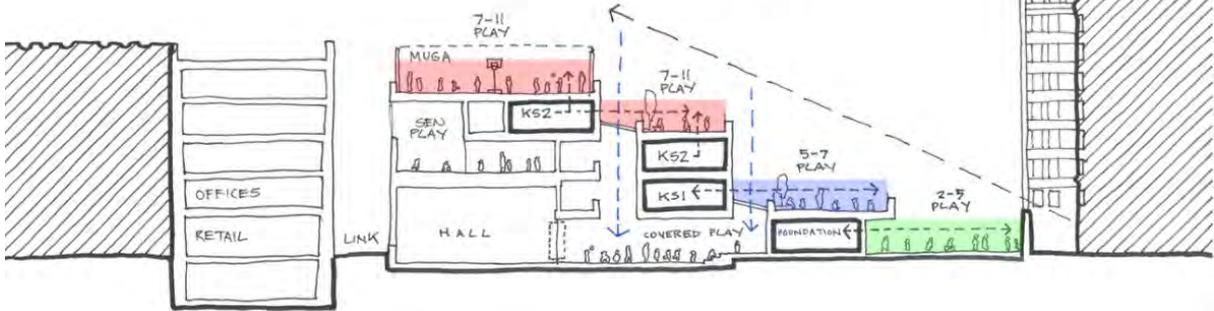
This primary school provides external play spaces with linked teaching spaces accommodating 60 primary school spaces and 26 nursery spaces, through a land efficient form. The scheme represents an innovative solution to education provision.





**EXISTING SCHOOL**  
EXTERNAL PLAY 1585m<sup>2</sup>

- CLASSROOMS HAVE LITTLE OR NO RELATIONSHIP TO EXTERNAL AREAS
- GROUNDS LIMITED IN SIZE + SCOPE AND ARE INSUFFICIENT FOR WHOLE SCHOOL TO USE TOGETHER (STAGGERED BREAKS)
- SMALL ROOF DECK USED FOR PLANTING BUT NOT FOR PLAY (TOO DIFFICULT TO MANAGE WITHOUT ADJACENT FACILITIES)
- SPORT VERY POPULAR AT MPS BUT DUE TO SPACE RESTRICTIONS THERE IS NO ENCLOSED BALL AREA / MUGA
- INSUFFICIENT COVERED LEARNING/PLAY AREAS, ESPECIALLY IN EARLY YEARS



**PROPOSED SCHOOL**  
EXTERNAL PLAY 2825m<sup>2</sup>

- ALL CLASSES HAVE DIRECT ACCESS TO EXTERNAL LEARNING/PLAY AREAS
- EXTERNAL AREAS SPLIT ACROSS YEAR GROUPS MAKING THEM EASIER TO MANAGE THAN A SINGLE PLAYGROUND
- LARGE ENCLOSED MUGA PROVIDED AT ROOF LEVEL FOR OLDER KS2 PUPILS
- COVERED LEARNING + PLAY AREAS PROVIDED AT 'SECOND' LEVEL FOR NURSERY AND RECEPTION CLASSES

- FOUNDATION (2-5yrs) 96 PUPILS
- KS1 (5-7yrs) 120 PUPILS
- KS2 (7-11yrs) 240 PUPILS



Image credits: Paul Riddle

## New Islands Brygge School, Copenhagen – Architects: C.F Møller

Site area: 0.98 ha

Heights: 2-5 storeys

### Project overview

The New Islands Brygge School is a middle school designed around sensory experience. The classrooms each have access to the rooftop that provides outdoor activity space, sports area and gardens that are used by the pupils in cooking classes. The scheme provides space for 784 students and is prime example of how a new school can be integrated into an inner-city space.

### Land uses

Land use	Area (sqm)
Internal floorspace	10,000 sqm
External floorspace	4,000 sqm



Image credits: C.F Møller Danmark

## Ashmount Primary School – Architects: Penoyre & Prasad

Site area: 0.43 ha

Heights: 4 storeys

Other use: Nursery, Youth Centre, Ecology Centre

### Project overview

The scheme is an exemplar for carbon-negative development, which includes on site renewables and CHP to school buildings and to neighbouring existing housing. The innovative approach to community energy distribution has earned the scheme a BREEAM Outstanding Award for the Highest Scoring Project in the Education Sector.



Image credits: Penoyre & Prasad and ©Morley Von Sternberg

## The Royal Wharf Primary School London – Architects: Feilden Clegg Bradley Studios

Site area: 0.45 ha

Heights: 2-3 storeys

Other use: Rooftop MUGA (614 sqm)

### Project overview

Royal Wharf Primary School is a new build 'Free' school at the heart of the Royal Wharf masterplan. It will provide accommodation for 420 pupils and 60 nursery pupils in two-form entry.

The school's position on the corner of the high street and fronting onto a pocket square, gives a civic aspect to the new public spaces of Royal Wharf. The building is conceived as a solid object, made from one material, carved and honed to create a connection between playground spaces and to break down the volume. Within the school, there are a series of diverse spaces created for the children which connect between the different levels, both physically and visually. These encourage learning from others and a sense of inquisitiveness. A rooftop games area and outdoor spaces, which cater for many kinds of play and learning, complement the indoor spaces. The new building is naturally ventilated and with lots of natural daylight.



Image credit: Feilden Clegg Bradley Studios



Image credits: Feilden Clegg Bradley Studios

## St Mary's RC Primary School, Battersea – Architects: Feilden Clegg Bradley Studios

Site area: 0.45 ha

Heights: 2 storeys

Other use: Nursery and rooftop MUGA (520 sqm)

### Project overview

The new building was constructed for an existing school previously on the site and provides an inspiring teaching environment at the heart of the mixed-use 'Battersea Exchange' development. The school has its front door located onto a new public square and is then arranged around a central courtyard and a series of terraced play spaces including a spectacular roof-top multi-use games area, all of which offer a fantastic foundation for learning.

The Roman Catholic Diocese invested in enhanced space standards beyond then-EFA guidance. Exposed thermal mass, natural ventilation, high levels of daylight, bright and generous circulation spaces and a variety of outdoor landscapes all contribute to lifting the character and quality of the school environment. Early Years and Key Stage 1 classrooms all have access to external space and a big slide provides joyful access to the central courtyard.





Image credits: David Christian

# Community

At the heart of the neighbourhood

## // A place for community focus

The case studies in this section explore a range of multi-functional buildings that have been created to provide much needed community and related facilities for their neighbourhoods. Co-located uses help to maximise their offer and residential or similar uses can help to make more innovative or difficult sites more financially viable for the services that require them. These schemes reach out to their surrounding communities to create places that welcome and integrate.

## Bethnal Green Mission Church – Architects: Gatti Routh Rhodes Architects

Site area: 0.06 ha

Units: 15 (including vicarage)

Density: 250 dph

Heights: 6 storeys

Use: Church, Café, Community Hall (including kitchen space and homeless shelter), Offices, Residential

### Project overview

Bethnal Green Mission church is an example of a successful civic space. The hybrid mixed use building provides a double height community hall (basement), two storey church (ground and first floor), charity and co-working spaces (first floor) with dual aspect residential homes above including a 4 bedroom vicarage. The development was a result of an innovative partnership between the church and Thomsett Group who acted as developer.

### Land use

Land use	Floorspace (sqm)
Residential	1,226 sqm
Community/Church	539 sqm
Office	209 sqm
Overall	1,974 sqm





Image credits: Gatti Routh Rhodes Architects and Jack Hobhouse

## Storey's Field Community Centre & Nursery, Eddington, Cambridge – Architect: MUMA

Site area: 0.6 ha

Heights: 6 storeys

Use: Community centre, Art Performance Hall, Nursery

### Project overview

Designed for the University of Cambridge the building provides a civic focal point for the new community of Eddington accommodating a community centre, art performance hall and nursery. The building and has been specifically designed to be highly sustainable (BREEAM outstanding) and adapt to a wide range of activities and events from weddings to conferences, playgroups and Zumba classes to music concerts. Natural ventilation has been elegantly integrated into the building, with the triple- storey volume of the main, that allows for variable acoustics, passively ventilated using an underground labyrinth. Drawing from cloister typologies, the nursery is arranged around a landscaped courtyard providing secure play for children without the need of a fence.

### Land use

Land use	Floorspace (sqm)
Community/Art Performance Hall	175 sqm GIA (main hall) plus Medium and Small Halls
Nursery	994 sqm GIA
Overall	1,974 sqm GIA



Image credit: Jack Hobhouse and Cambridge University

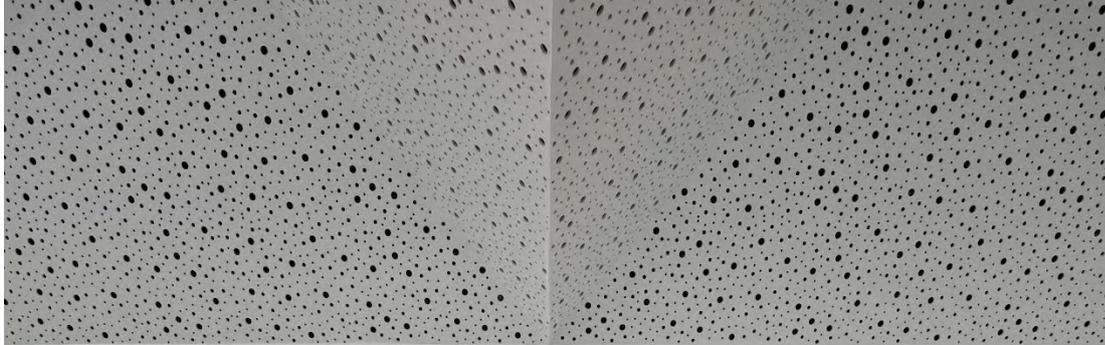


Image credits: Alan Williams and Cambridge University

## Frampton Park Baptist Church and housing, London – Architects: Matthew Lloyd

Site area: 0.18 ha

Units: 47 apartments

Net density: 263 dph

Heights: 3-8 storeys

Use: Church, café, community buildings, residential

### Project overview

The Frampton Park scheme creates 47 new apartments in 3 new residential blocks which enabled a new church building, café and community facilities to be delivered on the Park Estate in Hackney. The new buildings vary the horizontality of the post-war estate, while drawing on the context of the existing buildings in materials, details and the treatment of entrances and windows to create a rich architectural language. A courtyard garden formed by the new housing is open to the street and shared with the public; a ‘village green’ in front of the church provides for community gatherings and events, and a corner space is enlarged and re-landscaped to accommodate the church’s community gardening project. The new church building replaces a 1950s church in poor condition and accommodates the thriving congregation’s many activities and services, previously scattered across the estate, under one roof. The scheme won a Housing Design Award in 2016.

### Land use

Land use	Floorspace (sqm)
Church space	1,034 sqm GIA
Residential	4,222 sqm GIA
<b>Total</b>	<b>5,256 sqm GIA</b>





Image credits: Ben Luxmoore

## Clay Farm Centre, Trumpington, Cambridge - Architects: ADP Architects

Site area: 0.3ha (approx.)

Net density: Not known

Units: 20 affordable units

Heights: 5 storeys

Uses: Community centre, library, community café, youth facility, touchdown space, medical centre, residential

### Project overview

The Clay Farm Centre delivers community facilities including a library, doctor's surgery and community run café, along with community rooms and associated touch down space as part of the development of Clay Farm at Trumpington in Cambridge. It was built to provide facilities for the whole village and complements other community facilities already in Trumpington such as the village hall and King George V pavilion. As with the other village facilities, Clay Farm Centre is run by the local community and managed by Cambridge City Council.

The building occupies a prominent place in the development fronting onto Hobson's Square and the height needed to hold this new urban square is provided by the addition of 20 affordable units on the upper two floors. These units are car free and benefit from the excellent public transport an, walking and cycling links provided by the new development.

### Accommodation schedule

Typology	Number of units
One bedroom	12
Two bedroom	8

### Parking

22 car parking spaces including 5 for disabled drivers

98 cycle parking spaces including 28 for the residential units



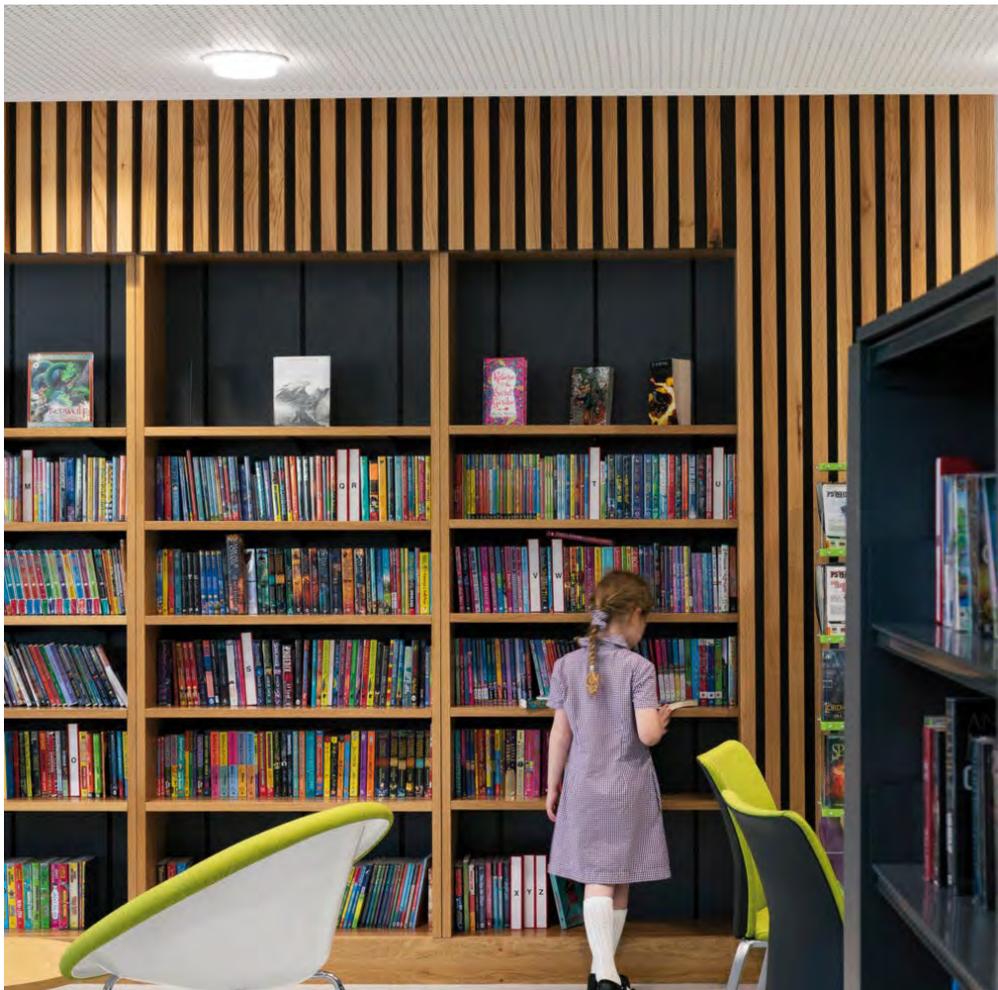


Image credit: ADP Architects and Cambridge City Council

## Tidemill Academy and Deptford Lounge – Pollard Thomas Edwards architects

Site area: 0.8ha (approx.)

Net density: N/A

Units: 38 affordable units

Heights: 3-5 storeys

Uses: Primary academy, district library, community centre and artists' studios with affordable homes and a market square

### Project overview

This mixed-use project which combines a primary academy, district library, community centre and 9 artists' studios with 38 affordable homes and a market square, provides a new civic heart for Deptford. The facilities are shared between the school and the community and include a rooftop sports pitch, a flexible suite of assembly spaces and a dining hall and kitchen.

Shared facilities in the 'Lounge' have been designed with separate access points from within the school and from the public realm. This enables the school to have sole use while children attend classes with the wider community using an entrance from a new square, to gain access out of hours.





Image credits: Tidemill Academy & Deptford Lounge by Pollard Thomas Edwards © photographer Robert Greshoff

# Day To Day Needs

Popping to the shops or grabbing a coffee needn't be boring

## // Shops, cafés and other related needs

Being able to walk to a shop or meet friends at a café is part of a richer and more stimulating place that supports day to day needs on the doorstep. The examples in the case studies demonstrate how different types of retail space can be well integrated into new and existing places and avoid the blank 'big box' supermarket surrounded by a sea of car parking.

## De Lier, Westland, Netherlands – Architects: Roeleveld-Sikkes Architects

Site area: 1.9 ha

Heights: 2-3 storeys

### Project overview

The Albert Heijn (AH) supermarket forms one end of this wider site development. The residential aspect is buffered from the busy car park and basement car parking accesses by a rooftop garden and a set-back which allows the apartments to front the main street creating 2-storey facades on the high street. The design of the block includes manipulating the facades of mono use to give the appearance of a close grain plot subdivision.

### Land use

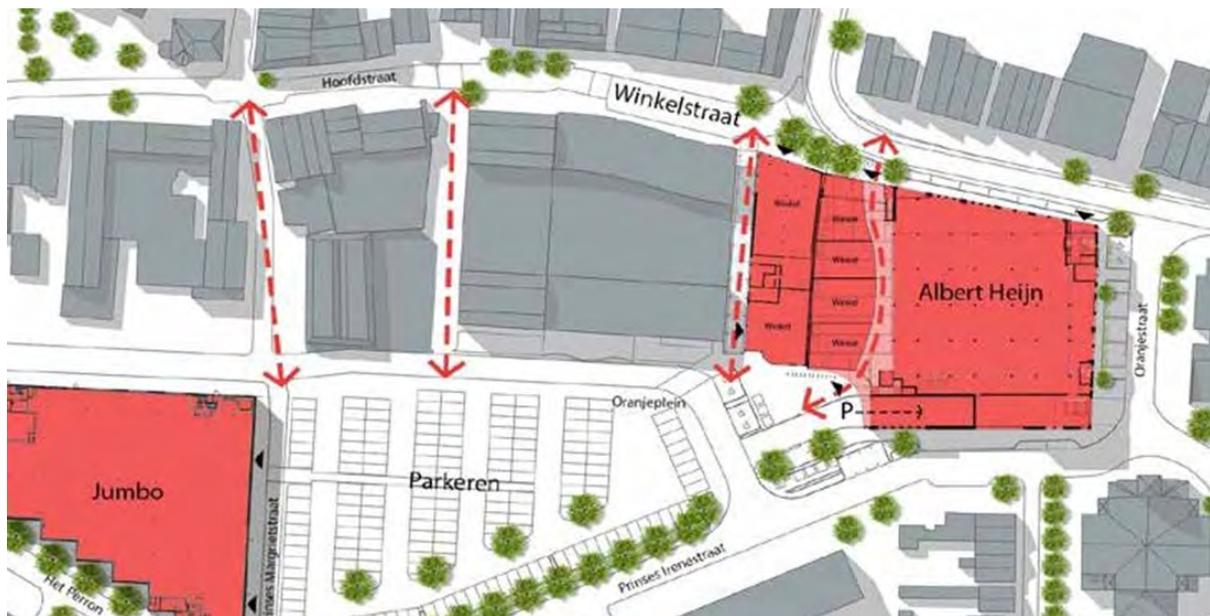
Land use	Floorspace (sqm)
Supermarket	1,900 sqm
Retail/café	1,115 sqm
Surface-level car parking	465 sqm



Image credit: Roeleveld-Sikkes Architects



Diagrammatic cross section (bottom) illustrating layering of different uses and functions



Wider site plan showing scheme in context (Roeleveld-Sikkens Architects)

## Sainsbury's Lot 1, Eddington, Cambridge – Architects: Wilkinson Eyre & Mole Architects

Site area: 2.4 ha

Units: 117

Heights: 3-5 storeys (excluding energy centre)

### Project overview

Forming part of the new local centre at Eddington, Lot 1 is a mixed-use scheme including a food store, energy centre, doctor's surgery, offices and residential units. Large footprint uses of the food store, associated service yard and Energy Centre are 'wrapped predominantly by duplex units, which creates active edges on the majority of streets. The Sainsbury's supermarket provides parking beneath the food store.

### Accommodation schedule

Typology	Number of units
1-bed flat (key worker)	41
2-bed flat (key worker)	76
Total	117

### Other land uses

Land use	Floorspace
E(a) Supermarket and Retail	2,000sq m



Image credit: Jack Hobhouse

## Laindon Town Centre, Essex - Architects: C.F. Møller Architects and Pollard Thomas Edward

Site area: 5.66ha

Units: 244

Heights: 2-5 storeys

### Project overview

When completed the scheme will provide a vibrant mixed-use town centre with a new High Street. The site will allow for users to work, shop and live with flexible retail units, supermarket and a health centre. The design of the scheme presents a variety of heights and forms of roofscape.

### Accommodation schedule

Typology	Number of units
One-bed flat	57
Two-bed flat	81
Two-bed house	13
Three-bed house	54
Four-bed house	19
<b>Total</b>	<b>244</b>



Image credit: PTEa Architects

## Sainsbury's, Fulham Wharf, London – Architects: Lifschutz Davidson Sandilands

Site area: 3.15 ha

Net density: 446DPH

Units: 645

Heights: 3-17 storeys

### Project overview

This development from Barratt London and London Quadrant demonstrates the success of mixing retail alongside residential. The ranging residential typologies are stacked on top of the supermarket and restaurants and cafes are centred around a shared courtyard space. The under-croft car park has sensors above each bay to reduce vehicle circulation looking for an available space.

### Accommodation schedule

Typology	Number of units
1-bed flat	153
2-bed flat	205
3-bed flat	84
4-bed flat	22
5-bed flat	8
<b>Total</b>	<b>472</b>

### Other land uses

Land use	Floorspace (sqm)
E(a) Supermarket	9,395 sqm
E(b) Restaurant & Cafe	731 sqm
E(d-g) Community facility & Gym	398 sqm





Image Credits: Barratt London

## Lawley Square, Telford – Architects: Stephen George & Partners

Site area:0.82 ha

Net density: 73 DPH

Units: 60

Heights: 2-4 storeys

### Project overview

Designed by Stephen George & Partners as part of a larger urban extension, this development in Lawley Square includes a Morrisons supermarket, retail units with residential apartments above. The scheme illustrates how 'big box' uses can be wrapped with smaller uses to become more compatible with fine grain settings. There is also an integrated service corridor for the smaller retail units.

### Other land uses

Land use	Floorspace (sqm)
Supermarket	3715 sqm
Retail	222 sqm
Car parking spaces	220



Image credits: Stephen George + Partners

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# Landmarks

Distinctive buildings that make an impression

(landmark doesn't always mean tall)

## // Distinctive buildings that anchor key places

Landmarks within developments don't have to be tall! Well designed and detailed buildings with uses and functions that integrate them with their surroundings are more important than overall height. Landmarks should help provide a focus or purpose, mark key moments and help support the creation of visually stimulating places that are easy to find your way around. The examples in the case studies are buildings that are distinctive but relatively modest in scale.

## The Culture House Sunderland – Architect: Faulkner Browns Architects

### Project overview

- Cultural arts centre and library
- Brick built



Image Credit: Faulkner Browns Architects

## Waldron Health Centre, Deptford London – Architect: Henley Halebrown

### Project overview

- Civic square framed by a health centre, shops, café and housing
- Veneered rainscreen with central 5 storey foyer



Image credit: Nick Kane

## Lambeth Palace Library, London – Architect: Wright & Wright Architects LLP

### Project overview

- Library and Archive (to house all Church of England records)
- Red brick building with central 9 storey tower crowned with a viewing platform



Image credit: ©Hufton+Crow

## Cambridge Central Mosque, Cambridge – Architect: Marks Barfield Architects

### Project overview

- New Central Mosque for Cambridge
- Brick and timber building



Image credit: Morley von Sternberg

## Newport St Gallery, London – Architect: Caruso St John Architects

### Project overview

- Private gallery for the artist Damien Hirst
- Brick building with distinctive saw-tooth roof form



Image credit: ©Hélène Binet

## UCH2, University of Brighton – Architect: Proctor & Matthews Architects

### Project overview

- Educational use on a key corner site
- Textured red brickwork pod set into reconstituted stone frame



Image credit: Proctor & Matthews /Tim Crocker.

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# Open Space

Stimulating places that contribute to well-being, character and biodiversity

## // Spaces that support active and healthy lifestyles and increase biodiversity and climate resilience

Open spaces have a key role to play in helping to define the character, identity and quality within developments. Opportunities to extend the range and function of open spaces being proposed and delivered as part of new development proposals will result in places that are multi-functional, and which increase nature conservation and climate resilience. The case studies highlight the potential of streets, urban squares as well as informal open spaces and infrastructure such as sustainable drainage systems.

## Sonder Boulevard, Copenhagen, Denmark – Architects: SLA Architects

Site area: 1.6 ha

### Project overview

Located within Sonder Boulevard, the Copenhagen City Council developed a scheme to revitalise the under-utilised area on the street. They created a linear park with multi- functioning spaces for uses such as meditation gardens and open-air cafes and a BMX park. The scheme provides example of how to incorporate green infrastructure and activate public realm within urban built environments. The site also uses a SUDs strategy to deliver its sustainable approach.

### Precedent for:

- Use of SUDs
- Provision of play areas and public realm
- Revitalisation of under-utilised space
- Innovative design of small spaces



Image credit: SLA Architects

## Kidbrooke Village wetland and green corridor, London - London Wildlife Trust in partnership with Berkley Homes

### Project overview

Kidbrooke Village is being developed by Berkley Homes, that will see over 4,800 homes being built over the next 20 years along with 20 hectares of parkland to create a multi-functional green corridor. Through collaboration with the London Wildlife Trust, this new linear park was delivered in 2018 to provide biodiversity rich spaces for new residents to enjoy as well as ensure biodiversity net gain through rich meadows and wetlands. The spaces include the implementation of SUDs within informal, high quality and multi-functional open spaces.



Image credit Rosie Whicheloe - London Wildlife Trust

## Eastern Curve Gardens, Dalston Junction, London

Site area: 0.25 ha

### Project overview

The Eastern Curve Gardens are located in Dalston Junction on a piece of disused railway land. The space provides community gardens and demonstrates the opportunity to create biodiversity in small urban spaces. The scheme encourages local residents to participate in events at the gardens such as wellbeing workshops, education programmes and music events. The gardens also host a café where users can eat and socialise in this small and creative community space.



Image credit: J&L Gibbons and Andy Parsons

## Taasinge Square, Copenhagen, Denmark – Landscape Architect: GHB Landscape Architects

Site area: 0.7 ha

### Project overview

Taasinge Square is a re-development of the existing under-utilised space in the centre of an urban residential street. The scheme demonstrates the successful use of SUDs to mitigate flooding from extreme rainfall through sculptures used to collect rainwater. The project also highlights the success of community participation in developing the space into an innovative and active green hub



Image credit: GHBLandskabsarkitekter - Steven Achiam

## Tumbling Bay Playground, Olympic Park, Stratford – Architects: Erect Architecture

### Project overview

The Tumbling Bay Playground accommodates play areas, sensory experiences and is connected to a cafe and community hub. The scheme demonstrates the success of re-developing previously used sites such as this from the 2012 Olympic Games with the legacy incorporated into the innovative design.



Image Credit: David Grandorge



Image credit: Alexander Hug

## Promenada Velenie, Slovenia – Architects: Enota Architects

Site area: 1.7 ha

### Project overview

The scheme transforms an unwelcoming thoroughfare by the river into an active public space. The project incorporates paths connecting community amenities surrounding the scheme demonstrating permeability for users. A bridge also connects the spaces either side of the river and enables local residents to host events in the community space provided.



Image credits: Miran Kambic

## Swales, phase 1 Eddington, Cambridge – Design Team: AECOM

### Project overview

Native flower rich swale planting included along Eddington Avenue and other primary streets within the new development. This formed part of both the sustainable urban drainage system but also the biodiversity network across the area as well as enhancing the quality of the public realm.



Image credit: Greater Cambridge Planning Service

## Madrid Rio, Spain - Architects: West 8, Burgos & Garrido Arquitectos Asociados, Porras La Casta Arquitectos & Rubio & Álvarez

Site area: 1,740 ha

### Project overview

Madrid Rio is a series of large green spaces along a seven-kilometre length of the River Manzanares. Designed on behalf of the Municipality of Madrid, the parkland hosts multiple functions with six designated districts formed of leisure, culture and sports facilities. New bridges are incorporated to increase pedestrian and cycle use. The interconnected series of green spaces with 25,000 newly planted trees provides example of integrating green spaces within city developments.



Image credits: Municipality of Madrid

## Hobson's Square, Cambridge – Landscape Architects: Place Design and Planning

### Project overview

The square is located at the heart of the new development on Clay Farm that forms an extension to the village of Trumpington. It creates a new shared space approach to provide a significant public space. The design concept is based on Bronze Age field boundaries found on the site with one boundary running diagonally through the new square and linking through the Clay Farm Centre community building. It marks a dynamic transition between the flexible plaza space on one side and quieter garden areas on the other. Planting, rain gardens and high-quality paving dominate whilst motor vehicles are allowed to circulate and park in a low-speed pedestrian friendly environment.

The 25-ton timber sculpture, 'The Bronze House', was designed by Studio Morison and fabricated by Castle Ring Oak Frame and informed by the depth and location of Bronze Age post holes found near the site. Hand scorched and rubbed down with wire brushes to produce its final finish, the sculpture is made from misshapen chestnut wood.



Image credits: Cambridge City Council

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# Growing Spaces

From plots to planters

## // A place to grow

Growing spaces can take on a wide variety of forms that can go beyond traditional allotments. Spaces that provide doorstep growing opportunities, growing spaces that can provide places for communities to bond, and which can play an important role in improving mental health and wellbeing, are all important parts of creating rich and meaningful public spaces. The examples in our case studies take on a variety of forms which are both temporary and permanent and include projects that are community led.

## Brooklyn Grange Rooftop Farm, New York City

### Project overview

This 11-storey high rooftop farm in New York City covers over 4,000m<sup>2</sup>. The irrigation system is formed by a drainage layer below the soil level which helps support rainwater harvesting.



Image credit: ©Anastasia Cole Plakias

## Crate to Plate farms at Elephant Park, London

### Project overview

Crate to Plate farms at Elephant Park in London yield over five tonnes of produce per year. Produce is grown within storage containers and then harvested and delivered to local homes, restaurants and cafes. Hydroponic technology is used meaning produce is grown in mineral nutrient solutions in water rather than soil. Produce is grown vertically to maximise space. Each container achieves the same yield as over an acre of typical farmland and uses 95% less water.



Image credit: Crate to Plate

## Edible Eastside, Birmingham

### Project overview

A former gas filling station converted into a 0.1ha 'pop-up' edible park using temporary containers and raised beds.



Image credit: Edible Eastside

## Edible Bus Stop (The Kerb Garden), Landor Road, London

### Project overview

Originally a 'guerrilla garden' set up by the community in 2011, this was later granted permission and funding by Lambeth Council to create a pocket park in 2013. Edible and bee friendly plants are grown including fruit trees. There are benches where residents can sit and enjoy the park or wait for the bus.



Image credit: ©2021 The Edible Bus Stop®

## St Ann's Community Orchard, Nottingham

### Project overview

The orchard is run by the charity STAA and is based on St Ann's Allotments. It is made up of 13 plots that are managed by local people for local people. It has one hundred fruit trees, ponds, a stream, a vegetable garden and a large strawbale building.



Image credit: St. Ann's Community Orchard /STAA

## Saunders Park Edible Garden, Brighton

### Project overview

The project is run by Brighton and Hove Food Partnership and invites volunteers to help transform a neglected space into an edible community garden. The garden was a Finalist in the Groundwork Awards for Best Community Garden in the UK in 2017.



Image credit The Brighton & Hove Food Partnership

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# Meanwhile Uses

Meeting the evolving needs of people  
and places

## // Temporary uses that can help in the evolution of places

Places can take time to evolve and during that time will have to adapt and change to meet changing needs of communities. Temporary uses can help to test opportunities, define, or establish character and provide life and activity as places transition through the development process. The case studies illustrate a variety of scales of approach in response to a variety of circumstances.

## Re:START Christchurch – Architects: Buchan Group

### Project overview

A highly innovative form of renewal for the city centre in Christchurch following the devastating 2011 earthquake. Brightly coloured shipping containers were fashioned into shops and cafes with public space and landscaping. The shipping containers have now been replaced by permanent buildings and a riverside farmers market and shops.



Image credit: Buchan Group

## The View Tube Community Hub, London

### Project overview

Part of Olympic Park, the View Tube is a building constructed from shipping containers. It is a community space with a café, market, artists studios, a bike container and runners club.



Image credit: View Tube

## Reshaleøen (Reffen), Copenhagen, Denmark

### Project overview

Reshaleøen is a 0.6ha artificial island that was historically an industrial shipyard but has been transformed into a vibrant urban district with food stalls, cafes, bars, seating, workshops and around 180 seasonal events. It is now the largest street food venue in the Nordics.

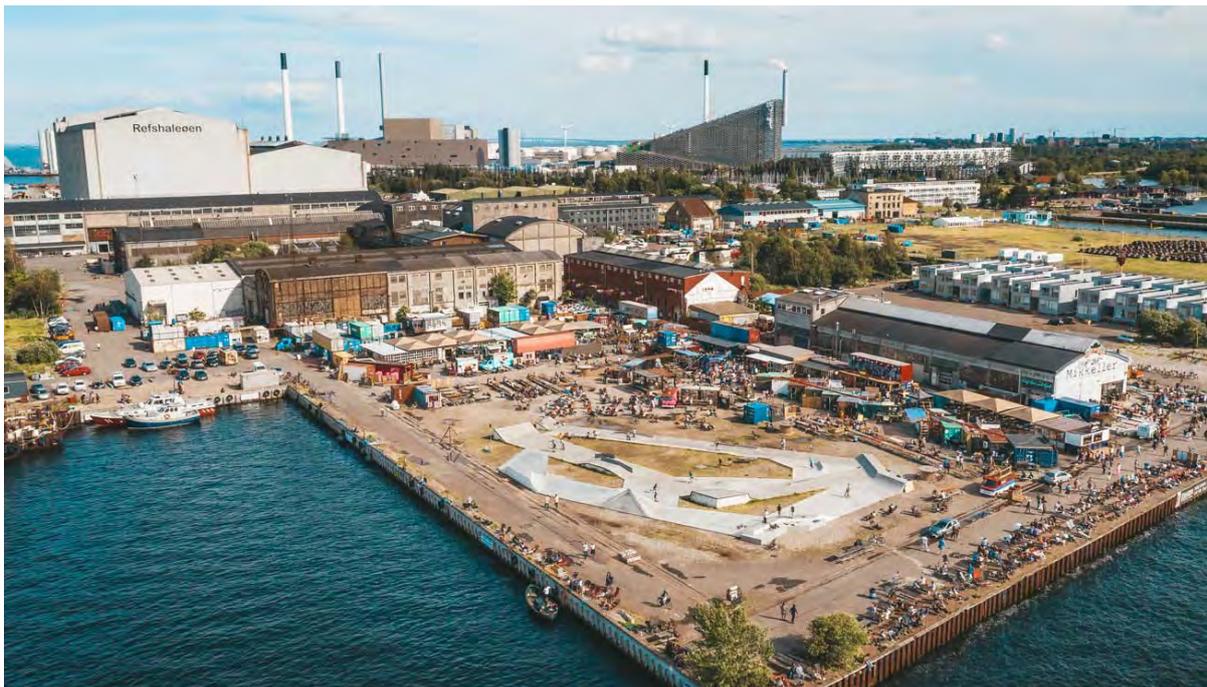


Image credits: Reshaleøen

# Making The Connections

Clean, green walking and cycling  
connections

## // Moving through and around places

Places that support active travel need to be easier to walk and cycle around and to reduce or remove the impact of major roads and other infrastructure. Clean, green active travel routes are only as good as their weakest link and so high-quality connections are needed that consider the whole journey and are appropriate to the intended intensity of use.

## The Green Bridge, Mile End, London – Architects: CZWG architects

### Project overview

Designed to join two halves of Mile End Park, the green bridge is structured in a way to allow trees and grass to grow on top and is wide enough to create a safe park link for cyclists and pedestrians over the busy Mile End Road. Shops and restaurants contain and activate the belly of the bridge. The commercial rents of the retail units help to provide income for the maintenance of the park.



Image Credit: David Fisher/ CC BY-NC-ND 2.0

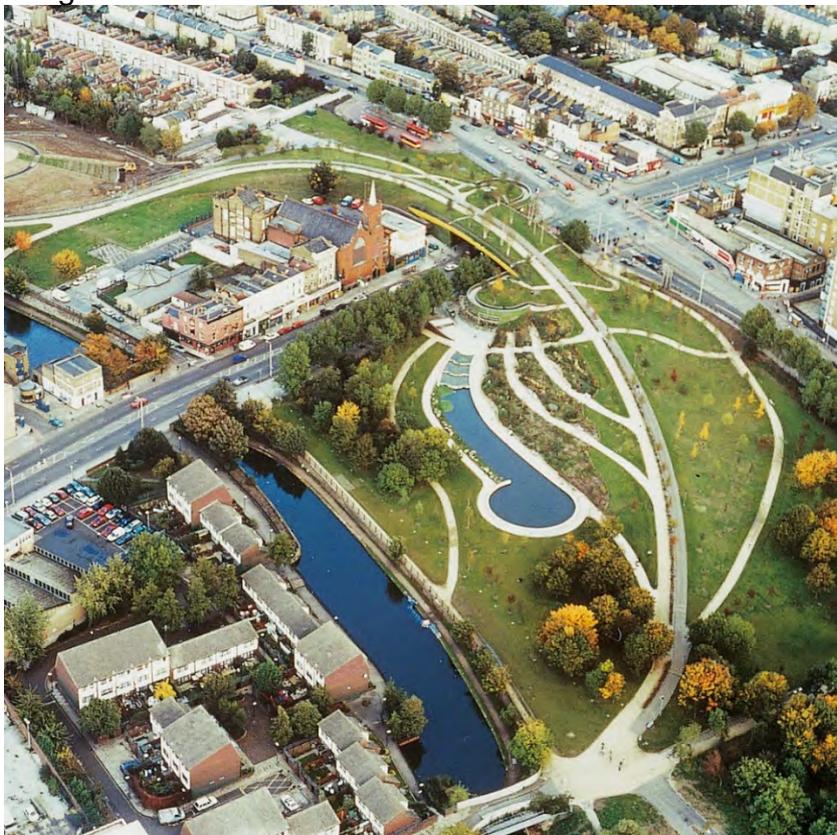


Image credit: Philip Lane Photography

## Dafne Schippersbrug, Utrecht, Netherlands - Architects: Next Architects

### Project overview

This innovative suspension bridge was designed to remove barriers between two sides of the river and connects the city centre to the new residential housing scheme Leidsche Rijn. The curved ramp is surrounded by green space and provides access for pedestrian and cyclists along a stretch of 110 metres. The bridge also cleverly integrates the local primary school roof.



Image Credit: Next Architects - Mastum Daksystemen & Maurice Iseger



Image credit: Next Architects – Marcel

## Van Gogh Path, part of the SMART HIGHWAY project, Eindhoven, Netherlands

### Project overview

The Van Gogh Path is a light emitting bicycle path that glows at night. It is made of thousands of twinkling stones inspired by Vincent Van Gogh's *Starry Night*. It is part of the SMART HIGHWAY project which is creating innovative and sustainably designed roads.

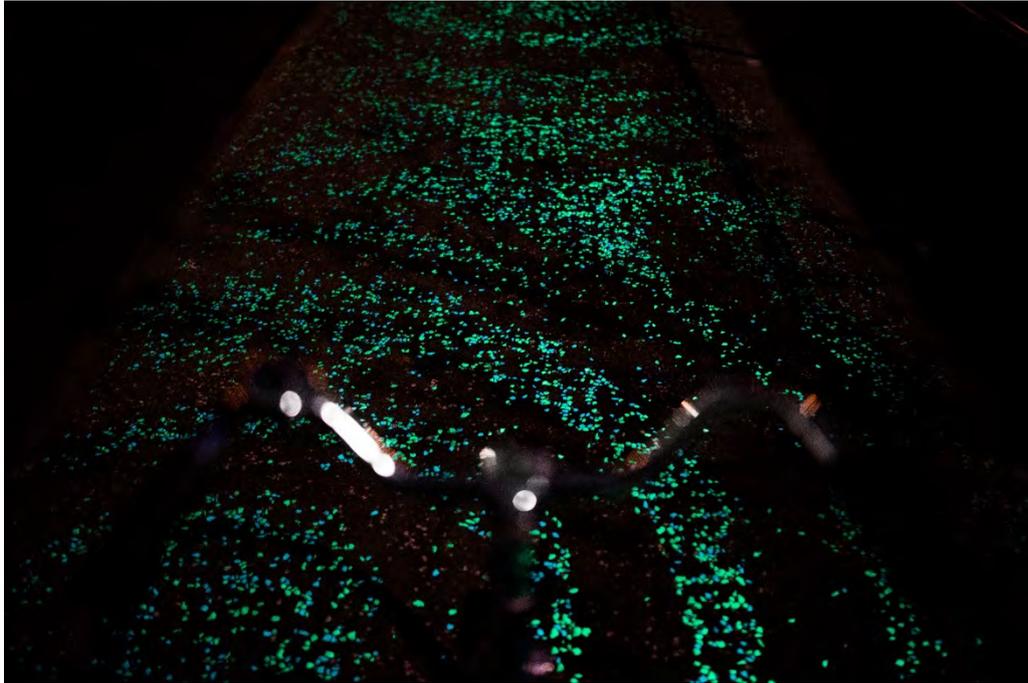


Image credits: Studio Roosegaarde

## Other 'over and under' precedents

### Bouldering underpass, Schiedam Centrum, Netherlands

Bouldering wall under Schiedam's Centrum Station has transformed the connection into a usable space.



Image Credit: Modacity

### Cuyperspassage, Amsterdam, Netherlands – Architects: Benthem Crowel Architects

A new underground tunnel, provides cyclists and pedestrians with a connection from the old city centre to quays on the IJ River waterfront. Since the end of 2015 it has been used by large numbers of cyclists, some 15,000 daily, and pedestrians 24 hours a day.



Image credit: Benthem-Crouwel

## Lime Avenue/Hobson Avenue, Cambridge

### Project overview

Lime Avenue and Hobson Avenue were delivered as part of the early infrastructure at the Great Kneighton development at Clay Farm in Trumpington, Cambridge. The two streets deliver the north south route and connect to Hobson's Square and associated community facilities and services. A key part of the design is the inclusion of mature trees that link into the established existing landscape structure on the development.



Image credit: Greater Cambridge Shared Planning

## Antwerp Garden Streets

### Project overview

The Garden Streets projects form part of a broader vision to tackle climate change and make the city more resilient to changing weather patterns as well as to improve the character and quality of streets in five districts of Antwerp. The approach removes areas of hard paving and replaces it with trees, planting beds, small lawns and growing spaces for herbs and vegetables. Local residents form a key part of the process being involved in the 'co-design' of the streets as well as taking part of the ongoing maintenance of the transformed streets and spaces.



Image credits: Degroteverbouwing (left) and Stad Antwerpen (right)

# Parking

Going off-plot

## // Designing in places to leave bikes and cars safely

The case studies show good examples of how to provide cycle parking as part of integrated transport interchanges. The other case studies demonstrate how car parking can be effectively contained to provide convenient and safe 'off plot' storage and combined with other uses.

## Bicycle parking garage, Utrecht central station, Netherlands – Architects: Ector Hoogstad Architecten

### Project overview

Utrecht's Central Station area is currently being transformed to include the world's biggest cycle park. Situated under the square, the three level 'bike through' garage allows users to cycle conveniently all the way to their parking spaces which are signposted electronically. The scheme also includes a bike repair shop and rental service.



Image credits: Ector Hoogstad Architecten

## Cycle point CB1, Cambridge – Architects: Formation Architects and Oxford Architects

### Project overview

The building is an unusual combination of a 231 key Ibis Hotel above the largest cycle park in the UK which accommodates over 2,800 bikes and includes a related cycle hire, repair and sales shop.

The building is located next to the Grade 2 Listed Railway Station and rises to a total of 6 storeys. The ground floor onto the square not only provides the main pedestrian entrance and exit to the cycle park but also accommodates a bar/restaurant use as well as the entrance into the IBIS hotel.



Image credit: Formation Architects



Plan showing site in wider context



Image credits: Formation Architects



## Bircham Park & Multi Storey Car Park, Derriford Hospital, Plymouth – Architects: S333 Architecture + Urbanism

### Project overview

Located in the North West Quadrant of Plymouth City Centre, Bircham Park combines office and retail space with a multi-storey car park for Derriford Hospital. Built on a site ranging in topography, the site consists of 3-storey offices, retail and cafes, with six-storeys of car parking in the valley of the sloping site.

### Land use

Land use	Number of units
B1 Commercial	670 sqm
Car and bicycle storage	20,000 sqm



Image credit: S333 Architecture + Urbanism

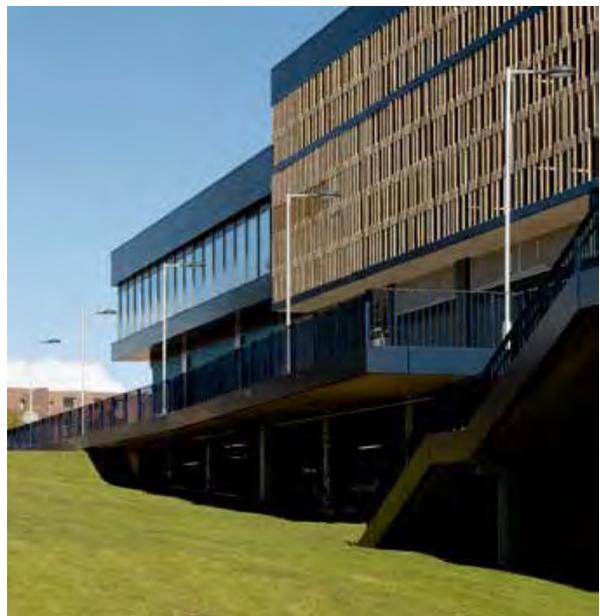
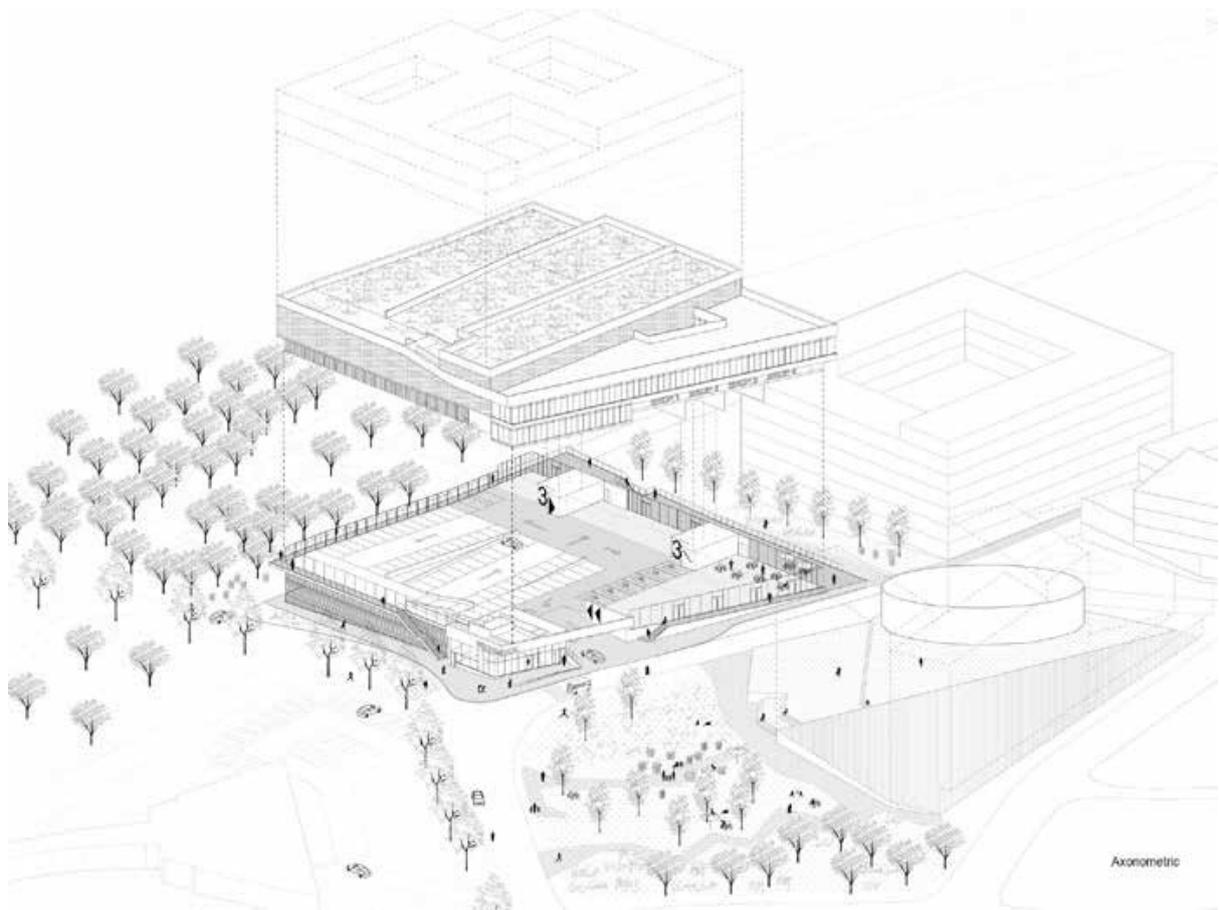


Image credit: S333 Architecture + Urbanism

Peripheral Park, Greenwich Millennium Village, London – Architects: Tovatt Architects & Planners, Proctor and Matthews Architects, John Robertson Associates, EPR

### Project overview

Greenwich Millennium Village is a sustainable community of approximately 3000 mixed tenure homes, which adopted a new approach to accommodating the car. Cars have been removed to the edges of the development. Parking is located away from housing units and is provided in two off plot buildings:

- Building A: Multi-storey car park wrapped on one side to form a street by ground floor commercial units and residential duplex units, and
- Building B: Podium car park, capped with residential apartments above.

This peripheral parking approach in addition to providing limited through-streets for cars, has facilitated car free open spaces and reclaimed the public realm for people rather than vehicles. A network of cycle and pedestrian paths is provided throughout.



Section showing multi-storey car park wrapped with commercial and residential units (Image source: Source: Space to Park website)



Image source: [www.spacetopark.org](http://www.spacetopark.org)

## Park'n'Play, Copenhagen – Architects: Jaja Architects

### Project overview

Hybrid form combining multi-storey car park with rooftop playground, 24 metres above the ground.



Image credits: JAJA Architects, Rasmus Hjortshøj – COAST

# Development Capacity Methodology

## Development Capacity Assessment Introduction

The Development Capacity Assessment (DCA) fulfils the role of a Housing and Economic Land Availability Assessment as required by the Planning Practice Guidance (PPG). The DCA does not allocate sites for development. It identifies sites within the North East Cambridge Area Action Plan area with development potential for housing and economic land uses and sets out an indicative trajectory for deliverable (0-5 years) and developable (6 to 20 years) sites, to be monitored through annual reports and managed and assessed through the development management process. This includes through pre-application discussions and through the determination of planning applications.

The DCA is based on best available knowledge at time of writing for the purposes of supporting the Proposed Submission North East Cambridge (NEC) Area Action Plan (AAP) (November 2021). It makes realistic assumptions about the availability, and suitability of land to meet the identified need for housing and economic uses over the plan period, taking account of the proposed NEC AAP Spatial Framework, any constraints and landowner engagement.

### **How does the DCA relate to the existing adopted Local Plans for the area and the emerging Greater Cambridge Local Plan?**

Policy 15 of the Cambridge Local Plan (2018), and Policy SS/4 of the South Cambridgeshire Local Plan (2018), allocate the area for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is affected by the Anglian Water Waste Water Treatment Plant (WWTP), which covers a significant part of the area and is a significant constraint on development of adjoining land.

Since the local plans were adopted funding has been secured through the Housing Infrastructure Fund (HIF), to assist with the relocation of the Waste Water Treatment Plant (WWTP) off-site. The

vacated WWTP site, together with land around Cambridge North station, Cambridge Business Park, St John's Innovation Park, Cambridge Science Park and other land, will, in accordance with development plan policy, provide the opportunity for the creation of a new city district which can make a significant contribution to the future housing and employment needs of Greater Cambridge. The consenting route for the relocation of the WWTP is through a Development Consent Order that is separate to the AAP plan-making process. The decision and timing of the relocation of the WWTP has a major bearing on the phasing of development across much of NEC.

The outcome of the DCA is not being relied upon to meet the current housing and employment needs identified in the current local plans but will inform the contribution North East Cambridge could make to meeting identified housing and employment needs in the Greater Cambridge Local Plan.

In assessing the availability of land within NEC, the DCA has regard to the supporting evidence base studies prepared to date that have informed the draft North East Cambridge Area Action Plan (June 2020). However, further evidence is being prepared and this DCA may require updating to take account of these and to inform future iterations of the NEC AAP as appropriate.

In assessing the availability of land within NEC, the DCA has regard to the supporting evidence base studies prepared to inform the Proposed Submission North East Cambridge Area Action Plan (November 2021). In particular, the assessments concerning typologies, landscape, townscape, views and heritage, as well as identified constraints or that impose standards, such as those for open spaces provision.

## What is the methodology?

The National Planning Policy Framework (NPPF) sets out the requirement for local planning authorities to carry out an assessment to establish realistic assumptions about the availability of land to meet the identified need for housing and economic uses over the plan period. The PPG (PPG 006 Reference ID: 3- 006-20140306) sets out a clear methodology to meet this requirement. In summary this comprises the following 5 stages:

- Identifying sites and broad locations with potential for development;
- Assessing their development potential;
- Assessing potential for windfall sites;
- Reviewing the assessment; and
- Assessing the core outputs to form the evidence base for the North East Cambridge Area Action Plan.

The DCA is structured to follow these stages. Figure 1 provides an overview of these.

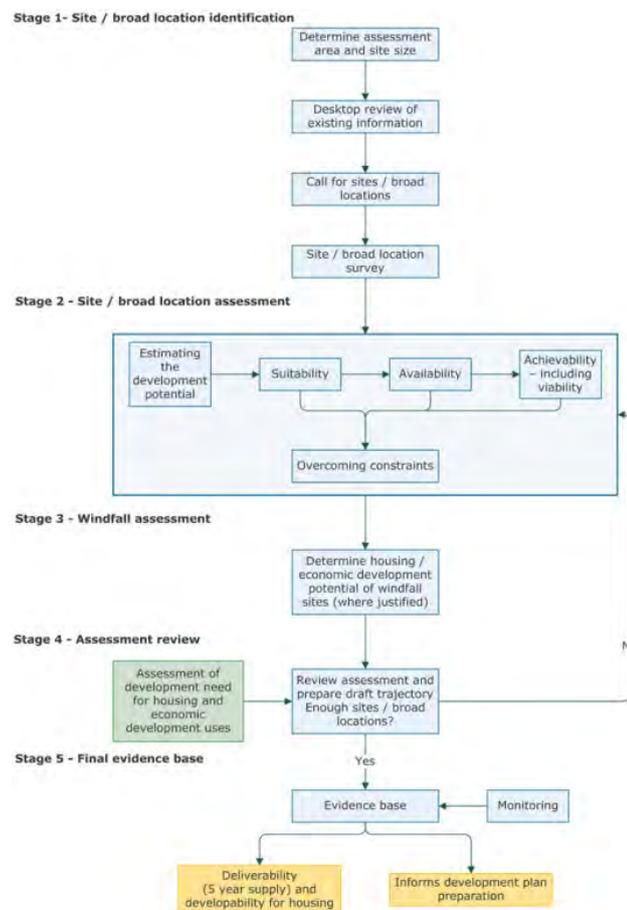


Figure 1: PPG Methodology for HELAAs used to develop the DCA

## Stage 1: Identification of sites

### What geographical area does the assessment cover?

The assessment area is the Proposed Submission North East Cambridge Area Action Plan area, shown in Figure 2.

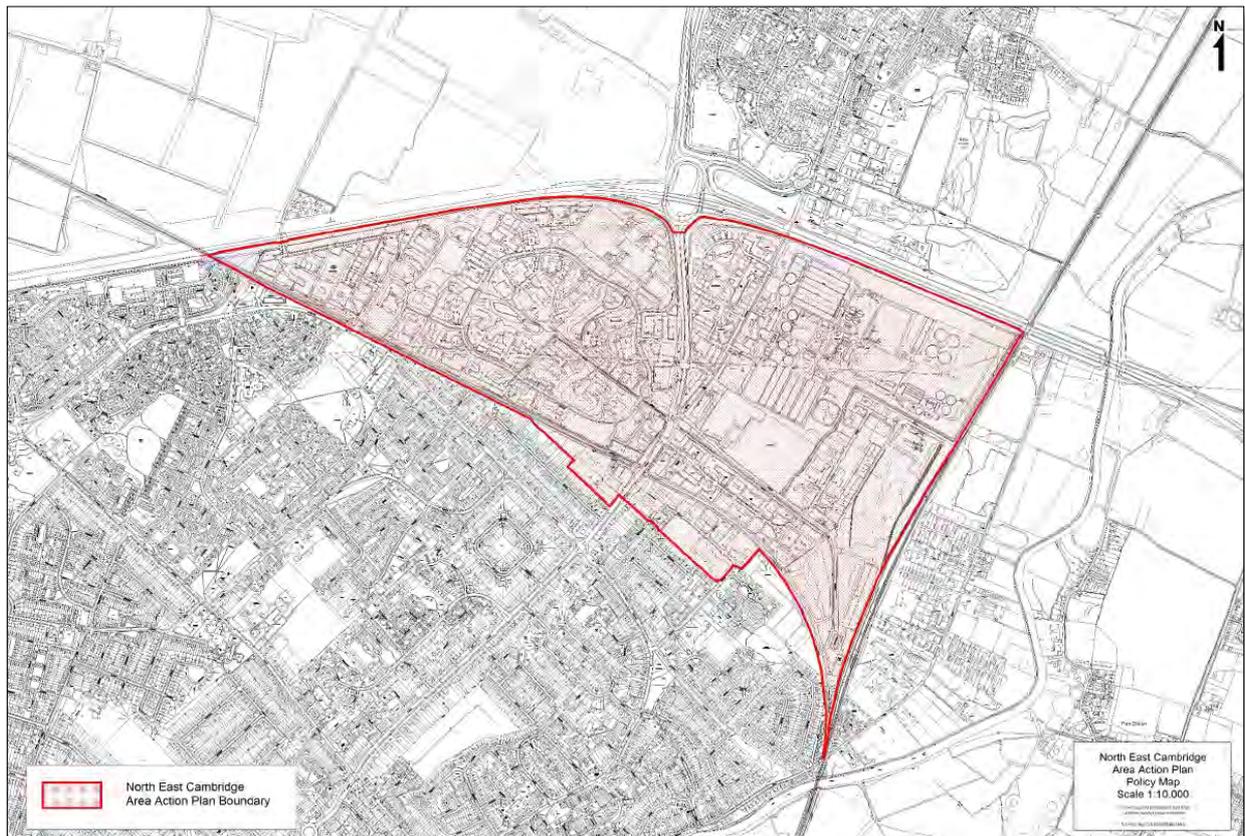


Figure 2: North East Cambridge Area Action Plan area

### **Who have the Greater Cambridge Shared Planning Service worked with in determining the assessment area?**

During the process of preparing the North East Cambridge Area Action Plan, the councils have worked closely with public sector stakeholders, including Cambridgeshire County Council, statutory bodies, local communities, interest groups and other organisations through formal consultation and informal engagement.

Private sector stakeholders, namely landowners and developers within the Area Action Plan area, have been involved through various forums, design workshops and the development management process of pre-application and application discussions.

### **What site/broad location size threshold has been considered for assessment?**

The assessment has considered all sites and broad locations within the Area Action Plan area. It is important that the regeneration of the Area Action Plan area occurs across the whole area, including on sites with greater constraints than others.

### **How have the sites been identified?**

The majority of land proposed for inclusion within the Area Action Plan is already allocated in the current local plans of the respective authorities. The North East Cambridge AAP Issues and Options consultation (February 2019) extended the AAP boundary to include Cambridge Science Park following an earlier consultation in 2014. The draft NEC AAP (June 2020) further amended the site boundary to incorporate Cambridge Regional College (CRC) and the Milton Road Garage site, the latter being a site allocation for mix-use development within the current adopted Cambridge Local Plan (allocated site M1). The Proposed Submission Area Action Plan boundary is consistent with the draft AAP boundary as shown in Figure 2 above.

With the exception of Cowley Road and Nuffield Road Industrial Estates, the majority of land across the NEC area is held in several larger land-ownership parcels. These landowners have

confirmed their land is 'available' and have been engaged in the preparation of the AAP through the Landowner and Developer Forum, the purpose of which is to bring these parties together to promote joint working. This has included regular monthly meetings and a series of workshops in summer 2019, aimed at understanding site constraints, existing planning permissions, and landowner/developer aspirations that have helped inform both the draft and Proposed Submission NEC AAP Spatial Framework, development mix, distribution and phasing.

### **Have any sites been excluded?**

Exclusions from the assessment are limited reflecting the aspirations of the two local authorities and stakeholders to see comprehensive regeneration of the NEC area, and to address area constraints and optimise development potential. However, some sites are considered appropriate to be excluded for housing and/or economic use development. These are:

- Existing publicly accessible open spaces such as the open space within Cambridge Science Park – to accord with Local Plan policy (Cambridge Local Plan Policy 67 and South Cambridgeshire Local Plan Policy SC/8)
- Existing waterways and bodies including The First Public Drain
- Sites recently developed (in the last 10 years), such as the North Cambridge Station and surrounding public realm
- The Cambridge Guided Busway – with the exception of promoting further managed crossing points to support enhanced accessibility to NEC
- Railway tracks and embankments – to support the functioning of the railway network and reflect the need for further feasibility studies to explore potential over track development

Within NEC there is land currently safeguarded within the County Minerals and Waste Local Plan (2021). These sites, and why they have not been excluded for the purposes of this assessment are:

- The existing Waste Water Treatment Plant – the off-site relocation of which is the subject of approved Housing Infrastructure Funding and a separate Development Consent Order process;
- The Waste Transfer Station on Cowley Road – considered a 'bad neighbour' use

incompatible with the North East Cambridge AAP Spatial Framework and a constraint to optimising development but capable of relocation within the AAP area (see site assessment in Stage 2); and

- The Cambridge Northern Fringe Aggregates Railheads site at Chesterton Sidings – considered a ‘bad neighbour’ use and a constraint to optimising development but for which currently no alternative and feasible relocation strategy exists.

## Stage 2: Assessment of sites

The relocation of the WWTP provides a major opportunity to deliver sustainable development on a major brownfield site within the urban area that incorporates successful business parks for knowledge-based and other businesses. Reflecting the existing and planned accessibility of the area by public transport, cycling and walking, North East Cambridge is considered suitable for higher density development, including intensification of business uses and retention and consolidation of industrial uses.

As stated previously, the existing local plans do not specify the amount of development, site capacities, or timescales for development at NEC, deferring such matters to the preparation of the joint AAP. Policy 14 of the Cambridge Local Plan states that development should be of higher densities around key transport interchanges (including Cambridge North Station), whilst having regard to the protection/provision of landscape and other environmental requirements. Policy H/8: Housing density of the South Cambridgeshire Local Plan states that housing development will achieve an average net density of 40 dwellings per hectare in urban extension to Cambridge and new settlements. However, the net density on a site may vary from this where justified by the site and surrounding area character and circumstances.

The Planning Practice Guidance states that the development potential of each identified site should be “guided by the existing or emerging plan policy including locally determined policies on density. Where the plan policy...does not provide a sufficient basis to make a judgement then relevant existing development schemes can be used as the basis for assessment, adjusted for any individual site characteristics and physical constraints” (PPG paragraph 17 Reference ID: 3- 017-20140306).

The development typologies outlined earlier in this study provide precedents of the mix and form of the different types of development proposed with North East Cambridge. The mix and densities within these relevant schemes have informed the densities and site capacities for this assessment. A broad plot ratio of 70% has been used to inform the net developable area for each development parcel / site, reflecting higher density development typologies from other examples elsewhere.

## Constraints

A number of high-level development constraints have been considered in the preparation of the DCA. These include physical, environmental and planning policy constraints. These are set out in Table 1. This table will be updated to reflect any changes in development constraints during the preparation of the AAP.

Constraint type	Development constraint
Environmental	Noise (e.g. A14, railway, other roads, industrial uses) Odour Vibrations Light pollution Air pollution Surface Water Flooding Land contamination
Physical	Existing land uses Site assembly Townscape context Landscape context Airport Safeguarding Zone Green and blue infrastructure Transport Infrastructure (e.g. railway, A14, Guided Busway) and road capacity
Planning Policy	Heritage designations Biodiversity/environmental assets (e.g. SSSIs/SACs/Ancient Woodland) Green Belt Other planning policy designations (inc. Minerals and Waste policies)

Table 1: North East Cambridge AAP high level development constraints  
Indicative housing density range

Drawing upon the relevant typologies, an indicative density range for housing of 70 to 300 dwellings per hectare has been defined that responds to the position of sensitive locations, the proposed distribution of development established within the NEC Spatial Framework, and to existing and future public transport services / access. The identified schemes in Table 2 have been used as the basis for Stage 4 of the Development Capacity Assessment.

For the purposes of development management processes, these do not represent pre-determined densities for sites as consideration will need to be given to the wide range of policies within the

Area Action Plan, the existing Development Plans and other material considerations. As such, through the development management process, densities and resultant capacities of sites may vary.

<b>Typology example</b>	<b>Location</b>	<b>Density (dwellings per hectare)</b>	<b>Relevance to NEC AAP area</b>
Mill Road Depot	Cambridge	70	Range of unit sizes and tenures including houses. Building heights within parameters of AAP evidence.
King's Crescent Estate	London	180	Range of unit sizes and tenures. Building heights within parameters of AAP evidence.
CB1	Cambridge	240	Residential development in close proximity to railway station (Cambridge Station). Building heights within parameters of AAP evidence.
CB1 Ceres	Cambridge	300	Residential development in close proximity to railway station (Cambridge Station). Building heights within parameters of AAP evidence.

Table 2: Residential Typologies

## **Indicative employment floorspace density ranges**

For economic uses, the PPG (PPG 017 Reference ID: 3-017-20140306) suggests using floorspace densities for certain industries. Within the NEC AAP area, for the purposes of the DCA, economic uses can be broadly divided into business (Class E(g)) uses and industrial (Class B2 and B8) uses.

Based on local relevant typologies, an indicative density of 65% plot ratio to define the floorspace density has been considered appropriate, taking into account off-site car storage requirements within Car Barns and open space/landscaping and SuDS requirements. The plot ratio responds to the location of sensitive locations, the proposed distribution of development established within the NEC Spatial Framework, and to existing and future public transport services / access. The identified schemes in Table 3 have been used as the basis for Stage 4 of the Development Capacity Assessment.

Intensification of industrial sites can be delivered in multiple ways in order to maximise their floorspace efficiency. A number of developments of this nature are being progressed within the UK and have been explored further within this document. To inform the DCA, the following B2 and B8 development assumptions have been used:

- B2 - light industrial uses arranged over four storeys ('intensification') relating to a 'multi level' logistics and stacked industrial model
- B8 – storage and distribution arranged over two storeys ('intensification') relating to a more urban logistics model

For the purposes of development management processes, these do not represent pre-determined densities for sites as consideration will need to be given to the wide range of policies within the Area Action Plan, the existing Development Plans and other material considerations. As such, through the development management process, floorspace densities and resultant capacities of sites will vary.

Typology example	Location	Relevance to NEC AAP area
Maurice Wilkes Building	St Johns Innovation Park, Cambridge	Building heights within parameters of LCVIA evidence. Example of high-density office development.

Table 3: Office Typologies

### **Job capacity**

The potential economic floorspace capacity (for both retail and commercial floorspace) for the plan period provides an indication of potential employment capacity. Assumptions for job densities based on floorspace for various sectors is currently derived from the government’s Employment Density Guide (3<sup>rd</sup> Edition).

### **Suitability of sites**

The PPG states that a site’s suitability for development for housing and / or economic land uses should be assessed against the factors set out PPG paragraph 19 Reference ID: 3-019-20140306. All sites identified in the DCA have been assessed against the factors set out in the PPG to give an indication of each site’s potential suitability for development. The assessment drew on detailed knowledge of individual sites through site visits, pre-application discussions and landowner engagement.

The site assessment is supported by the general Greater Cambridge housing and office markets and also demonstrated by the strong industrial sector, both within Greater Cambridge and specifically within North East Cambridge, resulting in low vacancy rates. The NEC Viability Study (2021), NEC Overcoming Barriers to Mixed-Use Development paper (2020) and the NEC Commercial Advice and Relocation Strategy (2021) have considered these matters in further detail.

### **Availability of sites**

The PPG considers a site to be ‘available’ for development when, on the best information available, there is confidence that there are no legal or ownership problems, such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners

(Paragraph: 020 Reference ID: 3-020- 20140306). Generally, this means that land is controlled by a landowner or a developer who has expressed an intention to develop, or the landowner has expressed an intention to sell.

Land within North East Cambridge is considered to be available for development following engagement with landowners through various forums and design workshops. As noted above, the majority of the land within North East Cambridge is already allocated for development in the existing adopted Local Plans.

### **Achievability of sites**

The PPG defines that a site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on that site at a particular point in time (Paragraph: 021 Reference ID: 3-021-20140306). This is essentially a judgement about the economic viability of a site and whether development on that site will be delivered within a certain time period.

NPPF paragraph 174 states that "...Evidence supporting the assessment should be proportionate, using only appropriate available evidence". Landowner engagement generally agrees that North East Cambridge is attractive location for development which is supported by the Greater Cambridge housing and office market and also demonstrated by the strong industrial sector resulting in low vacancy rates in this area. It is therefore broadly assumed, through the NEC Viability Study, that sites are capable of being viable for development.

As stressed earlier in this DCA, the redevelopment of significant parts of the NEC AAP area, and for a wider range of uses, is dependent on the relocation of the existing Waste Water Treatment Plant (WWTP), which is subject to a separate Development Consent Order process. As such, the AAP and therein, this DCA, is predicated on the consent being granted and the WWTP being relocated, with respect to the assessment of land being 'achievable' for the types of development prescribed through the AAP.

## **Defining timescales for delivery**

The PPG states that the timescale and rate of development should use the information on suitability, availability, achievability and constraints to assess the timescale within which each site is capable of development (as set out in Stage 2 above) (Paragraph: 023 Reference ID: 3-023-20140306). This may include indicative lead-in times and build-out rates for the development of different scales of sites.

Based on the guidance contained in the PPG and the NPPF regarding the assessment's deliverable and developable sites, the timescales set out in Table 1 have been assigned to each site and has been informed through landowner engagement. Again however, it must be stressed that these timescales are predicated on the successful granting of and relocation of the WWTP.

The delivery rate of new homes at North East Cambridge have also been informed by the Housing Delivery Study (2021) which identifies the typical rate of housing delivery on sites such as North East Cambridge in order to provide a localised account of housing delivery rates.

DCA Phase	Deliverable/developable	Definition
0-5 years	Deliverable	These sites should be available now, offer a suitable location for development now, and are achievable with a realistic prospect that development will be delivered on the site within 5 years.
6-10 years 11-15 years 16-20 years	Developable (6-15 years as defined by the PPG)	These sites are considered to be in a suitable location for development and are considered to have a reasonable prospect that the site is available and viable development could be achieved within the next 6 to 20 years.

Table 4: Definition of deliverable and developable sites

### Stage 3: Windfall sites

The geographic size and the intention to optimise the development of land within the North East Cambridge AAP area has enabled an extensive analysis to be undertaken to identify developable land within the AAP boundary. This is aided by large areas being in single landownerships that enables the majority of the area to be defined as deliverable or developable outside of excluded locations.

Cowley Road and Nuffield Road Industrial Estates however contain fragmented land ownership. The NEC Commercial Advice and Relocation Strategy (2021) has engaged with some of the landowners in these areas of the AAP, some of which have indicated that redevelopment is broadly achievable subject, in some instances, to finding an alternative suitable site upon which to relocate the existing occupier. Nevertheless, where 'availability' is not confirmed, the strategy outlines the policy interventions and more direct actions the Council's could take in order to facilitate development. Further to this, the Councils, as part of the Duty to Cooperate, have engaged with various bodies such as Cambridgeshire County Council, to set out an agreed process by which safeguarded or ring-fenced uses may be relocated to suitable off-site locations in time including, in some cases, potential interim solutions.

### Stage 4: Assessment Review

Individual risks were assessed for each of the sites within Appendix B. A high-level assessment of key risks/challenges has been carried out for the delivery and development of sites. It is considered that these key risks/challenge can be managed to enable development during the plan period.

The site assessments were subject to an internal review to cross reference and fact check the amount and phasing of development. This resulted in some minor amendments to update the figures alongside consideration further updates to the AAP Spatial Framework and the evidence base studies.

## Stage 5: Final Evidence Base

The final evidence base is provided within two tables set out in the appendices. These are:

Appendix A: Site assessment – sets out the results of the site assessment in terms of the judgement on the suitability, availability and achievability of each site for development.

Appendix B: Development potential and trajectory – sets out the potential capacity (for homes, economic uses floorspace and jobs) and timescales for each site considered to be deliverable or developable.

### Summary of final evidence base

The site assessment considered 53 sites in total which are shown in figure 3 and set out in detail in Appendix A.

The potential housing capacity for the plan period is:

Phase	Capacity
0 to 5 years (deliverable)	0
6 to 20 years (developable)	3,900

The potential economic floorspace capacity (for both retail and commercial floorspace) for the Area Action Plan is 201,100 sqm. This equates to approximately 15,000 commercial jobs and a further 760 retail jobs. Due to the phasing of the residential development and the pipeline (circa 127,000 sqm) and build out rates for the already consented commercial floorspace, it is not anticipated that any additional commercial or retail development will be deliverable in the next 0 to 5 years of the Plan.

Phase	Capacity
0 to 5 years (deliverable)	92,000
6 to 20 years (developable)	177,250

## **Risk management**

The DCA has set out a trajectory of deliverable and developable housing sites that are expected to come forward over the plan period. The trajectory is based on best available knowledge at point of writing including taking into account representations received as part of the Regulation 18 consultation (2020), and the evidence to support the North East Cambridge Area Action Plan. Other external unforeseen circumstances such as economic conditions as a result of COVID-19 have also been taken into consideration as much as possible at this time.

## **Monitoring**

Ongoing monitoring of development capacity and phasing will be important to ensure future Plan reviews and potential updates of the North East Cambridge Area Action Plan are supported by a robust evidence base. Monitoring of the Plan has been set out in the Monitoring Indicators section within the Area Action Plan.

# Appendix A: Site Assessment Table

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>A1</b>	Chesterton Sidings	0.66	Allocated site within existing Local Plan	Sensitive to wider landscape; Possible land contamination; Biodiversity habitats/species; Airport Safeguarding Zone; Within 250m of Waste Transfer Station and WwTP	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP and potentially the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p> <p>The site is in a sensitive landscape and biodiversity location.</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP and WTS.</p> <p>Site expected to be developed in the plan period.</p>
<b>A2</b>	Chesterton Sidings	1.16	Allocated site within existing Local Plan	Sensitive to wider landscape; Possible land contamination; Biodiversity habitats/species; Airport Safeguarding Zone; Within 250m of Waste Transfer Station and WwTP	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP and potentially the operations from the Waste Transfer</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP and WTS.</p> <p>Site expected to be</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p> <p>The site is in a sensitive landscape and biodiversity location.</p>				developed in the plan period.
<b>A3</b>	Chesterton Sidings	2.69	Allocated site within existing Local Plan	<p>Existing surface station car park; Adjacent to the railway; Sensitive to wider landscape; Possible land contamination; Adjacent townscape sensitivities; Biodiversity habitats/species; Airport Safeguarding Zone; Within 250m of Waste Transfer Station and WwTP</p>	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan. Existing station car parking is required to be redelivered as part of comprehensive development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP and potentially the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p> <p>The site is in a sensitive landscape and biodiversity location.</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP and WTS.</p> <p>Site expected to be developed in the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
A4	Chesterton Sidings	4.21	Allocated site within existing Local Plan	<p>Adjacent to the railway; Sensitive to wider landscape; Adjacent noise pollution; Possible land contamination; Adjacent townscape sensitivities; Biodiversity habitats/species; Airport Safeguarding Zone; Within 250m of Waste Transfer Station, Aggregates Railheads and WwTP</p>	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP and potentially the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p> <p>The adjacent Aggregates Railhead (Parcel A5) will need to be mitigated in part through a suitable development buffer to sensitive uses.</p> <p>The site is in a sensitive landscape and biodiversity location.</p>	<p>Available (in part)</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS, WwTP and Aggregates Railheads will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes (in part – to the south)</p> <p>Economic Uses: Yes (in part – to the north)</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, Aggregates Railheads and WTS.</p> <p>An industrial buffer will assist in mitigating the adverse impacts of the Aggregates Railheads and support the relocation of these uses from Nuffield Road Industrial Estate.</p> <p>A proportion of the site expected to be developed in the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>A5</b>	Chesterton Sidings	2.51	Allocated site within existing Local Plan	Adjacent to the railway; Sensitive to wider landscape; A14 and on-site noise; Possible land contamination; Minerals and Waste safeguarding site; Airport Safeguarding Zone; Within 250m of WwTP	<p>Not suitable</p> <p>The site is a safeguarded site within the Cambridgeshire and Peterborough Minerals and Waste Local Plan and Policies Map. An alternative off-site location and significant infrastructure works will be required to enable this development parcel to be suitable for development.</p> <p>The existing odour constraint from the WwTP will limit residential development until the constraint can be mitigated/removed.</p>	<p>Not available</p> <p>Single land ownership. Site is allocated as an Aggregates Railheads facility for the plan period.</p> <p>Due to the need to continue to provide rail infrastructure this site is unlikely to be delivered during the plan period.</p> <p>Existing odour constraint of WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Not achievable</p> <p>Due to the expected costs associated with the off-site relocation of the existing facility and the associated rail and road infrastructure works, development within this parcel is not considered achievable during the Plan period.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>The Cambridgeshire and Peterborough Minerals and Waste Local Plan and Policies Map form part of the development plan for this area. This safeguards the Aggregates Railheads facility for the NEC AAP plan period.</p> <p>As such development for housing or economic uses within the plan period is not currently deliverable or developable as no alternative site(s) have been identified to relocate this safeguarded use.</p>
<b>B1</b>	Cowley Road Industrial Estate	2.31	Allocated site within existing Local Plan	Sensitive to wider landscape; A14 and adjacent noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP, WTS and Aggregates Railheads	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP which will limit residential development until the constraint can be mitigated/removed.</p>	<p>Currently not available</p> <p>Multiple land ownership with discussions with some landowners through the Commercial Advice and Relocation Strategy. Future engagement and land acquisitions will enable some of the site to become available during the Plan period.</p> <p>Existing constraints of WwTP and Aggregates Railheads will limit residential development availability until the</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Site assembly will enable a coordinated approach to unlocking development on this site and optimising its potential.</p>	<p>Housing: Yes (in part – to the west)</p> <p>Economic Uses: Yes (in part – to the east)</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP and Aggregates Railheads.</p> <p>A proportion of the site is expected to be developed in the</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					The adjacent Aggregates Railhead (Parcel A5) will need to be mitigated in part through a suitable development buffer to sensitive uses.	constraint can be mitigated/removed.			plan period.  An industrial buffer will assist in mitigating the adverse impacts of the Aggregates Railheads and support the relocation of these uses from Nuffield Road Industrial Estate.
<b>B2</b>	Cowley Road Industrial Estate	4.45	Allocated site within existing Local Plan	Some landscape sensitivities; A14 and adjacent noise pollution; Possible land contamination; Minerals and Waste safeguarding site; Airport Safeguarding Zone; Within 250m of WwTP, WTS and Aggregates Railheads	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is, in part, a safeguarded site within the Cambridgeshire and Peterborough Minerals and Waste Local Plan and Policies Map. An alternative location will be required to enable this and adjacent development parcels to be suitable for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing odour constraint from the WwTP, Aggregates Railheads and WTS which will limit residential development</p>	<p>Currently not available</p> <p>Multiple land ownership with discussions with some landowners through the Commercial Advice and Relocation Strategy. Future engagement and land acquisitions will enable some of the site to become available during the Plan period.</p> <p>Existing constraints of WwTP and Aggregates Railheads will limit residential development availability until the constraint can be mitigated/removed. The WTS will need to be relocated.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Site assembly will enable a coordinated approach to unlocking development on this site and optimising its potential.</p>	<p>Housing: Yes (in part – to the west)</p> <p>Economic Uses: Yes (in part – to the east)</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP.</p> <p>The Cambridgeshire and Peterborough Minerals and Waste Local Plan and Policies Map form part of the development plan for this area. This safeguards the waste facility although landowner/developer engagement suggests that this can be re-provided during the Plan</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>until the constraint can be mitigated/removed.</p> <p>The Aggregates Railhead (Parcel A5) will need to be mitigated in part through a suitable development buffer to sensitive uses.</p>				<p>period.</p> <p>A proportion of the site is expected to be developed in the plan period.</p> <p>An industrial buffer will assist in mitigating the adverse impacts of the Aggregates Railheads and support the relocation of these uses from Nuffield Road Industrial Estate.</p>
<b>C1</b>	Anglian Water / Cambridge City Council site	1.66	Allocated site within existing Local Plan	<p>Adjacent to the railway; Sensitive to wider landscape; Adjacent noise pollution; Close to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Within 250m of Aggregates Railheads; Minerals and Waste safeguarding site</p>	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraints from the WwTP and Aggregates Railheads which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP and Aggregates Railheads will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, Aggregates Railheads and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					The site is in a sensitive landscape location.				
<b>C2</b>	Anglian Water / Cambridge City Council site	1.43	Allocated site within existing Local Plan	Adjacent to the railway; Sensitive to wider landscape; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Within 250m of Aggregates Railheads; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraints from the WwTP and Aggregates Railheads which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP and Aggregates Railheads will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, Aggregates Railheads and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>C3</b>	Anglian Water / Cambridge City Council site	2.92	Allocated site within existing Local Plan	Sensitive to wider landscape; Close to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Within 250m of Aggregates Railheads; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraints from the WwTP and Aggregates Railheads which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP and Aggregates Railheads will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, Aggregates Railheads and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>
<b>C4</b>	Anglian Water / Cambridge City Council site	2.28	Allocated site within existing Local Plan	Sensitive to wider landscape; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Within 250m of Aggregates Railheads; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraints from the WwTP and Aggregates Railheads which will limit residential development</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP and Aggregates Railheads will limit residential development availability</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, Aggregates Railheads and noise from the A14.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	until the constraint can be mitigated/removed.			Site expected to be developed beyond the plan period.
<b>C5</b>	Anglian Water / Cambridge City Council site	1.99	Allocated site within existing Local Plan	<p>Sensitive to wider landscape; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Minerals and Waste safeguarding site</p>	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint of the WwTP which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>C6</b>	Anglian Water / Cambridge City Council site	1.78	Allocated site within existing Local Plan	Sensitive to wider landscape; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint of the WwTP which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>
<b>C7</b>	Anglian Water / Cambridge City Council site	3.22	Allocated site within existing Local Plan	Some landscape sensitivities; Close to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Cowley Road Hedgerow; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint of the WwTP which will limit residential development until the constraint can be mitigated/removed. A</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>				
<b>C8</b>	Anglian Water / Cambridge City Council site	2.46	Allocated site within existing Local Plan	Some landscape sensitivities; Close to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Cowley Road Hedgerow; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint of the WwTP which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development although developer phasing suggests that this is not expected during the Plan period.</p> <p>Existing constraints of the WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and noise from the A14.</p> <p>Site expected to be developed beyond the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>C9</b>	Anglian Water / Cambridge City Council site	1.44	Allocated site within existing Local Plan	A14 and adjacent noise pollution; Possible land contamination; Airport Safeguarding Zone; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint of the WwTP which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p> <p>The site is in a sensitive landscape location.</p>	<p>Available</p> <p>A development partnership is in place with the landowners to bring forward the site for development.</p> <p>Existing odour constraint of WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP.</p> <p>A proportion of the site expected to be developed in the plan period.</p>
<b>C10</b>	Anglian Water / Cambridge City Council site	2.21	Allocated site within existing Local Plan	A14 and adjacent noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WTS; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP and potentially the operations from the Waste Transfer Station (WTS) which will limit residential</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, WTS and noise from the A14.</p> <p>Site expected to be</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.				developed beyond the plan period.
<b>C11</b>	Anglian Water / Cambridge City Council site	4.06	Allocated site within existing Local Plan	A14 noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WTS; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP and the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation of the WwTP, WTS and noise from the A14.</p> <p>Site expected to be developed in the plan period.</p>
<b>C12</b>	Anglian Water / Cambridge City Council site	3.89	Allocated site within existing Local Plan	A14 noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WTS; Minerals and Waste safeguarding site	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and</p>	<p>Available</p> <p>A developer agreement is in place with the landowner to bring forward the site for development.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					operation of development, with the exception of the existing constraint from the WwTP and the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14.	constraint can be mitigated/removed.			relocation/mitigation of the WwTP, WTS and noise from the A14.  Site expected to be developed in the plan period.
<b>D1</b>	St Johns Innovation Park	5.05	Allocated site within existing Local Plan	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP	Suitable  The principle for development on the site has been established. The site is identified for development in the existing Local Plan. The site is currently within St John's Innovation Park, where the principle for commercial development has already been established.  Constraints are considered to be able to be addressed through design and operation of development.	Available  The site is within single ownership. Discussions with landowner confirms availability during the Plan period.  Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.	Achievable  Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.	Housing: No  Economic Uses: Yes	Site identified for development in the Local Plan as part of the wider Area of Major Change.  Constraints are considered to be able to be addressed in the design and operation of development.  Site expected to be developed in the plan period for economic development.
<b>D2</b>	St Johns Innovation Park	2.18	Allocated site within existing Local Plan	A14 and Milton Road noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP	Suitable  The principle for development on the site has been established. The site is identified for development in the existing Local Plan. The site is currently within St John's Innovation Park, where the principle for commercial development	Available  The site is within single ownership. Discussions with landowner confirms availability although phasing suggests that this is not expected during the Plan period.  Landowner has confirmed that the	Achievable  Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.	Housing: No  Economic Uses: Yes	Site identified for development in the Local Plan as part of the wider Area of Major Change.  Constraints are considered to be able to be addressed in the design and operation of development.

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					has already been established.  Constraints are considered to be able to be addressed through design and operation of development.	intention is to intensify existing land uses within this site and not to introduce residential development.			Site not expected to be developed in the plan period for economic development.
<b>E1</b>	Merlin Place	0.64	Allocated site within existing Local Plan	A14 and Milton Road noise pollution; Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP; Air pollution	Suitable  The principle for development on the site has been established. The site is identified for development in the existing Local Plan.  Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP which will limit residential development until the constraint can be mitigated/removed. A noise mitigation barrier will be required for sensitive uses within the site due to the proximity of the A14 and further mitigation to address noise and air pollution from Milton Road.	Not currently available  Single land ownership. Landowners have been contacted to confirm when the site will be available given the existing lease on the site.  Existing odour constraint of WwTP will limit residential development availability until the constraint can be mitigated/removed.	Achievable  Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.	Housing: Yes  Economic Uses: Yes	Site identified for development in the Local Plan as part of the wider Area of Major Change.  Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP.  Site expected to be developed in the plan period subject to engagement with landowners.
<b>F1</b>	Cambridge Business Park	2.66	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP and WTS	Suitable  The principle for development on the site has been established. The site is identified for development in the existing Local Plan. The site is currently within Cambridge Business Park,	Available (in part)  The site is within single ownership. Discussions with landowner confirms availability although phasing suggests that not all of the site will be available during the Plan period.	Achievable  Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms	Housing: Yes  Economic Uses: Yes	Site identified for development in the Local Plan as part of the wider Area of Major Change.  Constraints are considered to be able to be addressed in the design and

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP and the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p>	Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.	that development is viable.		<p>operation of development and the relocation of the WwTP and WTS.</p> <p>A proportion of the site expected to be developed in the plan period.</p>
<b>F2</b>	Cambridge Business Park	2.63	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP and WTS	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan. The site is currently within Cambridge Business Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP and the operations from the Waste Transfer Station (WTS) which will limit residential development until the</p>	<p>Available (in part)</p> <p>The site is within single ownership. Discussions with landowner confirms availability although phasing suggests that not all of the site will be available during the Plan period.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	Achievable	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and WTS.</p> <p>A proportion of the site expected to be developed in the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					constraint can be mitigated/removed.				
<b>F3</b>	Cambridge Business Park	2.30	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone; Within 250m of WwTP and WTS	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan. The site is currently within Cambridge Business Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development, with the exception of the existing constraint from the WwTP and the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p>	<p>Available (in part)</p> <p>The site is within single ownership. Discussions with landowner confirms availability although phasing suggests that not all of the site will be available during the Plan period.</p> <p>Existing constraints of WTS and WwTP will limit residential development availability until the constraint can be mitigated/removed.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation of the WwTP and WTS.</p> <p>A proportion of the site expected to be developed in the plan period.</p>
<b>G1</b>	Nuffield Road Industrial Estate	1.87	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone; Within 250m of WTS	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development,</p>	<p>Currently not available</p> <p>Multiple land ownership with discussions with some landowners through the Commercial Advice and Relocation Strategy. Future engagement and land acquisitions will enable some of the site to become available during the Plan period.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Site assembly will</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development and the relocation/mitigation</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					<p>with the exception of the existing constraint from the operations from the Waste Transfer Station (WTS) which will limit residential development until the constraint can be mitigated/removed.</p> <p>The impact of higher density development on adjacent residential areas will need to be mitigated.</p>	Existing constraints of the WTS will limit residential development availability until the constraint can be mitigated/removed.	enable a coordinated approach to unlocking development on this site and optimising its potential.		<p>of the WTS.</p> <p>A proportion of the site is expected to be developed in the plan period.</p>
<b>G2</b>	Nuffield Road Industrial Estate	2.29	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p> <p>The impact of higher density development on adjacent residential areas will need to be mitigated.</p>	<p>Currently not available</p> <p>Multiple land ownership with discussions with some landowners through the Commercial Advice and Relocation Strategy. Future engagement and land acquisitions will enable some of the site to become available during the Plan period.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Site assembly will enable a coordinated approach to unlocking development on this site and optimising its potential.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>A proportion of the site is expected to be developed in the plan period.</p>
<b>H1</b>	Trinity Hall Farm Industrial Estate	1.12	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>The landowners have confirmed that the site is available for commercial uses during the plan period.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
									Site expected to be developed in the plan period.
<b>I1</b>	Milton Road Car Garage Site	2.68	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone; Electricity sub-station	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p> <p>The impact of higher density development on adjacent residential areas will need to be mitigated.</p>	<p>Currently not available</p> <p>Single land ownership. Landowners have not expressed an interest in the development of the site during the early-mid part of the Plan period. However, future engagement with landowners will likely enable the site to become available towards the end of the plan period.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: Yes</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site expected to be developed in the plan period.</p>
<b>J1</b>	Cambridge Science Park	2.21	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan, planning permission has been granted and is currently under construction. The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>Single land ownership. Planning permission granted and implementation of consent confirms availability.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Planning application and commencement of development indicates viability.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site expected to be developed prior to adoption of the NEC AAP.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J2</b>	Cambridge Science Park	0.20	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available (in part)</p> <p>Single land ownership. Discussion with landowner confirms that there is/are plot(s) within this development parcel which will be available for redevelopment beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond the plan period.</p>
<b>J3</b>	Cambridge Science Park	0.65	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available (in part)</p> <p>Single land ownership. Discussion with landowner confirms that there is/are plot(s) within this development parcel which will be available for redevelopment beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed in the plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J4</b>	Cambridge Science Park	1.88	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan, planning permission has been granted.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>Single land ownership. Planning permission granted and landowner has confirmed availability.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Planning application indicates viability.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site expected to be developed prior to adoption of the plan.</p>
<b>J5</b>	Cambridge Science Park	1.59	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan, planning permission has been granted and development is now complete.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed</p>	<p>Not available</p> <p>Single land ownership. Planning permission has been implemented with no further plans to develop.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Planning application and commencement of development indicates viability.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Planning permission was granted and subsequently implemented. As such redevelopment within the plan period is currently considered to be unlikely.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					through design and operation of development.				
<b>J6</b>	Cambridge Science Park	1.97	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan, planning permission has been granted and development is now complete.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p> <p>Planning application and commencement of development indicates viability.</p>	Housing: No Economic Uses: No	Planning permission was granted and subsequently implemented. As such redevelopment within the plan period is currently considered to be unlikely.
<b>J7</b>	Cambridge Science Park	0.72	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered</p>	Available (in part)	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	Housing: No Economic Uses: Yes	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
					to be able to be addressed through design and operation of development.	introduce residential development.			
<b>J8</b>	Cambridge Science Park	2.85	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>Single land ownership. Discussion with landowner confirms that there are plots within this development parcel which will be available for redevelopment but phasing is likely to be beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond plan period.</p>
<b>J9</b>	Cambridge Science Park	0.69	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>Single land ownership. Discussion with landowner confirms that there are plots within this development parcel which will be available for redevelopment but phasing is likely to be beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond plan period.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J10</b>	Cambridge Science Park	1.01	Allocated site within existing Local Plan	Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>
<b>J11</b>	Cambridge Science Park	2.01	Allocated site within existing Local Plan	Some landscape sensitivities; Possible land contamination; Adjacent townscape sensitivities; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J12</b>	Cambridge Science Park	0.75	Allocated site within existing Local Plan	Some landscape sensitivities; Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available</p> <p>Single land ownership. Discussion with landowner confirms that this development parcel will be available for redevelopment beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond plan period.</p>
<b>J13</b>	Cambridge Science Park	0.16	Allocated site within existing Local Plan	Some landscape sensitivities; Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Not available</p> <p>Single land ownership. Discussion with landowner confirms that there are no plots within this development parcel which will be available for redevelopment during the Plan period due to existing leaseholder agreements.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J14</b>	Cambridge Science Park	1.61	Allocated site within existing Local Plan	Some landscape and heritage sensitivities; Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan and has expired planning permission for commercial development.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available (in part)</p> <p>Single land ownership. Discussion with landowner confirms that there is/are plot(s) within this development parcel which will be available for redevelopment during the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel are expected to be developed in the plan period.</p>
<b>J15</b>	Cambridge Science Park	0.83	Allocated site within existing Local Plan	Some landscape and heritage sensitivities; Close to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Not available</p> <p>Single land ownership. Discussion with landowner confirms that there are no plots within this development parcel which will be available for redevelopment during the Plan period due to existing leaseholder agreements.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J16</b>	Cambridge Science Park	0.73	Allocated site within existing Local Plan	Some landscape and heritage sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>
<b>J17</b>	Cambridge Science Park	0.65	Allocated site within existing Local Plan	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan and has expired planning permission for commercial development.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Available (in part)	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed in the plan period subject to further engagement with landowner.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>J18</b>	Cambridge Science Park	1.15	Allocated site within existing Local Plan	Some landscape sensitivities; Possible land contamination; Airport Safeguarding Zone;	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	Achievable	Housing: No Economic Uses: No	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>
<b>J19</b>	Cambridge Science Park	2.50	Allocated site within existing Local Plan	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	Achievable	Housing: No Economic Uses: No	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
J20	Cambridge Science Park	2.43	Allocated site within existing Local Plan	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>
J21	Cambridge Science Park	3.64	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not available	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
J22	Cambridge Science Park	0.58	Allocated site within existing Local Plan	Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Available (in part)</p> <p>Single land ownership. Discussion with landowner confirms that there is/are plot(s) within this development parcel which will be available for redevelopment beyond the Plan period.</p> <p>Landowner has confirmed that the intention is to intensify existing land uses within this site and not to introduce residential development.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: Yes</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site(s) within parcel expected to be developed beyond the plan period.</p>
J23	Cambridge Science Park	3.83	Allocated site within existing Local Plan	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone	<p>Suitable</p> <p>The principle for development on the site has been established. The site is identified for development in the existing Local Plan.</p> <p>The site is currently within Cambridge Science Park, where the principle for commercial development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p>Not available</p> <p>Single land ownership. Discussion with landowner confirms that there are no plots within this development parcel which will be available for redevelopment during the Plan period due to existing leaseholder agreements.</p>	<p>Achievable</p> <p>Developer/landowner engagement suggests that development is achievable. The NEC AAP Viability Assessment confirms that development is viable.</p>	<p>Housing: No</p> <p>Economic Uses: No</p>	<p>Site identified for development in the Local Plan as part of the wider Area of Major Change.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not available due to existing leaseholder agreements.</p>

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	How the site was identified	Constraints (policy/ physical/ environmental)	Suitability	Availability	Achievability	Potential for housing or economic development	Justification
<b>K1</b>	Cambridge Regional College	9.06	Previous consultation representation(s), landowner engagement	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Airport Safeguarding Zone;	<p>Suitable</p> <p>The site is currently within Cambridge Regional College, where the principle for education development has already been established.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	Not currently available	Achievable	Housing: No Economic Uses: No	<p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site is not currently available.</p>
<b>LB3</b>	Well's Triange	0.42	Desktop study	Some landscape sensitivities; Adjacent to A14 (noise and air pollution); Possible land contamination; Adjacent townscape sensitivities; Biodiversity habitats/species; Airport Safeguarding Zone	<p>Not currently suitable</p> <p>Constraints are considered to be able to be addressed through design and operation of development although the site currently does not have a suitable means of access.</p>	Not currently available	Achievable	Housing: No Economic Uses: No	<p>Constraints are considered to be able to be addressed in the design and operation of development. New means of access will need to be addressed.</p> <p>Site is not currently known to be available.</p>

# Appendix B: Development Capacity And Trajectory Table

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>A1</b>	Chesterton Sidings	0.66	Residential	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	120	0	0	120	0	0	0
<b>A2</b>	Chesterton Sidings	1.16	Mixed use	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	200	500sqm (Retail)	0	200	0	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>A3</b>	Chesterton Sidings	2.69	Mixed use	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Railway noise</p> <p>Potential Solution: Mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	400	23,500sqm (Commercial)	0	330	70	0	0
<b>A4</b>	Chesterton Sidings	4.21	Mixed use	Medium	<p>Barrier/risk: WwTP, WTS and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS and Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Railway noise</p> <p>Potential Solution: Mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially</p>	380	14,000sqm (Commercial); 14,770sqm (B2 and B8)	0	0	380	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
					pre-planning application stage							
<b>A5</b>	Chesteron Sidings	2.51	Residential	Low	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Safeguarded Minerals and Waste site</p> <p>Potential Solution: Engagement with Network Rail /Developer /Operator /Minerals and Waste Authority to define approach to relocate or release rail freight designation to enable development.</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Railway noise</p> <p>Potential Solution: Mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	150	0	0	0	0	0	150

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>B1</b>	Cowley Road Industrial Estate	2.31	Mixed use	Medium	<p>Barrier/risk: WwTP, WTS and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation of WTS to this parcel and mitigation of the Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Multiple landowners, not all have yet to indicate interest in development.</p> <p>Potential solution: On-going landowner engagement and Relocation Strategy</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	0	32,200 (B2 and B8)	0	0	0	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>B2</b>	Cowley Road Industrial Estate	4.45	Mixed use	Medium	<p>Barrier/risk: WwTP, WTS and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS and Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Multiple landowners, not all have yet to indicate interest in development.</p> <p>Potential solution: On-going landowner engagement and Relocation Strategy</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Relocation of the Bus Depot</p> <p>Potential Solution: Further engagement with C&amp;P Combined Authority, GCP, Cambridgeshire County Council. See Statement of Common Ground.</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	450	5,000sqm (Commercial); 13,725sqm (B2 and B8)	0	0	0	100	350

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>C1</b>	Anglian Water / Cambridge City Council site	1.66	Residential	High	<p>Barrier/risk: WwTP and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Railway noise</p> <p>Potential Solution: Mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	300	0	0	0	0	0	300

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>C2</b>	Anglian Water / Cambridge City Council site	1.43	Residential	High	<p>Barrier/risk: WwTP and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Railway noise</p> <p>Potential Solution: Mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	100	0	0	0	0	0	100

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>C3</b>	Anglian Water / Cambridge City Council site	2.92	Mixed use	High	<p>Barrier/risk: WwTP and Aggregates Railheads constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of Aggregates Railheads</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	520	1,200sqm (Retail)	0	0	0	0	520
<b>C4</b>	Anglian Water / Cambridge City Council site	2.28	Residential	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p>	410	0	0	0	0	0	410

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
					Timescale for implementing solution: Initially pre-planning application stage							
<b>C5</b>	Anglian Water / Cambridge City Council site	1.99	Residential	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	360	0	0	0	0	0	360
<b>C6</b>	Anglian Water / Cambridge City Council site	1.78	Residential	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p>	320	0	0	0	0	0	320

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
					Timescale for implementing solution: Initially pre-planning application stage							
<b>C7</b>	Anglian Water / Cambridge City Council site	3.22	Mixed use	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	580	7,600sqm (Commercial); 1,000sqm (Retail)	0	0	0	0	580

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>C8</b>	Anglian Water / Cambridge City Council site	2.46	Residential	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	450	0	0	0	0	0	450
<b>C9</b>	Anglian Water / Cambridge City Council site	1.44	Mixed use	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	260	0	0	0	0	150	110

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>C10</b>	Anglian Water / Cambridge City Council site	2.21	Residential	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14 noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	400	0	0	0	0	0	400
<b>C11</b>	Anglian Water / Cambridge City Council site	4.06	Mixed use	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Golf driving range</p> <p>Potential Solution: Relocation if required in accordance with NPPF</p> <p>Timescale for implementing solution: 2020 onwards.</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially</p>	650	16,500sqm (Commercial); 6,300sqm (Retail)	0	0	0	650	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
					pre-planning application stage							
<b>C12</b>	Anglian Water / Cambridge City Council site	3.89	Residential	High	<p>Barrier/risk: WwTP and WTS constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: Land contamination</p> <p>Potential Solution: Investigation and mitigation</p> <p>Timescale for implementing solution: Initially pre-planning application stage</p>	1,150	0	0	0	450	700	0
<b>D1</b>	St Johns Innovation Park	5.05	Commercial	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14/Milton Road noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14 and mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards.</p>	0	18,000sqm (Commercial)	0	0	0	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>D2</b>	St Johns Innovation Park	2.18	Mixed use	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14/Milton Road noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14 and mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards.</p>	0	12,000sqm (Commercial)	0	0	0	0	0
<b>E1</b>	Merlin Place	0.64	Residential	Medium	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p> <p>Barrier/risk: A14/Milton Road noise constraint</p> <p>Potential Solution: Noise attenuation barrier adjacent to A14 and mitigation through design</p> <p>Timescale for implementing solution: 2020 onwards.</p>	125	0	0	0	0	125	0
<b>F1</b>	Cambridge Business Park	2.66	Commercial	High	<p>Barrier/risk: WwTP constraint</p> <p>Potential Solution: DCO process to relocation WwTP off-site</p> <p>Timescale for implementing solution: 2020 onwards (commencement of DCO process)</p>	0	30,000	0	0	0	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>F2</b>	Cambridge Business Park	2.63	Mixed use	High	Barrier/risk: WwTP and WTS constraint  Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS  Timescale for implementing solution: 2020 onwards (commencement of DCO process)	200	26,000sqm (Commercial); 1,500sqm (Retail)	0	0	150	100	0
<b>F3</b>	Cambridge Business Park	2.30	Mixed use	High	Barrier/risk: WwTP and WTS constraint  Potential Solution: DCO process to relocation WwTP off-site; relocation/mitigation of WTS  Timescale for implementing solution: 2020 onwards (commencement of DCO process)	300	25,000sqm (Commercial)	0	0	0	100	150
<b>G1</b>	Nuffield Road Industrial Estate	1.87	Residential	Medium	Barrier/risk: WTS constraint  Potential Solution: Relocation/mitigation of WTS  Timescale for implementing solution: 2020 onwards  Barrier/risk: Land contamination  Potential Solution: Investigation and mitigation  Timescale for implementing solution: Initially pre-planning application stage	300	0	0	0	50	50	200
<b>G2</b>	Nuffield Road Industrial Estate	2.29	Residential	Medium	Barrier/risk: Land contamination  Potential Solution: Investigation and mitigation  Timescale for implementing solution: Initially pre-planning application stage	150	0	0	0	50	50	50
<b>H1</b>	Trinity Hall Farm Industrial Estate	1.12	Commercial	High	Barrier/risk: Land contamination  Potential Solution: Investigation and mitigation  Timescale for implementing solution: Initially pre-planning application stage	0	1,500sqm (Commercial)	0	0	0	0	0

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>I1</b>	Milton Road Car Garage Site	2.68	Mixed use	Medium	Barrier/risk: Milton Road noise constraint  Potential Solution: Mitigation through design  Timescale for implementing solution: 2020 onwards.  Barrier/risk: Land contamination  Potential Solution: Investigation and mitigation  Timescale for implementing solution: Initially pre-planning application stage	75	3,000sqm (Commercial: non-office)	0	0	0	75	0
<b>J1</b>	Cambridge Science Park	2.21	-	-	-	-	-	-	-	-	-	
<b>J2</b>	Cambridge Science Park	0.20	Commercial	Medium	Barrier/risk: A14/Milton Road noise constraint  Potential Solution: Mitigation through design  Timescale for implementing solution: 2020 onwards.	0	1,200sqm (Commercial)	0	0	0	0	0
<b>J3</b>	Cambridge Science Park	0.65	Commercial	High	No significant barriers.	0	5,000sqm (Commercial)	0	0	0	0	0
<b>J4</b>	Cambridge Science Park	1.88	-	-	-	-	-	-	-	-		
<b>J5</b>	Cambridge Science Park	1.59	-	-	-	-	-	-	-	-		
<b>J6</b>	Cambridge Science Park	1.97	-	-	-	-	-	-	-	-		
<b>J7</b>	Cambridge Science Park	0.72	Commercial	Medium	No significant barriers.	0	4,000sqm (Commercial)	0	0	0	0	0
<b>J8</b>	Cambridge Science Park	2.85	Commercial	Medium	No significant barriers.	0	20,000sqm (Commercial)	0	0	0	0	0
<b>J9</b>	Cambridge Science Park	0.69	Commercial	Medium	No significant barriers.	0	4,000sqm (Commercial)	0	0	0	0	0
<b>J10</b>	Cambridge Science Park	1.01	-	-	-	-	-	-	-	-		
<b>J11</b>	Cambridge Science Park	2.01	-	-	-	-	-	-	-	-		
<b>J12</b>	Cambridge Science Park	0.75	Commercial	Medium	No significant barriers.	0	6,300sqm (Commercial)	0	0	0	0	0
<b>J13</b>	Cambridge Science Park	0.16	-	-	-	-	-	-	-	-		

Parcel Area	Site Description / Land ownership	Site / Parcel size (ha) (gross)	Potential use(s)	Deliverability: Likelihood of delivery (High/Medium/Low)	Deliverability: Potential barrier / risk, potential solutions and timeframes for implementation	Potential capacity: Dwellings	Potential capacity: Economic Floorspace (Retail and Commercial)	Indicative housing trajectory : 0-5 years	Indicative housing trajectory : 6-10 years	Indicative housing trajectory : 11-15 years	Indicative housing trajectory : 16-20 years	Indicative housing trajectory: Beyond Plan period
<b>J14</b>	Cambridge Science Park	1.61	Mixed use	High	No significant barriers.	0	4,000sqm (Commercial); 1,150sqm (B8), 1,200sqm (Retail)	0	0	0	0	0
<b>J15</b>	Cambridge Science Park	0.83	-	-	-	-	-	-	-	-		
<b>J16</b>	Cambridge Science Park	0.73	-	-	-	-	-	-	-	-		
<b>J17</b>	Cambridge Science Park	0.65	Commercial	High	Barrier/risk: A14/Milton Road noise constraint  Potential Solution: Mitigation through design  Timescale for implementing solution: 2020 onwards.	0	12,000sqm (Commercial)	0	0	0	0	0
<b>J18</b>	Cambridge Science Park	1.15	-	-	-	-	-	-	-	-		
<b>J19</b>	Cambridge Science Park	2.50	-	-	-	-	-	-	-	-		
<b>J20</b>	Cambridge Science Park	2.43	-	-	-	-	-	-	-	-		
<b>J21</b>	Cambridge Science Park	3.64	-	-	-	-	-	-	-	-		
<b>J22</b>	Cambridge Science Park	0.58	Commercial	Medium	Barrier/risk: A14/Milton Road noise constraint  Potential Solution: Mitigation through design  Timescale for implementing solution: 2020 onwards.	0	3,500sqm (Commercial)	0	0	0	0	0
<b>J23</b>	Cambridge Science Park	3.83	-	-	-	-	-	-	-	-		
<b>K1</b>	Cambridge Regional College	9.06	-	-	-	-	-	-	-	-		
<b>LB3</b>	Well's Triangle	0.42	-	-	-	-	-	-	-	-		

## Open Space capacity

<b>Chesterton Sidings</b>	<b>Open Space (sqm)</b>
LG1	8,007
LG2	6,427
SG4	14,843
Neighbourhood Spaces	10,540
TOTAL (SQM)	39,817
TOTAL (HA)	3.98

<b>Cowley Rd Industrial Estate</b>	<b>Open Space (sqm)</b>
SG1	7,500
Neighbourhood Spaces	4,223
TOTAL (SQM)	11,723
TOTAL (HA)	1.17

<b>Anglian Water / Cambridge City Council site</b>	<b>Open Space (sqm)</b>
LG3	1,296
LG4	6,365
LG5	3,818
LG6	11,381
LG7	10,154
LG8	4,209

SG1	106,625
SG2	17,136
Neighbourhood Spaces	26,727
TOTAL (SQM)	187,711
TOTAL (HA)	18.77

<b>St Johns Innovation Park</b>	<b>Open Space (sqm)</b>
LG11	14,601
Neighbourhood Spaces	0
TOTAL (SQM)	14,601
TOTAL (HA)	1.46

<b>Merlin Place</b>	<b>Open Space (sqm)</b>
Neighbourhood Spaces	481
TOTAL (SQM)	481
TOTAL (HA)	0.05

<b>Cambridge Business Park</b>	<b>Open Space (sqm)</b>
LG9	3,697
SG3	6,336
Neighbourhood Spaces	7,028
TOTAL (SQM)	17,061

TOTAL (HA)	1.71
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<b>Nuffield Road Industrial Estate</b>	<b>Open Space (sqm)</b>
LG10	10,440
Neighbourhood Spaces	3,908
TOTAL (SQM)	14,348
TOTAL (HA)	1.43

<b>Trinity Hall Farm Industrial Estate</b>	<b>Open Space (sqm)</b>
TOTAL (SQM)	0
TOTAL (HA)	0.00

<b>Milton Road Garages</b>	<b>Open Space (sqm)</b>
Neighbourhood Spaces	2,399
TOTAL (SQM)	2,399
TOTAL (HA)	0.24

<b>Cambridge Science Park</b>	<b>Open Space (sqm)</b>
LG12	1,361
LG13	6,337
LG14	5,548
LG15	1,028

LG16	1,218
LG17	2,929
SG5	66,752
SG6	40,738
TOTAL (SQM)	125,911
TOTAL (HA)	12.59

<b>Cambridge Regional College</b>	<b>Open Space (sqm)</b>
LG18	4,718
TOTAL (SQM)	4,718
TOTAL (HA)	0.47

Note: neighbourhood spaces account for c. 10% of each development parcel containing residential uses and are not defined on the Spatial Framework