

Greater Cambridge Local Plan: Draft Plan

**Sustainability Appraisal Appendices
(C, D, E, F)**

**Cambridge City Council and South Cambridgeshire
District Council**

Final report

Prepared by LUC

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Appendix C

Appraisal of Strategic Spatial Options

C.1 This Appendix summarises the SA findings for the:

- Original six spatial distribution options that were assessed in 2019 – see **Table C.1**. The full assessment was published in the SA of Issues and Options (December 2019).
- Eight Strategic Spatial Options (1 to 8) that were assessed in 2020. In this appendix, just a summary of these findings is provided along with the findings for the additional Strategic Spatial Options 9 and 10 (see below). The full assessment was published in the Greater Cambridge Local Plan strategic spatial options assessment Sustainability Appraisal (November 2020).
- Additional Strategic Spatial Options 9 and 10 that were assessed in 2021. The SA effects tables and text describing them is a record of the assessment published in the 2021 SA Report for the First Proposals.

Original six spatial distribution options (2019)

C.2 Six ‘spatial distribution options’ were assessed in the SA of the First Conversation Issues and Options in December 2019. These were high-level options summarising different focuses for growth as follows:

- Option 1: Densification.
- Option 2: Edge of Cambridge – Outside the Green Belt.
- Option 3: Edge of Cambridge – Green Belt.
- Option 4: Dispersal – new settlements.
- Option 5: Dispersal – villages.
- Option 6: Public transport corridors.

C.3 A summary table of the likely effects identified for each of these options is set out in **Table C.1**.

Table C.1: SA effects of the original six spatial distribution options (2019)

SA Objective	Option 1 Densification	Option 2 Edge of Cambridge – Outside Green Belt	Option 3 Edge of Cambridge – Green Belt	Option 4 Dispersal – new settlements	Option 5 Dispersal – villages	Option 6 Public transport corridors
1. Housing	++/-?	++/-?	++?	++?	++/-?	++?
2. Access to services and facilities	++/-	++	++/-?	++/-?	--/+	+/-
3. Social inclusion and equalities	+	++?	++/-?	++/-?	+/-	+/-
4. Health	++/-	++	++	++	-	+/-
5. Biodiversity and geodiversity	-?	+/-?	--/+?	--/+?	--?	--?
6. Landscape and townscape	+/-?	+/-?	--?	--/+?	--?	--?

SA Objective	Option 1 Densification	Option 2 Edge of Cambridge – Outside Green Belt	Option 3 Edge of Cambridge – Green Belt	Option 4 Dispersal – new settlements	Option 5 Dispersal – villages	Option 6 Public transport corridors
7. Historic environment	--?	-?	--?	--?	--?	-?
8. Efficient use of land	++	++	-?	-?	-?	-?
9. Minerals	-?	0	-?	-?	-?	-?
10. Water	0?	0	-?	-?	-?	-?
11. Adaptation to climate change	-?	++/-?	-?	-?	-?	-?
12. Climate change mitigation	++	++/-?	++/-?	+/-	--	++/-?
13. Air quality	++	++/-?	++/-?	+/-	-	++/-?
14. Economy	--/+?	++/-?	++/-?	+/-?	--/+?	++/-?
15. Employment	++/-	++/-	++/-	+/-?	--/+?	++/-

Strategic Spatial Options 1 to 10 (2020-2021)

C.4 Eight Strategic Spatial Options were identified by the Councils in 2020, with an additional two identified in 2021:

- Spatial option 1: Densification of existing urban areas
- Spatial option 2: Edge of Cambridge - outside Green Belt
- Spatial option 3: Edge of Cambridge - Green Belt
- Spatial option 4: Dispersal - new settlements
- Spatial option 5: Dispersal – villages
- Spatial option 6: Public transport corridors
- Spatial option 7: Supporting a high-tech corridor by integrating homes and jobs (southern cluster)
- Spatial option 8: Expanding a growth area around transport nodes
- Spatial option 9: Preferred options spatial strategy (Blended strategy including Cambourne)
- Spatial option 10: Blended Strategy including Edge of Cambridge: Green Belt

C.5 The overall SA effects for all ten Strategic Spatial Options are shown in the summary tables below, followed by a discussion of the SA effects for the additional Strategic Spatial Options 9 and 10. The full assessment text describing the effects of the first eight Strategic Spatial Options is presented in in the Greater Cambridge Local Plan strategic spatial options assessment Sustainability Appraisal (November 2020). A summary of the best performing option (considering all ten options) for each SA objective is provided.

SA objective 1: Housing

Table C.2: SA effects for SA objective 1: Housing

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	++?	++

Strategic Spatial Options	2020-2041	All time
2. Edge of Cambridge – outside the Green Belt	++?	++
3. Edge of Cambridge – Green Belt	++	0
4. Dispersal - new settlements	+	++
5. Dispersal - villages	++?	0
6. Public transport corridors	++?	++
7. Supporting a high-tech corridor by integrating homes and jobs	++?	++
8. Expanding a growth area around transport nodes	++	++
9. Preferred options spatial strategy (Blended strategy including Cambourne)	++?	++
10. Blended Strategy including Edge of Cambridge: Green Belt	++?	++

C.6 Both options 9 and 10 are expected to have significant positive effects for SA 1: Housing as both will provide sufficient housing and include a range of sources of supply (including development within Cambridge city, on the edge of Cambridge, within the Southern cluster and villages, as well as Cambourne for the preferred option). As well as development within the Cambridge urban area, both options include large-scale growth at North East Cambridge, Cambridge Airport and either substantial growth at Cambourne (preferred option) or in the Green Belt at the edge of Cambridge. These locations are more likely to include a greater range of housing sites. Larger developments could result in a lower level of affordable housing provision due to greater costs to deliver additional infrastructure, but this may be offset overall by smaller sites coming forward within the other sources of supply in this option. The Housing Delivery Study (2021) notes that there is a risk to rely on delivery from North East Cambridge and Cambridge Airport towards the end of the plan period, given uncertainties relating to the relocation of the wastewater treatment works and the relocation of Marshall's operations respectively.

C.7 In terms of the preferred option, the Housing Delivery study notes that any delay to the phasing of East-West Rail and the new railway station at Cambourne could

delay completions. In terms of the Blended Strategy including Edge of Cambridge: Green Belt, the Housing Delivery Study notes that lead in times for Edge of Cambridge Green Belt sites may be extended as applications cannot be 'twin-tracked' alongside plan making due to the need to demonstrate very special circumstances for Green Belt release.

C.8 For the period 2020-2041, significant positive effects with uncertainty are therefore expected for both options.

C.9 When fully built out, the effects are expected to remain the same, although the uncertainty is removed as there is more confidence that the wastewater treatment works at North East Cambridge will be relocated by the end of the plan period, the new station at Cambourne will be operational and Green Belt development will have come forward.

Best performing option

C.10 As all options are expected to deliver the full housing need within the plan period, it is not possible to distinguish a best performing option. Options that include a more diverse range of housing supply are associated with more certainty, as it is less likely that housing delivery will be skewed towards the end of the plan period. Option 4 'Dispersal – new settlements' performs least well, as it may not result in the necessary range of housing types or sufficient housing coming forward until later in the plan period, given its reliance on new settlements to deliver housing supply.

SA objective 2: Access to services and facilities

Table C.3: SA effects for SA objective 2: Access to services and facilities

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	+/-	++/-
2. Edge of Cambridge – outside the Green Belt	+/-?	++/-
3. Edge of Cambridge – Green Belt	+/-?	0
4. Dispersal - new settlements	+/-?	++
5. Dispersal - villages	--/+	0

Strategic Spatial Options	2020-2041	All time
6. Public transport corridors	+/-	++/-
7. Supporting a high-tech corridor by integrating homes and jobs	+/-?	++/-?
8. Expanding a growth area around transport nodes	+/-?	++/-?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	+/-?	++/-?
10. Blended Strategy including Edge of Cambridge: Green Belt	+/-?	++/-?

C.11 Both options 9 and 10 include densification of Cambridge and development on the edge of Cambridge, which would result in new development in close proximity to a number of existing services and facilities. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt, which would also be close to existing services and facilities within Cambridge. However, an increase in the density of the city, including increased density at North West Cambridge, and expansion of the city could place increased strain and pressure on these services and facilities, as they may not have capacity to accommodate the additional growth, reducing people's overall accessibility to them. Indeed, the Infrastructure Study 2020 states that it is thought much of Cambridge's infrastructure is at or close to capacity. Both options also include large new developments around the edge of Cambridge, including North East Cambridge and Cambridge Airport, which will provide new services and facilities, which may help to relieve some pressure on existing amenities. However, a full range of services and facilities is not expected to be delivered at these sites within the plan period.

C.12 The preferred option also includes substantial growth at Cambourne. Cambourne is served by a range of services and facilities and the level of growth proposed at Cambourne means that additional infrastructure would be provided in the longer term (this may only come forward beyond the plan period). In addition, a new railway station and public transport improvements are expected to be delivered at Cambourne, which will provide good access to Cambridge and probably to other large settlements outside Greater Cambridge, therefore giving access to a wider range of services and facilities. However, there is some uncertainty regarding when these will come forward, which could leave residents with less access to services and facilities further afield, at least early in the plan period.

C.13 Both options include some growth at villages. Although villages generally have less access to services and facilities, new development may help to support viability of existing services and facilities at these villages, providing this is distributed between a number of villages. The Infrastructure Study Supplement (2021) recognises that development at villages may not provide the critical mass to establish new facilities.

C.14 Both options also include development within the 'Southern cluster', which will help to ensure housing is well-located in relation to existing centres of employment. The Southern cluster villages have some services and facilities, including schools and doctors' surgeries, particularly in Great Shelford, Sawston and Linton, although it is uncertain how much capacity these have to accommodate growth. Effects of development in this area are uncertain, as it depends on the final location of development that might be allocated.

C.15 Both options also include increased delivery rates at Northstowe and Waterbeach, which could potentially provide the critical mass for new services and facilities to come forward more quickly.

C.16 For 2020-2041, both options are expected to have mixed minor positive and minor negative uncertain effects. The minor positive effects are expected to become significant positive effects when fully built out, due to additional provision of services and facilities, including rapid transport links at Cambourne for the preferred option.

Best performing option

C.17 Those options that are expected to result in larger developments, such as new settlements (included in Options 2 'Edge of Cambridge – Green Belt', 4 'Dispersal – new settlements', 6 'Public transport corridors' and 7 'Supporting a high-tech corridor by integrating homes and jobs') perform well, particularly when fully built out, as they are expected to provide new services and facilities to meet development needs. Options 8 'Expanding a growth area around transport nodes' and 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' also perform well when fully built out, as they include substantial growth around Cambourne, which will also likely provide new services and facilities as well as having access to existing infrastructure in Cambourne. Options including development in and around Cambridge, including Options 1 'Densification of existing urban areas', 2 'Edge of Cambridge – Green Belt' and 3 'Edge of Cambridge – Green Belt') are expected to have good accessibility to existing services and facilities within Cambridge, although they could also put pressure on these beyond their capacity. Option 5 'Dispersal – villages' performs least well as this option is most likely to put pressure on existing services and

facilities and result in development that is less likely to provide new services and facilities, whilst being more distant from larger centres.

SA objective 3: Social inclusion and equalities

Table C.4: SA effects for SA objective 3: Social inclusion and equalities

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	+/-	++/-
2. Edge of Cambridge – outside the Green Belt	+/-	++
3. Edge of Cambridge – Green Belt	+/-	0
4. Dispersal - new settlements	+/-	++/-
5. Dispersal - villages	+/-?	0
6. Public transport corridors	+	++?
7. Supporting a high-tech corridor by integrating homes and jobs	+	++
8. Expanding a growth area around transport nodes	+	++?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	+/-	++/-
10. Blended Strategy including Edge of Cambridge: Green Belt	+/-	++/-

C.18 Both options 9 and 10 include densification of Cambridge, including increased density at North West Cambridge, and development on the edge of Cambridge, which would result in new development in close proximity to a number of existing services and facilities, which would improve equalities by benefitting those with protected characteristics (Equality Act 2010), particularly those who are less mobile, such as older or disabled people, and could strengthen inclusivity and community cohesion. However, the Infrastructure Study (2020) states that it is thought much of Cambridge's infrastructure is at or close to capacity. Development in the urban area

is also likely to mean housing is closer to facilities such as nurseries, schools and places of worship. Both options also include large new developments around the edge of Cambridge, such as North East Cambridge and Cambridge Airport, which will provide new services and facilities accessible to those living there and in the nearby urban area. Facilities provided may include community meeting space and/or places of worship, which could help ensure the needs of specific groups are met, through providing space for faith groups, ante-natal and parent and baby groups etc. and helping to foster a sense of community. In addition, the preferred option also includes substantial growth at Cambourne, which is similarly likely to provide new services and facilities. Whilst the full range of services and facilities are not likely to be provided within the plan period, these larger developments also offer an opportunity to design streetscapes and buildings suitable for all.

C.19 In addition, a new railway station and public transport improvements are expected to be delivered at Cambourne, which may be particularly useful to access to Cambridge for those unable or unwilling to drive (including young people or those who cannot afford a car), as well as other large settlements outside Greater Cambridge, therefore giving access to a wider range of services and facilities. However, there is some uncertainty regarding when these will come forward, which could leave residents with less access to services and facilities further afield, at least early in the plan period.

C.20 Both options include some growth at villages. Although villages generally have less access to services and facilities, development may help to support existing services and facilities at these villages, providing this is distributed between a number of villages. This may be particularly important for the villages' older residents (the population in rural areas have a higher average age than Cambridge city) although it may be difficult for residents to access employment, services and facilities elsewhere, particularly if good public transport links do not exist, which could disadvantage the less mobile or those unable or unwilling to drive, such as young people, or those who cannot afford a car. Car-dependent development could also disadvantage pregnant women and others who need to regularly access healthcare services.

C.21 Both options also include development within the 'Southern cluster', which will help to ensure housing is well-located with regard to existing centres of employment. The Southern cluster villages have some services and facilities, including schools and doctors' surgeries, particularly in Great Shelford, Sawston and Linton, although it is uncertain how much capacity these have to accommodate growth. Development at these villages may help to boost the vitality and viability of village services and facilities, which is particularly likely to benefit older people and the less mobile, although growth may also put pressure on the capacity of existing services. It is not

known if the demographics of the Southern cluster area differ substantially from other areas within Greater Cambridge. Effects of development in this area are uncertain, as it depends on the final location of development that might be allocated.

C.22 Both options also include increased delivery rates at Northstowe and Waterbeach, which could potentially provide the critical mass for new services and facilities to come forward quicker, which may benefit older people and the less mobile.

C.23 For 2020-2041, both options are expected to have mixed minor positive and minor negative effects. The minor positive effects are expected to become significant positive effects when fully built out, due to additional provision of services and facilities, including rapid transport links at Cambourne for the preferred option.

Best performing option

C.24 Overall, Options 6 'Public transport corridors', 7 'Supporting a high-tech corridor by integrating homes and jobs' and 8 'Expanding a growth area around transport nodes' arguably perform best, as development at new settlements, Cambourne extensions and North East Cambridge will provide new services to meet the day to day needs of residents, whilst also being within easy access to Cambridge (and Cambourne) and supporting villages and rural centres, therefore likely benefitting less mobile residents, such as older and disabled people. Options 1 'Densification of existing urban areas', 2 'Edge of Cambridge – outside Green Belt', 4 'Dispersal – new settlements', 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' and 10 'Blended Strategy including Edge of Cambridge: Green Belt' also perform well when fully built out.

C.25 All options include a mix of development in and around Cambridge, which provides good access to services, facilities and employment opportunities, and many also include some growth in more rural locations, which is likely to help support services and facilities in those locations, and may even help provide new facilities or build a business case for improved public transport.

SA objective 4: Health

Table C.5: SA effects for SA objective 4: Health

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+?	++/--
2. Edge of Cambridge – outside the Green Belt	+/-?	++/-?
3. Edge of Cambridge – Green Belt	+/-	0
4. Dispersal - new settlements	+?	++?
5. Dispersal - villages	+/-?	0
6. Public transport corridors	+/-	++/-
7. Supporting a high-tech corridor by integrating homes and jobs	+/-	++/-
8. Expanding a growth area around transport nodes	+/-	++/-
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--/+	++/-
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+	++/-

C.26 Both options 9 and 10 include densification of Cambridge, including increased density at North West Cambridge, and development on the edge of Cambridge, which would result in many residents living in close proximity to their workplace, as well as a range of local amenities, including healthcare and recreation facilities. This would encourage active travel such as walking and cycling. However, the Infrastructure Study (2020) states that it is thought much of Cambridge's infrastructure is at or close to capacity. Furthermore, large parts of Cambridge city centre are an air quality management area (AQMA), and there is an AQMA along the A14, which coincides partly with North East Cambridge and with North West Cambridge. Therefore, poor air quality could have an adverse effect on people's health. Air quality issues could also be exacerbated by development around

Cambridge, but may lessen beyond the plan period as services and facilities are provided more locally. Both options also include large new developments around the edge of Cambridge, such as North East Cambridge and Cambridge Airport, which are already within close proximity to a range of amenities, services and facilities and may also provide new open space, recreation and healthcare facilities. Furthermore, at these larger developments, walking and cycling routes can be designed in from the outset. The preferred option also includes substantial growth at Cambourne, which is similarly likely to provide new health and recreation facilities, as well as including large developments that can be designed to promote walking and cycling. New healthcare facilities are only likely to come forward beyond the plan period.

C.27 The Green Infrastructure (GI) Study Supplement (2021) recognised that development at North East Cambridge, North West Cambridge and Cambridge Airport provides greater opportunities for integrating GI, although they may present greater risks to the existing GI network, e.g. due to increased recreational pressure on nearby sites. With regards to development at Cambourne (preferred option only), the Green Infrastructure Study identifies that this option has potential to extend or exacerbate north-south severance of GI, but also to introduce GI connectivity across the A428 corridor and develop active transport connections. However, development distributed among villages may result in piecemeal delivery of GI.

C.28 The 'Blended Strategy including Edge of Cambridge: Green Belt' option includes further growth on Green Belt land on the edge of Cambridge. The Green Infrastructure Study Supplement (2021) noted that this may present an opportunity for urban extensions to cater for GI deficits in neighbouring urban areas and positively enhance the remaining Green Belt.

C.29 Both options also include growth at villages, which could place increasing pressure on existing services, such as primary healthcare, recreational and sporting facilities and amenities, and is unlikely to provide any additional facilities. Furthermore, it is likely that new residents in the villages would need to drive to access a wider range of jobs, facilities and amenities in larger settlements/urban areas, resulting in less active travel and an increase in poor air quality across Greater Cambridge which could have an adverse effect on people's health.

C.30 Both options also include growth within the 'Southern cluster'. The Green Infrastructure Study Supplement (2021) states that development in this area could enable enhancement of GI, including contributing to strategic GI initiatives. There is a reasonable amount of existing open space provision in the area and there are also a limited number of existing healthcare facilities in this area. Both options include substantial employment growth at Cambridge Biomedical Campus, which is likely to help progress wider medical research and advances.

C.31 Both options also include increased delivery rates at Northstowe and Waterbeach, which both include or are near to healthcare facilities and faster growth could potentially provide the critical mass for new services and facilities to come forward more quickly.

C.32 For 2020-2041, all growth scenarios are expected to have a mixed minor positive and significant negative effect, but a mixed significant positive and minor negative uncertain effect when fully built out.

Best performing option

C.33 Option 4 'Dispersal – new settlements' performs well, as new settlements are likely to be of a scale that requires the development of new healthcare services and amenities, along with being large enough to design space for active travel, green infrastructure and open space. All options except Option 5 'Dispersal – villages' perform relatively well when fully built out, although those that include locations within or near the urban area of Cambridge have potential to be affected by poor air quality. For all options, effects will depend on the specific location, design and size of development.

C.34 Option 5 'Dispersal – villages' performs least well, as it is likely to result in development that would not be of scale that requires new facilities, amenities and open space, and may increase demand on existing services and facilities that cannot be met. It is also more likely to result in piecemeal delivery of GI, failing to support strategic interventions or the wider GI network. Options 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' and 10 'Blended Strategy including Edge of Cambridge: Green Belt' perform poorly in the shorter term, as development in and around Cambridge and in villages may put pressure on existing infrastructure in the shorter term, but perform similarly to other options when fully built out, due to the provision of additional health and recreation infrastructure.

SA objective 5: Biodiversity and geodiversity

Table C.6: SA effects for SA objective 5: Biodiversity and geodiversity

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+?	--/+?

Strategic Spatial Options	2020-2041	All time
2. Edge of Cambridge – outside the Green Belt	--/+?	--/+?
3. Edge of Cambridge – Green Belt	--/+?	0
4. Dispersal - new settlements	--/+?	--/+?
5. Dispersal - villages	--?	0
6. Public transport corridors	--/+?	--/+?
7. Supporting a high-tech corridor by integrating homes and jobs	--/+?	--/+?
8. Expanding a growth area around transport nodes	--/+?	--/+?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--/+?	--/+?
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+?	--/+?

C.35 Note that the HRA Study 2020 and HRA Study Supplement (2021) identified a range of potential impacts on European sites for each of options 9 and 10, but notes that the level of risk and severity of each impact will be assessed in more detail as part of the full HRA. Reflecting that further HRA work is required to enable firm conclusions on potential risks to European sites, all effects for this SA objective are therefore recorded as uncertain.

C.36 Both options 9 and 10 include densification of Cambridge, including a small amount of development within the urban area and development at North East Cambridge, which is primarily urban brownfield land, which is less likely to be of biodiversity value. However, brownfield land can sometimes be of ecological interest, including brownfield mosaic habitat at North East Cambridge, and there are a number of biodiversity sites within Cambridge that could be affected by development within, or around the urban area. In addition, North West Cambridge includes a geological Site of Special Scientific Interest (SSSI), which could be at risk of degradation from increased density of development in this area, for example as a result of vandalism. In addition, the Green Infrastructure Study (2020) noted that, whilst densification of Cambridge could increase pressure on existing nature

conservation sites, there may be opportunities to use GI to support delivery of Natural England's Habitat Network nearby opportunity zones and support pollinator corridors – particularly in the south of Cambridge.

C.37 In addition, both options include development at Cambridge Airport, another brownfield site. Much of this site is in the form of open grass areas, which is mown regularly, but habitats along the boundary, such as wooded areas and drainage ditches, can act as foraging habitat for protected species. The site itself does not contain any designated biodiversity habitats, but the western boundary of the airport abuts Barnwell East Local Nature Reserve, and the airport site could be considered to form part of the wider ecological network due to habitats along the boundary. The Green Infrastructure Study Supplement (2021) highlighted that development at North East Cambridge and Cambridge Airport could increase pressure on wetland assets to the east and north east. There are Biodiversity Opportunity Areas present around the edge of the Cambridge Airport site, which could be used as a way to enhance the ecological networks present in the area, whilst also providing an opportunity to design in green infrastructure.

C.38 The Blended Strategy including Edge of Cambridge: Green Belt includes further growth on greenfield land around the edge of Cambridge, which could have a negative effect on biodiversity including the loss of local species, wildlife and their habitats. The Green Belt fringe supports significant habitat opportunity zones (as identified by Natural England Habitat Network mapping) in the south east and south west in particular, and to a lesser extent to the west around Coton. There is some sensitivity within Green Belt corridors that protrude into urban areas where assets are at greatest risk of fragmentation or severance. Green Belt Fringe areas of particular sensitivity include the Cam corridor through Trumpington, Fen Ditton and Grantchester which are vulnerable to hydrological change and recreational pressure. It is therefore possible that individual developments would take place at or within close proximity to these biodiversity assets. However, there may be opportunities to design in green infrastructure, incorporating ecological networks, particularly at larger extensions.

C.39 The preferred option includes substantial development at Cambourne. The area contains a number of designated and non-designated habitats. For example, north west of Cambourne is Elsworth Wood, which is designated as ancient woodland and a SSSI. North east of Cambourne is Knapwell Woods and east is Bucket Hill Plantation Grassland both of which are Local Wildlife Sites. It is therefore possible that development could take place within close proximity to these biodiversity assets, even if the sites themselves remain protected from development. It is noted that greenfield sites themselves are not always of particular ecological value, but they can provide supporting habitat for nearby more sensitive locations. Larger new

developments, such as North East Cambridge, Cambridge Airport and growth at Cambourne, are able to incorporate green infrastructure and ecological networks into designs. The exact locations of the developments are unknown, leading to uncertainty.

C.40 Both options also include some village growth. As many of the villages across Greater Cambridge contain or are located within close proximity to designated and non-designated biodiversity assets, and development is likely to come forward on greenfield land, both options could lead to loss of biodiversity, depending on the exact location of village growth. Depending on the detailed distribution of development, potential impacts on international sites may occur via hydrological connectivity or quality, recreational impact, air quality impact, or through habitat loss or damage (of designated or functionally linked land). It may also be more challenging to deliver integrated ecological networks as part of individual development proposals, due to their likely smaller scale.

C.41 Both options also include housing growth at the 'Southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham. The Green Infrastructure Study Supplement (2021) states that housing delivery in this area provides opportunities to enhance to GI network, including contributing to pollinator corridors and revitalising the chalk stream network.

C.42 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which is likely to be on greenfield land. However, such effects are likely to be minor, given that the area of land to be lost is likely to be relatively small and adjacent to existing industrial uses and a busy road.

C.43 Both options also have potential to impact biodiversity designations of national and international importance, including those in closest proximity to Cambridge, including the wider south east fenland complex (Wilbraham Fen, Fulbourn Fen, and associated watercourses) and north east fen-peat complex (Stow-cum-Quy Fen, Cam Washes, Wicken Fen and local peatlands). This is particularly the case for the 'Blended Strategy including Edge of Cambridge: Green Belt' option, given it includes greater levels of Growth around Cambridge. The Green Infrastructure Study Supplement (2021) also states that growth around Cambourne has potential to affect the Eversden and Wimpole SAC and woodland SSSIs, as the SAC supports barbastelle bats, who rely on habitats in the wider area for foraging.

C.44 The HRA Supplement (2021) recognised that both options have potential for effects on a number of internationally important biodiversity sites, but notes substantial uncertainty as effects depend on the final location and nature of development.

C.45 For 2020-2041, both options are expected to have mixed minor positive and significant negative effects with uncertainty. The effects are all uncertain as it will depend on the exact location of sites and design details, such as whether developments include green infrastructure and open green spaces. These effects are expected to be the same both within the plan period and when fully built out, particularly as construction for elements coming forward beyond 2041 is likely to commence within the plan period, and therefore effects are expected to arise from that point.

Best performing option

C.46 There is no one option which outperforms the other options. However, development that is focused in urban areas or on brownfield land is less likely to have a negative effect on Objective 5. Furthermore, development at new settlements or larger sites offers the opportunity to design in green infrastructure, networks and corridors from the outset (which could include protecting existing features, such as hedgerows and waterbodies), which will have a positive effect on SA objective 5. Option 5 'Dispersal – villages' performs least well as this option includes development at a broad range of locations, so it is likely that development would take place on greenfield land and may intersect with or be adjacent to an ecological designation. In addition, mitigation and enhancement measures will be more difficult to achieve due to the likely smaller scale of development.

SA objective 6: Landscape and townscape

Table C.7: SA effects for SA objective 6: Landscape and townscape

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+	--/+
2. Edge of Cambridge – outside the Green Belt	--/+	--/+
3. Edge of Cambridge – Green Belt	--/+?	0
4. Dispersal - new settlements	--/+?	--/+?
5. Dispersal - villages	-?	0

Strategic Spatial Options	2020-2041	All time
6. Public transport corridors	--/+?	--/+?
7. Supporting a high-tech corridor by integrating homes and jobs	--/+?	--/+?
8. Expanding a growth area around transport nodes	--/+?	--/+
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--/+?	--/+?
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+	--/+

C.47 Both options 9 and 10 include densification of Cambridge and development on the edge of Cambridge, which could have an adverse effect on the historic townscape, views within, into, and out of the city and the setting of the city. The Landscape Study Supplement (2021) identifies that densification of the Cambridge urban area could result in tall buildings, which may alter the historic townscape and key views towards the city. In addition, all landscape character types surrounding Cambridge have features that are vulnerable to change, which could be a particular issue for the 'Blended Strategy including Edge of Cambridge: Green Belt' option, as this includes greater growth on the edge of Cambridge. The Landscape Study Supplement (2021) notes that the 'Blended Strategy including Edge of Cambridge: Green Belt' option may alter the setting of Cambridge, including in relation to its historic core and views into and out of the city. However, both options also include redevelopment of North East Cambridge and other brownfield development, which could improve the townscape and landscape if development is considerate to existing surroundings. Both options include Cambridge Airport, a site that is predominantly grassland. It includes airport buildings and structures, some of which are quite prominent. Although the airport and its associated buildings have formed part of the character and distinctiveness of this location for many years, they do not reflect the wider character of Cambridge. It also currently has aircraft movements, therefore the absence of these after development may improve the tranquillity of the area. The Landscape Study Supplement (2021) suggests the 'new urban edge' of development at the airport would be a prominent feature in the landscape.

C.48 Both options include a relatively small amount of growth at village locations. The Landscape Study Supplement (2021) suggests that this growth may cause some harm to local landscape and townscape features. Nevertheless, this development is

likely to be distributed so that any one settlement receives a relatively small level of growth, therefore the effect on the landscape/townscape is likely to be fairly minor. Both options also include growth in the 'southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham. Whilst this would introduce more development to a predominantly rural area, and has potential to lead to settlement coalescence, this is considered less likely due to the relatively small level of development in this area.

C.49 The preferred option includes substantial growth around Cambourne. Given that the area around Cambourne is largely rural, substantial growth in this area would alter the local landscape and may bring a sense of urbanisation to the area. However, large new developments provide an opportunity to consider the character and distinctiveness of the area and design it sensitively from the outset. The final location, design and layout of the proposed development is not yet known so the effects are uncertain.

C.50 Both options also include employment growth on the A14 corridor (in the vicinity of Swavesey junction). Whilst this area is rural, effects are likely to be limited, given that the area of land to be lost is likely to be relatively small and adjacent to existing industrial uses and a busy road.

C.51 For 2020-2041, both options are expected to have mixed minor positive and significant negative effects, which is the same when fully built out. Effects are uncertain for the preferred option, due to the uncertainties regarding the final location, design and layout of development at Cambourne.

Best performing option

C.52 Most options perform similarly, as all but Option 5 'Dispersal – villages' have potential for minor positive and significant negative effects.

C.53 Option 5 'Dispersal – villages' arguably performs best, as more dispersed development is less likely to lead to significant landscape change. Whilst Option 4 'Dispersal – new settlements' would have minimal effects on the historic townscape of Cambridge, new settlements would result in substantial change to the local landscape, which would change from rural to urban.

SA objective 7: Historic environment

Table C.8: SA effects for SA objective 7: Historic environment

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--	--
2. Edge of Cambridge – outside the Green Belt	--?	--?
3. Edge of Cambridge – Green Belt	--?	0
4. Dispersal - new settlements	--?	--?
5. Dispersal - villages	--?	0
6. Public transport corridors	--?	--?
7. Supporting a high-tech corridor by integrating homes and jobs	--?	--?
8. Expanding a growth area around transport nodes	-?	-?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	-?	-?
10. Blended Strategy including Edge of Cambridge: Green Belt	--	--

C.54 Both options 9 and 10 include densification of Cambridge, including increased density at North West Cambridge, and development on the edge of Cambridge. Cambridge contains a high number of heritage assets, including listed buildings, as well as a number of scheduled monuments and registered parks and gardens, particularly associated with the University. There are a large number of conservation areas in the city, including at North West Cambridge. Development, and increased density of development, in and around Cambridge could have an adverse effect on heritage assets, the historic townscape, views within, into, and out of the city and the setting of the city. This could be a particular issue for the 'Blended Strategy including Edge of Cambridge: Green Belt' option, as this includes greater growth on the edge of Cambridge. However, both also include redevelopment of North East Cambridge

and other brownfield development, which would be less likely to adversely affect the setting of heritage assets, if well-designed. Both options also include development at Cambridge Airport, where there is an airport control tower that is Grade 2 listed. Development of the airport could remove the historic context of this feature. However, less air traffic may have a positive effect on the setting of the historic city.

C.55 Both options include a relatively small level of development in the villages, many of which include conservation areas, contain listed buildings or are located within close proximity to listed buildings, scheduled monuments and registered parks and gardens. If development is dispersed across a range of villages and rural centres, it is more likely to affect a wider range of assets. Both options also include growth in the 'southern cluster'. This area contains a number of listed buildings, scheduled monuments and conservation areas. However, the exact location of growth in this area is unknown, so effects are uncertain.

C.56 Both options also include employment growth at Cambridge Biomedical Campus and Babraham. Whilst there are few designated heritage assets at or in the immediate vicinity of Cambridge Biomedical Campus, a large expansion of this site has potential to affect the historic city. However, effects of this particular development alone are unlikely to be significant. Babraham has a number of designated assets, including listed buildings and a conservation area, which are likely to be affected by employment development in the area, although the scale of effects depends on the final location, layout and design of development.

C.57 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction). There are no designated heritage assets within the immediate vicinity of the site, and given this existing setting of industrial development and the A14, development here is unlikely to affect the setting of assets further afield.

C.58 The preferred option includes substantial growth at Cambourne, which itself has no listed buildings, conservation areas, scheduled monuments or registered parks and gardens. There are a small number of listed buildings in close proximity to Cambourne and to the south and north east of Cambourne there are registered parks and gardens. To the south and west there are scheduled monuments. Development around Cambourne is unlikely to affect much in the way of historic assets or features, but this is uncertain depending on the final location, design and layout of development.

C.59 The Strategic Heritage Impact Assessment Supplement (2021) considers the preferred option to have low/moderate risk to the historic environment and the 'Blended Strategy including Edge of Cambridge: Green Belt' option to have moderate risk, due to the greater level of growth around Cambridge.

C.60 For 2020-2041, the preferred option is expected to have minor positive uncertain effects and the 'Blended Strategy including Edge of Cambridge: Green Belt' option is expected to have significant negative effects. These are expected to be the same when fully built out. The effects for the preferred option are uncertain, as effects depend on the final location, design and layout of development.

Best performing option

C.61 Option 8 'Expanding a growth area around transport nodes' performs best (although it would have a minor negative effect). This is because it has more potential to locate development in less sensitive areas in terms of the historic environment.

C.62 All other options have the potential to result in significant harm to the historic environment, as Greater Cambridge has a number of historic assets in both urban and rural locations, as well as within the city of Cambridge itself.

SA objective 8: Efficient use of land

Table C.9: SA effects for SA objective 8: Efficient use of land

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	++	++
2. Edge of Cambridge – outside the Green Belt	++/--?	++/--?
3. Edge of Cambridge – Green Belt	--/+?	0
4. Dispersal - new settlements	++/--?	++/--?
5. Dispersal - villages	--?	0
6. Public transport corridors	--/+?	--/+?
7. Supporting a high-tech corridor by integrating homes and jobs	--?	--?
8. Expanding a growth area around transport nodes	--/+?	--/+?

Strategic Spatial Options	2020-2041	All time
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--/+?	--/+?
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+?	--/+?

C.63 Both options 9 and 10 include densification of Cambridge, including development of North East Cambridge, and development of Cambridge Airfield, and likely other brownfield sites. This will help to minimise the loss of high-quality agricultural land. Whilst Cambridge Airfield is a brownfield site, it does contain open grassland and associated soil resources (although unlikely to be used for commercial farming).

C.64 The 'Blended Strategy including Edge of Cambridge: Green Belt' option would include development of greenfield land around Cambridge. The areas around the city of Cambridge consist of Grades 1, 2 and 3 agricultural land, therefore it is possible or even probable that high-quality agricultural land could be lost. The preferred option includes substantial development around Cambourne. Cambourne and the surrounding area has a large amount of Grade 1, 2 and 3 agricultural land, which could be lost to development. However, the exact location of the development is not yet known, so the effect is uncertain.

C.65 Both options include a relatively small amount of development at villages, which is likely to be on greenfield land. This could be high-quality agricultural land, as a large part of South Cambridgeshire consists of Grades 1, 2 and 3 agricultural land. However, the exact location of the development is unknown, so the effect is uncertain.

C.66 Both options also include growth in the 'southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham. This area includes large areas of Grades 2 and 3 agricultural land, some of which could be lost to development (although development at Cambridge Biomedical Campus may take place in the urban area).

C.67 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which constitutes primarily Grade 3 agricultural land, which could be lost to development.

C.68 For 2020-2041, both options are expected to have mixed minor positive and significant negative uncertain effects. This is the same when fully built out. Effects are uncertain as they depend on the final location and layout of development.

Best performing option

C.69 Option 1 'Densification of existing urban areas' performs best, as development under this option is likely to be focused on brownfield sites and therefore less likely to affect the wider rural areas of Greater Cambridge where there is the best and most versatile agricultural land. The focus source of supply for Option 2 'Edge of Cambridge – outside Green Belt' is at Cambridge Airport, a large brownfield site, albeit with existing soil resources in the large, grassy areas. However, in order to provide sufficient housing this option also includes potential greenfield sites, including at new settlements for the medium growth scenario. All options except Option 3 'Edge of Cambridge – Green Belt', 4 'Dispersal – new settlements' and 5 'Dispersal – villages' also include North East Cambridge, a large brownfield site on the outskirts of Cambridge. However, all options also include other sources of supply.

C.70 Option 5 'Dispersal – villages' performs least well as this options includes development at a broad range of rural locations, so it is likely that development will take place on greenfield land, which has greater potential to be Grade 1, 2 or 3 agricultural land.

SA objective 9: Minerals

Table C.10: SA effects for SA objective 9: Minerals

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--?	--?
2. Edge of Cambridge – outside the Green Belt	--?	--?
3. Edge of Cambridge – Green Belt	--?	0
4. Dispersal - new settlements	--?	--?
5. Dispersal - villages	--?	0

Strategic Spatial Options	2020-2041	All time
6. Public transport corridors	--?	--?
7. Supporting a high-tech corridor by integrating homes and jobs	--?	--?
8. Expanding a growth area around transport nodes	-?	-?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--?	--?
10. Blended Strategy including Edge of Cambridge: Green Belt	--?	--?

C.71 Both options 9 and 10 include densification of Cambridge, including increased density at North West Cambridge, and development around Cambridge. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. Cambridge and the surrounding area (including North East Cambridge, North West Cambridge and Cambridge Airport) lie within Minerals Safeguarding Areas, albeit very little minerals extraction is likely to take place in or adjacent to the urban area.

C.72 Both options also include a relatively small amount of growth in villages, which could include areas within Minerals Safeguarding and Consultation Areas. However, this depends on the specific location of any particular development that come forward. The 'Southern cluster', Cambridge Biomedical Campus and Babraham, which are included in both options, lie within Minerals Safeguarding Areas for chalk, and sand and gravel.

C.73 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which does not intersect with any Minerals Safeguarding Areas.

C.74 The preferred option includes substantial growth at Cambourne. Cambourne and the surrounding area do not contain any Minerals Safeguarding Areas and Minerals Consultation Areas so development is unlikely to coincide with these designations.

C.75 Overall, development is likely to come forward within Mineral Safeguarding Areas and therefore could sterilise mineral resources. As such, from 2020-2041, both options are expected to have significant negative uncertain effects. This effect is the same when fully built out.

Best performing option

C.76 Option 8 'Expanding a growth area around transport nodes' performs best as Cambourne and the surrounding area is not within a Minerals Safeguarding or Consultation Area (although there is a possibility that other growth included in this option could lie within a Minerals Safeguarding Area). All other options have potential to result in development that could be within Minerals Safeguarding Areas or a Minerals Consultation Areas.

SA objective 10: Water

Table C.11: SA effects for SA objective 10: Water

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+?	++/--?
2. Edge of Cambridge – outside the Green Belt	--/+?	++/--?
3. Edge of Cambridge – Green Belt	--/+?	0
4. Dispersal - new settlements	--/+?	++/--?
5. Dispersal - villages	--/+?	0
6. Public transport corridors	--/+?	++/--?
7. Supporting a high-tech corridor by integrating homes and jobs	--/+?	++/--?
8. Expanding a growth area around transport nodes	--/+?	++/--?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	--/+?	++/--?
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+?	++/--?

C.77 Greater Cambridge lies within an area of water stress, where water resources are under substantial pressure, which will be exacerbated by new development. The

Water Study identified that supplying water for this level of development can be accommodated if regional scale solutions are operations by the mid-2030s, and that interim measures will be necessary beforehand. However, the study also notes that development in the Cambourne area could have good opportunities for water resources with the potential to be supplied by bulk transfer, which could reduce water supply issues in the short term.

C.78 Both options 9 and 10 include growth in the Cambridge urban area, including increased density at North West Cambridge, and at North East Cambridge. North East Cambridge is not within a Source Protection Zone (SPZ). Cambridge contains two SPZs (1 and 2) by The Leys School. However, since built development is already present at these SPZs; it is unlikely that any development coming forward would take place within these SPZs. Furthermore, both options include development at Cambridge Airport which is not in a SPZ. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt, which could include development within an SPZ, depending on the final location of development. Wastewater from these developments in and around Cambridge could be accommodated in the new Cambridge Water Recycling Centre (WRC) however, this is dependent on timing. Maintaining water quality is likely to be achievable with some mitigation measures at the new WRC, but interim mitigation may be necessary before new works are operational.

C.79 The preferred option includes substantial growth at Cambourne. Any extension to Cambourne may result in wastewater issues, as both Bourn and Uttons Drove WRC have capacity limitations that would require addressing. Maintaining water quality is likely to be achievable with some mitigation measures at the relevant WRC.

C.80 Both options include a relatively small amount of village growth and growth within the 'Southern cluster', although exact locations are not specified, and employment growth at Cambridge Biomedical Campus and Babraham. Wastewater from these developments is generally expected to be able to be accommodated (although it is noted some WRC catchments lack capacity), although this is dependent on the specific location and timing of development. Maintaining water quality is likely to be achievable, with some mitigation measures at the relevant WRC. As the locations of the new housing developments are unknown, it is not possible to state whether these developments would be within a SPZ. Cambridge Biomedical Campus is not within an SPZ but part of Babraham lies within SPZ1, with surrounding areas of SPZ2 and 3.

C.81 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which is not within a SPZ.

C.82 Water recycling and new blue-green infrastructure may be easier to implement across larger sites, such as at Cambourne, North East Cambridge and Cambridge Airport, although this is more likely to come forward in the longer term, resulting in minor positive effects within the plan period and potential significant positive effects beyond.

C.83 For 2020-2041, a mixed minor positive and significant negative effect with uncertainty is identified for both options. Mixed significant positive and significant negative effects with uncertainty are expected for both options when fully built out. These effects are based on a precautionary approach, which does not assume mitigation will be in place.

Best performing option

C.84 It is not possible to distinguish a best performing option. The Water Study Supplement (2021) concludes that the most preferable spatial options are Option 2 'Edge of Cambridge – outside Green Belt' and Option 4 'Dispersal – new settlements', following by the preferred option, whereas the least preferable option is Option 5 'Dispersal – villages'. However, this also takes into account flood risk, which is considered under SA objective 11.

C.85 Availability of water resources is a major issue in Greater Cambridge and the surrounding area. It is noted that the level of growth has significant constraints with regards to water supply that would require regional-scale solutions to be operational by the mid-2030s.

SA objective 11: Adaptation to climate change

Table C.12: SA effects for SA objective 11: Adaptation to climate change

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+	++/--
2. Edge of Cambridge – outside the Green Belt	+/-?	++/-?
3. Edge of Cambridge – Green Belt	++/--	0
4. Dispersal - new settlements	--/+?	++/--?

Strategic Spatial Options	2020-2041	All time
5. Dispersal - villages	-?	0
6. Public transport corridors	+/-?	++/-?
7. Supporting a high-tech corridor by integrating homes and jobs	+/-	++/-
8. Expanding a growth area around transport nodes	-?	+/-?
9. Preferred options spatial strategy (Blended strategy including Cambourne)	+/-?	++/-?
10. Blended Strategy including Edge of Cambridge: Green Belt	+/-?	++/-?

C.86 Both options 9 and 10 include development within the city of Cambridge, which contains several areas that fall within Flood Zones 2 and 3. This is due to the fact the River Cam runs through the city. Therefore, development in Cambridge could fall within Flood Zones 2 or 3, which are at a higher risk of flooding, and Cambridge also has high levels of surface water flood risk. North East Cambridge (included in both options) is not within Flood Zones 2 or 3 and North West Cambridge only includes a very small area within Flood Zone 2, in the northern part of the site. Development within the urban area is likely to be on brownfield and North East Cambridge is a brownfield site, which may help reduce any additional risk of flooding through new development due to not increasing the area of impermeable surfaces when compared to greenfield development. Both options also include development at Cambridge Airport, which is not within Flood Zones 2 or 3. This site constitutes brownfield land, which may help to reduce any additional risk of flooding as a result of development, although large parts of the site are currently areas of grass. The site also has some areas at risk of surface water flooding. The Water Study (2020) states that North East Cambridge is in an area at low risk of flooding and has good opportunities to retrofit sustainable drainage systems (SuDS) and other flood risk measures, and that development at Cambridge Airport could use on-site attenuation to reduce flood risk downstream.

C.87 The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. The edge of Cambridge does not contain many areas that fall within Flood Zones 2 or 3, although the Water Study notes that existing fluvial flood and surface water flood risk may

make individual sites difficult to deliver, depending on location. Development around the edge of Cambridge is also likely to increase the amount of impermeable areas, which will reduce the infiltration capacity and flood retention provided by greenfield land. However, these developments, particularly larger individual developments, present the opportunity for green spaces to be delivered on-site and to use large scale features in larger sites to reduce flood risk downstream. In addition, provision of green space could incorporate sustainable drainage systems and build climate resilience in the area, especially if the open spaces are naturally designed compared to simple amenity space.

C.88 Both options include a relatively small level of growth at villages and within the 'Southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham. It is likely that most development within the villages of Greater Cambridge and the 'Southern cluster' will be on greenfield land, which would increase the risk of flooding in the area through the increase of impermeable surfaces. This will reduce the infiltration capacity and flood retention provided by greenfield land. In Greater Cambridge Flood Zones 2 and 3 correspond with the River Cam and its tributaries, therefore there are patches of Flood Zones 2 and 3 throughout the area (not so much in the Southern cluster, but this could be an issue for village development). As such an increase in flooding would depend on the exact location of the development. Sites coming forward under this option are unlikely to be large enough to offer significant betterment in terms of flood risk.

C.89 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which is likely to be on greenfield land. This could increase the area of impermeable surfaces and therefore increase surface water flooding.

C.90 The preferred option includes growth at Cambourne, which is likely to be on greenfield land, therefore the risk of flooding is likely to rise due to the increase of impermeable areas. There are patches of Flood Zones 2 and 3 within the southern section of Cambourne and the Water Study states that the area has some surface water flood risk, but it should be feasible to safely manage this within development. As such, development could be at some risk of flooding, however the exact locations are uncertain at this time. The large scale of development at Cambourne would be expected to provide new green space, which could incorporate sustainable drainage systems and build climate resilience in the area, especially if the open spaces are naturally designed compared to simple amenity space. The Green Infrastructure Study Supplement (2021) states that this option could provide opportunities to enhance wetland and grassland habitat (possibly as biodiversity mitigation measures), which could support flood management.

C.91 For 2020-2041, both options are expected to have mixed minor positive and minor negative effects. When fully built out, both are likely to have mixed significant positive and minor negative effects. Effects are uncertain as they depend on the exact location, layout and design of development.

Best performing option

C.92 For 2020-2041, Option 3 'Edge of Cambridge – Green Belt' is the only option expected to have significant positive effects, as it is more likely to be able to avoid areas at high risk of flooding and could include flood betterment measures, although significant negative effects are also identified. When fully built out: Options 2 'Edge of Cambridge – outside the Green Belt', 6 'Public transport corridors', 7 'Supporting a high-tech corridor by integrating homes and jobs', 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' and 10 'Blended Strategy including Edge of Cambridge: Green Belt' perform best because, whilst they could lead to minor negative effects due to development of greenfield land, they all include larger developments, which have potential to incorporate features such as SUDs and green infrastructure.

C.93 The Water Study Supplement (2021) concludes that the most preferable spatial options are Option 2 'Edge of Cambridge – outside Green Belt' and Option 4 'Dispersal – new settlements', followed by the preferred option, whereas the least preferable option is Option 5 'Dispersal – villages'. However, this also takes into account water resources, water quality and wastewater treatment, which are considered under SA objective 10.

SA objective 12: Climate change mitigation

Table C.13: SA effects for SA objective 12: Climate change mitigation

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	++/-	++/-
2. Edge of Cambridge – outside the Green Belt	--/+	++/--
3. Edge of Cambridge – Green Belt	+/-?	0
4. Dispersal - new settlements	--/+?	++/--

Strategic Spatial Options	2020-2041	All time
5. Dispersal - villages	--	0
6. Public transport corridors	++/--?	++/--?
7. Supporting a high-tech corridor by integrating homes and jobs	++/--?	++/--?
8. Expanding a growth area around transport nodes	++/--?	++/--
9. Preferred options spatial strategy (Blended strategy including Cambourne)	++/--?	++/--
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+	++/--

C.94 Both options include development within and around Cambridge, including increased density at North West Cambridge, and development at North East Cambridge and Cambridge Airport. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. Development at these locations is likely to have good access to existing services, facilities and employment within Cambridge, therefore minimising the need to travel, as well as good access to sustainable transport links. This will help to minimise the increase in carbon emissions arising from new development. Whilst capacity of services and facilities within Cambridge is limited, larger developments, such as North East Cambridge and Cambridge Airport, are expected to provide additional infrastructure and can design in walking and cycling from the outset. However, the Cambridge Airport area and areas to the east and south of Cambridge have been identified as having high levels of estimated soil carbon and carbon in vegetation, which could be disturbed or lost as a result of development. Nevertheless, larger developments, such as urban extensions to Cambridge, may have more potential to incorporate low-carbon and energy efficient design, such as district heating networks.

C.95 Both options also include some village growth. This could help support existing services and facilities, although these will be more limited than in Cambridge and the larger settlements. As such, an increase in the reliance on private vehicles is likely in order to access services and facilities and employment opportunities elsewhere, thereby leading to an increase in greenhouse gas emissions. This will be more prevalent in villages without good public transport links, although most are not as well

connected via public transport (particularly regarding frequency of services), than larger centres.

C.96 Both options include a limited amount of development in the 'Southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham. Development in this area seeks to locate homes within close proximity of jobs, particularly in the life sciences cluster around the south of Cambridge, which could help reduce the need to travel. However, there may be some use of private vehicles, particularly to access Cambridge city.

C.97 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which is near a bus stop but otherwise poorly located with regards to access, due to it not being within a town or city. This would likely result to people driving to work in this area, resulting in an increase in greenhouse gas emissions.

C.98 The preferred option includes development at Cambourne, which is expected to be served by a new railway station and public transport improvements. Cambourne is reasonably well served by services and facilities, which will help to reduce the need to travel, although a substantial number of Cambourne residents commute to Cambridge for work. As such, an increase in development at Cambourne is expected to result in an increase in carbon emissions, although this will be minimised by public transport improvements. In addition, development of a large area could have greater potential to incorporate low-carbon and energy efficient design, such as district heating networks, as well as designing in walking and cycling from the outset.

C.99 The Carbon Emissions Study Supplement (2021) concluded that there is very little difference between the two options. However, once the new railway station is in place at Cambourne, the preferred option will have lower carbon emissions.

C.100 For 2020-2041, the preferred option is expected to have mixed significant positive and significant negative effects, and the 'Blended Strategy including Edge of Cambridge: Green Belt' option is expected to have mixed minor positive and significant negative effects. The effect for the preferred option is uncertain, as it is uncertain whether the full range of supporting services and facilities will come forward within the plan period. When fully built out, both options are expected to have significant positive and significant negative effects.

Best performing option

C.101 Option 1: 'Densification of existing urban areas' performs best, as it locates development within the existing urban area. As such, proximity to existing services,

facilities, employment opportunities and public transport is likely to be better than the other options. In addition, the opportunity to cycle and walk are more prevalent within the urban area, but also could be developed within other sources of supply, as active travel could be included from the design stages. Higher density development also tends to have lower embodied carbon. Options 6 ‘Public transport corridors’ and 9 ‘Preferred options spatial strategy (Blended strategy including Cambourne)’ perform relatively well, as they would likely lead to a higher modal share for sustainable transport.

C.102 Option 7 ‘Supporting a high-tech corridor by integrating homes and jobs’ seeks to reduce traffic in the wider Cambridge area and reduce journey length/times to work. However, the Zero Carbon Study (2020) suggested that Option 6 ‘Public transport corridors’ would likely lead to lower carbon emissions than Option 7. In addition, the Transport Study Supplement (2021) found that Options 2 ‘Edge of Cambridge – outside Green Belt’ and Option 3 ‘Edge of Cambridge – Green Belt’ would also particularly help support active travel.

C.103 Larger urban extensions, such as those that may come forward through options 3 ‘Edge of Cambridge – Green Belt’, 8 ‘Expanding a growth area around transport nodes’, 9 ‘Preferred options spatial strategy (Blended strategy including Cambourne)’ and 10 ‘Blended Strategy including Edge of Cambridge: Green Belt’, as well as new settlements, may present greater opportunity to incorporate sustainable energy generation, such as district heating networks. All development could also help to minimise carbon emissions through energy efficient design etc., although the Zero Carbon Study highlights that the main source of carbon emissions for all options is transport.

C.104 Option 5 ‘Dispersal – villages’ performs least well as it is likely to lead to development with high levels of dependency on the private car.

SA objective 13: Air pollution

Table C.14: SA effects for SA objective 13: Air pollution

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	++/--	++/--
2. Edge of Cambridge – outside the Green Belt	--/+	++/--

Strategic Spatial Options	2020-2041	All time
3. Edge of Cambridge – Green Belt	--/+?	0
4. Dispersal - new settlements	--/+?	++/--?
5. Dispersal - villages	--	0
6. Public transport corridors	--/+?	++/--?
7. Supporting a high-tech corridor by integrating homes and jobs	++/-?	++/-?
8. Expanding a growth area around transport nodes	++/--?	++/--
9. Preferred options spatial strategy (Blended strategy including Cambourne)	++/--?	++/--
10. Blended Strategy including Edge of Cambridge: Green Belt	--/+	++/--

C.105 Both options 9 and 10 include development within and around Cambridge, including increased density at North West Cambridge, and development at North East Cambridge and Cambridge Airport. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. Development at these locations is likely to have good access to existing services, facilities and employment within Cambridge, therefore minimising the need to travel, as well as good access to sustainable transport links. This will help to minimise the increase in air pollution arising from new development. Whilst capacity of services and facilities within Cambridge is limited, larger developments, such as North East Cambridge and Cambridge Airport, are expected to provide additional infrastructure and can design in walking and cycling from the outset. However, there is an AQMA within the city of Cambridge and another on the A14 which connects to the centre of the city, North West Cambridge and North East Cambridge. Whilst development would have good access to services and facilities by non-car modes, it is likely some residents will travel by car or other motorised vehicle, therefore, it is likely that additional development within the urban area and at North East Cambridge will exacerbate the poor air quality within the area.

C.106 Both options also include some village growth. This could help support existing services and facilities, although these will be more limited than in Cambridge and the

larger settlements. As such, an increase in the reliance on private vehicles is likely in order to access services and facilities and employment opportunities elsewhere, thereby leading to an increase in air pollution. This will be more prevalent in villages without good public transport links, although most are not as well connected via public transport (particularly regarding frequency of services), than larger centres.

C.107 Both options include a limited amount of development in the 'Southern cluster' and employment growth at Cambridge Biomedical Campus and Babraham.

Development in the Southern cluster seeks to locate homes within close proximity of jobs, particularly in the life sciences cluster around the south of Cambridge, which could help reduce the need to travel. However, there may still be some use of private vehicles, particularly to access Cambridge city and new employment at Babraham.

C.108 Both options also include employment growth on the A14 corridor (in vicinity of Swavesey junction), which is near a bus stop but otherwise poorly located with regards to access, due to it not being within a town or city. This would likely result to people driving to work in this area, resulting in an increase in air pollution, including exacerbating air quality issues in the A14 AQMA.

C.109 The preferred option includes development at Cambourne, which is expected to be served by a new railway station and public transport improvements.

Cambourne is reasonably well served by services and facilities, which will help to reduce the need to travel, although a substantial number of Cambourne residents commute to Cambridge for work. As such, an increase in development at Cambourne is expected to result in an increase in air pollution, although this will be minimised by public transport improvements.

C.110 For 2020-2041, the preferred option is expected to have mixed significant positive and significant negative effects, and the 'Blended Strategy including Edge of Cambridge: Green Belt' option is expected to have mixed minor positive and significant negative effects. The effect for the preferred option is uncertain, as it is uncertain whether the full range of supporting services and facilities will come forward within the plan period. When fully built out, both options are expected to have significant positive and significant negative effects.

Best performing option

C.111 Option 7 'Supporting a high-tech corridor by integrating homes and jobs' performs best, as it is expected to provide additional services and facilities and walking, cycling at the urban extensions/new settlement and are already located near existing public transport links, employment opportunities and Cambridge city, thereby minimising the need to travel far by private car. The Transport Study Supplement

(2021) identified that Option 7 'Supporting a high-tech corridor by integrating homes and jobs' will reduce journey length/times to work. The Transport Study Supplement (2021) also found that Option 1 'Densification of existing urban areas' performed best in terms of promoting active travel (for the maximum growth scenario), but growth in and around Cambridge has potential to exacerbate air quality issues in existing AQMAs, as some new residents will travel by car or other private vehicle, increasing traffic in these areas to some extent. Options 6 'Public transport corridors' and 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' perform relatively well, as they would likely lead to a higher modal share for sustainable transport.

C.112 Option 5 'Dispersal – villages' performs least well as it is likely to lead to development with high levels of dependency on the private car.

SA objective 14: Economy

Table C.15: SA effects for SA objective 14: Economy

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+	++/--
2. Edge of Cambridge – outside the Green Belt	--/+?	++/--?
3. Edge of Cambridge – Green Belt	+/-?	0
4. Dispersal - new settlements	+/-	++/-
5. Dispersal - villages	+/-	0
6. Public transport corridors	+/-	++/-
7. Supporting a high-tech corridor by integrating homes and jobs	+/-	++/-
8. Expanding a growth area around transport nodes	--/+	++/-
9. Preferred options spatial strategy (Blended strategy including Cambourne)	+/-	++/-

Strategic Spatial Options	2020-2041	All time
10. Blended Strategy including Edge of Cambridge: Green Belt	+/-	++/-

C.113 Both options 9 and 10 include development within and around Cambridge, including increased density at North West Cambridge, and development at North East Cambridge and Cambridge Airport. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. This is likely to support the existing economic hub in Cambridge and support the vitality and viability of the city. This is also likely to help support existing businesses, but locating homes, and therefore workers, close to businesses. North East Cambridge and Cambridge Airport will also provide new employment opportunities within close proximity to homes, particularly beyond the plan period.

C.114 Both options also include some village growth and development of two rural employment locations. This will help to support and diversify the rural economy through supporting rural services and facilities, although some may have more limited public transport into the economic hub of Cambridge. Both options include employment growth in two rural locations (A14 corridor and Babraham), which may help diversity the rural economy.

C.115 Both options include a limited amount of development in the 'Southern cluster', including employment growth at Babraham and Cambridge Biomedical Campus. This would support the growth of the science sector, as it would provide easy access to a large amount of job opportunities, and may also provide access to job opportunities within Cambridge as well.

C.116 The preferred option includes development at Cambourne, which is expected to be served by a new railway station and public transport improvements. This could add to the critical mass of population to generate demand for further services and employment provision. Growth around Cambourne would also provide substantial employment growth, as well as access to Cambridge and other larger settlements. It may take a while to build the vibrancy and vitality of new communities themselves, although the wider settlement of Cambourne is more established.

C.117 For 2020-2041 both options are expected to have mixed minor positive and minor negative effects. When fully built out, both options are expected to have mixed significant positive and minor negative effects.

Best performing option

C.118 For 2020-2041, it is difficult to identify a best performing option, although Options 1 'Densification of existing urban areas', 2 'Edge of Cambridge – outside the Green Belt' and 8 'Expanding a growth area around transport nodes' perform worst, as they have potential for significant negative effects.

C.119 When fully built out, Options 4 'Dispersal – new settlements', 6 'Public transport corridors', 7 'Supporting a high-tech corridor by integrating homes and jobs', 8 'Expanding a growth area around transport nodes', 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' and 10 'Blended Strategy including Edge of Cambridge: Green Belt' perform best.

C.120 Options 1 'Densification of existing urban areas' and 2 'Edge of Cambridge – outside the Green Belt' perform least well overall, as they are less likely to be able to meet the full range of employment land needs.

SA objective 15: Employment

Table C.16: SA effects for SA objective 15: Employment

Strategic Spatial Options	2020-2041	All time
1. Densification of existing urban areas	--/+	++/--
2. Edge of Cambridge – outside the Green Belt	--/+?	++/--?
3. Edge of Cambridge – Green Belt	+/-	0
4. Dispersal - new settlements	+/-	++/-
5. Dispersal - villages	--/+	0
6. Public transport corridors	+/-	++/-
7. Supporting a high-tech corridor by integrating homes and jobs	+/-	++/-
8. Expanding a growth area around transport nodes	--/+	++/-

Strategic Spatial Options	2020-2041	All time
9. Preferred options spatial strategy (Blended strategy including Cambourne)	+/-	++/-
10. Blended Strategy including Edge of Cambridge: Green Belt	+/-	++/-

C.121 Both options 9 and 10 include development within and around Cambridge, including increased density at North West Cambridge, and development at North East Cambridge and Cambridge Airport. The 'Blended Strategy including Edge of Cambridge: Green Belt' option also includes further growth around Cambridge within the Green Belt. Development at these locations is likely to have good access to existing employment and sustainable transport to access jobs within Cambridge and North East Cambridge and Cambridge Airport will provide new employment opportunities within close proximity to homes, particularly beyond the plan period.

C.122 Both options also include some village growth and development of two rural employment locations. This will help to provide some employment opportunities in the wider Greater Cambridge area, although there are likely to be more limited job opportunities in the villages and some may have more limited public transport into the economic hub of Cambridge. Whilst a number of existing employment parks have successfully developed near villages, the location of employment distribution may have a bearing on its level of employment success. Both options include employment growth in two rural locations (A14 corridor and Babraham), which will help provide some employment opportunities in more rural areas.

C.123 Both options include a limited amount of development in the 'Southern cluster', including employment growth at Babraham and Cambridge Biomedical Campus. This would support the growth of the science sector, as it would provide easy access to a large amount of job opportunities, and may also provide access to job opportunities within Cambridge as well.

C.124 The preferred option includes development at Cambourne, which is expected to be served by a new railway station and public transport improvements. This option would provide substantial employment growth, as well as access to Cambridge and other larger settlements. The Employment Study Supplement (2021) notes that Cambourne has been slow to develop as an employment location, but has gained traction as a secondary office location in recent years for professional services and ICT.

C.125 The Employment Study Supplement 2021 suggests that both of these options could provide the full range of anticipated employment needs, due to the variety of locations they include, including standalone employment provision and employment provision on mixed-use sites. However, the 'Blended Strategy including Edge of Cambridge: Green Belt' option would better serve further provision of class E(g)(i/ii) employment space (offices, and research and development) and benefit from Cambridge's professional services cluster, whereas the preferred option could possibly deliver employment floorspace in a more sustainable pattern in the long term, due to increased accessibility via railway. It is noted that a large number of employment opportunities will not come forward until after the plan period.

C.126 For 2020-2041, both options are expected to have mixed minor positive and minor negative effects. When fully built out, both options are expected to have significant positive and minor negative effects.

Best performing option

C.127 Options 4 'Dispersal – new settlements', 6 'Public transport corridors', 7 'Supporting a high-tech corridor by integrating homes and jobs', 9 'Preferred options spatial strategy (Blended strategy including Cambourne)' and 10 'Blended Strategy including Edge of Cambridge: Green Belt' perform well, particularly when fully built out. Whilst Option 8 'Expanding a growth area around transport nodes' performs less well within the plan period, it performs well when fully built out as new strategic transport infrastructure is expected to be implemented in the longer term, which would help new residents to access jobs.

C.128 Option 5 'Dispersal-Villages' performs least well, as existing centres of employment are likely to be less accessible to development under this option. Options 1 'Densification of existing urban areas' and 2 'Edge of Cambridge – outside the Green Belt' also perform less well than other options, as they are less likely to be able to meet the full range of employment needs.

Appendix D

Appraisal criteria applied in the SA of site options

D.1 This Appendix sets out the appraisal criteria used to ensure that site options are appraised consistently in relation to each of the SA objectives as part of the SA process.

SA objective 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.

Residential / mixed use site options

D.2 All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development. Planning Practice Guidance states that affordable housing should only be sought for major residential development (usually 10 or more homes). The performance of the Plan against this objective depends on the overall level of housing development, rather than the number of homes delivered on any one particular site. Therefore:

- All residential sites will have a minor positive (+) effect.

D.3 Significant positive effects can only be determined when considering the cumulative effects of the Plan as a whole.

Employment site options

D.4 The location of employment sites is not considered likely to affect this objective, therefore the score for all site options will be negligible (0).

SA objective 2: To maintain and improve access to centres of services and facilities including health centres and education.

All site options

2a

D.5 Larger scale development could potentially incorporate the provision of new services. The location of all types of development sites could affect this objective by influencing people's ability to access existing services and facilities (both for local residents and employees during breaks and after work).

D.6 The defined city, town and rural centres are the areas in South Cambridgeshire and Cambridge City that provide access to a high number of services and facilities. Local, neighbourhood and minor rural centres will provide access to a lower level of services and facilities. Proximity to these areas can therefore be used to establish the potential accessibility to a wider number of services and facilities in Greater Cambridge.

D.7 The HELAA assumes the following (note these are broad assumptions for the purposes of assessing all sites on a consistent basis):

- Sites that will provide more than or equal to 2,500 new homes will provide a new local centre.
- Sites that will provide more than or equal to 10,000 new homes will provide a new district centre and/or superstore.

D.8 Therefore:

- Sites that are less than 720m from a defined city, district or rural centre or will provide a new local/district centre/superstore will have a significant positive (++) effect (green in the HELAA).
- Sites that are less than 720m from a defined local, neighbourhood, or minor rural centre will have an uncertain minor positive (+?) effect (green in the HELAA).
- Sites that are between 720m and 2,000m of a defined city, district, local, neighbourhood, rural or minor rural centre will have an uncertain minor negative (-?) effect (amber in the HELAA).

- Sites that are further than 2,000m of a defined city, district, local, neighbourhood, rural or minor rural centre will have an uncertain significant negative (--?) effect (red in the HELAA).

Residential / mixed use site options

2b

D.9 For sites that support residential use, it will be necessary to consider access to education facilities. It is recognised that educational facilities are often not located within the town and village centres and are instead provided to meet the needs of specific catchment areas. Sites that provide a good level of access to services and facilities at centre locations may not always be those which provide a good level of access to educational facilities. The effects of sites on the educational element of this objective will depend on the access that they provide to existing educational facilities, although there are uncertainties for all positive effects, as the effects will depend on there being capacity at those schools to accommodate new pupils.

D.10 New residential development could stimulate the provision of new schools/school places. The HELAA assumes the following (note these are broad assumptions for the purposes of assessing all sites on a consistent basis):

- Unless stated by site promoter, sites that will provide more than or equal to 1,650 new homes are expected to provide a new primary school.
- Unless stated by site promoter, sites that will provide more than or equal to 3,300 new homes are expected to provide both a new primary and a new secondary school.

D.11 Therefore, for residential sites, in addition to the assumptions set out to consider access to service and facilities centres:

- Sites that are within 900m of a secondary school / will provide a new secondary school and within 450m of a primary school / will provide a new primary school will have an uncertain significant positive (++?) effect (green for both in the HELAA).
- Sites that are within 900m of a secondary school / will provide a new secondary school or within 450m of a primary school / will provide a new primary school (but not both) will have an uncertain minor positive (+?) effect (green for one in the HELAA).

- Sites that are 450-1,000m from a primary school or 900-2,000m from a secondary school but not closer than these distances to either will have a minor negative (-) effect (amber in the HELAA).
- Sites that are more than 2km from a secondary school and more than 1km from a primary school will have a significant negative (--) effect (red for both in the HELAA).

SA objective 3: To encourage social inclusion, strengthen community cohesion and advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not

All types of site options

3a

D.12 The proximity of development to services and facilities and public transport links may help to address issues of social inclusion and equality. These issues (including access to facilities such as education and healthcare and proximity to public transport links, such as railway stations and bus stops) are considered under SA objective 2, SA objective 4, and SA objective 12 in the SA framework. Many other contributors to equality, social inclusion and community cohesion cannot be determined using geographical factors and will therefore be more relevant to policy assessments.

D.13 Achieving local regeneration may help to promote a sense of ownership and community cohesion among residents. It is recognised that this will depend in part on the detailed proposals for sites and their design, which are not known at this stage. However, development which occurs on brownfield land is likely to help promote the achievement of regeneration in Greater Cambridge. Therefore:

- Sites that are on brownfield land will have a minor positive (+) effect.
- Sites that are on greenfield land will have a negligible (0) effect.
- Sites that are on a mix of brownfield and greenfield land will have a mixed minor positive and negligible effect (+/0).

3b

D.14 The location of new developments will also affect social deprivation and economic inclusion by influencing how easily people are able to access job opportunities and access to decent housing in a given area. Areas which are identified as most deprived in Greater Cambridge are often also those which could benefit most from the achievement of regeneration.

- The delivery of housing or employment sites within a 40% most deprived area (according to the Index of Multiple Deprivation 2019) will therefore have a minor positive (+) effect.

3c

D.15 The city centre and district and rural centre locations of South Cambridgeshire and Cambridge City help to support community networks in Greater Cambridge. Development which contains retail and/or community uses and is to occur within existing city centres and district and rural centres could help to maintain the vitality and viability of these locations.

D.16 The HELAA assumes the following (note these are broad assumptions for the purposes of assessing all sites on a consistent basis):

- Unless stated by site promoter, sites that will provide more than or equal to 1,650 new homes will provide a new community centre.

D.17 Therefore:

- Site options that contain retail and/or community uses (including sites of more than 1,650 new homes) to be delivered within existing city, district and rural centres are expected to result in a significant positive (++) effect.
- Site options that contain retail and/or community uses (including sites of more than 1,650 new homes) to be delivered within an existing local, neighbourhood, or minor rural centre are expected to result in a minor positive (+) effect.
- All other site options will have a negligible (0) effect.

SA objective 4: To improve public health, safety and wellbeing and reduce health inequalities.

All types of site options

4a

D.18 Sites that are within walking distance (720m) of existing healthcare facilities (i.e. GP surgeries or hospitals) and areas/features which promote physical activities (open spaces, or sports facilities) among residents will ensure that residents have good access to healthcare services and are provided with opportunities for healthy lifestyle choices. This includes employment sites, which will provide employees with access to these types of features outside of working hours and during break times.

D.19 The HELAA assumes the following (note these are broad assumptions for the purposes of assessing all sites on a consistent basis):

- Sites that will provide more than or equal to 4,100 new homes will provide a new health centre.

D.20 Therefore:

- Sites that are less than 720m from a healthcare facility / will provide a new health centre and are within 50m of an open space or an area of open space/ sports facility will have a significant positive (++) effect.
- Sites that are less than 720m from either healthcare facility / will provide a new health centre or are within 50m of an open space or an area of open space/ sports facility (but not both) will have a minor positive (+) effect.

Sites that are not within 720m of either a healthcare facility or an area of open space/ sports facility and will not provide a new health centre will have a minor negative (-) effect.

4b

- Sites that would result in a loss of open space or sports facility which could be replaced locally will have an uncertain minor negative (-?) effect (amber in the HELAA).
- Sites that would result in a loss of open space or sports facility which could not be replaced locally will have a significant negative (--) effect (red in the HELAA).

- Sites that would not result in the loss of any open space will have a negligible (0) effect.

D.21 If a number of sites are allocated within close proximity of one another, this could lead to existing healthcare facilities becoming overloaded. If at any point information becomes available regarding the capacity of existing healthcare facilities, this will be taken into account in the SA as relevant.

D.22 If development at a site is likely to incorporate new healthcare facilities, open space/sports facilities, it will be scored in accordance with the assumptions listed above.

SA objective 5: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest

All types of site options

D.23 Assessment is based on the HELAA assessment of impacts on biodiversity, which was carried out by Ecology officers at Cambridge City Council and South Cambridgeshire District Council. Sites were assessed in terms of their potential impact on both statutory designations such as SSSIs and non-statutory designated sites such as County Wildlife Sites. Sites benefitting from statutory protection were assessed by reference to the Impact Risk Zones issued by Natural England. Assessment of sites with non-statutory designations assessment was more dependent on local knowledge. Sites with national or international protection, in close proximity to such sites or with links to these sites may be at risk of detrimental impacts which cannot be mitigated against and were therefore classified as 'red' in the HELAA. Where mitigation is possible, these sites were assessed as 'amber' in the HELAA. Development sites that are within close proximity of an international, national or local designated nature conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. The potential impacts on undesignated habitats and species adjacent to the potential development sites cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.

- Sites that would have a detrimental impact on designated sites, or those with a regional or local protection which cannot be reasonably mitigated or compensated as appropriate will have an uncertain significant negative (--?) effect (red in the HELAA).
- Sites that may have a detrimental impact on a designated site, or those with a regional or local protection but the impact could be reasonably mitigated or compensated have an uncertain minor negative (-?) effect (amber in the HELAA).

- Sites that would not have a detrimental impact on any designated site, or those with a regional or local protection could have a negligible (0?) effect (green in the HELAA).

SA objective 6: To conserve and enhance the character and distinctiveness of Greater Cambridge's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place

All types of site options

D.24 Assessment is based on the HELAA assessment of impacts on landscape and townscape, which was carried out by Landscape Architects within the Greater Cambridge Shared Planning Service Built and Natural Environment Team. Site landscapes were assessed against the National and Regional Landscape Character Areas and how typical or atypical (how unique) they are to those National and District Character Areas. Sites to be assessed were located and reviewed and all constraints identified from the councils' GIS data and other planning sources such as MAGIC, if needed. The presence of site designations or features were identified, for example Conservation Areas, Tree Preservation Orders, Important Countryside Frontages or Protected Green Space. The site assessment was informed by the relevant Council's 2018 Local Plan policies, the SCDC Design Guide, Village Design Guides, Neighbourhood Plans, and Cambridge Suburbs and Approaches Studies, and the Greater Cambridge Landscape Character Assessment. Based on the constraints of the site, the scope of the intended proposals and/or expected unit numbers, it was considered whether the site was suitable and if so, to what extent the landscape had been considered. For example, would there be enough room for adequate boundary buffering, would there be enough room for tree planting within the site, would the grain/density of the development fit in with surrounding development, and would the surrounding designations be impacted by the development. The effects of new development on the character and quality of the landscape will depend in part on its design, which is not yet known; therefore all effects will be to some extent uncertain at this stage.

- Development of the site would have a neutral impact on the landscape may have a negligible effect (0?) (green in the HELAA).
- Sites that would have a detrimental impact on sensitive landscapes which could be mitigated may have a minor negative effect (-?) (amber in the HELAA).

- Sites that would have a detrimental impact on sensitive landscapes which cannot be mitigated may have a significant negative effect (--) (red in the HELAA).

SA objective 7: To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge's historic environment

All types of site options

D.25 Assessment is based on the HELAA assessment of impacts on the historic environment, which was carried out by officers at Cambridge City Council and South Cambridgeshire District Council. This was informed by identification of relevant constraints such as listed buildings and scheduled monuments. Conservation officers then used other available evidence such as Conservation Area Appraisals to help consider the wider setting of an asset and the potential impact on any heritage assets. The sorts of issues considered included whether significant views would be impacted, whether development could be consistent with the characteristic layout of a conservation area and the access to the site. The extent to which these issues could be mitigated by only developing part of a site was also assessed. In addition, the Archaeology Team at Cambridgeshire County Council have been consulted on the sites, and assessments have been informed by the Cambridgeshire Historic Environment Record (HER).

D.26 The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset “great weight should be given to the asset’s conservation ... irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”. However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveals the significance of the asset).

D.27 In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).

- Development of the site would not have a detrimental impact on any designated or non-designated heritage assets or archaeology could have a negligible (0?)

effect on this objective (green for both historic environment and archaeology in the HELAA).

- Sites which could have a detrimental impact on a designated or non-designated heritage asset, the setting of a designated or non-designated heritage asset or archaeology, but the impact could be reasonably mitigated, could have a minor negative (-?) effect on this objective (amber in the HELAA for one or both of historic environment and archaeology (but not red for either)).
- Sites which would cause substantial harm, or severe or significant “Less than substantial harm” to a designated heritage asset or the setting of a designated heritage asset, or there is known archaeology of significance which cannot be reasonably mitigated (See paragraphs 207 to 211 of the NPPF) could have a significant negative (--?) effect on this objective (red in the HELAA for one or both of historic environment and archaeology).

SA objective 8: To make efficient use of Greater Cambridge’s land resources through the re-use of previously developed land and conserve its soils

All types of site options

D.28 The effects of new development on soils will depend on its location in relation to the areas of highest quality agricultural land in Greater Cambridge, and whether the land has previously been developed. Therefore:

- Sites that consist of at least 25% greenfield land which is classed as being of Grade 1 or Grade 2 agricultural quality would have a significant negative (--) effect.
- Sites that consist of at least 25% greenfield land which is classed as being of Grade 3 agricultural quality (but where it is not known if it is Grade 3a or 3b land), but less than 25% Grade 1 or Grade 2 land, could have a significant negative effect although this is uncertain (--?).
- All other greenfield sites would have a minor negative (-) effect.
- Sites that are on brownfield land would have a minor positive (+) effect.

D.29 Sites that are on both brownfield and greenfield land will have a mixed effect, depending on the agricultural land classification of the greenfield part.

SA objective 9: To conserve mineral resources in Greater Cambridge

All types of site options

D.30 The effects of new development on mineral resources will depend on its location in relation to areas which have been identified for their importance for mineral reserves in Greater Cambridge. The Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) identifies minerals allocations. Development within or in close proximity to these areas can result in sterilisation of mineral resources. Therefore:

- Sites that are located directly within a minerals allocation would have a significant negative effect on mineral resources although this is uncertain (--?) dependent upon whether extraction could be achieved prior to any development.
- Sites that are located within 250m of a minerals allocation would have a minor negative effect on mineral resources although this is uncertain (-?) dependent upon whether extraction could be achieved prior to any development.
- Sites located more than 250m from a minerals allocation are expected to have a negligible (0) effect.

SA objective 10: To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters

All types of site options

D.31 The effects of new development in terms of promoting more sustainable use of water resources will depend largely on people's behaviour as well as the design of new developments. However, where development takes place within Source Protection Zones (SPZs), there may be potential risks relating to contamination to result. In addition, the location of development could affect water quality during construction and operation depending on its proximity to watercourses and water bodies, such as lakes, streams and rivers. The extent to which water quality is affected would depend on construction techniques and the use of SuDS within the design, therefore effects are uncertain at this stage. Therefore:

- Sites that coincide with SPZ 1 would have a significant negative uncertain (--) effect.
- Sites that coincide with SPZ 2 or SPZ 3 (but not SPZ1), or that contain a watercourse or waterbody could have a minor negative uncertain (-) effect.
- Sites that are not within a SPZ could have a negligible (0) effect.

D.32 Any issues regarding supply of water resources, and wastewater treatment capacity, are more appropriately appraised at the Local Plan scale, rather than through an assessment of each individual site.

SA objective 11: To adapt to climate change, including minimising flood risk

All types of site options

D.33 The effects of new development on this SA objective will depend to some extent on its design, for example whether it incorporates SuDS, which cannot be assessed at this stage. Where site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. The SFRA recommends that all areas within flood zone 2 are at risk of becoming flood zone 3 once climate change is taken into account. As such:

- Sites that are entirely or mainly within flood zones 2 or 3 (such that it cannot accommodate at least 5 additional dwellings or an increase of 500 square metres of employment floorspace) and/or sites that are a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3 are likely to have a significant negative (--) effect (red in the HELAA).
- Sites are within flood zone 1 but have areas at risk from surface water flooding and/or sites that contain some land in Flood Zones 2 and/or 3 but there is sufficient land in Flood Zone 1 to accommodate 5 additional dwellings or an increase of 500 square metres of employment floorspace are likely to have a minor negative (-) effect (amber in the HELAA).
- Sites that are entirely or mainly within flood zone 1 and have no risk of surface water flooding are likely to have a negligible (0) effect (green in the HELAA).

SA objective 12: To minimise Greater Cambridge's contribution to climate change

All types of site options

D.34 The effects of new development in terms of climate change and how development will respond to this issue will depend to some extent on its design, for example whether it incorporates renewable energy generation on site or includes SuDS. However, the proximity of development sites to sustainable transport links will affect the extent to which people are able to make use of non-car-based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour.

D.35 It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale housing developments or employment development, but this cannot be assumed.

D.36 It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which are not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.

D.37 Rapid public transport in Greater Cambridge includes the Cambridge Busway and the railway. Spatial data on proposed rapid public transport stops used to inform assessments is based on the scheme proposals from Greater Cambridge Partnership. There is some uncertainty as to the exact locations and whether all will come forward.

D.38 Therefore:

12a

- Sites that are less than 1.8km from an existing rapid public transport stop (including Cambridge Busway and railway stations), are likely to have a significant positive (++) effect (green in the HELAA).
- Sites that are less than 1.8km from a proposed rapid public transport stop are likely to have significant positive uncertain (++) effects (green in the HELAA).

- Sites that are less than 450m from a bus stop are likely to have a minor positive (+) effect (green in the HELAA).
- Sites that are more than 1.8km from an existing or proposed rapid public transport stop (including Cambridge Busway and railway stations) and more than 450m from a bus stop could have a minor negative (-) effect.

12b

- Sites that are less than 720m of a defined city, district or rural centre will have a minor positive (+) effect (green in the HELAA).
- Sites that are not located within 720m of a defined city, district, or rural centre will have a minor negative (-) effect (amber or red in the HELAA).

SA objective 13: To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality

All types of site options

D.39 Development sites that are within, or directly connected via road, to one of the Air Quality Management Areas (AQMA) in Greater Cambridge, or in AQMA in surrounding Districts, could increase levels of air pollution in those areas as a result of increased vehicle traffic. In the HELAA, 'amber' is the default score for sites within an Air Quality Management Area (AQMA) in case of changes to the AQMA and potential mitigation measures that can be put in place. Therefore:

- Sites that are incapable of being developed to provide healthy internal and external environments and acceptable quality of life / amenity living conditions in regard to air quality after careful design and mitigation are likely to have a significant negative (--) effect (red in the HELAA).
- Sites that are capable of being developed to provide healthy internal and external environments in regard to air quality after careful design and mitigation are likely to have a minor negative (-) effect (amber in the HELAA).
- All sites that are at low risk in regard to air quality are likely to have a negligible (0) effect on air quality (green in the HELAA).

SA objective 14: To facilitate a sustainable and growing economy

Employment / mixed use site options

D.40 All of the employment site options are expected to have positive effects on this objective, due to the nature of the proposed development. Larger sites will provide opportunities for the creation of more new jobs and so would have significant positive effects. Therefore:

- Sites that will provide more than or equal to 5ha employment land will have a significant positive (++) effect.
- Sites that will provide less than 5ha in size will have a minor positive (+) effect.

Residential site options

D.41 This objective focuses on economic growth in terms of the type and location of economic development to be delivered by the Local Plan. The potential for the specific location of residential sites within Greater Cambridge to influence economic factors is considered under SA objective 15. Therefore, a negligible (0) effect is expected for these types of site options in relation to SA objective 14.

SA objective 15: To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge

Employment site options

D.42 All employment sites will contribute to this objective and therefore all will have a positive effect. In addition, the provision of new employment sites within Greater Cambridge is likely to benefit the highest number of residents where are accessible by sustainable transport links. Therefore:

- Sites that are less than 1.8km from an existing rapid public transport stop (including Cambridge Busway and railway stations) are likely to have a significant positive (++) effect.

- Sites that are less than 1.8km from a proposed rapid public transport stop are likely to have significant positive uncertain (++) effects.
- All other employment sites are expected to have minor positive effect (+).

Residential site options

D.43 The location of residential sites will influence the achievement of this objective by determining how easily residents would be able to access job opportunities at existing employment sites.

D.44 The City of Cambridge provides access to a significant range of employment opportunities (including the city centre, business and science parks, and Addenbrooke's Hospital). Some of the larger villages in the South Cambridgeshire District provide services to smaller villages, providing some limited employment. The proximity of site options to employment areas also serves as an indicator of the level of employment opportunities which are likely to be accessible. Therefore:

- Sites that are within 1.8km of an employment area would have a significant positive (++) effect (green in the HELAA).
- Sites that are within 720m of a city, district or rural centre would have a minor positive (+) effect (green in the HELAA).
- Sites that are more than 1.8km from an employment area and more than 720m from a local, neighbourhood or minor rural centre would have a minor negative (-) effect (amber or red in the HELAA).

D.45 In addition, if a site option would result in the loss of an existing employment site, a negative effect would occur in relation to the protection of existing employment sites:

- Sites that are currently in employment use would have a significant negative (--) effect.

Mixed use site options

D.46 Mixed use sites that provide both residential and employment uses will have significant positive (++) effects, as they will locate these uses in close proximity to each other.

D.47 In addition, if a site option would result in the loss of an existing employment site, a negative effect would occur in relation to the protection of existing employment sites.

D.48 Therefore (which could result in mixed effects overall):

- Sites that are currently in employment use would have a significant negative (--) effect.

Appendix E

Councils' justification for selecting the spatial strategy and site allocations for the plan

E.1 This Appendix presents the Councils' reasons for selecting their preferred spatial strategy and related sites in light of the reasonable alternatives considered. It describes the alternative approaches considered throughout the preparation of the Greater Cambridge Local Plan development strategy, not just at draft plan stage. The Councils have explored a wide range of alternative options in considering the preferred development strategy – this process has refined down alternatives as the plan has been developed.

Spatial strategy

Introduction

E.2 This section provides a statement setting out the alternative approaches considered by the Councils throughout the preparation of the Greater Cambridge Local Plan development strategy, not just at draft plan stage. The Councils have explored a wide range of alternative options in considering the preferred development strategy – this process has refined down alternatives as the plan has been developed.

E.3 The statement is written from the point of view of the Councils.

First Conversation and Strategic Spatial Options 2020

E.4 Consideration of alternative strategy options began with identifying and testing 6 spatial options in our First Conversation consultation (issues and options) including undertaking sustainability appraisal. As we developed our interim evidence, we initially identified three growth level options for homes and jobs and 2 further blended spatial strategies creating eight spatial options. These were all tested so we considered 24 strategy options in our interim evidence published in November 2020, including a further Sustainability Appraisal.

First Proposals 2021

E.5 As we moved towards identifying our preferred options – the First Proposals, we identified our objectively assessed need for jobs and homes. Drawing on the evidence we started by identifying a high level preferred spatial option, which included the core preferred strategic sites of North East Cambridge, Cambridge East and Cambourne to provide the majority of our objectively assessed needs. Our evidence showed that these performed well against our core evidence and better than most other alternative options when considered against key aims of:

- Reducing climate impacts through compact development located to connect homes and jobs and where active and sustainable travel can be maximised
- Making best use of suitable safeguarded and brownfield land
- Making best use of existing and proposed key sustainable transport infrastructure
- Supporting rural communities to thrive and sustain services.

E.6 As we developed an emerging preferred option for further testing, we identified a further alternative blended spatial option that warranted testing on an equal basis, which was similar to the preferred option with the exception that it did not include Cambourne and did include non-site specific locations on the edge of Cambridge in the Green Belt. Both were tested in a comparable way to the 8 spatial options, so ten spatial options were tested, prior to confirming the final preferred strategy. The edge of Cambridge Green Belt sites performed in a similar way in many respects to Cambridge East, but they would have significant Green Belt impacts. Given the relatively good performance of Cambourne, which is not in the Green Belt and would maximise the benefits from East West Rail consistent with NPPF guidance to make best use of new infrastructure, weighing these factors in the planning balance, we considered there to be no exceptional circumstances for releasing land on the edge of Cambridge to meet development needs as a matter of principle and that spatial option was not preferred for the First Proposals. Consideration was given to whether there were any site specific exceptional circumstances for releasing any particular site from the Green Belt and only the Cambridge Biomedical Campus was identified as potentially being able to demonstrate such exceptional circumstances reflecting its significance to the life-science key sector and to the national economy. All other sites on the edge of Cambridge in the Green Belt were not able to do so and were not preferred.

E.7 Consideration was given to the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period, reflecting our evidence, and a modest element of housing at smaller sites in was in principle considered to be an

appropriate element of the strategy. Drawing on our evidence, a wide range of sites were considered but many were not preferred due to their impacts, with only a limited number of sites being preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area. Allocating large numbers of sites in villages was not a preferred approach, as evidence demonstrated how poorly a dispersed strategy performed with regard to a number of issues, but particularly in relation to transport and carbon impacts.

E.8 In summary, drawing on our evidence and feedback to the First Conversation consultation, alternatives to the First Proposals preferred option were not preferred as they would either distribute development to less sustainable locations that are distant from Cambridge or without the benefit of very high quality public transport (existing or proposed) that would generate greater car use contrary to our climate change theme, or would require the release of large areas of Green Belt on the edge of Cambridge which would cause significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the First Proposals.

Development Strategy Update 2023

E.9 In January 2023 we published the Development Strategy Update which, drawing on representations to the First Proposals consultation alongside our evidence, we confirmed among other things:

- The inclusion of North East Cambridge, Cambridge East, and Cambridge Biomedical Campus as central building blocks of any future strategy for development, noting the sustainability of these locations.
- that the development strategy principles that informed the First Proposals development strategy remained valid, and we would build on these to inform the identification of any additional sites

Draft plan 2025

E.10 For the draft plan, we identified a revised higher objectively assessed need for jobs and homes (see S/JH Jobs and Homes). Having regard to the confirmed development strategy principles, representations to the First Proposals consultation, and updated evidence as relevant we confirmed that, subject to the removal of two smaller sites, the sites included within the First Proposals remained suitable, available and achievable. In addition to existing supply provided by commitments, these sites meet the majority of the draft plan development needs.

E.11 The options evidence referred to above that informed the First Proposals preferred development strategy remains valid; as such further consideration of options has focused on understanding the impacts of updated growth options, and the choices available to meet the additional needs beyond those met by the First Proposals. Notwithstanding, ahead of the draft plan stage the Councils identified a further previously untested strategic spatial option at Royston that could be seen as an alternative to Cambourne, given that it also involves expansion of an existing settlement. As such we identified the need to retest the performance of Cambourne against other reasonable alternative strategic spatial options in order to ensure we have a consistent understanding of Cambourne's performance against those alternatives.

E.12 At draft plan stage, the broad locations that at a strategic level could form reasonable options for meeting substantive proportions of the remaining objectively assessed needs are edge of Cambridge Green Belt, expanded Cambourne, an additional new settlement option and an expanded town - Royston. Other broad locations reviewed above were rejected as not forming reasonable options. To understand the merits of these options we identified four blended strategic options for testing:

- 9a: 2025 growth option: Hybrid spatial strategy including new settlement, and expanding Cambourne
- 10a: 2025 growth option: Hybrid spatial strategy including Edge of Cambridge: Green Belt, and expanding Cambourne
- 11a - 2025 growth option: Hybrid spatial strategy including expanding an existing market town: Royston and a new settlement
- 11b - 2025 growth option: Hybrid spatial strategy including expanding an existing market town: Royston, and expanding Cambourne

E.13 All four options were tested in a comparable way to the previous 10 spatial options. Sites within the reasonable alternative broad locations were also tested for site specific consideration for allocation and were subject to Sustainability Appraisal. These exercises identified the following key conclusions:

- Edge of Cambridge: Green Belt: sites in this broad location performed in a similar way in many respects to Cambridge East, but would have significant Green Belt impacts.
- Expanded Cambourne: would have a higher car mode share than edge of Cambridge sites but performs best in transport terms out of any broad location tested beyond the edge of Cambridge. With mitigation it can perform well, and better than the emerging new settlements of Waterbeach and Northstowe.

Development is likely to result in localised changes to the character of the Wooded Clayland landscape around Cambourne, which is considered to offer potential opportunities to accommodate growth. Development focused around Cambourne has the potential for impact/s on Eversden & Wimpole SAC and the numerous SSSI (primarily woodland in character) which must be considered cumulatively.

- Expanding a market town: Royston: Development in this location would not be well located to meet Greater Cambridge's housing or employment needs. The expansion sites would be relatively distant from Royston station which would likely limit the number of trips made by sustainable modes, would have a significant adverse effect on landscape character, and sites on the western side of Royston would risk having a significant detrimental impact on Therfield Heath SSSI and Local Nature Reserve. When considered as a whole sites in this location proposed to the plan do not form a coherent expansion of the town. Separate to the above, the Councils cannot currently demonstrate that such sites are achievable, noting that North Hertfordshire District Council have not confirmed their support for the sites. The Councils do not prefer this option and are not proposing allocations in this location.
- New settlements: Given the relatively good in-principle performance of a new settlement on a public transport corridor, which is not in the Green Belt, we considered that a new settlement option was worth further site specific exploration. The new settlement options available were assessed on a comparable basis and from that we identified a potential preferred option new settlement at Grange Farm lying within the Rural Southern Cluster, outside of the Green Belt, that is within walking or cycling distance of established employment locations at Granta Park and Babraham Research Campus, and within a short trip to the growing Wellcome Genome Campus. With the addition of a segregated crossing of the A11, the site would be connected to the Cambridge South East transport scheme - providing direct public transport and active travel opportunities - to Cambridge Biomedical Campus, where a very significant number of jobs will be focused. The Grange Farm site would provide a substantial number of homes close to the rural cluster of business parks that would bring specific benefits that no other new settlement could offer, and nor could an Edge of Cambridge site in the Green Belt.

E.14 Noting the sustainability merits of an expanded Cambourne and Grange Farm alongside the significant Green Belt impacts of releasing land on the edge of Cambridge in the Green Belt, we considered there to be no exceptional circumstances for releasing land on the edge of Cambridge to meet development needs as a matter of principle and that spatial option was not preferred. Consideration was again given to whether there were any site specific exceptional

circumstances for releasing any particular site from the Green Belt. Only the Cambridge Biomedical Campus was identified as potentially being able to demonstrate such exceptional circumstances. All other sites on the edge of Cambridge in the Green Belt were not able to do so and were not preferred. Away from the edge of Cambridge, we also consider that site specific exceptional circumstances exist to justify limited releases at Babraham Research Campus to respond to its unique employment characteristics.

E.15 As for the First Proposals, at draft plan stage consideration was given to the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period, reflecting our evidence, and a modest element of housing was in principle considered to be an appropriate element of the strategy. Drawing on our evidence, a wide range of sites were considered but many were not preferred due to their impacts. Drawing on the agreed development strategy principles, the role of villages within the strategy was not revisited, but further consideration was given to newly proposed smaller sites in sustainable locations. Having completed this exercise only a limited number of sites were preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area.

E.16 In summary, drawing on our evidence and consultation feedback, alternatives to the draft plan preferred option would either distribute development to less sustainable locations that are distant from Cambridge or without the benefit of high quality public transport (existing or proposed) that would enable trips to concentrations of jobs and services by non-car modes, that would generate greater car use contrary to our climate change theme, or would require the release of large areas of Green Belt on the edge of Cambridge which would cause significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the Draft Plan.

Identification of site options

Introduction

Overview

E.17 This “Review of sites to inform identification of new allocations at draft plan stage” sets out the approach taken to reviewing sites to inform the identification of allocations at draft plan stage. As such it updates and supersedes the First Proposals Strategy Topic Paper Appendix 2c.

First Proposals stage

E.18 To inform the First Proposals 2021, more than 700 sites were tested by the councils through the Greater Cambridge Housing and Employment Land Availability Assessment (2021) (HELAA), in a wide range of locations across Greater Cambridge. The testing of sites for possible inclusion in the First Proposals development strategy and through sustainability appraisal focused on sites informed by the emerging preferred strategy option, and the testing carried out via the HELAA as to where a site was suitable, available and achievable for development.

Draft Plan stage

E.19 For this draft plan stage, in addition to the 700 sites previously tested by the councils through the HELAA, over 100 new sites were tested and more than 60 sites were retested on the basis of updated information, following their submission in representations to the Greater Cambridge Local Plan, including during the First Proposals 2021 consultation.

E.20 The testing of sites for possible inclusion in the draft plan development strategy and through sustainability appraisal has again focused on sites informed by the emerging preferred strategy option (see below), and the testing carried out via the HELAA as to where a site was suitable, available and achievable for development.

Overview of approach taken to identifying sites for assessment

E.21 Following review of responses to the First Proposals consultation, the Councils agreed via the Development Strategy Update 2023 that the development strategy principles which informed the First Proposals development strategy remain valid and that the Councils would build on these to inform the identification of any additional sites that may be necessary to meet, or go towards meeting, the 2022 housing and employment need figures.

E.22 As such, the broad strategy choices considered to be reasonable options at First Proposals stage remain valid, and the following groups of sites sitting within these broad strategy options have been tested:

- Newly promoted sites
- Previously submitted sites reassessed on the basis of updated information

E.23 However, the 2025 housing and employment need figures – that are higher than those that informed First Proposals 2021 - necessitate a re-examination of options, and a widening of testing to ensure reasonable options have been fully considered. As such, sites need to be identified from additional broad strategy sources of supply that align with the First Proposals development strategy principles.

E.24 Drawing on the above, the additional broad strategy sources of supply now subject to site specific consideration for allocation, and to sustainability appraisal, are new settlements and Expanding an existing town - Royston.

E.25 For clarity, the approach to site testing for each broad strategy choice at this draft plan stage is set out below.

Approach to site testing for each broad strategy choice

Densification of existing urban areas: Cambridge urban area (First Proposals approach retained)

E.26 All sites tested in the HELAA and identified as potential development options have been subject to site specific consideration for allocation, and for sustainability appraisal. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to appraisal, as they are not considered reasonable options.

Edge of Cambridge – outside Green Belt (First Proposals approach retained)

E.27 All sites tested in the HELAA and identified as potential development options have been subject to site specific consideration for allocation, and for sustainability appraisal.

Edge of Cambridge - Green Belt (First Proposals approach retained)

E.28 The HELAA process identified that most sites would result in significant landscape impacts. However, the edge of Cambridge performs well in many aspects of sustainability due to its proximity to the jobs, homes and infrastructure of the city.

E.29 The National Planning Policy Framework requires that Strategic policy making authorities consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

E.30 It was therefore determined that all individual sites on the edge of Cambridge including those in the green belt should be subject to site specific consideration for allocation, and for sustainability appraisal.

Expanding a growth area around transport nodes – Cambourne (First Proposals approach retained)

First Proposals approach

E.31 The First Proposals preferred development strategy identified Cambourne as a broad location for future development, in association with the opportunities provided by East West Rail and in particular the proposed new railway station. At the time, the location of the station had not yet been established and would be key to understanding where and how additional development should be planned, including considering the individual site constraints identified when testing these land parcels which were put forward through the call for sites process. The allocation of a specific site was therefore rejected. However, individual sites in this area were subject to SA site assessment, to inform the general appraisal of this broad location.

Draft Plan approach

E.32 Ahead of the draft plan stage, East West Rail Company has developed the East West Rail project further, such that it has confirmed a proposed new railway station location at Cambourne, and is progressing towards a statutory Development Consent Order application. Drawing upon this additional certainty regarding the project, the Councils determined that it was now possible to be more specific regarding the scale, form and location of development at Cambourne. This included considering the available options within the broad area of Cambourne, which identified that sites to the north and west of existing Cambourne form reasonable alternatives such that these sites have been considered for allocation and site specific sustainability appraisal. Sites to the south and east of existing Cambourne are rejected as not reasonable options and have not been subject to site specific consideration for allocation, noting that such sites were subject to SA site assessment at First Proposals stage.

New settlements (revision to First Proposals approach)

First Proposals approach

E.33 No sites were identified as potential development options through the HELAA, and further new settlements did not form part of the preferred option for the plan following consideration of new settlements through the strategic options testing process (noting the scale of the 2021 housing and employment needs and the sustainability merits of expanding an existing new settlement at Cambourne as above). Therefore, no sites were considered for allocation, or for site specific sustainability appraisal.

Draft Plan approach

E.34 The evidence for the plan, Sustainability Appraisal and consultation responses above show that in principle, new settlements located on public transport corridors can be sustainable locations for development if they are well connected by public transport to larger settlements. As such, to contribute substantively towards meeting the 2025 housing and employment need figures which are higher than those identified for the First Proposals stage, it was determined that new settlements form a reasonable option at a strategic level, and should therefore be subject to site specific consideration for allocation, and for sustainability appraisal.

E.35 Given the inherent scale of new settlement proposals, the HELAA process identified that such proposals would result in significant landscape and other impacts. However, given the sustainability benefits noted above and the fact that no remaining options are without significant impacts, it was therefore determined that individual sites within the new settlements typology meeting evidence based location and scale criteria should be subject to site specific consideration for allocation, and for sustainability appraisal.

Expanding an existing town - Royston (revision to First Proposals approach)

First Proposals approach

E.36 For the First Proposals, sites promoted north of the A505 at Royston that would form substantive expansions to the town were categorised within the new settlements typology. At that stage, as described above, freestanding new settlements (as

opposed to expanding an existing new settlement at Cambourne) had been rejected as not part of the preferred option and so these sites at Royston were not considered for allocation, or for site specific sustainability appraisal.

Draft Plan approach

E.37 On consideration the Councils consider that these proposals at Royston form a new broad strategy choice not previously considered within the Local Plan development via strategic spatial options testing: that of expanding an existing town. Noting that delivery of these sites would be dependent upon infrastructure within North Hertfordshire, we engaged with North Hertfordshire District Council to confirm their in principle view of development at this location.

E.38 North Hertfordshire District Council's written response to these site proposals identified a number of issues of concern and/or where additional information would be required for the Council (i.e. North Hertfordshire District Council) to fully consider the sites that have been put forward. Their conclusion was "given that there is very little supporting evidence for us to look at, at this point we would not be in a position to confirm our support for (or opposition to) development in these locations" (see full letter in the Greater Cambridge Local Plan Draft Plan Duty to Cooperate Compliance Statement). As such, we cannot demonstrate that these sites are achievable. Noting this uncertainty, we consider that the expanding a market town Royston strategic spatial option and site proposals form a potentially reasonable option at a strategic and site specific level. To ensure we understand the merits of these potentially reasonable options we have therefore tested both the strategic spatial option and site proposals via our evidence bases and Sustainability Appraisal in a proportionate way, and have considered the above sites for site specific allocation and via Sustainability Appraisal.

Rural Southern Cluster (First Proposals approach retained)

E.39 All sites tested in the HELAA and identified as potential development options in the locations below have been subject to site specific consideration for allocation, and for sustainability appraisal. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to appraisal, as they are not considered reasonable options.

E.40 This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport. Sites at other villages on the corridor were not considered reasonable options, as they would not provide sustainable locations to allocate development. Residential proposals

which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for development. Note that the Councils have reviewed representations to the First Proposals consultation regarding the S/SH: Settlement Hierarchy policy to confirm our understanding of which settlements sit in which settlement hierarchy category.

Rural Centres

- Great Shelford and Stapleford
- Sawston

Minor Rural Centres

- Linton

Group Villages with very good Public Transport Access

- Babraham
- Great Abington
- Little Abington
- Duxford
- Whittlesford

Rest of the rural area (First Proposals approach retained)

E.41 All sites tested in the HELAA and identified as potential development options in the better served villages have been subject to site specific consideration for allocation, and for sustainability appraisal.

E.42 This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport. Sites at other villages were not considered reasonable options, as they would not provide sustainable locations to allocate development. Note that the Councils have reviewed representations to the First Proposals consultation regarding the S/SH: Settlement Hierarchy policy to confirm our understanding of which settlements sit in which settlement hierarchy category.

E.43 Residential proposals which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for

development. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to site specific consideration for allocation, and for sustainability appraisal, as they are not considered reasonable options.

Rural Centres

- Histon and Impington

Minor Rural Centres

- Bar Hill
- Bassingbourn-cum-Kneesworth
- Comberton
- Cottenham
- Fulbourn
- Gamlingay
- Girton
- Melbourn
- Milton
- Papworth Everard
- Swavesey
- Waterbeach
- Willingham

Group Villages with very good Public Transport Access

- Foxton
- Hardwick
- Highfields Caldecote
- Longstanton
- Meldreth
- Oakington and Westwick

Employment proposals within the Rural Southern Cluster and Rest of Rural Area (First Proposals approach retained but expanded)

First Proposals approach

E.44 A more flexible approach was taken to employment proposals within the Rural Southern Cluster and Rest of Rural Area than for residential proposals, acknowledging that such uses may be located in rural areas. See also Appendix 8, which reviews the substantive economic arguments made by employment site promoters.

Draft Plan approach

E.45 For the draft plan stage the flexible approach noted above has been retained but expanded upon as follows. The Councils' Greater Cambridge Industrial and Warehousing Sector Study 2025 identified a need for a large amount of floorspace for advanced manufacturing, warehousing and distribution, and also identified a market preference for sites meeting such needs to have access to the Strategic Road Network, and the A14 in particular. Given the inherent scale of proposals that could meet these needs, the HELAA process identified that such proposals would result in significant landscape and other impacts. However, given the market's locational preferences noted above and the fact that no remaining options are without significant impacts, it was therefore determined that individual sites for such industrial and warehousing uses meeting the evidence based location and scale criteria should be subject to site specific consideration for allocation, and for sustainability appraisal.

Site Selection – the Preferred Options

- Reasons for the preferred development strategy are addressed in the main body of the Strategy Topic Paper. The following sections provide a summary of why sites subject to appraisal were included in the draft plan as preferred options, and why other sites were not included.

Sites preferred

Cambridge

1-33 Stanton House, Christchurch Street

Site details:

- HELAA reference: 200818
- Policy reference: S/C/SH
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location with easy walking access to shops, employment and public transport.

137 and 143 Histon Road, Cambridge

Site details:

- HELAA reference: 40385a
- Policy reference: S/C/HTR
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location. Part of the site has planning permission and is under construction. This is a Cambridge Investment Partnership scheme.

1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages

Site details:

- HELAA reference: 200822
- Policy reference: S/C/HPC
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The previously developed site would provide opportunities to bring forward regeneration of an existing housing estate in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. This is a Cambridge Investment Partnership scheme.

1-99 Ekin Road and 1-8 Ekin Walk

Site details:

- HELAA reference: 200827
- Policy reference: S/C/ER
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site would provide opportunities to bring forward regeneration of an existing housing estate in a highly sustainable location close to Newmarket Road with easy walking access to shops, employment and public transport. This is a Cambridge Investment Partnership scheme.

2-28 Davy Road and Garage Blocks

Site details:

- HELAA reference: 200823
- Policy reference: S/C/DR
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site would provide opportunities to bring forward regeneration of an existing housing estate in a highly sustainable location close to Cambridge Station with easy walking access to shops, employment and public transport. This is a Cambridge Investment Partnership scheme.

315 - 349 Mill Road and Brookfields (Policy 27 - R21)

Site details:

- HELAA reference: OS046a
- Policy reference: S/C/BFS
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site on Mill Road, Cambridge offers the opportunity to deliver a mixed use development in a sustainable location. It is in a highly sustainable location with easy walking access to shops, employment and public transport.

Betjeman House/ 100-112 Hills Road, Cambridge

Site details:

- HELAA reference: 40214

- Policy reference: S/C/BJH
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The First Proposals proposed to carry forward Cambridge Local Plan 2018 Site allocation M44 allocated for mixed use development including residential use. The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. However, since the First Proposals, planning permission has been granted on appeal which includes the demolition of Betjeman House, Broadcasting House, Ortana House, Francis House and the rear multi-storey carpark to Francis House to allow for construction of two new commercial buildings providing flexible B1(a), B1(b), A1, A2, A3 uses, and the refurbishment of the Flying Pig Public House.
- An extant permission remains for a mixed use scheme although the developer has indicated they are pursuing the employment scheme. Nevertheless, the preferred approach remains to develop the site as a mixed use scheme including residential.

Land south of Coldham's Lane, Cambridge / South of Coldham's Lane Area of Major Change**Site details:**

- HELAA reference: 40134a
- Policy reference: S/C/SCL
- Proposed land use: Employment
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The site is a former landfill and currently contaminated land. This call for sites proposal includes residential development, which would not be suitable for this site. Part of the South of Coldham's Lane area of major change is suitable for commercial development subject to detailed site considerations, to be delivered as part of a masterplan for the wider site, which will include opportunities to

deliver new open space. The broader site has outline planning permission (23/04590/OUT) to develop part of the site (40134a) for commercial use and the other parts of the site for outdoor recreational uses and an urban country park.

Garages between 20 St. Matthews Street and the Blue Moon Public House, Cambridge

Site details:

- HELAA reference: 44108a
- Policy reference: S/C/SMS
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site would provide opportunities to improve the character of an existing garages site. It is in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. This is a Cambridge Investment Partnership scheme.

Cambridge Junction and Cambridge Leisure, Hills Road

Site details:

- HELAA reference: OS271
- Policy reference: S/C/CJ
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site would provide opportunities to redevelop the existing cultural uses to improve facilities whilst also providing a range of complimentary uses including homes and employment floorspace. It is in a highly sustainable location close to shops, employment and public transport.

Former Garage Block, East Road

Site details:

- HELAA reference: 200821
- Policy reference: S/C/GER
- Proposed land use: Housing
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site would provide opportunities to improve the character of an existing garages site. It is in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. This is a Cambridge Investment Partnership scheme.

North Cambridge Academy, (NCA) - 108, Arbury Road, Cambridge

Site details:

- HELAA reference: 200839
- Policy reference: S/C/NCA
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This site would provide opportunities to redevelop previously developed land within a sustainable location, close to shops and public transport. Part of the site falls within a Protected Open Space designation, but is not publicly accessible or used for educational purposes related to North Cambridge Academy. There is an opportunity to improve access to the site as part of the development through the provision of new indoor and outdoor sports facilities for educational and community uses.

Travis Perkins, Devonshire Road (Policy 27 - R9)

Site details:

- HELAA reference: 51615
- Policy reference: S/C/TRP
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This brownfield site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location. The site has planning permission and is under construction.

Police Station, Parkside (Policy 27 - M4)

Site details:

- HELAA reference: OS037/ 40111
- Policy reference: S/C/PPS
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- Site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. There is potential for development whilst considering the heritage value asset within the site. The site was also submitted through the call for sites for a scheme which implied site clearance which would not take account of existing heritage value.

Horizons Resource Centre, 285 Coldham's Lane (Policy 27 - R11)

Site details:

- HELAA reference: 59379

- Policy reference: S/C/HRC
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The First Proposals proposed not carrying forward this allocation from the 2018 Cambridge Local Plan because there was uncertainty about its deliverability during the Plan period. However, further information has been provided by the landowner to confirm the site is available within the timeframe of the Local Plan. It has been identified as an allocation in the draft Greater Cambridge Local Plan.

CPDC, Foster Road (Policy 27 - R16)**Site details:**

- HELAA reference: 59387
- Policy reference: S/C/PDC
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The First Proposals proposed not carrying forward this allocation from the 2018 Cambridge Local Plan because there was uncertainty about its deliverability during the Plan period. However, further information has been provided by the landowner to confirm the site is available within the timeframe of the Local Plan. It has been identified as an allocation in the draft Greater Cambridge Local Plan.

Clifton Road Area (Policy 27 - M2)**Site details:**

- HELAA reference: OS043
- Policy reference: S/C/CLT

- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site in the central area of Cambridge provides the opportunity to deliver a mixed-use development in a sustainable location. Whilst further masterplanning work is required to be undertaken to confirm the overall mix and quanta of uses, the site would be suitable for a mix of housing, employment and supporting uses. Since First Proposals, the landowners have confirmed that the site is available and capable of being brought forward for development within the Plan period.

Old Press/Mill Lane, Cambridge**Site details:**

- HELAA reference: OS258
- Policy reference: S/C/OPM
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- Allocated in the adopted Cambridge Local Plan, the site remains suitable for student accommodation and other commercial uses in the heart of Cambridge and is capable of coming forward during the Plan period. It is therefore proposed to retain the allocation.

New Museums, Downing Street, Cambridge**Site details:**

E.46 HELAA reference: OS259

- Policy reference: S/C/NMD
- Proposed land use: Mixed use

- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- Allocated in the adopted Cambridge Local Plan 2018, the site remains suitable for university related uses and is capable of coming forward during the Plan period. It is therefore proposed to retain the allocation.

Henry Giles House, 73-79 Chesterton Road, Cambridge**Site details:**

- HELAA reference: 40103
- Policy reference: S/C/HGH
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site provides an opportunity for redevelopment to improve on the existing building's contribution to its surrounding character. It is in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.

Land at Barnwell Road and Newmarket Road/ 636 - 656 Newmarket Road (Policy 27 - R6)**Site details:**

- HELAA reference: OS272
- Policy reference: S/C/BRN
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This previously developed site provides an opportunity for development in Cambridge in a sustainable location close to shops, employment and public transport. The landowner has confirmed that the site is available for development during the Plan period. Part of the site has full planning permission to redevelop the existing local centre to provide a new community centre, library, pre-school, shops and/ or café and/ or commercial space and 120 homes, but there are further opportunities for development on other parts of the site that support the proposed allocation.

Parcel Com4, Orchard Park**Site details:**

- HELAA reference: OS023
- Policy reference: S/C/OPK
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This is the last remaining site within the broader Orchard Park development. It provides an opportunity to retain an attractive urban edge to Cambridge through the delivery of a hotel based scheme with the necessary mitigation measures in relation to noise and air pollution generated by traffic on the A14. The site has full planning permission for an aparthotel, hotel and supporting mixed use facilities but allocation is appropriate as development has yet to commence.

Station Road West, Cambridge**Site details:**

- HELAA reference: N/A
- Policy reference: S/C/SRW
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- This is the last remaining undeveloped area within the original Station Road West site first allocated in the Cambridge Local Plan 2006. The site has full planning permission for two office blocks and a multi-storey car park but allocation is appropriate as development has yet to commence.

North East Cambridge Area Action Plan - Amended Boundary, Sept 2019 (SS/5)**Site details:**

- HELAA reference: OS062
- Policy reference: S/NEC
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons for inclusion in preferred approach:

- The site would provide an opportunity to redevelop previously developed land within a highly sustainable location for a range of uses including homes, employment and community facilities. While Housing Infrastructure Fund has been withdrawn for part of the site, which may affect its achievability, it remains suitable and available for mixed use development, and aligned with the proposed strategy. The Councils will continue to explore alternative funding options and intends to retain the proposed allocation.

Edge of Cambridge: Non Green Belt**Cambridge East (Safeguarded Land)****Site details:**

- HELAA reference: OS213
- Policy reference: S/CE
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- Site previously removed from the Green Belt and safeguarded for development should the airport site become available. The site is now being proposed for allocation as it provides an opportunity for a new urban quarter for Cambridge that can be served by high quality public transport and support active modes of travel. It is expected to be available for development during the Plan period.

West Cambridge (M13 Designated Site)**Site details:**

- HELAA reference: OS161
- Policy reference: S/WC
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- The University's West Cambridge site provides an opportunity to contribute to meeting development needs, including the creation of an innovation district. A revised masterplan for the site has been approved but allocation is still appropriate as parts of the site are still to be developed.

Fulbourn Road East (Fulbourn) (Policy E/3)**Site details:**

- HELAA reference: OS055
- Policy reference: S/EOC/FRE
- Proposed land use: Employment
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- The site was allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for employment development on the edge of Cambridge at the Peterhouse Employment site, adding to the cluster of

existing development in this sustainable location, and warrants continued allocation.

Cambridge Biomedical Campus extension (Policy E/2)

Site details:

- HELAA reference: OS056
- Policy reference: S/CBC/E/2
- Proposed land use: Employment
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- This site was allocated for development by the South Cambridgeshire Local Plan 2018. While the site is affected by some constraints, including drainage and close proximity to the Nine Wells nature reserve, these are capable of being mitigated. It provides an opportunity for further development and to meet the future needs of the Cambridge Biomedical Campus.

North West Cambridge (Eddington)

Site details:

- HELAA reference: OS274
- Policy reference: S/NWC
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- The development, now known as Eddington, is becoming a thriving urban quarter. Identified for development through the North West Cambridge Area Action Plan, there are now opportunities to deliver additional residential development within the site, which as a result of its sustainable location close to public transport links and its emerging retail centre provides a suitable location for additional development.

Land between Huntingdon Road and Histon Road (SS/2)

Site details:

- HELAA reference: OS024
- Policy reference: S/HHR
- Proposed land use: Housing
- Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

- This site combines allocations from the Cambridge Local Plan 2018 and the South Cambridgeshire Local Plan 2018. Part of the site (Phase 1 of development) has outline planning permission and some parcels have detailed planning permission. Some of these parcels are under construction or have been developed. The other part of the site (Phases 2 and 3 of development) also has outline planning permission. Given the site will still be coming forward when the new plan is adopted it is proposed to carry forward the allocations into the new plan. The policy combines the different phases into a single allocation to ensure that Darwin Green is built as a comprehensive sustainable development.

Edge of Cambridge: Green Belt

Cambridge Biomedical Campus Extension (North of Granham's Road)

Site details:

- HELAA reference: OS217
- Policy reference: S/CBC
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

- This site could facilitate sustainable growth of the Biomedical Campus, a key location for skilled employment and economic growth, whilst minimising impacts on the landscape, including the nearby chalk hills. The proposed development extent, which focused on lower-lying land away from White Hall, provides an opportunity for a new comprehensive green buffer on the edge of the city in tandem with the development taking place at Worts Causeway on the opposite side of Babraham Road. The Greater Cambridge Green Belt Study (2021) identifies an area adjoining Babraham Road where the harm of release would be lower than other areas further to the south, east and west, although this is still acknowledged as a high level of harm. Given the national and international importance of the Campus in health, life-sciences and biotechnology, and the significant public transport infrastructure investment into the area with the new Cambridge South Railway Station, it is considered there is a case for exceptional circumstances for a limited release of land from the Green Belt in this location.

Bell School, Babraham Road, Cambridge**Site details:**

- HELAA reference: N/A
- Policy reference: S/EOC/BS
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

- The Bell School was part of the Cambridge Southern Fringe allocation in the Cambridge Local Plan 2018 (and the Cambridge Local Plan 2006). The original allocation has largely been developed and the boundary has been re-drawn to match the remaining undeveloped part of the site, which remains suitable and available for development.

Land north of Worts' Causeway, Cambridge

Site details:

- HELAA reference: OS049
- Policy reference: S/EOC/NOW
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

- This site was allocated for residential use in the Cambridge Local Plan 2018. The site has detailed planning permission and construction has started.

Land south of Worts' Causeway, Cambridge

Site details:

- HELAA reference: OS050
- Policy reference: S/EOC/SWO
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

- This site was allocated for residential use in the Cambridge Local Plan 2018. The site has detailed planning permission and construction has started on the first phase of housing development.

Land at Fen Road, Cambridge

Site details:

- HELAA reference: 40394
- Policy reference: S/LAC/RM1-H/7
- Proposed land use: Residential

- Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

- This site has been identified for boat moorings in the adopted Local Plans. However, the latest Accommodation Needs Assessment of Gypsies, Travellers, Travelling Showpeople, Bargee Travellers, and other caravan and houseboat dwellers for Cambridge and South Cambridgeshire concluded that there is no specific need for additional residential moorings within Greater Cambridge and there is no evidence that the site is either deliverable or developable.

Expanding a growth area around transport nodes - Cambourne

Cambourne North

Site details:

- HELAA reference: OS275
- Policy reference: S/CBN
- Proposed land use: Mixed use
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons for inclusion in preferred approach:

- The site could provide a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. This site includes ancient woodland, SSSIs and other ecological assets as well as known and unknown archaeological remains, but it is judged that the scale of the development would provide adequate opportunity for adverse impacts on these features and assets to be mitigated through masterplanning and design. The proposed site boundary and development extent optimises the long-term development opportunity balanced against

mitigating potential adverse impacts on landscape, ecology and heritage assets. There is a need for a significant landscape/GI buffer between Cambourne North and nearby villages, to avoid coalescence and mitigate landscape and heritage harm. To achieve these outcomes, this site - located to the west of the proposed East West Rail station and relatively close to Papworth - is proposed partly for development and partly for this landscape/GI buffer.

Cambourne

Site details:

- HELAA reference: OS020
- Policy reference: S/CB
- Proposed land use: Mixed use
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons for inclusion in preferred approach:

- Cambourne is a well established new settlement, now comprising four inter-linked villages, that has been in development for decades. The fourth village, West Cambourne, is still being built out and the policy allocation will help to guide future development both within West Cambourne and across Cambourne as a whole.

New Settlements

Bourn Airfield New Village

Site details:

- HELAA reference: OS028
- Policy reference: S/BA
- Proposed land use: Mixed use
- Spatial area: New Settlements

Reasons for inclusion in preferred approach:

- Bourn Airfield new village has outline planning permission for 3,500 dwellings. However, reserved matters planning applications will need to be approved before development can commence and carrying forward this allocation will help to provide context for the on-going development of the new settlement.

Northstowe**Site details:**

- HELAA reference: N/A
- Policy reference: S/NS
- Proposed land use: Mixed use
- Spatial area: New Settlements

Reasons for inclusion in preferred approach:

- Northstowe is a new town with various outline and reserved matters planning permissions for 10,000 dwellings. Phase 1 is nearly complete and construction has started on phase 2. However, many more detailed planning permissions will be required and development will continue for several years, beyond the life of this new plan. Carrying forward this allocation will help to provide context for the on-going development of Northstowe.

Waterbeach New Town**Site details:**

- HELAA reference: OS027
- Policy reference: S/WNT
- Proposed land use: Mixed use
- Spatial area: New Settlements

Reasons for inclusion in preferred approach:

- Waterbeach is a new town with various outline and reserved matters planning permissions for 11,000 dwellings. The first houses have been completed on the

western part of the new town although many more reserved matters planning permissions will be required and the eastern part of the new town has outline consent. Development will continue for several years, beyond the life of this new plan. Carrying forward this allocation will help to provide context for the on-going development of Waterbeach.

Land adjacent to A11 and A1307 at Grange Farm

Site details:

- HELAA reference: TBC larger than 59401
- Policy reference: S/GF
- Proposed land use: Mixed use
- Spatial area: New Settlements

Reasons for inclusion in preferred approach:

- This site is located in the Rural Southern Cluster, an area of significant existing and ongoing growth in employment. It is in close proximity to high quality jobs, within walking or cycling distance of established employment locations at Granta Park and Babraham Research Campus and will be connected by the Cambridge South East transport scheme (CSET) - providing good public transport and active travel connections to Cambridge Biomedical Campus (another proposed location for further employment development). The proposed development is of sufficient scale to provide a wide range of services and facilities on site to meet the day to day needs of the population, and the CSET scheme will provide sustainable access to central Cambridge for other services. However, large scale development at Grange Farm would likely result in adverse impacts on designated environmental and heritage assets, in particular on the Roman Road SSSI and Scheduled Ancient monument. The scale of the site provides opportunity to mitigate these impacts through careful masterplanning of the site.

Rural Southern Cluster

Comfort Cafe, Four Wentways, Little Abington

Site details:

- HELAA reference: 40125
- Policy reference: S/RSC/CC
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- This site is previously developed land capable of meeting evidenced demand for start-up and grow on space close to existing research parks. It is in a sustainable location with close proximity to the proposed future travel hub for the South East Cambridge Transport Scheme.

The Babraham Research Campus, Cambridge

Site details:

- HELAA reference: 51604a
- Policy reference: S/RSC/BRC
- Proposed land use: Mixed use
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. It provides an opportunity for further development and to meet the future needs of the Babraham Research Campus, supporting the continued growth of this nationally important location for research and development and meeting evidenced needs for additional space. The site also has the potential to meet the housing needs of key workers. Collectively, it is judged that these factors provide the exceptional circumstances needed to justify its release from the Green Belt.

Land at Maarnford Farm, Hunts Road, Duxford

Site details:

- HELAA reference: 40558
- Policy reference: S/RSC/MF
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- Well related to existing village – close to school, and within walking and cycling distance of Whittlesford Parkway Station. Site is supported by the parish council.

Former Spicers Site, Sawston Business Park, Sawston

Site details:

- HELAA reference: OS261
- Policy reference: S/RSC/FSS
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- The site previously had planning permission for employment uses which has now lapsed. The site provides opportunity for comprehensive redevelopment of previously developed land. While there is potential for impacts on the setting of a nearby Scheduled Ancient Monument, it is judged that this constraint can be overcome.

Genome Campus, Hinxton

Site details:

- HELAA reference: N/A

- Policy reference: S/RSC/GC
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- The site has, in part, planning permission for a significant campus expansion, creating a new settlement containing homes, employment and community uses. The policy reflects the planning permission whilst providing guidance for any future materplanning to redevelop the existing campus.
- At draft plan stage the allocation for Wellcome Genome Campus has not been subject to Sustainability Appraisal, nor has a HELAA assessment been completed for this site. This is consistent with other sites included within the plan that benefit from planning permission, noting that the planning application process has subjected sites of this kind to more detailed testing than is proportionate at a plan-making level. The draft plan allocation for the Wellcome site reflects the land uses and development quanta associated with the site's extant permission for land to the east of the A1301, however the allocation boundary also incorporates the existing Wellcome Campus, reflecting the Councils' understanding that the landowner wishes to enable redevelopment of parts of that existing campus. Given the current uncertainty regarding the specifics of these additional proposals, this expanded area has not been subject to Sustainability Appraisal nor has a HELAA assessment been completed for it. Ahead of Proposed Submission stage, when more detail is known about the redevelopment of specific parcels within the existing campus, we would then look to undertake a HELAA assessment and Sustainability Appraisal of the entire allocation area based on the revised development numbers.

Land south of Babraham Road, Sawston (H/1(c))**Site details:**

- HELAA reference: OS030
- Policy reference: S/RSC/SBR
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

- This land was allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for development in one of the most sustainable villages in Greater Cambridge. The site has full planning permission and construction has started.

Rest of Rural Area**Land at Highfields (phase 2), Caldecote****Site details:**

- HELAA reference: 51599a
- Policy reference: S/RRA/H
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- Site with lapsed planning permission in close proximity to proposed Cambourne to Cambridge Public Transport Scheme stop. The site is adjacent to a recently completed residential development and, with appropriate landscaping, provides a suitable infill opportunity.

Land to the west of Cambridge Road, Melbourn**Site details:**

- HELAA reference: 40490a
- Policy reference: S/RRA/CR
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This enclosed site would have limited landscape impacts. Whilst it has been put forward for residential development through the call for sites, it provides an opportunity for mixed use development next to Melbourn Science Park that would complement adjacent employment uses and provide opportunities to deliver new homes. The site also benefits from close proximity to sustainable public transport links to Cambridge at Meldreth railway station.

The Moor, Moor Lane, Melbourn**Site details:**

- HELAA reference: 40215
- Policy reference: S/RRA/ML
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- The site is in an identified Minor Rural Centre with a number of village services and also benefits from close proximity to sustainable public transport links to Cambridge at Meldreth railway station. It is bounded by development on three sides with screening provided by existing vegetation. It is therefore proposed for allocation.

The Land adj to Buckingway Business Park, Swavesey**Site details:**

- HELAA reference: 40455
- Policy reference: S/RRA/BBP
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- The site would meet evidenced demand for warehousing and distribution units around Cambridge. It would extend an existing employment location that is connected to the strategic road network. It is suitable subject to demonstrating access via the business park internal road and providing an appropriate odour assessment.

Land to the north of St Neots Road, Hardwick**Site details:**

- HELAA reference: 40224
- Policy reference: S/RRA/SNR
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- The site would provide an opportunity for local employment opportunities near to the Bourn Airfield New Village site, in close proximity to the proposed Cambourne to Cambridge Public Transport Scheme stop. Although the site has been put forward for both employment and residential uses it is considered that its proximity to the A428, separation from the village by another main road and distance to local village services would make the site less suitable for residential use.

Old Highways Depot, Twenty Pence Lane, Cottenham**Site details:**

- HELAA reference: 40384
- Policy reference: S/RRA/OHD
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- Existing employment site of mostly previously developed land within the village of Cottenham. Opportunity for development to make best use of the site. The site has an unimplemented full planning permission (24/01108/FUL) for replacement office and storage buildings.

Compass House and adjacent land, Chivers Way, Histon**Site details:**

- HELAA reference: 200831
- Policy reference: S/RRA/CH
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- The site partly lies within the Vision Park business park and partly former railway yard adjoining the park. Both parts of the site are covered by policies in the South Cambridgeshire Local Plan 2018 promoting the intensification of employment and commercial uses. The site provides an opportunity to intensify employment use in a current employment area and regenerate derelict previously developed land.

Land at Slate Hall Farm, Bar Hill**Site details:**

- HELAA reference: 40248
- Policy reference: S/RRA/SHF
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network as well as

being in a sustainable location, being close to and having good active travel accessibility to Cambridge, Northstowe and Bar Hill. Constraints affecting the site include landscape and transport capacity constraints, but it is judged that these could be mitigated through development.

Land to the south and east of the A14 Services, Boxworth

Site details:

- HELAA reference: N/A
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This site is large enough to meet a significant portion of Greater Cambridge's industrial/distribution needs. It would also provide additional land for HGV parking in a location that is well located for the adjacent A14 Services, to meet another identified need. It is on the Strategic Road Network within a commutable distance of Cambridge, and would have good active travel accessibility to Swavesey; although active travel options to Cambridge and Northstowe would be limited by distance. The existing Services would provide services for workers on the site. A significant proportion of development at this site would be on land previously used as a site compound for the A14 works. A landscape led approach would allow significant landscape buffering and new habitats to be created alongside biodiversity enhancements. Transport mitigation will also be required to manage the impact of increased HGV trips. The site's potential archaeological sensitivity is acknowledged, but it is judged that this could be investigated further and mitigated as part of the development. This smaller site previously proposed for the First Proposals consultation is not preferred as it would not maximise the capacity of the area to provide for industrial and warehousing floorspace.

Land to the south and east of the A14 Services, Boxworth

Site details:

- HELAA reference: 45107
- Policy reference: S/RRRA/SCS
- Proposed land use: Employment

- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This site is large enough to meet a significant portion of Greater Cambridge's industrial/distribution needs. It would also provide additional land for HGV parking in a location that is well located for the adjacent A14 Services, to meet another identified need. It is on the Strategic Road Network within a commutable distance of Cambridge, and would have good active travel accessibility to Swavesey; although active travel options to Cambridge and Northstowe would be limited by distance. The existing Services would provide services for workers on the site. A significant proportion of development at this site would be on land previously used as a site compound for the A14 works. A landscape led approach would allow significant landscape buffering and new habitats to be created alongside biodiversity enhancements. Transport mitigation will also be required to manage the impact of increased HGV trips. The site's potential archaeological sensitivity is acknowledged, but it is judged that this could be investigated further and mitigated as part of the development. This larger site proposed for draft plan would enable the site to provide for additional industrial and warehousing space.

Over, Norman Way (residue) (Policy E/5(1))**Site details:**

- HELAA reference: OS057
- Policy reference: S/RRA/NW
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This small site is the last undeveloped parcel of the land allocated for this industrial estate that has not been developed. It sits between the developed part of the industrial estate and a tree belt screening the site and provides capacity for industrial or storage uses. The landowner indicates that the site is available for development within the Plan period.

Bayer CropScience Site, Hauxton

Site details:

- HELAA reference: OS254
- Policy reference: S/RRA/H/2
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- Whilst the development in this area is almost complete following approval of full planning permission, this site comprises an area of planned for commercial development has yet to be developed. This provides an opportunity to support local jobs and is proposed to be allocated to so it is retained for employment uses.

Fulbourn and Ida Darwin Hospitals

Site details:

- HELAA reference: N/A
- Policy reference: S/RRA/FID
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

- This site was originally allocated for mixed use development in the Site Specific Policies DPD 2010. The rationalisation of health care services on the site through the reconfiguration of existing buildings will enable new mental health services and residential development. Combined with the creation of open countryside this redevelopment of a brownfield site could help to increase the openness of the Green Belt. There is a detailed permission for 203 dwellings on the Ida Darwin hospital site and construction has started.

Sites not preferred

Cambridge

Telephone Exchange south of 1 Ditton Lane

Site details:

- HELAA reference: OS140
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- There is uncertainty whether this site will be available for development in the plan period, therefore the site is not proposed for allocation.

SJC Innovation Park, Cowley Road, Cambridge

Site details:

- HELAA reference: 40480
- Proposed land use: Employment
- Spatial area: Cambridge

Reasons why site is not preferred:

- This area sits within the North East Cambridge area which is proposed for allocation and forms a key part of the development strategy. A standalone allocation for this part of the site is therefore not proposed.

Abbey Stadium, Newmarket Road, Cambridge

Site details:

- HELAA reference: 40123

- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- Abbey Stadium is protected open space. Without an alternative site or proposal which sets out how the uses will be retained, its loss would impact on formal sports provision for Cambridge United FC. The site is proposed as a policy area which supports the principle of redevelopment of the stadium for football and supporting uses.

Land on north side of Station Road, Cambridge**Site details:**

- HELAA reference: 40133
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- Development of the site would cause substantial harm, or severe or significant "Less than substantial harm" to a designated heritage asset or the setting of a designated heritage asset which cannot be reasonably mitigated. Site does not warrant specific allocation. Proposed to continue to be part on an opportunity area.

Land south of Wilberforce Road, Cambridge**Site details:**

- HELAA reference: 40298a
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- The First Proposals proposed to carry forward Cambridge Local Plan 2018 Site allocation U3, which identifies the site as suitable for student accommodation. However, subsequently a planning application has been granted which has been implemented. It is therefore no longer necessary to allocate the site.

Clifton Road Industrial Park, Cambridge**Site details:**

- HELAA reference: 48068
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- Site in a highly sustainable location close to the centre of Cambridge within easy walking access to shops, employment and public transport. The draft Greater Cambridge Local Plan carries forward the site as part of the wider Clifton Road Area allocation. However, there may be challenges in developing this part of the site suggested through the call for sites in isolation for residential development due to adjoining industrial uses and this could also undermine efforts to develop the whole site in a coordinated manner. Therefore, it is inappropriate to allocate the site in isolation.

Camfields Resource Centre & Oil Depot (Policy 27 - R5), 137-139 Ditton Walk**Site details:**

- HELAA reference: OS039
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is a brownfield site in the central area of Cambridge. However residential development may not be possible given the adjoining oil depot, which could result in adverse impacts on residential amenity.

Land south of Coldham's Lane, Cambridge**Site details:**

- HELAA reference: 40134
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is a former landfill and currently contaminated land. This call for sites proposal includes residential development, which would not be suitable for this site. Part of the South of Coldham's Lane area of major change is suitable for commercial development subject to detailed site considerations, to be delivered as part of a masterplan for the wider site. This has been addressed separately. However, it is inappropriate to allocate the site in isolation for the uses proposed.

North Cambridge Academy, Arbury Road, Cambridge**Site details:**

- HELAA reference: 40018
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- Whilst within the urban area of Cambridge, the site is part of an operational school site. Further evidence would be needed that it is not needed for education uses, and how it could be successfully developed in an integrated way with the existing school grounds. The site may be capable of coming forward as a windfall development should this be resolved.

82 - 90 Hills Road & 57 - 63 Bateman Street (Policy 27 - M5)

Site details:

- HELAA reference: OS044
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- Whilst this is a brownfield site in the central area of Cambridge, it is not clear whether the site can achieve an uplift in floorspace whilst satisfactorily mitigating impacts on adjacent heritage assets, open spaces and their setting. The boundary with Cambridge University Botanic Garden is particularly sensitive.

100-112 Hills Road, Cambridge

Site details:

- HELAA reference: 40214
- Proposed land use: Employment
- Spatial area: Cambridge

Reasons why site is not preferred:

- The First Proposals proposed to carry forward Cambridge Local Plan 2018 Site allocation M44, which allocated the site for mixed use development including residential use. The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. However, since the First Proposals, planning permission has been granted which includes the demolition of Betjeman House, Broadcasting House, Ortana House, Francis House and the rear multi-storey carpark to Francis House to allow for construction of two new commercial buildings providing flexible B1(a), B1(b), A1, A2, A3 uses, and the refurbishment of the Flying Pig Public House. Although an extant permission remains in place for a mixed use scheme including residential, the developers' preferred approach is to bring forward an employment-led scheme.

- The preferred approach remains to maintain the site as a mixed use allocation to help create a vibrant, mixed use area of the city, centred around and accessible to a high quality and improved transport interchange. Therefore, an employment allocation has not been taken forward.

Strangeways Research Laboratory, 2 Worts' Causeway, Cambridge

Site details:

- HELAA reference: 200802
- Proposed land use: Housing
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site contains a Locally Listed Asset and TPO protected trees which must be retained. Given the limited information provided by the site promoter, it is not currently clear whether the site can be redeveloped without having adverse impacts on these assets. There are other sites considered more appropriate for allocation.

Shire Hall, Castle Street, Cambridge

Site details:

- HELAA reference: 40083
- Proposed land use: Employment / Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- The area around Shire Hall has potential for improvement, however there is currently uncertainty around the quantum and phasing of its redevelopment which would affect its achievability as an allocation. While a policy area was considered to ensure the protection and enhancement of Castle Mound, as a Scheduled Ancient Monument it is covered by other policies in the Local Plan. Therefore a policy designation was not judged to be necessary.

Land west of Baldock Way, Cambridge

Site details:

- HELAA reference: 40168
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- Only the front part of the site is considered suitable for development. This would reduce capacity below the threshold at which an allocation would be considered.

Trumpington Park and Ride site, Trumpington

Site details:

- HELAA reference: 40171
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- Part of the site is within the Green Belt. While the Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt, current proposals for the South West Travel hub include the existing site remaining as a park and ride, therefore there is not sufficient evidence that it will be available during the plan period to justify an allocation for an alternative use.

Land at Cambridge North

Site details:

- HELAA reference: 51486
- Proposed land use: Mixed use

- Spatial area: Cambridge

Reasons why site is not preferred:

- This area sits within the North East Cambridge area which is proposed for allocation and forms a key part of the development strategy. A standalone allocation for this part of the site is therefore not proposed.

137 Histon Road, Cambridge**Site details:**

- HELAA reference: 40385
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- Site forms part of a larger allocation proposed for inclusion in the Draft Plan (137-143 Histon Road, Cambridge), addressed separately.

Land at Wolfson Court, Clarkson Road, Cambridge**Site details:**

- HELAA reference: 40390
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- A review of student accommodation needs has identified that existing allocations and planning commitments are sufficient to meet projected needs. Therefore, further allocations or student accommodation are inappropriate.

379 - 381 Milton Road (Policy 27 - M1)

Site details:

- HELAA reference: OS033
- Proposed land use: Mixed use
- Spatial area: Cambridge

Reasons why site is not preferred:

- This area sits within the North East Cambridge area which is proposed for allocation and forms a key part of the development strategy. A standalone allocation for this part of the site is therefore not proposed.

Land south of 8-10 Adams Road, Cambridge

Site details:

- HELAA reference: 40391
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- There are identified site access constraints that it considered could not be overcome, therefore the site is not considered suitable.

Cherry Hinton Telephone Exchange, 152 Coleridge Road, Cambridge

Site details:

- HELAA reference: 40100
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- This is an existing allocation in the Local Plan 2018, but there is uncertainty regarding availability of the site and whether it will come forward for residential uses within the plan period, and therefore it is not considered deliverable at this point. The site may be capable of coming forward as a windfall development should this be resolved.

Addenbrookes Hospital Extension, Cambridge**Site details:**

- HELAA reference: 50505
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- This site relates to development within the Cambridge Biomedical Campus. A broader policy is proposed which would guide comprehensive development within the site, therefore a specific allocation within the site has not been taken forward.

Kett House and 10 Station Road, Cambridge**Site details:**

- HELAA reference: 51605
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is located within the Station Area West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. These policies are proposed to be carried forward, therefore a standalone allocation is unnecessary.

The Paddocks, 347 Cherry Hinton Road (Policy 27 - R7)

Site details:

- HELAA reference: OS032
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site comprises active commercial uses and in reviewing whether the allocation should be carried forward, it is considered more appropriate to retain the site for the existing uses rather than it being redeveloped for residential uses. No evidence has been provided by the promoter that the site would be available or achievable for residential uses.

BT Telephone Exchange & Car Park, Long Road (Policy 27 - R14)

Site details:

- HELAA reference: 40101
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- This is an existing allocation in the Local Plan 2018, but there is no evidence that the redevelopment of the site for housing is deliverable and / or developable within the timeframe of the Local Plan. The site may be capable of coming forward as a windfall development should this be resolved.

149 Cherry Hinton Road and Telephone Ex (Policy 27 - R8)

Site details:

- HELAA reference: OS040
- Proposed land use: Residential

- Spatial area: Cambridge

Reasons why site is not preferred:

- There is uncertainty whether this site will be available for residential development in the plan period, therefore the site is not proposed for allocation.

22 Long Road, Cambridge

Site details:

- HELAA reference: 200782
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is on an established road characterised by large residential properties. Redevelopment for higher density housing would have a detrimental impact on the character of the area and may result in the loss of a number of mature trees. Whilst there are no major constraints affecting the site it is considered that there are more suitable sites available.

Logic House, 143 Newmarket Road, Cambridge

Site details:

- HELAA reference: 200840
- Proposed land use: Residential
- Spatial area: Cambridge

Reasons why site is not preferred:

- A planning permission for 10 flats on this site was implemented in 2024/25 so allocation is no longer appropriate.

Grafton West Car Park, Cambridge

Site details:

- HELAA reference: 200763
- Proposed land use: Mixed Use
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is an existing car park supporting the Grafton Centre. It lies within the Fitzroy/ Burleigh Street/ Grafton Area of Major Change. The site is close to, but not part of, the redevelopment proposals for the Grafton Centre. No evidence has been provided to demonstrate that the adverse impacts of loss of car parking in this busy area could be mitigated. The preferred approach is to consider planning permissions against the area of major change policy approach where the impacts and/or mitigation of car parking losses can be fully considered.

Cambridge Science Park

Site details:

- HELAA reference: 59390
- Proposed land use: Employment
- Spatial area: Cambridge

Reasons why site is not preferred:

- This area sits within the North East Cambridge area which is proposed for allocation and forms a key part of the development strategy. A standalone allocation for this part of the site is therefore not proposed.

Castle Park, Cambridge

Site details:

- HELAA reference: 59735

- Proposed land use: Employment
- Spatial area: Cambridge

Reasons why site is not preferred:

- The site is already in employment use, therefore an allocation is unnecessary.

Edge of Cambridge: Green Belt

Land south of Worts Causeway, Cambridge

Site details:

- HELAA reference: 40139
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. Although the proposal has been scaled down in terms of residential units the landscape impacts remain unacceptable. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Babraham Road, Shelford Bottom

Site details:

- HELAA reference: 40140
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Granham's Road, Cambridge**Site details:**

- HELAA reference: 40138
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- This site is similar to that assessed as OS217, although it includes the narrow field to the south of the Addenbrooke's site, allocated in the previous local plan (OS056). However, it also includes an additional area to the west beyond the hedgerow boundary that would encroach onto White Hill, and should not be included in any Green Belt release. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Chandos Farm, Cherry Hinton Road, Shelford Bottom**Site details:**

- HELAA reference: 40141
- Proposed land use : Employment
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- The proposed use changed from mixed use to employment in response to the First Proposals. This has improved the landscape assessment from Red to Amber as the removal of residential development results in a development form less inconsistent with the existing settlement pattern of isolated large plots. However, the Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt due to the development that already exists. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land west of Trumpington Road, Cambridge**Site details:**

- HELAA reference: 40142
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

E.47 Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Addenbrooke's Road, Trumpington**Site details:**

- HELAA reference: 40143
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Whilst the site has the proximity benefits of an edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of M11 and west of Hauxton Road, Trumpington**Site details:**

- HELAA reference: 40048
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of the site for residential and mixed uses would have significant adverse impacts upon the wide and local landscape character, views and the setting of Cambridge. The Trumpington Meadows development has been designed to include a distinctive urban edge with a green buffers marking the gateway to the city. The removal of this landscape buffer would have an urbanising effect along the edge of the M11, extending development closer to the motorway. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of A14 and south of Milton Road, Impington**Site details:**

- HELAA reference: 40096

- Proposed land use: Employment or Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development would result in significant negative landscape impacts and lead to the encroachment of development to the north of the A14, significantly altering the gap between Histon & Impington and Milton. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Gazelle Way and west of Teversham Road, Teversham**Site details:**

- HELAA reference: 40250
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development would result in coalescence between Cambridge, Teversham and Fulbourn and encroachment into the countryside. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at and adjacent to Cambridge Airport, Newmarket Road, Cambridge

Site details:

- HELAA reference: 40306
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. This proposal includes the safeguarded land outside the Green Belt at the airport which is proposed for allocation. However, this site also includes land to the east of Airport Way in the Cambridge Green Belt. Even if a strong landscape framework were to be integrated into the development, the scale of the built development encroaching east into the Cambridge Green Belt would cause loss of most of the existing landscape character and would likely result in significant, long-term changes to the landscape character within and around the site. The development proposal encompasses a number of land parcels identified by the Cambridge Green Belt Study (2021) that, if released, would result in high or very high harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, including the significant supply of land available through the existing safeguarded land. It is not considered that there are exceptional circumstances for further Green Belt release in this location.

Cambridge South (Cambridge Biomedical Campus) – East

Site details:

- HELAA reference: OS214
- Proposed land use: Employment or mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development of the site would result in significant landscape impacts. It would encroach onto the chalk hills, and reduce the separation between the Biomedical Campus and Great Shelford as well as the Babraham Park and Ride site. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. However, a policy is proposed for the Biomedical Campus, including the potential for smaller Green Belt release adjoining the campus site.

Cambridge South (Cambridge Biomedical Campus) – West**Site details:**

- HELAA reference: OS215
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development of the site would reduce separation between Cambridge and Great Shelford and result in significant landscape impacts. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. However, a policy is proposed for the Biomedical Campus, including the potential for a smaller Green Belt release adjoining the campus site.

Land to the east of Ditton Lane, Fen Ditton**Site details:**

- HELAA reference: 40217
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Whilst the site has the proximity benefits of an edge of Cambridge location, development would contribute to the coalescence of Fen Ditton and Cambridge and result in significant negative landscape impacts as the site provides an important green separation between the village and the city edge (including the new Marleigh development). The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Fulbourn Road and north of Worts Causeway, known as Cambridge South East**Site details:**

- HELAA reference: 40058
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development would result in landscape harm and affect the setting of the City due to the openness of the site, which is exposed to wide views. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2021) as very high harm to the Green Belt if released for development. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Addenbrooke's Road and east of M11, Cambridge South

Site details:

- HELAA reference: 40064
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- This site assessment considers two large sites as a single proposal. Development south of Addenbrookes Road would reduce separation between Cambridge and Great Shelford and result in significant landscape impacts. Development south of the Biomedical Campus as proposed would also result in significant landscape impacts. It would encroach onto the adjoining chalk hills and reduce separation between the Biomedical Campus and the Babraham Park and Ride site. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. This site is not proposed for allocation. However, a policy is proposed for the Biomedical Campus, including the potential for a smaller Green Belt release adjoining the campus site.

Land north of Barton Road and Land at Grange Farm, Cambridge

Site details:

- HELAA reference: 52643
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- The site allows for extensive views to the west of Cambridge and development would result in significant negative landscape impacts, adversely affecting the countryside setting of the city. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2021), with parts identified as very high harm, and parts as high level of harm to the Green Belt if released for development. The proposed development strategy

has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of Huntingdon Road, Girton

Site details:

- HELAA reference: 40486
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Although the site benefits from a location close to Cambridge, it would cause significant landscape harm and is located adjoining the A14 resulting in a poor environment for development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the west of the M11 and north of Madingley Road, Madingley

Site details:

- HELAA reference: 40491
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development of this site would result in isolated development separated from Cambridge by the M11 and lead to significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development

needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land cornering M11 and Madingley Road, Cambridge

Site details:

- HELAA reference: 40492
- Proposed land use: Mixed use
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development in this location would be isolated from other residential development and would have an urbanising effect along the edge of the M11. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

West of Ditton Lane, Fen Ditton

Site details:

- HELAA reference: 40516
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development in this location would have a significant adverse impact on the character of Fen Ditton by consolidating the different part of the village and result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development

needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land north of Cherry Hinton Caravan Club, Limekiln Road, Cambridge

Site details:

- HELAA reference: 40528
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development in this location would have significant negative impacts on biodiversity. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the east of Horningsea Road, Fen Ditton

Site details:

- HELAA reference: 47647
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development in this location would have a significant impact on the character of Fen Ditton by filling in the gap between the village and the A14. Development would result in significant negative landscape impacts. Views are

long from surrounding areas and across rural fields and countryside and this would be irreversibly altered by development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high / very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to east of Horningsea Road & west of Ditton Lane, Fen Ditton

Site details:

- HELAA reference: 200770
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development in this location would have a significant adverse impact on the landscape character. Development would be an encroachment into the landscape and an urbanisation of the rural landscape, which is an important backdrop to the village. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / high / very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Cherry Hinton Road and south of Worts Causeway, Cambridge

Site details:

- HELAA reference: 47648
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development in this location would be some distance from Cambridge, in the hills to the south of the city, and would result in significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land south of Milton, north of A14, Milton**Site details:**

- HELAA reference: 47943
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of this site would remove the landscape separation between Milton and Cambridge which is considered important to retain. Forming a narrow strip adjoining the A14, it is not considered an appropriate site for allocation to meet our aim of creating great places. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Capital Park, Fulbourn**Site details:**

- HELAA reference: 40087
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- The proposal for the site has been revised to only be the western half, and this has been assessed. This has resulted in a change in the RAG rating for landscaping from red to amber. The reduction in the site area improves the suitability of the site to accommodate built development. However, the site is in a sensitive location between Cambridge and Fulbourn. The removal of the site from the Green Belt is not supported, as the gap between Cambridge and Fulbourn is important to maintain. Development would have a significant impact on the parkland character of this part of the site, which is recognised as a strong characteristic of the Conservation Area. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Capital Park, Fulbourn**Site details:**

- HELAA reference: 59394
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Capital Park is an existing employment development, sited in a sensitive location between Cambridge and Fulbourn. Whilst limited new employment space could be accommodated providing the existing trees, historic landscape character and views are protected, the removal of the site from the Green Belt is not supported as the gap between Cambridge and Fulbourn is important to maintain. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land east of Cabbage Moor, Great Shelford

Site details:

- HELAA reference: 40110
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development upon this site would have a significant adverse impact to the landscape character. It would be an encroachment into the rural countryside and would result in coalescence between the village of Great Shelford with the City of Cambridge. Development of the site will also likely impact the setting of the Scheduled Monument. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Car Park, NIAB Headquarters, 93 Lawrence Weaver Road, Cambridge

Site details:

- HELAA reference: 200850
- Proposed land use: Residential
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- The site is a recently completed car park serving offices on the edge of Cambridge adjacent to the Darwin Green Phase 1 development. The site is in a sustainable location close to jobs, services and facilities with scope for active and public transport use. However, evidence demonstrating that development would not create adverse impacts on office car parking and nearby residential streets has not been provided. Could potentially come forward through development management process as a windfall site.

Land At Fleam End Farm, High Ditch Road, Fen Ditton

Site details:

- HELAA reference: 200756
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development upon this site would have a significant adverse impact on the landscape character, as it would extend Fen Ditton eastwards and reduce the separation and distinctiveness of the village from the city edge (including the new Marleigh development). The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at Fulbourn Hospital, The Drive

Site details:

- HELAA reference: 200844
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- The site is an important open space in the Fulbourn Hospital Conservation Area, and there is a non-designated heritage asset to the south east corner. The masterplan shows redevelopment of buildings important to the Conservation Area. Development of the site would cause significant harm to these designated heritage assets which cannot be reasonably mitigated. The site has a number of landscape constraints, including significant mature trees both at the boundaries and within the site. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the south of Peterhouse Technology Park, Cherry Hinton

Site details:

- HELAA reference: 200790
- Proposed land use: Employment
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- Development would require a robust landscape buffer to contain the urban edge, which would constrain capacity at this narrow site. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the south of allocation E/3 and to the rear of Westbourn Farm, Cambridge

Site details:

- HELAA reference: 200795
- Proposed land use: Employment
- Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

- This site would require a landscape strategy and Landscape and Visual Impact Assessment to mitigate impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Expanding a growth area around transport nodes - Cambourne

Land north of Cambourne, Knapwell

Site details:

- HELAA reference: 40114
- Proposed land use: Mixed use
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. However, if developed in full, this site would have a significant adverse impacts on landscape character, either as an expansion to Papworth or as part of an expanded Cambourne, and result in coalescence of development between Cambourne North and Papworth village. The site is therefore not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North.

Land south west of Caxton Gibbet

Site details:

- HELAA reference: 40076
- Proposed land use: Mixed use
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed station location, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. However, this site would have poor to moderate proximity to the proposed railway station, such that the major transport node and existing town centre would not be accessible via active travel and sustainable modes of transport. This site is not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North, focused on sites to the east of the A1198 that are in closer proximity to the proposed station.

Land at Crow's Nest Farm, Papworth Everard**Site details:**

- HELAA reference: 48096
- Proposed land use: Residential
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. However, if developed in full, this site would have a significant adverse impacts on landscape character, either as an expansion to Papworth or as part of an expanded Cambourne, and result in coalescence of

development between Cambourne North and Papworth village. The site is therefore not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North.

Land south of A428 and west of the A1198, Caxton

Site details:

- HELAA reference: 51601
- Proposed land use: Residential
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed station location, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. However, this site would have poor to moderate proximity to the proposed railway station, such that the major transport node and existing town centre would not be accessible via active travel and sustainable modes of transport. Furthermore, if developed in full, the site would have a significant adverse impacts on landscape character and archaeological assets, risking coalescence of development between Cambourne North, and Caxton / Eltisely, also adversely affecting the character of these rural villages. Even with a significant reduction in residential numbers with landscape mitigation measures, the harm would still be significant adverse and permanent. This site is not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North, focused on sites to the east of the A1198 that are in closer proximity to the proposed station.

Land north and south of Cambridge Rd, Eltisley

Site details:

- HELAA reference: 51668
- Proposed land use: Residential
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. However, this site would have poor to moderate proximity to the proposed railway station, such that the major transport node and existing town centre would not be accessible via active travel and sustainable modes of transport. Furthermore, much of the site is not contiguous with the existing town of Cambourne, and if developed in full would have a significant adverse impacts on landscape character, views and visual amenity, risking coalescence of development between Caxton, Eltisley and Papworth Everard and adversely affecting the character of these rural villages. Even with a significant reduction in residential numbers with landscape mitigation measures, the harm would still be significant adverse and permanent. This site is not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North, focused on sites to the east of the A1198 that are in closer proximity to the proposed station.

Land at Crow Green, north-east of Caxton Gibbet

Site details:

- HELAA reference: 56461
- Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

- Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers the greatest proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. This site falls partly falls within the proposed allocation for Cambourne North, including the proposed Strategic Enhancement Area. The preferred site boundary optimises the long-term development opportunity balanced against mitigating local adverse impacts. This includes providing a significant landscape/GI buffer between Cambourne north and nearby villages, to avoid coalescence and mitigate landscape and heritage harm. A standalone allocation for this part of the site is therefore not proposed.

New Settlements

Land to the west of Scotland Road, Dry Drayton

Site details:

- HELAA reference: 40317
- Proposed land use:
- Spatial area: New Settlements

Reasons why site is not preferred:

- Development at this site would be well connected by public transport, being located at the proposed Park and Ride associated with the Greater Cambridge Partnership's Cambourne to Cambridge route, that would provide direct access to the West Cambridge campus via the proposed Cambourne to Cambridge Transport Scheme, with onward connections to other employment locations within Cambridge. However, this site's location is not within walking or cycling distance of strategic scale established employment locations. In addition, Scotland Farm is in close proximity to other existing strategic scale allocations

in the adopted Local Plan 2018 at Bourn Airfield New Village and Cambourne West that are yet to be built out, and the proposed expansion of Cambourne in the emerging Local Plan, all of which are reliant on the Cambourne to Cambridge transport scheme. As such, focusing housing development beyond Cambridge at four separate strategic development sites in close proximity (including Cambourne West, Bourn Airfield, expanded Cambourne and Scotland Farm) would present a risk to delivery, and would likely impact negatively on annual housing delivery on all of these sites. Development at this location would have adverse impacts on landscape character and views even with mitigation. There are other sites considered more appropriate for allocation.

Scotland Farm (East & West), Scotland Road, Dry Drayton

Site details:

- HELAA reference: 56252
- - described below as Scotland Farm (larger)- I think not revised so rely on HELAA 2021? Check SA spreadsheet
- Spatial area: New Settlements

Reasons why site is not preferred:

- Development at this site would be well connected by public transport, being located at the proposed Park and Ride associated with the Greater Cambridge Partnership's Cambourne to Cambridge route, that would provide direct access to the West Cambridge campus via the proposed Cambourne to Cambridge Transport Scheme, with onward connections to other employment locations within Cambridge. However, this site's location is not within walking or cycling distance of strategic scale established employment locations. In addition, Scotland Farm is in close proximity to other existing strategic scale allocations in the adopted Local Plan 2018 at Bourn Airfield New Village and Cambourne West that are yet to be built out, and the proposed expansion of Cambourne in the emerging Local Plan, all of which are reliant on the Cambourne to Cambridge transport scheme. As such, focusing housing development beyond Cambridge at four separate strategic development sites in close proximity (including Cambourne West, Bourn Airfield, expanded Cambourne and Scotland Farm) would present a risk to delivery, and would likely impact negatively on annual housing delivery on all of these sites. Development at this location would have adverse impacts on landscape character and views even with mitigation. There are other sites considered more appropriate for allocation.

Land at Grange Farm, east of A11 & north of A1307

Site details:

- HELAA reference: 59401
- Proposed land use: mixed use
- Spatial area: New Settlements

Reasons why site is not preferred:

- This site is located in the Rural Southern Cluster, an area of significant existing and ongoing growth in employment. It is in close proximity to high quality jobs, within walking or cycling distance of established employment locations at Granta Park and Babraham Research Campus and will be connected by the Cambridge South East transport scheme (CSET) - providing good public transport and active travel connections to Cambridge Biomedical Campus (another proposed location for further employment development). The proposed development is of sufficient scale to provide a wide range of services and facilities on site to meet the day to day needs of the population, and the CSET scheme will provide sustainable access to central Cambridge for other services. However, large scale development at Grange Farm would likely result in adverse impacts on designated environmental and heritage assets, in particular on the Roman Road SSSI and Scheduled Ancient Monument. This site boundary is not considered large enough to provide opportunity to mitigate these impacts through careful masterplanning of the site.

Ashwell and Morden Garden Town proposal

Site details:

- HELAA reference: N/A
- Proposed land use: mixed use
- Spatial area: New Settlements

Reasons why site is not preferred:

- The site benefits from close proximity to sustainable public transport links to employment at Royston, Melbourn, Cambridge Biomedical Campus and Cambridge, and to London, at Ashwell and Morden railway station. However,

otherwise it is distant from jobs close to Cambridge, serving at least in part the Stevenage Housing Market area such that it would not best support jobs growth in the area or support the delivery of the wider strategy. Development here would also likely have significant effects on the adjacent Therfield Heath SSSI, which is under pressure; this impact could be difficult to mitigate. The Councils cannot currently demonstrate that the site is deliverable, noting that North Hertfordshire District Council have not confirmed their support for such a proposal, for which housing here would - in part - meet their own housing need. There are other sites, including other proposals for new settlements elsewhere, that are considered more appropriate for allocation.

Expanded market town - Royston

Land north of A505 Baldock Road, Royston

Site details:

- HELAA reference: 47799
- Proposed land use: mixed use
- Spatial area: Expanded market town - Royston
- Reasons why site is not preferred:

Housing development at this site would be relatively distant from Cambridge – serving at least in part the Stevenage Housing Market Area, such that it would not provide easy access to jobs arising within Greater Cambridge. The site is relatively distant from Royston town centre services including the railway station, which would limit opportunities for sustainable travel options. Development would have a significant adverse effect on landscape character, and would result in the coalescence of Bassingbourn and Royston. It would also cause substantial harm to on site designated heritage assets. There are other sites considered more appropriate for allocation.

Land to east of A505 and south of A10, Melbourn

Site details:

- HELAA reference: N/A
- Proposed land use: mixed use

- Spatial area: Expanded market town - Royston

Reasons why site is not preferred:

- Housing development at this site would be relatively distant from Cambridge – serving at least in part the Stevenage Housing Market Area, such that it would not provide easy access to jobs arising within Greater Cambridge. The site is relatively distant from Royston town centre services including the railway station, which would limit opportunities for sustainable travel options. Development form would have a significant adverse effect on landscape character that would be challenging to mitigate as a result of its proposed scale. There are other sites considered more appropriate for allocation.

Land to north and south of Ashwell street, Bassingbourn-Cum-Kneesworth**Site details:**

- HELAA reference: 40106
- Proposed land use: mixed use
- Spatial area: Expanded market town - Royston

Reasons why site is not preferred:

- Housing development at this site would be relatively distant from Cambridge – serving at least in part the Stevenage Housing Market Area, such that it would not provide good access to jobs arising within Greater Cambridge. The site is distant from Royston town centre services including the railway station, which would limit opportunities for sustainable travel options. Development would not form a coherent expansion of Royston, with no edge of the site being contiguous with the existing town, and would have a significant adverse effect on landscape character that would be challenging to mitigate as a result of its proposed scale. It would likely have a significant detrimental impact on Therfield Heath SSSI and LNR, and would cause substantial harm to on site designated heritage assets. There are other sites considered more appropriate for allocation.

Rural Southern Cluster

Land between Hinton Way and Mingle Lane, Great Shelford

Site details:

- HELAA reference: OS216
- Policy reference: S/RSC/HW
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, including within the Southern Cluster, and therefore it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land at 120 Cambridge Road, Great Shelford

Site details:

- HELAA reference: 40117
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Whilst the site is between existing development on the Cambridge road frontage, limiting its wider landscape impacts, it would be challenging to create a quality development with consideration of the surrounding uses, and the number of dwellings would be very small. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land west of High Street, Great Abington

Site details:

- HELAA reference: 40118
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Additional development at the Group village was planned through the last round of plan making, and has recently taken place. There are other sites considered more appropriate for allocation.

Deal Farm, Cambridge Road, Sawston

Site details:

- HELAA reference: 40534
- Proposed land use: Employment or Mixed use
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- This is an agricultural site, policies support the development of agricultural buildings for employment use in appropriate circumstances, and the site has recently gained planning permission for business uses. It does not warrant allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt.

Land South of Common Lane, Sawston

Site details:

- HELAA reference: 40150
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Development focused on the road frontage where there is existing development, with strengthened boundaries, would avoid significant landscape impacts, and is outside the Green Belt. However, the wider site would encroach into the countryside and remove some of the landscape buffer between the village and the A1301 Sawston bypass. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Whittlesford Highways Depot, Station Road, Whittlesford**Site details:**

- HELAA reference: 40165
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Very well located in relation to existing railway station, with resulting excellent access to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South station is open, but the wider station area requires comprehensive redevelopment. The draft Greater Cambridge Local Plan proposes a policy to support a comprehensive approach to redevelopment opportunities in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing, in line with the principles set out in work completed to date via the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise.

Dales Manor Business Park [element of site not included in HELAA OSOS Employment Allocation]**Site details:**

- HELAA reference: OS208

- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Existing employment site. Does not require allocation.

Land on the north side of Pampisford Road, Great Abington**Site details:**

- HELAA reference: 40256
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. It is possible that a development scheme could address landscape and heritage issues, and development is close to Granta Park, but it is not well related to public transport. Additional development at the Group village was planned through the last round of plan making, and has now taken place. There are other sites considered more appropriate for allocation.

Land north of A505 - Site A1 (east of Hill Farm Road), Duxford**Site details:**

- HELAA reference: 51657
- Proposed land use: Mixed use
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Development throughout the site would result in a significantly adverse impact to the wide and local landscape character. However, development could be

possible if restricted to the south of the site, with significant landscape mitigation measures. This isolated location is not suitable for residential development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. Given the availability of alternative committed and proposed land supply there is no justification for exceptional circumstances required for Green Belt release.

Land off Balsham Road, Linton

Site details:

- HELAA reference: 40336
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Landscape impacts restrict the amount of the site that could be developed. There are a number of sites recently developed or committed on the edge of Linton. There are other sites considered more appropriate for allocation.

Land north of A505 - Site A2 (east of M11 and west of Hill Farm Road), Duxford

Site details:

- HELAA reference: 51660
- Proposed land use: Employment or Mixed use
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- This site in the Green Belt already includes a range of industrial buildings, it is not unusual to find such sites in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that exceptional circumstances exist for removing the site from the Green Belt and allocating for development. Other employment land supply is available.

Land to the south of Babraham Road and east of site H1c, Sawston

Site details:

- HELAA reference: 40509
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Most of site would not relate well to the village edge. Part of the site adjoins South Cambridgeshire Local Plan allocation H/1c, which along with H1b were identified to create a new village edge. Further release of Green Belt beyond that boundary is not necessary to achieve the goals of the original allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Land at Common Lane, Sawston

Site details:

- HELAA reference: 40525
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Whilst limited development may be possible on the frontage similar to adjoining development, there are other sites considered more appropriate for allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

The Babraham Research Campus, Cambridge

Site details:

- HELAA reference: 51604
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Support for continued growth of nationally important research campus meeting evidenced needs for additional space, provides justification for the exceptional circumstances required to release this land from the Green Belt, including providing policy support for key worker housing in this location. However, the proposal submitted through the call for sites seeks to identify a larger area, including an area detached from the main campus. These areas are not considered suitable for removal from the Green Belt as isolated parcels. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt, although the detached area sites are in an area identified as high harm.

Land south of Horseheath Road, Linton

Site details:

- HELAA reference: 40013
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA. The landscape assessment has been changed from Red to Amber. However, the site sits on a slightly more elevated parcel of land compared to its surroundings, which will result in development being more visible. The required landscape mitigation would reduce the capacity of the site. There are a number of sites recently developed or committed on the edge of Linton. There are other sites considered more appropriate for allocation.

Station Road, Pampisford

Site details:

- HELAA reference: 200849
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- The site is close to Granta Park and Solopark Trading Estate, but is bordered by the A505 and A11 resulting in a car-centric location where access by sustainable modes of transport would be difficult. There are other sites considered more appropriate for allocation.

Land east of Maple Rise and south of Pampisford Road, Great Abington

Site details:

- HELAA reference: 40264
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of this site on the southern edge of Great Abington would continue village edge extensions along Pampisford Road. The site is a slim piece of land between Pampisford Road and the disused railway designated as a County Wildlife Site. Additional development at this Group village, adjacent to this site, was planned through the last round of plan making, and has now taken place. There are other sites considered more appropriate for allocation.

Land to the West of Duxford Road, Whittlesford

Site details:

- HELAA reference: 59397
- Proposed land use: Residential
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- The site is located between the southern edge of Whittlesford and the northern edge of Whittlesford Bridge, in an area of fields behind ribbon development along Duxford Road, and if developed would consolidate the built development between Whittlesford and Whittlesford Bridge, which is not desirable. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Newmarket Road, Abington

Site details:

- HELAA reference: 200843
- Proposed land use: Employment
- Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

- The site is close to Granta Park but is surrounded by highways resulting in a car centric-location where access by sustainable modes of transport would be difficult. There are other sites considered more appropriate for allocation.

Rest of Rural Area

Land West of Over Road, Longstanton

Site details:

- HELAA reference: OS157
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This small site was identified as a potential site through the previous Strategic Housing Land Availability Assessment, and was considered to warrant testing through the HELAA. However, it is not considered desirable to extend the built up areas of the village out to the bypass. There is also no evidence that it is available for development.

Land at Mansel Farm, Station Road, Oakington

Site details:

- HELAA reference: 40190a
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- While the site is in very close proximity to a Cambridgeshire Guided Busway stop and could provide opportunities to enhance the approach to the stop for pedestrians, its development may result in adverse impacts on the conservation area. Additionally, the Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Scotland Farm, Dry Drayton

Site details:

- HELAA reference: 51607
- Proposed land use: Employment or Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This proposal would seek to add to the employment uses at the Dry Drayton Industries site. Whilst a sensitively developed scheme could address landscape issues, it would require development in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. Other employment locations are available or proposed to be allocated, and it is not considered that the exceptional circumstances exist to remove land in this location.

19a Fowlmere Road, Foxton

Site details:

- HELAA reference: 40382
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Small site to the rear of properties on Fowlmere Road, would yield only a small number of dwellings, and create an undesirable form of back land development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation, and it is not considered exceptional circumstances exist to remove land in this location.

Land r/o no. 7 St Georges Close, Impington

Site details:

- HELAA reference: 40409
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development would add to the existing development for in the area limiting wider impacts, but consolidating this form of back land development is not considered desirable. There are other sites considered more appropriate for allocation. It is almost 1.5km from the guided busway. The site is also located in the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land off Royston Road, Foxton

Site details:

- HELAA reference: 40418
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site forms the grounds of a large property. Access is proposed from the A10 rather than within the village. There are other sites considered more appropriate for allocation.

93 Impington Lane, Impington

Site details:

- HELAA reference: 40102
- Proposed land use: Residential

- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Whilst relatively contained and adjoining existing and planned development, it would require releasing Green Belt land to enable further intensification of development to the rear of Impington Lane. Further intensification of development in this location is not considered desirable. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

East of bypass, Longstanton**Site details:**

- HELAA reference: OS219
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The site is subject to extensive areas of flooding and allocating the part of the site not affected by flood risk would result in development that is detached from the village.

Land south of Hattons Road, east of Home Farm Drive, Longstanton**Site details:**

- HELAA reference: 40518
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation, including the scaling down of development proposals, has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Much of the site near to the village lies in flood zones 2 and 3. The remaining land would be some distance from the village and its facilities. There are other sites considered more appropriate for allocation.

Land at Evolution Business Park, Milton Road, Impington**Site details:**

- HELAA reference: 40260
- Proposed land use: Employment or Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Evolution Business Park is located in the Green Belt between Histon and Milton, and developed from former agricultural buildings. Other employment locations are available or proposed to be allocated, and it is not considered exceptional circumstances exist to remove land in this location. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

Land at Fenny Lane Farm, Meldreth**Site details:**

- HELAA reference: 40277
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Agricultural site at the northern edge of the village, that has been subject to a number of developments and conversions. The site retains a rural character in the edge of the village. There are other sites considered more appropriate for allocation.

44 North End and Land at Bury End Farm, North End, Meldreth**Site details:**

- HELAA reference: 40284
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation, including the scaling down of development proposals, has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Agricultural business at the northern edge of the village, site is capable of development but is some distance from the railway station, and services of Meldreth. There are other sites considered more appropriate for allocation.

Land on the south side of Cambridge Road, Waterbeach**Site details:**

- HELAA reference: 40071
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development of the site would have an urbanising effect on the semi-rural character of the south-west entrance to the village unless restricted to the Cambridge Road frontage with landscape mitigation. Parts of this area are also impacted by surface water flood risk. The Cambridge Green Belt Study (2021)

identifies that release of land in this area would result in a high level of harm to the Green Belt. It is not considered exceptional circumstances exist to remove land in this location. There are other sites considered more appropriate for allocation.

Land off Whitecroft Road, Meldreth

Site details:

- HELAA reference: 40338
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Landscape mitigation would restrict the amount of the site that could be developed, and mitigation would also be required to address potential flooding issues. There are other sites considered more appropriate for allocation.

Land off Whitecroft Road, Meldreth

Site details:

- HELAA reference: 59398
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The site is a long field and most of the site is outside the Development Framework. Development would change the southern edge of Meldreth expanding the extent of built form into the small fields on the Village edge, and would require substantial mitigation. There are other sites considered more appropriate for allocation.

Land at 92, 98 and 100 West Drive, Caldecote

Site details:

- HELAA reference: 200767
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The site is on the western edge of Highfields Caldecote, partly outside the development framework and partly screened by a TPO protected tree belt. The need to retain mature trees on site would reduce potential residential capacity. This site would consolidate development in the gap between Highfields Caldecote and Bourn Airfield New Village. Highfields Caldecote has experienced a number of residential developments in recent years and a further large allocation in this Group Village is not considered appropriate.

Land to the south of Denny End Road, Waterbeach

Site details:

- HELAA reference: 56211
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Whilst it may be possible to deliver additional development in parts of this site with limited impacts on the wider landscape, it would consolidate development with the industrial estate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. It is not considered exceptional circumstances exist to remove land in this location. There are other sites considered more appropriate for allocation.

Willow Tree Stables, 110-112 Whitecroft Road, Meldreth

Site details:

- HELAA reference: 47535
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- As a standalone site this would create an isolated form of development separated from the built form and out of character with the village. There are other sites considered more appropriate for allocation.

Land to the rear of 124 High Street, Meldreth

Site details:

- HELAA reference: 56132
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Garden site to rear of existing properties and heavily treed. Would create an undesirable form of back land development.

Land between A428 and St Neots Road, Hardwick

Site details:

- HELAA reference: 40550
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Whilst similar in nature to the site proposed to be allocated, this site is further from the Bourn Airfield site, sitting between Hardwick and Caldecote. There are other sites considered more appropriate for allocation.

Oakington Road, Cottenham**Site details:**

- HELAA reference: 40014
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the recently adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are a number of sites recently developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

Land adj (north) to 69 Long Road, Comberton**Site details:**

- HELAA reference: OS154
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This small site was identified as a potential site through the previous Strategic Housing Land Availability Assessment, and was considered to warrant testing through the HELAA. Whilst impacts of development would be low, it would place

development on the edge of the village, some distance from facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation. There is also no evidence that it is available for development.

Land to the north of Meadow Road, Willingham

Site details:

- HELAA reference: 51649
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site on the northern edge of Willingham adjoining a recently completed development of 25 homes (Belsar Farm) and some distance from the core of the village. Other developments offer more sustainable development opportunities.

Land off Longstanton Road, Over

Site details:

- HELAA reference: 40427
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

Land at Potton Road, Gamlingay

Site details:

- HELAA reference: 40544
- Proposed land use: Employment or Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Potton Road has a number of small scale employment and residential uses south of the village, maintaining a very rural character. Whilst low key development of a similar style may be possible it is not considered appropriate for allocation to meet the employment needs identified for the plan.

Ramphill Farm, Rampton Road, Cottenham

Site details:

- HELAA reference: 40151
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are a number of sites recently developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

Madingley Mulch, Madingley Road, Cambridge

Site details:

- HELAA reference: 40158
- Proposed land use: Mixed use or Employment

- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Whilst there may be potential for the site to evolve through the application of Green Belt policies regarding infill, the site does not warrant removal from the Green Belt to enable an allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Gamlingay First School, Green End, Gamlingay**Site details:**

- HELAA reference: 40163
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site is part located on protected open space. Potential to impact the character and significance of the Conservation Area and the significance and setting of the Grade II Listed Building. There are other sites considered more appropriate for allocation.

Land west of South End, Bassingbourn**Site details:**

- HELAA reference: 40164
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development is largely enclosed from the wider landscape, but there is potential to affect the setting of the Listed Building, and the character and appearance of

the Conservation Area. Development would create a back land development to the rear of South End. There are other sites considered more appropriate for allocation.

Land at Belsar Farm, Sponge Drove, Willingham

Site details:

- HELAA reference: 40179
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site on the northern edge of Willingham which would extend a planned development of 25 homes recently completed further into the countryside to the north of the village, some distance from the core of the village. Other developments offer more sustainable development opportunities.

Land off Longstanton Road, Over

Site details:

- HELAA reference: 40427
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

Land at Beach Road, Cottenham

Site details:

- HELAA reference: 40251
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Development of this site would continue village edge extensions along Beach Road. Site is outside of the village framework identified in the adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. Whilst landscape issues are capable of being addressed, it would extend the village beyond Long Drove, into the more open landscape outside the village edge. There are a number of sites recently developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

Land at Bennell Farm (west), West Street, Comberton

Site details:

- HELAA reference: 40253
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The purpose of inclusion of this land within the allocation in the South Cambridgeshire Local Plan 2018 was to enable provision of community facilities, in particular open space. This part of site has extensive areas of surface water flood risk. There are other sites considered more appropriate for allocation.

Land east of Balsham Road, Fulbourn

Site details:

- HELAA reference: 40271
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This Green Belt site is well enclosed by existing vegetation, but it falls on the edge of the village, which would extend development along Balsham Road. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Bird Farm, Cambridge Road, Fulbourn

Site details:

- HELAA reference: 40286
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of parts of this site may be possible, but the contours on the village edge make avoiding significant landscape harm, and avoiding negative impacts on the setting of the listed mill, challenging. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Land to the south of Oakington Road, Cottenham

Site details:

- HELAA reference: 40296
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- There are a number of sites recently developed or committed on the edge of Cottenham. A further large allocation in this village proposed to be downgraded to a Minor Rural Centre is not considered appropriate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Land to the west of Oakington Road, Girton

Site details:

- HELAA reference: 40329
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site would require careful design to mitigate landscape impacts. It forms an area of rural separation between the edge of the village and buildings to the north, and would have the impact of extending development into the countryside. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Ely Road, Milton

Site details:

- HELAA reference: 40345
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The footgolf centre is relatively enclosed, but is separated from the northern edge of the village of Milton, meaning residents would be distant from village services and facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Land to The South Of Station Road, Gamlingay, Sandy, Beds SG19 3HE

Site details:

- HELAA reference: OS009
- Proposed land use: Mixed use
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site is a former allocation for mixed use. The residential element was completed several years ago but the part of the site set aside for commercial use remains undeveloped. The site remains suitable for commercial development but there is no evidence the development of the site for commercial use is deliverable and / or developable within the timeframe of the Local Plan. The site may be capable of coming forward as a windfall development should this be resolved.

Land to the west of Cambridge Road, Melbourn

Site details:

- HELAA reference: 40489
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Landscape impacts favour only developing fields adjoining Cambridge Road. The southern part of the site has come forward as an alternative proposal (40490a) and is being proposed for allocation as a mixed use development to provide for future Melbourn Science Park needs as well as providing opportunities to housing.

Cockerton Road, Girton

Site details:

- HELAA reference: 40555
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Whilst the site is enclosed by vegetation, development would extend this cul-de-sac further into the countryside beyond the current built form of the village. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

Land to the rear of 38 Histon Road, Cottenham

Site details:

- HELAA reference: 40108

- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Site on edge of Cottenham, capable of being developed with limited landscape impacts, but would consolidate development to rear of Histon Road with further areas of back land development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. The site has outline planning permission for a rural exception scheme and it is therefore not appropriate to allocate.

29 Station Rd, Shepreth**Site details:**

- HELAA reference: 56169
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Existing employment development. There are other sites considered more appropriate for allocation.

Longstanton: N of Hattons Road (Policy E/4(1))**Site details:**

- HELAA reference: OS058
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site was first identified in the 1993 Local Plan, as part of the Home Farm development. It has not come forward for employment uses and does not warrant continued allocation given the alternative sites available. However, part

of the site is being proposed as a new policy area for residential development and open space (see S/RRP/L).

9 Doggetts Lane, Fulbourn

Site details:

- HELAA reference: 200757
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This is a very small site on the edge of Fulbourn, outside of the development framework. Landscaping is required to mitigate harm to the conservation area including retaining existing trees, such that It is questionable whether a well-designed scheme would meet the threshold of an additional net 5 dwellings. There are other sites considered more appropriate for allocation.

L'Abri, Teversham Road, Fulbourn

Site details:

- HELAA reference: 200758
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- A very small site outside of the development framework and inside the Green Belt. Landscape mitigation would require a relatively low density scheme and retention of some existing vegetation which would make it difficult to achieve the size threshold. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land Between 103-144 Histon Road, Cottenham

Site details:

- HELAA reference: 200747
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site on the southern edge of Cottenham is separated from the village and is in an area of ribbon development. Development of this site could be accommodated with mitigation, if responding to the low-density context, and minimising views of intrusive development to the north-west with a robust landscape strategy. However, it would create back land development within the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

The Cambridgeshire Bar Hill Hotel and Golf Club

Site details:

- HELAA reference: 59381
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site on the eastern edge provides a park-like appearance that acts as buffer to the existing village of Bar Hill from the A14. This site is largely within the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

Land to the Rear of 28a Cinqes Road, Gamlingay

Site details:

- HELAA reference: 115226
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site is on the north eastern edge of Gamlingay, in an area behind ribbon development along Cinqes Road. Development of this site would result in back land development, and landscape buffer planting would be required to mitigate the additional visible impacts. The access has been assessed as only being able to serve 5 dwellings. There are other sites considered more appropriate for allocation.

Land off Cambridge Road, Melbourn

Site details:

- HELAA reference: 47903
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. This site is considerably more open than the site to the north of Cambridge road which has been identified as a proposed allocation, and would have a greater impact on the landscape. There are other sites considered more appropriate for allocation.

Land south of Bannold Road, Waterbeach

Site details:

- HELAA reference: 40466
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site on the eastern edge of Waterbeach was previously considered as not suitable due to the significant adverse impact of development on this site on the settlement character and as it would result in a significant encroachment of the village into the countryside. The proposal for the site has been revised to limit development to the western half of the site, and this additional information has been assessed. This has resulted in a change in the RAG rating for landscaping from red to amber, however this site is largely within the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low/moderate level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are still other sites that are considered more appropriate for allocation.

Land south of Newington, Willingham

Site details:

- HELAA reference: 59349
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The site is on the edge of the village, but within the historic village core and is likely to have ecological value. There are other sites considered more appropriate for allocation.

Former Dealership, Land at St Neots Road, Hardwick

Site details:

- HELAA reference: 200846
- Proposed land use: Residential
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- The site lies partially outside the development framework and is enclosed on three sides by existing development including a substantial scheme of 178 dwellings recently completed. A landscape strategy would be needed to mitigate adverse effects and protect and enhance qualities that contribute to the rural character of the village and protect the adjoining protected amenity space. The site has complex flooding issues with 23 per cent of the land area at high risk of surface water flooding and 8 per cent at medium risk of surface water flooding. It is not clear whether the residual land would support a viable scheme. There are other sites considered more appropriate for allocation.

Land North of A14, J25, Bar Hill

Site details:

- HELAA reference: N/A
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network as well as being in a sustainable location, close to and with good active travel accessibility to Cambridge, Northstowe and Bar Hill. However, it is not suitable for development as it has been assessed as a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3; it would also have significant negative impacts on the landscape which could not be mitigated through design or conditions.

Brickyard Farm, Boxworth

Site details:

- HELAA reference: 47353
- Proposed land use: Employment
- Spatial area: Rest of Rural Area

Reasons why site is not preferred:

- This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network within a commutable distance to Cambridge, however active travel options to Cambridge and Northstowe are limited by distance. The site would have good active travel accessibility to Swavesey. Development in this location would not provide additional land for HGV parking in a location that is well located for the adjacent A14 Services, and development of unused greenfield land would form a large area of this site. The site has potential archaeological sensitivity which would need to be investigated. There are other sites considered more appropriate in the area.

Appendix F

Options considered for site allocation policies at First Proposals stage

F.1 This Appendix sets out the additional options considered by the Councils for the site allocation policies at the First Proposals stage. For each policy approach included in the First Proposals Local Plan the alternative options considered are set out. Where an option is considered a reasonable alternative, this is explained and an appraisal of that option is included.

F.2 The appraisal findings were originally presented in the SA Report for the First Proposals Local Plan (2021). Given the large number of options considered, the findings presented in this report relate to the alternative options only. The findings for the preferred approach at the First Proposals stage are not represented in this report but can be found in the previous iteration of the SA Report.

Cambridge urban area

Options

- B. Alternative option – Reduce developable area by retaining a consolidated Waste Water Treatment Works on site as either an indoors or outdoors facility. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because evidence shows that it would not be deliverable or viable.
- C. Alternative option – Higher quantum of development. This alternative is not the preferred approach due to placemaking implications, including open space provision, building heights and development mix as well as delivery of the Trip Budget [\[See reference 466\]](#).
- D. Alternative option – Lower quantum of development. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because evidence shows that it would not be deliverable or viable.

Table F.1: Policy S/NEC: North East Cambridge

SA Objective	B	D
1. Housing	0	++/-
2. Access to services and facilities	0	++/--
3. Social inclusion and equalities	0	+/-
4. Health	0	++/--
5. Biodiversity and geodiversity	0	--?
6. Landscape and townscape	0	++/-
7. Historic environment	0	0
8. Efficient use of land	0	++
9. Minerals	0	++
10. Water	0	-?
11. Adaptation to climate change	0	+?
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	0	++

B. No policy

F.3 This option would not result in any sustainability effects as it would not alter the likely future baseline without the plan. Nevertheless, it is recognised it would not provide the positive outcomes that option A would bring in terms of a major new city district to Cambridge.

D. Higher quantum of development

F.4 Option C would provide a higher quantum of development than the preferred policy and contribute significantly to housing delivery and new jobs, which would be located within close proximity to each other and ensure easy access to employment opportunities. Therefore, significant positive effects are expected in relation to SA objectives 1: housing, 14: economy and 15: employment. However, the effects against SA objective 1 are mixed with minor negative effects because providing a higher quantum of development would involve the development of taller buildings, which may result in a higher proportion of flats and therefore not provide as large a range of housing types. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

F.5 The development would be very high density and due to the fact it would be on previously developed land, would be an efficient use of land. It would also not result in the sterilisation of mineral resources. Therefore, significant positive effects are expected in relation to SA objectives 8: efficient use of land and 9: minerals.

F.6 The high density development would ensure the city district is walkable, which would reduce reliance on the private car. People would also be located within walking distance of a number of amenities as the option supports a range of different uses. This would help minimise emissions associated with use of the private car, in addition to minimising air pollution. NEC is already well served by public transport (e.g. Cambridge North Station and the Cambridgeshire Guided Busway) and according to the proposed policy approach, enhanced and new walking and cycling connections into and through NEC would be provided. This would encourage more active travel choices and promote higher levels of physical exercise. However, a higher quantum of development could place increased strain and pressure on services and facilities (e.g. GP surgeries), as it is unlikely they would have capacity to accommodate the additional growth, reducing people's overall accessibility to them. A higher quantum of development could also result in a relaxation in standards for open space provision. This is particularly concerning following the COVID-19 pandemic, which has highlighted significant inequalities in access to open space. Therefore, mixed significant positive and significant negative effects are expected in relation to SA objectives 2: access to services and facilities and 4: Health. Mixed significant positive and minor negative effects are expected in relation to SA objectives 12: climate change mitigation and 13: air quality because although this option supports sustainable and active travel modes, the scale of the proposed development would still be likely to generate car journeys from new residents, particularly if they need to travel further away to reach certain amenities due to capacity issues.

F.7 Mixed minor positive and minor negative effects are expected in relation to SA objective 3: Social inclusion and equalities because housing provision will include a proportion of affordable housing but due to the density of development, may result in a higher proportion of flats and therefore not provide as large a range of housing types.

F.8 It is not clear whether the Milton Road Hedgerows City Wildlife Site in NEC would be conserved under this option. There is also a Local Nature Reserve (Bramblefields) located adjacent to the NEC development area, which could be affected by changing uses in the surrounding area. The development of Chesterton Sidings and the surrounding area could also have adverse effects on biodiversity because the area mainly consists of young trees and open mosaic habitats on previously developed land and a priority habitat. There is also uncertainty as to whether improvements in access to surrounding development could affect the priority habitats at the site. Therefore, significant negative effects with uncertainty are expected in relation to SA objective 5: Biodiversity and geodiversity.

F.9 The development of NEC would regenerate the area by providing a mix of uses, which is likely to improve the existing landscape and townscape, which already comprises built development. However, this option supports a higher quantum of development than the preferred option and would therefore involve the development of taller buildings, which could alter the character of the adjacent urban area. This option could also result in losses of open space to development, which otherwise form important physical landscape features. Therefore, mixed significant positive and minor negative effects are expected in relation to SA objective 6: Landscape and townscape. Negligible effects are expected in relation to SA objective 7: Historic environment because there are no designated heritage assets within NEC and although there are some located to the southeast and east of the site, the site already comprises built development and is therefore expected to have a limited effect on the historic environment, as well as archaeology.

F.10 Minor negative effects with uncertainty are expected in relation to SA objective 10: Water because although there are no Source Protection Zones at or near the site, there are a small number of water bodies present and the First Public Drain. Therefore, development of the site could potentially cause a deterioration in water quality through sediment runoff during construction.

F.11 The development of NEC presents an opportunity to address issues such as flood risk, although this is not made clear by the wording of this option. Therefore minor positive effects with uncertainty are expected in relation to SA objective 11: Adaptation to climate change.

Policy S/AMC: Areas of Major Change

Policy options

- B. Alternative option – No Policy. This was rejected as it was considered that this would not provide sufficient guidance for planning in important areas of the city. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/OA: Opportunity areas in Cambridge

Policy options

- B. Alternative option – No policy. This option was rejected as it is considered that this would not provide sufficient guidance for planning in important areas of the city. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/LAC: Land allocations in Cambridge

Options

- B. The Councils considered a range of alternative sites within the Cambridge urban area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment (see Chapter 4).

Policy S/CE: Cambridge East

Policy options

- B. Alternative option - Carry forward the safeguarded land and more limited allocations in the adopted plans. This is not the preferred option given the suitability of the safeguarded land. Marshall's have confirmed that the site will be available during the plan period, and the evidence suggests that could fit with the themes and vision for the plan.

C. Alternative option - A larger land release reflecting the proposal by Marshall. This is not the preferred option due to the level of harm to Green Belt and landscape that is not justified by exceptional circumstances or a need to meet housing or employment provision in the plan period.

Table F.2: Policy S/CE: Cambridge East

SA Objective	B	C
1. Housing	++	++
2. Access to services and facilities	0	++
3. Social inclusion and equalities	0	+
4. Health	0	++
5. Biodiversity and geodiversity	0	--?/+
6. Landscape and townscape	0	--?
7. Historic environment	0	-?
8. Efficient use of land	-	--/+
9. Minerals	0	--?
10. Water	0	-?
11. Adaptation to climate change	0	+/-
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	++	++

B. Carry forward the safeguarded land and more limited allocations in the adopted plans

F.12 This alternative would not result in development at the site (other than that already permitted) and would therefore largely reflect the baseline without the plan. A minor positive uncertain effect is identified for SA objectives 1: Housing and 15: Employment, as safeguarding the site would likely allow these uses to come forward if need could not be met elsewhere in the plan period, and land would be earmarked for such development in the longer term. Minor negative effects are identified for SA objective 8: Efficient use of land, as not allocating this site when it is expected to become available would not make best use of brownfield land in a sustainable location. It is also recognised that safeguarding the land, rather than allocating the site, would not bring forward the positive effects in terms of development recognised in the assessment of Option A, particularly with regards to providing new services and facilities for the wider area.

C. A larger land release reflecting the proposal by Marshall

F.13 This option would have similar effects to the preferred option, given that development would come forward as set out in the preferred approach, but with additional housing and employment, over a larger area.

F.14 The only differences from Option A, are that Option C would have significant negative effects on SA objectives 5: Biodiversity and geodiversity (mixed with minor positive effect), 6: Landscape and townscape, and 8: Efficient use of land, as the extended site includes Grade 3 greenfield land beyond the airport, effects on biodiversity are less likely to be easily mitigated and landscape impacts are also not likely to be easily mitigated. In addition, minor negative uncertain effects are recorded for SA objective 10: Water, as the extended site intersects with a Source Protection Zone.

Policy S/NWC: North West Cambridge

Policy options

- B. Alternative option – Carry forward guidance in the North West Cambridge Area Action Plan subject to any updates provided by policies in the new Local Plan, and not enabling additional development. This is not the preferred option due to the opportunities the area presents to meet future needs for the area by

building upon an emerging new “place” in the city located in a highly sustainable location.

Table F.3: Policy S/NWC: North West Cambridge

SA Objective	B
1. Housing	0
2. Access to services and facilities	0
3. Social inclusion and equalities	0
4. Health	0
5. Biodiversity and geodiversity	0
6. Landscape and townscape	0
7. Historic environment	0
8. Efficient use of land	0
9. Minerals	0
10. Water	0
11. Adaptation to climate change	0
12. Climate change mitigation	0
13. Air quality	0
14. Economy	0
15. Employment	0

B. Carry forward guidance in the North West Cambridge Area Action Plan subject to any updates provided by policies in the new Local Plan, and not enabling additional development

F.15 Carrying forward guidance in the North West Cambridge Area Action Plan represents the likely future baseline without the plan. While this option makes reference to any updates provided by other policies in the Local Plan, such policies are subject to separate assessment. As such, negligible effects are identified for all SA objectives.

Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

Policy options

- B. Alternative option – No release of Green Belt or additional allocation outside the existing Campus. This alternative is not the preferred approach, as it would not respond to the needs of the campus.
- C. Alternative option - A larger land release reflecting the proposal (referred to as Cambridge South) by a group of landowners with the support of the Cambridge Biomedical Campus. This alternative is not the preferred approach, due to the level of harm to Green Belt, landscape and biodiversity.

Table F.4: Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

SA Objective	B	C
1. Housing	0	+
2. Access to services and facilities	0	++/-?
3. Social inclusion and equalities	0	0
4. Health	0	++?
5. Biodiversity and geodiversity	0	+/-?

SA Objective	B	C
6. Landscape and townscape	0	--?/+
7. Historic environment	0	--?
8. Efficient use of land	0	--
9. Minerals	0	--?
10. Water	0	-?
11. Adaptation to climate change	0	+/-
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	0	++

B. No release of Green Belt or additional allocation outside the existing Campus

F.16 This option reflects a ‘do nothing’ approach and the baseline without the plan. As such, negligible effects are expected for all SA objectives. However, it is recognised that without this policy, the additional support for the life sciences sector, and associated positive effects on economy and employment, may not occur.

C. A larger land release reflecting the proposal (referred to as Cambridge South) by a group of landowners with the support of the Cambridge Biomedical Campus

F.17 Effects are similar to the preferred option, given that much of the policy and allocated area remain the same. However, mixed significant positive and minor negative effects are expected for SA objective 2: Access to services and facilities, as the additional land lies closer to an existing centre and education facilities. The larger site has potential for significant effects on archaeology, therefore a significant negative effect is expected for SA objective 7: Historic environment. Minor negative

effects are expected for SA objectives 10: Water and 11: Adaptation to climate change (mixed with a minor positive effect for SA objective 11), as the larger site coincides with a Source Protection Zone and is at a higher risk of flooding than Option A. Whilst there is no difference in the significance of the other SA effects when compared to Option A, it is noted that the larger scale of this option will likely lead to effects of greater magnitude.

Policy S/WC: West Cambridge

Policy options

- B. Alternative option – No policy. This alternative has not been appraised as it is not considered to be a reasonable alternative. This is because it would not provide a context for the future evolution of the site, and would fail to ensure the site is available to contribute to the University's and the City's future needs or provide a policy framework for planning decisions.

Policy S/EOC: Other Existing Allocations on the Edge of Cambridge

Options

- B. Alternative option – No Policy – not considered a reasonable alternative as this would not provide a context for the future development of these sites whilst they are still being developed.

Policy S/CB: Cambourne

Policy options

- B. The alternatives to allocating development around Cambourne were considered as part of consideration of alternative Strategic Spatial Options (see Chapter 4).

Policy S/NS: Existing new settlements

Policy options

- B. Alternative option – No Policy. This was rejected as it is considered that area specific detail needs to be included in the new plan. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/GC: Genome Campus, Hinxton

Policy Options

- B. Alternative – No policy: This has been rejected as without a policy designation the area would be within countryside policies, which would not reflect the scale of change taking place in the area or provide suitable context for future proposals within the site. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/BRC: Babraham Research Campus

Policy Options

- B. Alternative option – No policy. This alternative is not the preferred approach as without a policy, the area would remain in the Green Belt and additional land would not be allocated for development.

Policy S/RSC: Village allocations in the Rural Southern Cluster

Policy Options

- B. The Councils considered a range of alternative sites within the southern cluster area having regard to the overarching development strategy and conclusions of the Housing & Employment Land Availability Assessment (see Chapter 4).

Policy S/SCP: Policy areas in the rural southern cluster

Policy Options

Whittlesford Parkway Station Area, Whittlesford Bridge

- B. Alternative option – No policy. This is not the preferred approach as this would not support the redevelopment opportunity that exists in this location.
- C. Alternative option – Allocate the area for specified development amounts and use. This alternative is not the preferred approach as the Council does not currently have evidence that the whole area is available for development.

South of A1307, Linton

- D. Alternative option – No policy. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because it is necessary to set out within a policy that Land south of the A1307 is not a suitable location for new residential development due to it being severed from the services and facilities within the village.

Table F.5: Policy S/SCP: Policy areas in the rural southern cluster

SA Objective	B	C
1. Housing	0	+
2. Access to services and facilities	0	+
3. Social inclusion and equalities	0	0
4. Health	0	0
5. Biodiversity and geodiversity	0	0
6. Landscape and townscape	0	+

SA Objective	B	C
7. Historic environment	0	+
8. Efficient use of land	0	++
9. Minerals	0	++
10. Water	0	0
11. Adaptation to climate change	0	0
12. Climate change mitigation	0	+?/-?
13. Air quality	0	+?/-?
14. Economy	0	+
15. Employment	0	+

B. No policy

F.18 This option would not result in any sustainability effects as it would not alter the likely future baseline without the plan. Nevertheless, it is recognised it would not provide the positive outcomes that option A would bring in terms of the redevelopment of Whittlesford Parkway Station Area and restricting residential development at Land south of the A1307 due to it being severed from the rest of Linton by the A1307.

C. Allocate the area for specified development amounts and use

F.19 Option C would allocate the Whittlesford Parkway Station area for specified development amounts and uses, whilst restricting development in the south of the village of Linton, which is severed from the rest of the village by the A1307.

Therefore, the effects identified in the appraisal of the preferred policy would also apply to this alternative option. Specifying development amounts and uses would provide more certainty to the effects identified but due to the fact the Council does not currently have evidence that the whole area is available for development, the same effects apply.

Policy S/RRR: Allocations in the rest of the rural area

Policy options

- B. Alternative option – The Councils considered a range of alternative sites within the rest of the rural area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment (see Chapter 4).

Policy S/RRP: Policy areas in the rest of the rural area

Policy options

- B. Alternative – No policy. For the majority of policy areas, the alternative of no policy was not considered the preferred approach, as a specific policy context is required so that on these sites development responds to specific local circumstances.
- C. Alternative – Allocate hospital area for residential development. This is not considered a reasonable alternative due to the desire to maintain employment levels in the village with the loss of the hospital. This option has not been appraised as it was not considered to be a reasonable alternative.
- D. Alternative – Allocate hospital area for employment without the preference for healthcare uses. This is not considered a reasonable alternative due to the opportunities provided by the current site, and local workforce. This option has not been appraised as it was not considered to be a reasonable alternative.

Table F.6: Policy S/RRP: Policy areas in the rest of the rural area

SA Objective	B
1. Housing	0
2. Access to services and facilities	0

SA Objective	B
3. Social inclusion and equalities	0
4. Health	0
5. Biodiversity and geodiversity	0
6. Landscape and townscape	0
7. Historic environment	0
8. Efficient use of land	0
9. Minerals	0
10. Water	0
11. Adaptation to climate change	0
12. Climate change mitigation	0
13. Air quality	0
14. Economy	0
15. Employment	0

B. No Policy

F.20 This option would not result in any sustainability effects as they would not alter the likely future baseline without the plan for the area to which they relate.

Nevertheless, it is recognised that it would not provide the positive outcomes that option A would bring, particularly in terms of social and economic benefits in the rural area. In addition, relying solely on other local plan policies may hinder the evolution of the Imperial War Museum at Duxford and not having a policy relating to East of Bypass Longstanton, Papworth Everard West Central, Papworth Hospital, Fen Drayton and Histon and Impington Station Area could hinder provision of a balanced mix of development in these areas.

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