

CAMBRIDGE EAST

LANDSCAPE & VISUAL CAPACITY APPRAISAL



DOCUMENT HISTORY

Project Number: 21.0073		Document Reference: BMD.21.0073.RP.002			
Revision	Purpose of Issue	Originated	Reviewed	Approved	Date
-	Information	JJ	RW	RW	May 2022

Bradley Murphy Design Ltd
6 The Courtyard
Hatton Technology Park
Dark Lane
Hatton
Warwickshire
CV35 8XB

Company No. 7788475

This report is the property of Bradley Murphy Design Ltd. and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of Bradley Murphy Design Ltd.

CONTENTS

1. <u>INTRODUCTION</u>	1
2. <u>POLICY AND GUIDANCE</u>	3
3. <u>LANDSCAPE AND TOWNSCAPE CHARACTER</u>	32
4. <u>GREEN INFRASTRUCTURE CONTEXT & STRATEGIC INITIATIVES</u>	44
5. <u>VISUAL RECEPTORS</u>	50
6. <u>DESIGN RECOMMENDATIONS</u>	54
7. <u>CONCLUSION</u>	65

APPENDICES

- i. Baseline Figures
- ii. Viewpoint Photographs
- iii. Key Considerations Plan

1. INTRODUCTION

- 1.1.1 Bradley Murphy Design Limited (BMD) has been appointed by the Marshall Group Properties Limited to undertake a high-level Landscape and Visual Capacity Appraisal (LVCA) to inform the masterplanning considerations for the Marshall's Cambridge East site (hereafter referred to as 'the Site' as illustrated on **Figure 1: Site Location and Study Area** at **Appendix A** and **Figure A** below).
- 1.1.2 This Marshall's Cambridge East site comprises over 300 hectares, including Cambridge Airport (hereafter referred to as "the Safeguarded Site") and land to the north-east currently designated as Green Belt (hereafter referred to as "the Green Belt Site"). The principal constituent parts of the site are shown in **Figure A** below.
- 1.1.3 The plan also shows two development sites which adjoin Cambridge East for context: Marleigh (previously known as Wing) and Land North of Cherry Hinton. Both these sites have planning consent for residential-led development (1,300 dwellings consented at Marleigh and 1,200 dwellings consented at Land North of Cherry Hinton), and construction has begun at Marleigh.

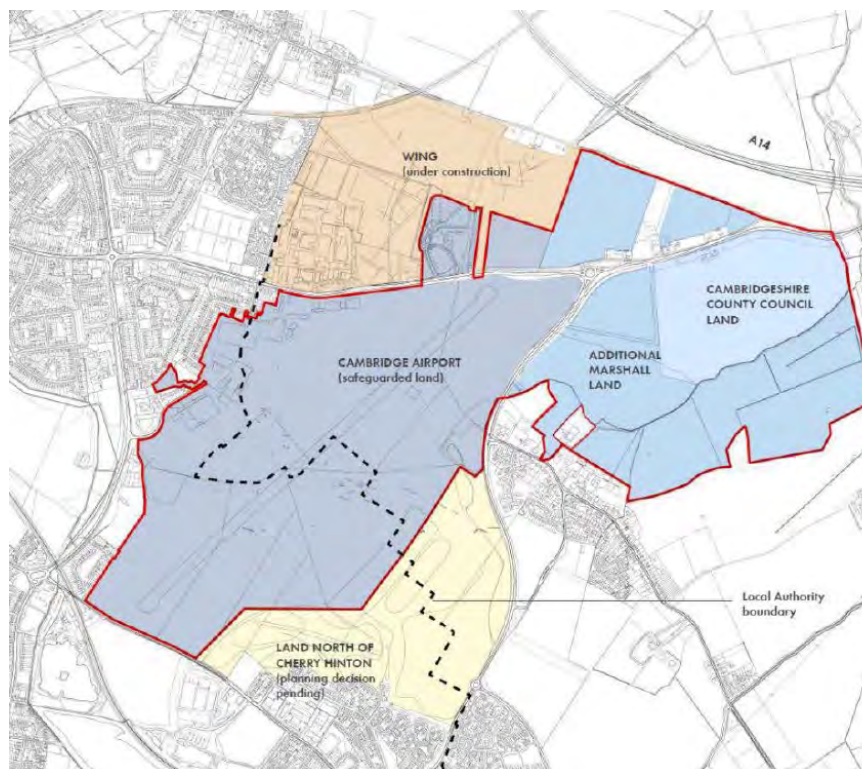


Figure A – Plan showing the constituent parts of Cambridge East

- 1.1.4 An appraisal of the following has been undertaken to understand, define and record the context, character, setting and sensitivity of the Site (see **Appendix i Baseline Figures**) in order to consider its capacity and that of the surrounding landscape and visual resource to accommodate the nature of development proposed:

- planning policy and guidance of relevance to landscape and visual issues;
- environmental designations within and in the immediate context of the Site;
- key characteristics of the landscape character associated with the Site, including a review of published National & Local Landscape Character Areas; and
- likely views of potential development on the Site from residential properties / settlement and publicly accessible areas including public rights of way and the road network.

1.1.5 Following the baseline study and on consideration of the findings, this report provides a series of recommendations to inform development of a landscape led masterplan for the Safeguarded Site that is likely to be acceptable in landscape and visual terms. Elements of this initial landscape appraisal and the development of a subsequent landscape strategy will be integral to the ongoing iterative design process, used in the shaping of the conceptual masterplan for Cambridge East.

2. POLICY AND GUIDANCE

Overview

- 2.1.1 This section provides a summary of the planning policy relevant to landscape and visual issues. A detailed review has been undertaken of all relevant policy and guidance at a national, regional and local level.

National Context

- 2.1.2 The National Planning Policy Framework (NPPF) (2021) sets out the Government's planning policies for England and provides a framework within which the applicable local council should prepare their local and neighbourhood plans. The NPPF is a material consideration in planning decisions.
- 2.1.3 The NPPF sets out three overarching objectives (Economic, Social and Environmental) in order to achieve sustainable development. These objectives are interdependent, need to be considered in mutually supportive ways and should be delivered through the preparation and implementation of plans and the application of the policies set out in the NPPF. The NPPF also notes the importance of planning policies and decisions in playing an active role in guiding development towards sustainable solutions - which should respond to local circumstances, reflecting local character, needs and opportunities of each area. Those policies relevant to this LVCA are:
- Chapter 8 – Promoting healthy and safe communities;
 - Chapter 12 – Achieving well-designed places;
 - Chapter 13 – Protecting Green Belt land;
 - Chapter 15 – Conserving and enhancing the natural environment.

Local Planning Policy

- 2.1.4 The Safeguarded Airport Site is being promoted for allocation within the emerging Greater Cambridge Local Plan (GCLP) for a proposed mixed-use development.
- 2.1.5 The Site straddles the administrative boundaries of South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC), at the easterly gateway to the Oxford-Cambridge Arc. Historically, the Cambridge Airport land (Safeguarded Site) formed part of the Green Belt; however, it was formally released from this designation through the Cambridge Local Plan (2006) and South Cambridgeshire Core Strategy (2007).
- 2.1.6 The Cambridge East Area Action Plan (AAP), adopted in 2008, provided the policy framework for a first phase of development at Cambridge East, planned for the land north of Newmarket Road (Marleigh, previously referred to as WING), and set out a general and design policy

framework for the future redevelopment of the remainder of the airport land. When timescales for the availability of the airport site became less certain, however, the Councils took the decision to safeguard the site in planning policy for long term development, pending the relocation of Marshall's airport operations and current land uses. This is the current policy status of the airport land set out in the Cambridge Local Plan (2018) and South Cambridgeshire Local Plan (2018).

- 2.1.7 CCC and SCDC are working together to create a joint Local Plan for the two areas – which is referred to as Greater Cambridge.
- 2.1.8 In August 2021, the Greater Cambridge Shared Planning (GCSP) team published papers relating to the latest round of consultation on the emerging Greater Cambridge Local Plan – 'The First Proposals' – Greater Cambridge Local Plan: The Preferred Options Consultation 2021. The Preferred Options documents identifies the safeguarded airport land at Cambridge East for 7,000 new homes and 9,000 new jobs. None of the Green Belt land east of Airport Way has been identified for release.
- 2.1.9 The current Local Plan policies for SCDC and CCC, relevant to landscape, are listed below.

Existing Policy

Cambridge Local Plan (Adopted October 2018)

- 2.1.10 The policies and proposals within Cambridge Local Plan that are relevant to this LVCA are outlined below.

Policy 4: The Cambridge Green Belt

- 2.1.11 The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. Within the Green Belt, there is a general presumption against inappropriate development which should not be approved except in very special circumstances.
- 2.1.12 **Policy 4** states *"The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge. It is a key component in providing for active and passive sport and recreation, for amenity and biodiversity."*
- 2.1.13 CCC has its own specific Green Belt purposes which relate to the five National purposes outlined in the NPPF, these comprise the following:
- *preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
 - *maintain and enhance the quality of its setting; and*
 - *prevent communities in the environs of Cambridge from merging into one another and with the city.*

Policy 8: Setting of the City

- 2.1.14 Policy 8 states that development on the urban edge of Cambridge, including sites within and adjacent to the Cambridge Green Belt will only be supported where *“it responds to, conserves and enhances the setting, and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments, Cambridgeshire Green Infrastructure Strategy and their successor documents”*.
- 2.1.15 All new development will also need to promote access to the surrounding countryside and include landscape proposals that strengthen or recreate the vegetated Cambridge urban edge, improve visual amenity and enhance biodiversity.

Policy 13: Cambridge East

- 2.1.16 Policy 13 refers to the land at Cambridge East allocated for development, which includes Land North of Coldham's Lane, Land North of Cherry Hinton and Land North of Newmarket Road referred to as Marleigh (WING). The remainder of the Cambridge East Site is the Cambridge Airport Safeguarded land, which the policy states *“is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of both this plan and the Cambridge East Area Action Plan.”*

Policy 55: Responding to context

- 2.1.17 Policy 55 advises that development should demonstrate, that it positively responds to its context and has drawn inspirations from the key characteristics of its surroundings to create distinctive, high-quality spaces, to ensure that the special character of Cambridge is protected and enhanced.

Policy 57: Designing new buildings

- 2.1.18 Policy 57 advises that high quality new buildings will be supported when it can be demonstrated that they have a positive impact on their setting in terms of location of the site, height, scale, wider townscape and landscape impacts and available views.

Policy 59: Designing Landscape and Public Realm

- 2.1.19 Policy 59 states that *“external spaces, landscape, public realm and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases”*. This includes designing in relation to landscape / townscape character, retaining key landscape features that positively contribute to the quality and character of the area, and designing for biodiversity and inclusivity of all users.

Policy 60: Tall buildings and the skyline in Cambridge

- 2.1.20 Policy 60 advises that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against the following criteria:
- Location, setting and context – evidence will be required through visual assessment / appraisal and Accurate Visual Representations (AVR), to demonstrate how the proposals will fit into the existing landscape and townscape;
 - Impact on the historic environment;
 - Scale, massing and architectural quality;
 - Amenity and micro-climate, ensuring no adverse impact on neighbouring buildings and open spaces; and
 - Impact on public realm.
- 2.1.21 Policy 60 also states that there are opportunities to enhance the overall character and qualities of the skyline as the city continues to grow and develop and that development proposals will need to demonstrate how they have taken account of context and more distant views to enhance the skyline.
- 2.1.22 The policy advises how trees form an important element of the Cambridge skyline and how from elevated views in the rural hinterland and castle hill (mound) reveal a city of spires and towers emerging above an established tree line.

Appendix F: Tall Buildings and the Skyline

- 2.1.23 This forms part of the Cambridge Local Plan and offers further advice on tall buildings and the skyline in Cambridge. The guidance states that the overall character of the city's skyline is one of relatively few taller buildings that emerge as 'incidents' above the prevailing lower buildings and trees. It acknowledges the existing large-scale buildings at Cambridge Airport *“are juxtaposed against the suburbs and rural edge of the city”*.
- 2.1.24 In Appendix F, it states *“in the context of Cambridge, a tall building is defined as any structure that breaks the existing skyline and / or is significantly taller than the surrounding built form”*. The overall aims of Appendix F, are to:
- Maintain the character and quality of the Cambridge skyline;
 - Ensure that tall buildings which break the established skyline are well considered and appropriate to their context; and
 - support only new buildings which are appropriate to their context and contribute positively to both near and distant views.

- 2.1.25 The Safeguarded Site lies adjacent to the eastern settlement edge of Cambridge, outside the historic core. Paragraph F.10 states that within the suburbs, proposed buildings of four storeys and above will automatically trigger the need to address the criteria and guidance set out by Policy 60 and Appendix F.

Policy 61: Conservation and enhancement of Cambridge's historic environment

- 2.1.26 The Safeguarded Site itself features Marshall's Cambridge Airport Control and Office (Grade II) Listed building. In close proximity to the Site, heritage designations include Teversham Conservation Area and Listed buildings within Teversham, including the Church of All Saints (Grade II*). The Safeguarded Site is located 2km to the east of, and is physically separated from, Cambridge's historic core.
- 2.1.27 Policy 61 advises that, to ensure the conservation and enhancement of Cambridge's historic environment, proposals should:
- preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas;
 - retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area; and
 - be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality.

Policy 68: Open space and recreation provision through new development

- 2.1.28 Policy 68 advises that all new developments should contribute to the provision of open space and recreation facilities on site and that the precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Off-site contribution will only be considered where the proposed development is insufficient in size to make the appropriate provision or in exceptional circumstances where the needs of the proposed residential development can be more appropriately met through an off-site contribution.

Appendix I: Open Space and Recreation Standards

- 2.1.29 This forms part of the Cambridge Local Plan and outlines the requirements for open space as part of all new development.

Table I: Cambridge City Council Open space and recreation standards

Type of Open Space	Definition	Standard
Outdoor Sports Facilities	Playing pitches, courts and greens	1.2 hectares per 1,000 people
Indoor Sports Provision	Formal provision such as sports halls and swimming pools	1 sports hall for 13,000 people 1 swimming pool for 50,000 people
Provision for Children and Teenagers	Equipped children's play areas and outdoor youth provision	0.3 hectares per 1,000 people
Informal Open Space	Informal provision, including recreation grounds, parks, natural greenspaces and, in town centres or urban locations, usable, high quality, public hard surfaces	2.2 hectares per 1,000 people
Allotments	Allotments	0.4 hectares per 1,000 people

- 2.1.30 Policy 68 advises that, for developments generating more than one hectare of outdoor sports provision, outdoor facilities should be accompanied by ancillary facilities (e.g. changing rooms and car parking) proportionate to the size and type of outdoor facility provided.

Policy 71: Trees

- 2.1.31 The Safeguarded Site is the location of Cambridge Airport, which is devoid of trees and landscape features, with vegetation in the form of hedgerow restricted to its boundaries. The Green Belt Site features hedgerow, occasional trees, scrub and woodland shelterbelts along its boundaries and ditch lines. Policy 71 advises that development proposals should preserve, protect and enhance existing trees and hedges that have amenity value and seek opportunities to plant new trees.

South Cambridgeshire Local Plan (Adopted September 2018)

- 2.1.32 The Local Plan contains policies and proposals which will shape the future direction of change in South Cambridgeshire over the years to 2031. The policies and proposals within the South Cambridgeshire Local Plan that are relevant to this LVCA are outlined below.

Policy S/1: Vision

- 2.1.33 The vision for South Cambridgeshire is captured in the Local Plan under this policy, which states *“South Cambridgeshire will continue to be the best place to live, work and study in the country”* where *“residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.”* There is also a requirement to *“conserve the historic environment by applying national and local planning policy through the identification, assessment and integration of development with the importance, form and character of heritage assets (inc. historic landscapes)”*.

Policy S/3: Presumption in Favour of Sustainable Development

- 2.1.34 When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will look to secure development that improves the economic, social and environmental conditions in the area unless material considerations indicate otherwise.

Policy S/4: Cambridge Green Belt

- 2.1.35 Policy S/4 requires a Green Belt to be maintained around Cambridge, that will define the extent of the urban area. The Safeguarded Site (Airport land) features a green corridor (linking from Coldham's Common to Teversham) which is designated as Green Belt, whilst the remaining Marshall land to the north-east (beyond Airport Way) is wholly designated as Green Belt. Refer also to Policy NH/8.

Policy S/13: Review of the Local Plan

- 2.1.36 This policy highlights how the Council will undertake an early review of the Local Plan, with the new Local Plan prepared jointly by Cambridge and South Cambridgeshire Councils for their combined districts (Greater Cambridge). The new Local Plan will review and provide an updated assessment of the housing needs. Refer to the Greater Cambridgeshire Local Plan section below, that highlights emerging policy relevant to landscape and visual matters.

Policy CC/1: Mitigation and Adaptation to Climate Change

- 2.1.37 Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. The landscape design will play a critical role in addressing and adapting to the effects of climate change and the policy outlines that development proposals should:
- *manage and conserve water resources (Policy CC/4);*
 - *demonstrate that flood risk from all sources has been avoided or managed (Policy CC/9);*
 - *use Sustainable Drainage Systems (SuDS) (Policy CC/8);*

- *use layout, building orientation, design, and materials to ensure properties are not susceptible to overheating and include open space and vegetation for shading and cooling, and to detain surface water run-off (Policy HQ/1); and*
- *create a better linked habitat network by conserving, creating or enlarging existing habitats (Policy NH/4).*

Policy CC/8: Sustainable Drainage Systems

- 2.1.38 Development proposals must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site.

Policy HQ/1: Design Principles

- 2.1.39 All new development must be of high quality design, with a clear vision as to the positive contribution the development will make to its local and wider context. Proposals must:
- *preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape;*
 - *conserve or enhance important natural and historic assets of the site;*
 - *include high quality landscaping and public spaces that integrate the development within its surroundings; and*
 - *be compatible with its location and appropriate in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area.*

Policy NH/2: Protecting and Enhancing Landscape Character

- 2.1.40 Development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.

Policy NH/4: Biodiversity

- 2.1.41 Development proposals, where the primary objective is to conserve or enhance biodiversity, will be permitted. New development must aim to maintain, enhance, restore, or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.

Policy NH/6: Green Infrastructure

- 2.1.42 *"The council will aim to conserve and enhance green infrastructure within the district. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably and substantially outweigh any adverse impacts on the district's green infrastructure network".*

Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt

- 2.1.43 Any development considered appropriate within the Green Belt, or proposals outside but in the vicinity of the Green Belt, must be located and designed so that it does not have an adverse effect on the rural character and openness of the Green Belt.

Policy NH/10: Facilities for Recreation in the Green Belt

- 2.1.44 Proposals for new “outdoor sport and outdoor recreation will be permitted where they will not (either individually or cumulatively) harm the openness of the Green Belt and the purposes of including land within it”.

Policy NH/14: Heritage Assets

- 2.1.45 Development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings. They create new high quality environments with a strong sense of place by responding to local heritage character including in innovative ways.

Policy H/8: Housing Density

- 2.1.46 Housing developments, including rural exception sites, will achieve an average net density of:
- A. 30 dwellings per hectare (dph) in Rural Centres, Minor Rural Centre villages, and Group villages; and
 - B. 40 dph in urban extensions to Cambridge and in new settlements.
- 2.1.47 The net density on a site may vary from the above where justified by the character of the locality, the scale of the development, or other local circumstances.

Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments

- 2.1.48 All housing developments will contribute towards Outdoor Playing Space (including children’s play space and formal outdoor sports facilities) and Informal Open Space, to meet the need generated by the development in accordance with the following minimum standards:
- Outdoor play space, informal open space and allotments and community allotments: 3.2 hectares per 1,000 people comprising:
 - i. Outdoor Sport 1.6ha. per 1,000 people
 - ii. Open Space 1.2ha. per 1,000 people
 - iii. Allotments and community orchards 0.4ha. per 1,000 people
 - Subject to the needs of the development the open space requirement will consist of:
 - iv. Formal Children’s Play Space 0.4ha. per 1,000 people
 - v. Informal Children’s Play Space 0.4ha. per 1,000 people

vi. Informal Open Space 0.4ha. per 1,000 people

- 2.1.49 Further guidance on the quantity, quality, and accessibility of open space is provided in the Open Space Supplementary Planning Document (SPD).

Policy SC/9: Lighting Proposals

- 2.1.50 Development proposals which include new external lighting will only be permitted where it can be demonstrated that there is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties, or on the surrounding countryside.

Adopted Supplementary Planning Documents (SPDs)

Cambridge East Area Action Plan (Adopted February 2008)

- 2.1.51 The Cambridge East Area Action Plan (AAP) sets out the planning policies to guide the proposed development on the eastern edge of Cambridge, around Cambridge Airport, and was prepared jointly between Cambridge City Council and South Cambridgeshire District Council.
- 2.1.52 The Cambridge East AAP provides a policy framework for a first phase of development at Cambridge East, planned for the land north of Newmarket Road (referred to as Marleigh, previously WING) and set out a general and design policy framework for the future redevelopment of the remainder of the airport land.
- 2.1.53 The policies and proposals within the AAP that are relevant to this LVCA are outlined below.

Policy CE/1 The Vision for Cambridge East

- 2.1.54 Cambridge East will be a modern, high quality, vibrant and distinctive new urban quarter for Cambridge, which will complement and enhance the character of the city and protect and enhance the environmental qualities of the surrounding area.

Policy CE/2 Development Principles

- 2.1.55 The Urban Quarter of Cambridge East will develop:
- *As a new urban quarter of Cambridge of approximately 10,000 to 12,000 dwellings with appropriate employment, services, facilities and infrastructure;*
 - *As an attractive feature in the landscape with which it is well integrated through a variety of edge treatments;*
 - *In a way which integrates and links the new development with the existing urban fabric of Cambridge to preserve existing residential amenity;*
 - *As a compact and sustainable urban extension, well designed to a high quality, with a strong sense of local identity; and*
 - *With well designed and landscaped urban and residential areas which are permeable and legible.*

Policy CE/4 The Setting of Cambridge East

Revised Cambridge Green Belt:

- 2.1.56 The policy advises how Cambridge East will be bound by the Cambridge Green Belt, which it states “*will constrain future growth*”. The Green Belt at Cambridge East is revised to exclude land for the built-up area of the new urban quarter, to include a green corridor through the Safeguarded Site, linking from Coldham’s Common to Teversham.
- 2.1.57 The policy outlines the purposes of the Green Belt in the vicinity of Cambridge East are to:
- Ensure that the development of Cambridge East does not detract from the setting of Cambridge;*
 - Ensure that Cambridge will not merge with any of the surrounding villages;*
 - Minimise any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Fen Ditton and Teversham and their Conservation Areas;*
 - Provide opportunities for outdoor recreation and public access to the open countryside adjoining Cambridge East.*

Green Corridor:

- 2.1.58 The Safeguarded Site features a green corridor designated as Green Belt, illustrated on **Figure 5** at **Appendix i**. The policy states “*a green corridor will be retained through the new urban quarter connecting the green spaces of Cambridge to the surrounding countryside*”. The policy advises “*the green corridor will have a width of about 300m, and be significantly narrower only where particular justification is provided and the green corridor function is not inhibited*” and “*it will open up to a greater width at the Teversham end of the corridor, where an informal countryside character will be provided to help maintain individual identity of the village*”.
- 2.1.59 The policy provides further guidance in terms of the function and purpose of the green corridor including:
- It will have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children’s play;*
 - It will have a high degree of public access compatible with its function in serving the needs of the development and the uses of Green Belt land;*
 - It will not contain any associated urban uses such as playing fields, allotments or cemeteries to ensure there is no adverse impact on its informal countryside character which acts as a link between the heart of the city and the wider countryside beyond; and*
 - Road, public transport, footpath, cycleway and bridleway crossings across the green corridor will be well designed.*

- 2.1.60 The APP for Cambridge East acknowledges that the Green Belt boundary in the Green Corridor (running through the Safeguarded Site, as illustrated on the AAP proposals map) *“is not drawn with reference to clear physical features”* and *“the precise boundaries of the green corridor will be determined in the review of the Area Action Plan when the timing of the relocation of the Airport is more certain and the Masterplanning process is further advanced”*.

Policy CE/13 Landscape Principles

Landscape Strategy:

- 2.1.61 Policy CE/13 advises how a Landscape Strategy for Cambridge East must be submitted and approved prior to the granting of planning permission. The policy outlines a series of requirements for the Landscape Strategy, those that are most relevant to this LVCA are outlined below:
- *Create an appropriate setting for the new urban quarter, which respects and reinforces local landscape character and minimises any adverse visual or landscape impacts on the surrounding area including the setting and character of Cambridge and surrounding settlements, in particular Fen Ditton and Teversham;*
 - *Establish the principles for structural landscaping and creating appropriate landscape character within the green corridor and areas of the Green Belt providing green separation from villages;*
 - *Establish the principles for structural landscaping within and on the countryside edges of the urban quarter.*

Policy CE/14 Landscaping within Cambridge East

Green Fingers:

- 2.1.62 Policy CE/13 advises how green fingers will be created into and through the urban area to connect with other open spaces, within and around Cambridge East and the wider countryside beyond. Water is described as a central feature in the green fingers and as part of a natural and low maintenance Sustainable Drainage System. The green fingers are required to have a landscape and biodiversity value and also provide a recreational function for both informal recreation and children’s play. Public access in the green fingers will include the provision for walking, cycling and horse riding.

Existing Edge of the City

- 2.1.63 Sensitive integration of the urban quarter into the existing urban fabric of Cambridge will be achieved through a variety of appropriate landscape treatments.

The Landscaping of the Built Environment

- 2.1.64 The built environment will be landscaped with high quality design, materials and planting.

The Urban Park

- 2.1.65 The existing Park & Ride off Newmarket Road (at Greenhouse Farm, within the Safeguarded Site) is identified within the AAP as an opportunity area to create an urban park.

The Landscaping of Open Spaces

- 2.1.66 Open spaces which have a recreational or amenity function will be landscaped to the highest quality and be sympathetic to the distinctive character of Cambridge East and local landscape character.

Policy CE/15 Linking Cambridge to its Surroundings

Connecting to the wider Landscape:

- 2.1.67 The landscaped areas and green fingers within Cambridge East will be designed to connect to each other and to the green areas on the periphery of the urban quarter including the green corridor, the country park and the wider countryside beyond, to create a comprehensive green and landscaped network.

Policy CE/16 Biodiversity

- 2.1.68 The development of Cambridge East will have regard to the conservation and enhancement of biodiversity, and every opportunity should be taken to achieve positive gain to biodiversity through the form and design of development.

Policy CE/19 Built Heritage

- 2.1.69 The developer will be required to undertake a comprehensive site survey, to identify which buildings and structures should be retained for their heritage value, and establish the extent and character of their settings.

Policy CE/20 Public Open Space and Sports Provision

Public Open Space:

- 2.1.70 The policy advises how The Open Space and Recreation Standards at Appendix 3 (see Table 2) of the AAP will apply at Cambridge East. The policy outlines a series of requirements for the provision of public open space and sports provision, those that are most relevant to this LVCA and which need to guide the Site's landscape strategy include:
- *Grass pitches required to meet the needs of the secondary and primary schools will not count towards the provision of the required public open space.*
 - *All homes in Cambridge East will be within 1,000m of Outdoor Sport provision.*
 - *An urban park will be developed utilising the existing Park and Ride site. It may include some appropriate outdoor sports provision, such as tennis courts and bowling greens, and appropriate ancillary facilities.*

- *In a high density urban quarter with many apartments and where garden sizes are likely to be smaller than those provided in the past, it is important that allotments are provided for outdoor recreation, and healthy food production.*

Table 2: Cambridge East Open Space and Recreation Standards

Type of Open Space	Definition	Standard
Outdoor Sports Facilities	Playing pitches, courts and greens	1.2 hectares per 1,000 people
Provision for Children and Teenagers	Equipped children's play areas and outdoor youth provision	0.3 hectares per 1,000 people
Informal Open Space	Recreation grounds, parks and common land excluding water bodies, equipped play areas and pitches and nature conservation sites.	1.8 hectares per 1,000 people
Allotments	Allotments	0.4 hectares per 1,000 people

Policy CE/21 Countryside Recreation

Country Park:

- 2.1.71 The AAP proposals map identifies a Country Park is to be provided on the Green Belt Site, on land north of Teversham, linking to the Green Corridor.

Other Policy Guidance

Teversham Conservation Area Appraisal (2006)

- 2.1.72 Teversham Conservation Area was designated on 8 January 1998 and amended on 26 April 2006. Teversham is a small village centred around the junction of the old Cherry Hinton and Fulbourn drove roads. A handful of historic buildings around the church and green provide an indication of the original character to the village. However, this nucleus has been surrounded by C20th development, mostly to the south and east, which has occurred since 1940.
- 2.1.73 The appraisal identifies a number of key vistas and views from the village, including one along Church Road looking west towards the Safeguarded Site and airfield, stating *"looking out of the village from the western end of Church Road, the aircraft hangers of Cambridge Airport are clearly visible."*
- 2.1.74 The appraisal highlights how the Airport Way Road Side Verge (RSV), a County Wildlife Site (CWS), *"creates a definite green edge to the side of the village"*. It also advises the key landmark

of the village is the Church of All Saints (Grade II*), stating it is “*the only building of any substantial height in the village and is reasonably prominent as a result*”.

Landscape in New Developments SPD, South Cambridgeshire District Council, (Adopted March 2010)

- 2.1.75 This SPD has been produced to provide additional advice and guidance on landscape planning and design, to ensure the quality of landscape schemes for development in the district. In respect of landscape character, the SPD states that the new scheme should relate to its immediate surroundings and wider landscape, preserving and enhancing the local landscape character where possible.

Trees and Development Sites SPD, South Cambridgeshire District Council, (Adopted January 2009)

- 2.1.76 This SPD was produced to provide additional advice and guidance on trees, to ensure that development works are undertaken in an appropriate manner to avoid harm to trees and how trees should be incorporated within development proposals as part of a high quality design.

Open Space in New Developments SPD, South Cambridgeshire District Council, (Adopted January 2009)

- 2.1.77 This SPD expands on open space Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments in the South Cambridgeshire Local Plan and provides additional policy details on how they will be implemented. Policies seek to ensure that provision of open space is addressed comprehensively to meet the needs of all new developments. The SPD advises that Area Action Plans that address sites on the edge of Cambridge (i.e. the Cambridge East AAP), utilise the Cambridge City Council Open Space standards and the standards and costs included in chapter 2 of this SPD do not apply to these areas.

Emerging Policy

Greater Cambridge Local Plan (October 2018)

- 2.1.78 Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC) are working together to create a joint Local Plan for the two areas – which is referred to as Greater Cambridge. The emerging Greater Cambridge Local Plan contains policies and proposals which will shape the future direction of change in Greater Cambridge up to 2041.
- 2.1.79 The emerging Local Plan policies of relevance to this LVCA are outlined below.

S/CE: Cambridge East

- 2.1.80 Policy S/CE seeks to set the placemaking vision for the safeguarded land on the Cambridge East site, “*retaining a green corridor that runs through the development to link the countryside with Coldham's Common and the heart of Cambridge, that lies within the Green Belt and has a*

landscaping, biodiversity and recreation function whilst also maintaining the individual identity of Teversham village.”

CC/DC: Designing for climate change

- 2.1.81 *“All developments must utilise site wide approaches to reduce climate risks, including the integration of sustainable drainage systems as part of landscape design, the use of cool materials for urban greening, for example through increased tree canopy cover and an enhanced treescape and integrating green spaces into new developments.”*

BG/BG: Biodiversity and geodiversity

- 2.1.82 Policy BG/BG seeks to ensure that proposed developments will be required to deliver a minimum 20% biodiversity net gain, to be achieved on site where possible.

BG/GI: Green infrastructure

- 2.1.83 Policy BG/GI seeks to reinforce and enhance the existing landscape and townscape, ensuring that proposed green infrastructure is appropriate to its local context, as well as supporting the delivery of biodiversity net gain, through linking habitats both within and beyond the site boundary. Green infrastructure should also be accessible and inclusive and support climate mitigation and adaptation.
- 2.1.84 Green infrastructure proposals will need to demonstrate that they have been designed as an integral part of the development, informing the overall design across all phases of the development.

BG/TC: Improving tree canopy cover and the tree population

- 2.1.85 Policy BG/TC will require development proposals to preserve, protect and increase the amount and distribution of tree canopy cover and protect and enhance the on site tree population and hedgerow network. The policy will also *“encourage the provision of new woodland of locally appropriate species in appropriate locations.”*

BG/PO: Protecting open spaces

- 2.1.86 *“Access to a range of open spaces for different activities, for all ages is an essential part of sustaining healthy communities, supporting the local environment, and encouraging social interaction with local people.”*

BG/EO: Providing and enhancing open spaces

- 2.1.87 *“Open space and recreation provision will be required to be provided by new development, appropriate to the scale and location of the development. Provision will be onsite where appropriate, if not, financial contributions will be sought to help improve off site facilities.”*

WS/CF: Community, sports and leisure facilities

- 2.1.88 Policy WS/CF requires “appropriate community, cultural, education, sports and leisure provision to meet the needs generated by new developments.”

GP/LC: Protection and enhancements of landscape character

- 2.1.89 “The Local Plan needs to ensure the varied character of different parts of the area is properly considered in planning decisions. Developments should respond to the local landscape character and take opportunities for enhancement.”
- 2.1.90 “New development can provide opportunities to enhance the landscape, such as improving the edges of settlements. The edges of Cambridge and the villages are an important area of transition which require sensitive landscaping to protect the setting of the settlements and to provide a well defined edge which respects townscape and the countryside beyond.”

GP/GB: Protection and enhancement of the Cambridge Green Belt

- 2.1.91 Policy GP/GB states that the Green Belt plays an “important role in maintaining the special qualities of Cambridge as a historic city and the surrounding area.” Opportunities to enhance and provide access to the Green Belt should be sought, including but not limited to outdoor sport and recreation, landscape enhancements, visual amenity and biodiversity enhancements.

GP/QP: Establishing high quality landscape and public realm

- 2.1.92 Policy GP/QP requires developments to demonstrate how their proposals design inclusively, prioritising pedestrian movement, enhance connectivity through well defined open spaces and streets and positively respond to climate change. This also includes integrating surface water management into the design to enable pedestrian accessibility and planting.

GP/HA: Conservation and enhancement of heritage assets

- 2.1.93 “Development will be required to demonstrate how it preserves or enhances the significance of the heritage assets of Greater Cambridge, their setting and the wider townscape, including views into, within and out of conservation areas.”

Evidence Base Supporting the Greater Cambridge Local Plan

- 2.1.94 A number of evidence documents have been produced, to inform the emerging Greater Cambridge Local Plan being prepared jointly by CCC and SCDC. The evidence-based documents of relevance to this LVCA are outlined below.

Greater Cambridge Landscape Character Assessment (February 2021)

- 2.1.95 The findings of this report are considered and reviewed in relation to the Site and context as part of **Chapter 3 Landscape Character**.

Greater Cambridge Green Belt Assessment (August 2021)

Greater Cambridge Green Infrastructure Opportunity Mapping (November 2020) & Greater Cambridge Green Infrastructure Opportunity Mapping: Part 2 Recommendations Report (September 2021)

- 2.1.96 The findings of this report are considered and reviewed in relation to the Site and context as part of **Chapter 4 Green Infrastructure Context and Strategic Initiatives**.
- 2.1.97 In addition to the landscape related planning policies, there are a number of other environmental and heritage designations present within the Study Area that are relevant to this LVCA. The designations outlined below are those that have been identified to currently share intervisibility with the Site and are of the greatest landscape and visual sensitivity to the type of development proposed. An appraisal of the visual receptors and level of intervisibility is described in more detail at **Chapter 5 Visual Receptors** of this report. The other environmental (including heritage and access) designations are illustrated on **Figure 6 at Appendix i and in the plan extracts below**.

Biodiversity Context

Site of Special Scientific Interest (SSSI)

- 2.1.98 Wilbraham Fens SSSI is located to the east, approximately 1.3km from the Safeguard Site and 250m from the Green Belt Site. The SSSI is described by Natural England as a large area of fen and neutral grassland with associated scrub and open water communities. The western edges of the SSSI on the Harcamlow Way share intervisibility with the existing hangars within the Safeguarded Site, along with various areas of the Green Belt Site.

Local Nature Reserve (LNR)

- 2.1.99 Barnwell East LNR is located directly adjacent to the western boundary of the Safeguarded Site, with access off Barnwell Road. Barnwell East was declared as a Local Nature Reserve in 1992 to protect one of the last remaining areas of semi-natural calcareous grassland within the city. Alongside featuring one of the last remaining areas of semi-natural calcareous grassland within the city, the LNR contains areas of scrub, dry grassland and open water. There are direct, open views onto the Safeguarded Site from the LNR's eastern boundary, where the vegetation cover is open.
- 2.1.100 Coldham's Common LNR is located approximately 200m to the west of the Safeguarded Site, off Barnwell Road adjacent to Barnwell East LNR. Coldham's Common is a green recreation space, extending from the Cam corridor out towards the eastern edge of the city. It forms part of an identified green corridor extending southwards along Cherry Hinton Brook. The common comprises a variety of habitats including areas of unimproved grassland. From the playing fields within Coldham's Common there are middle distance, direct views of the tops of the airport

hangars, radar tower and the ground running enclosures within the Safeguarded Site, seen above the existing tree / shrub vegetation that encloses the common.

Protected Roadside Verge (PRV)

- 2.1.101 There are two road verges which fringe the east of the Safeguarded Site along Airport Way, designated as Protected Road Verges (PRV) and County Wildlife Site (CWS) named, Airport Way RSV CWS and Teversham PRV S38. They have been found to support relatively species-rich neutral grassland with some calcareous influence.

City Wildlife Site (CWS)

- 2.1.102 Norman Cement Pits (locally referred to as Coldham's Lakes) and CU Officer Training Corps Pit are City Wildlife Sites (CWS) located approximately 200-350m to the south west of the Safeguarded Site. These CWS contain large discussed chalk pits with adjoining areas of scrub, woodland, grassland and tall herb vegetation. The pits are flooded and used for angling (Norman Cement Pits). The CWS are private land and not publicly accessible.

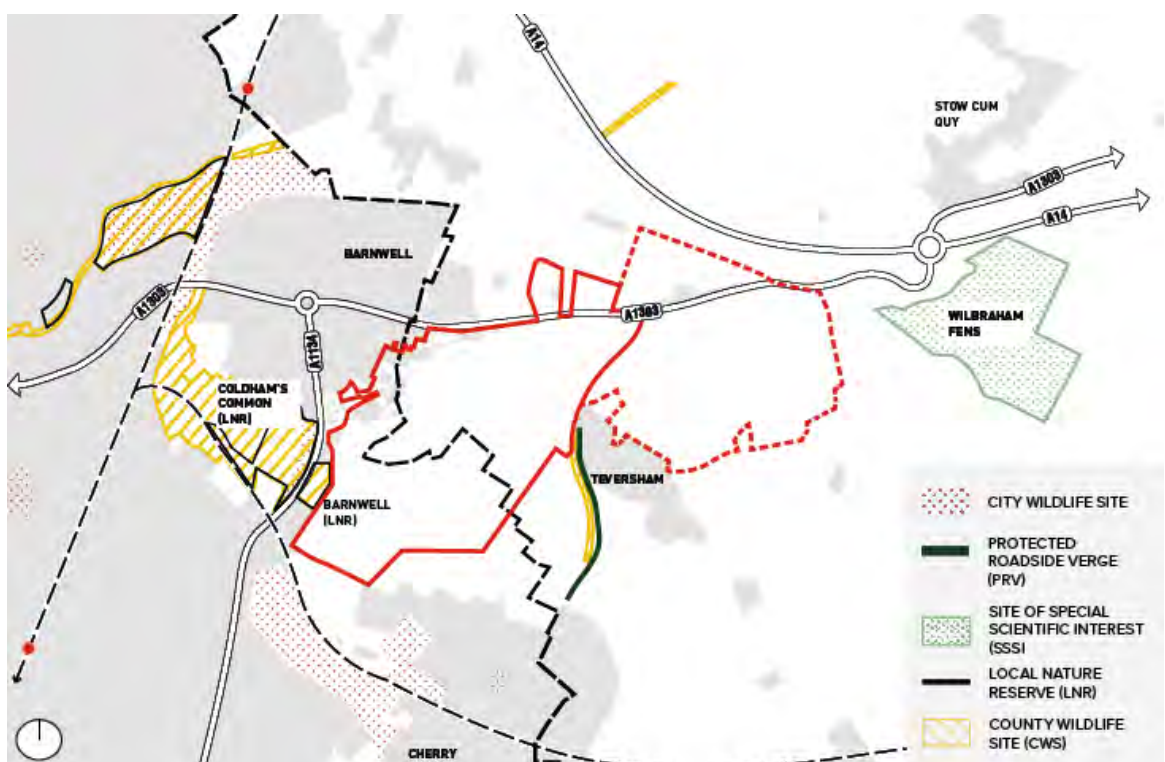


Figure B – Plan extract of the Biodiversity Context

Heritage Context

Scheduled Monument

- 2.1.103 Cambridge Castle Mound (locally referred to as Castle Hill) is a scheduled monument located approximately 3.5km to the west of the Safeguarded Site within the historic core of Cambridge. Castle Mound is a discrete, isolated, elevated hill, rising up from its surroundings at approximately +20m AOD, to approximately +32m AOD, providing 360 degrees panoramic views across the city. These elevated, long distance views across Cambridge, feature scattered church spires and towers emerging above an established tree line. There are also long distance views of the top of the airport hangars and the watch tower within the Safeguarded Site from Castle Mound.

Listed Buildings

- 2.1.104 The Safeguarded Site itself features Marshall's Cambridge Airport Control and Office, which is a Grade II listed building, orientated to front onto Newmarket Road. There are numerous listed buildings within the study area, primarily within Cambridge historic core and the necklace of villages surrounding Cambridge (Fen Ditton, Teversham, Stow cum Quy and Fulbourn). Those of most relevance to this LVCA include:
- Church of All Saints (Grade II*) – located within Teversham, approximately 200m to the east of the Safeguarded Site and immediately to the south of the Green Belt Site;
 - Parish Church of St Mary (Grade II*) – located on the southern edge of Stow cum Quy, approximately 1.5km to the north east of the Safeguarded Site and 800m from the Green Belt Site, albeit separated by Junction 35 of the A14.

Conservation Areas

- 2.1.105 Teversham Conservation Area is located immediately to the east of the Safeguarded Site separated by Airport Way, with the Green Belt Site directly adjacent to the Conservation Area's northern boundary. The handful of historic buildings around the church and green provide an indication of the original village's character. However, this nucleus has been surrounded by C20th development, mostly to the south and east, which has occurred since 1940. The village is visually well enclosed due to its treed and wooded edges, with views towards the Safeguarded Site limited to its western edge along Airport Way, channelled views north west along Church Road and views towards the Green Belt Site on its outer northern edges.
- 2.1.106 Fen Ditton Conservation Area is located approximately 600m to the north west of the Safeguarded Site, separated by consented residential development at Marleigh (previously referred to as WING). From testing in the field, it is considered Fen Ditton Conservation Area is unlikely to be affected by Proposed Development, due to the extent of intervening vegetation, combined with the development at Marleigh.

Historic Features

- 2.1.107 Historic mapping (1885 – 1900) of the Site and the immediate context show prior to the airport being opened in 1938 the surrounding land use was arable farmland. The Safeguarded Site was associated with Rectory Farm, featuring hedgerow and ditch field boundary enclosures. Historic mapping identifies a footpath previously ran across the Safeguarded Site in an east/west direction connecting Coldham's Common and Teversham. There was also a footpath running north/south connecting Teversham to Fen Ditton, across the Safeguarded Site. The airport severed this connection, however the route remains from Newmarket Road, through Marleigh and onto Fen Ditton as part of public footpath 85/9.

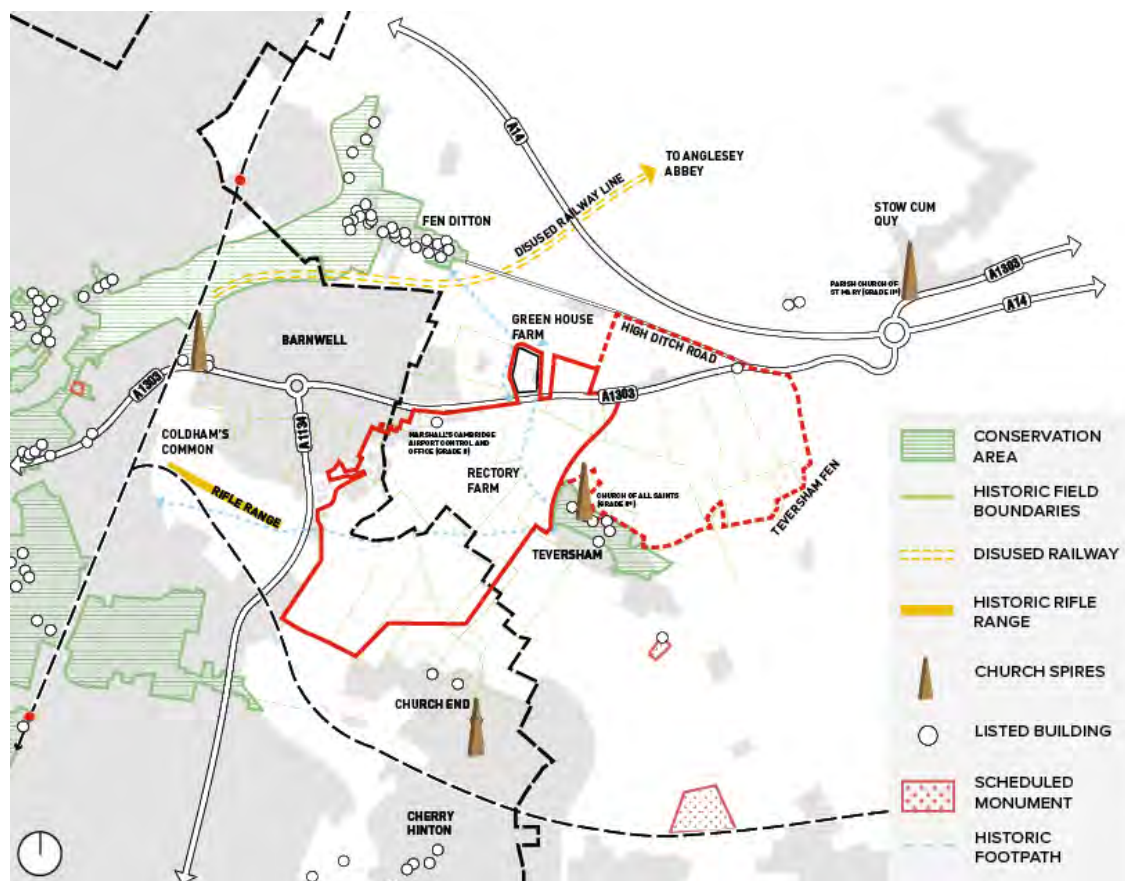


Figure C – Plan extract of the Heritage Context

Access & Movement Context

- 2.1.108 There is no public access on the Safeguarded Site as the Airport acts as an impermeable barrier stopping movement both east-west, and north-south, within the local area, particularly between Coldham's Common to the west and the countryside in the east. Public access of the Site is currently restricted to the existing public right of way network as illustrated by **Figure 4** at **Appendix i** and **Figure D** plan extract below. There is a public footpath (Ref 39/109) along the

Safeguarded Site's outer eastern boundary which follows the alignment of a ditch line and provides a link between Cherry Hinton and Teversham. The Park and Ride area of the Site, north of Newmarket Road, connects with a public footpath (Ref 85/9) which links north west to Fen Ditton.

- 2.1.109 The Green Belt Site features a public footpath (Ref 229/3) which runs from Teversham in a north easterly direction, towards Wilbraham Fen, where it provides onward connection to Harcamlow Way long distance footpath.
- 2.1.110 National Cycle Route 51 runs along Newmarket Road, heading north through the Park and Ride part of the Safeguarded Site, before heading west along the northern urban edge of Cambridge towards the River Cam corridor, where it provides onward connection south to NCR 11 into the centre of Cambridge. This route also forms part of the Greater Cambridge Greenway network, part of Swaffhams Greenway.

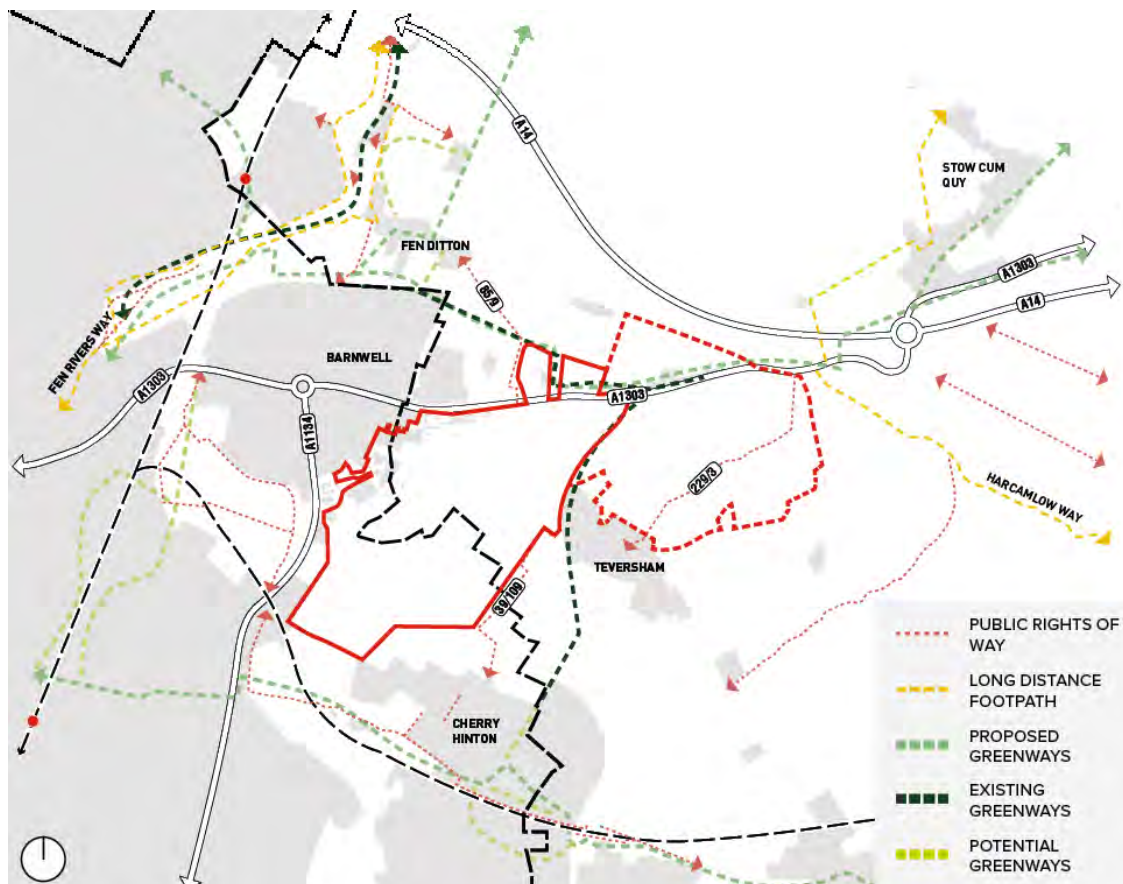


Figure D – Plan extract of the Access and Movement Context

Publicly Accessible Open Space Context

- 2.1.111 Whilst public access is restricted on both the Safeguarded and Green Belt Sites to these public rights of way, there are existing public open spaces in close proximity. Barnwell East LNR is

located along the Safeguarded Site's south western boundary, whilst immediately beyond is Coldham's Common LNR.

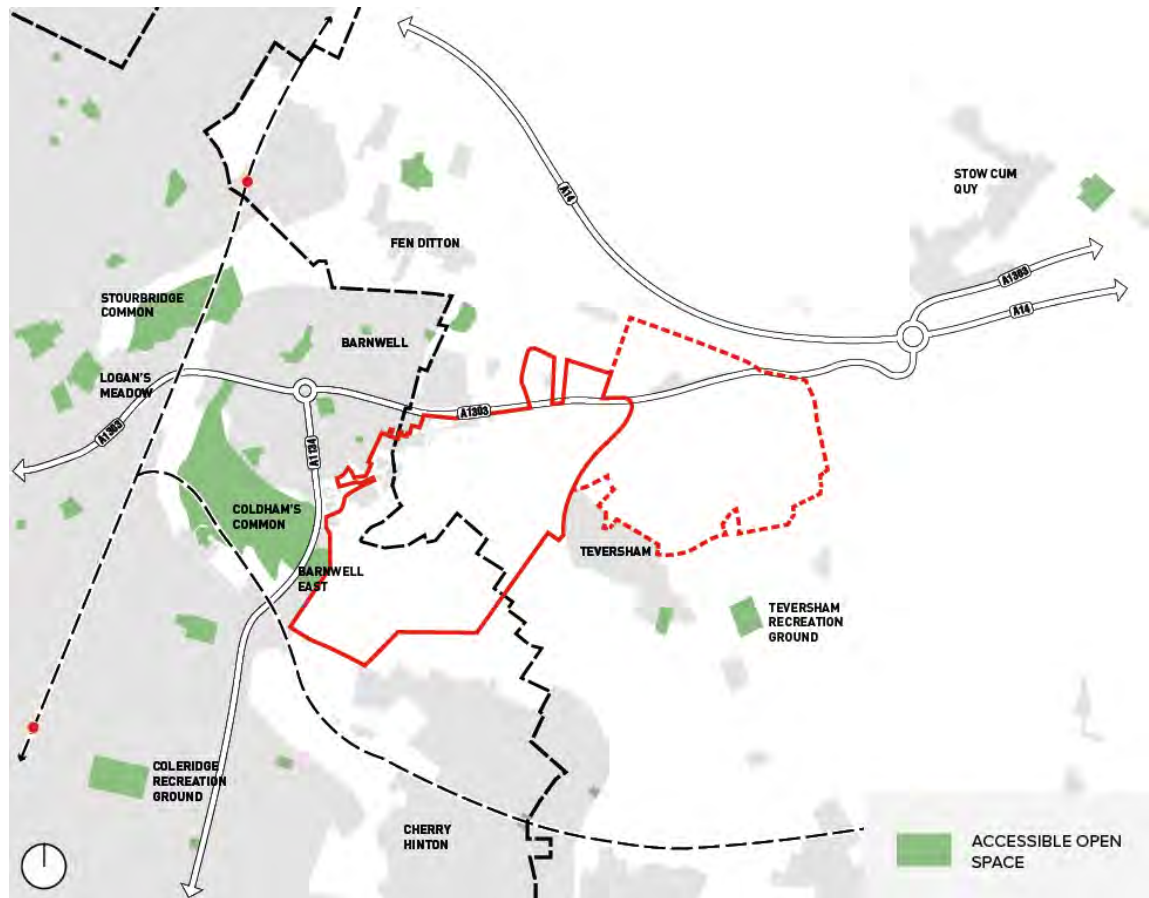


Figure E – Plan extract of Accessible Open Space

2.1.112 Alongside the public open space standards outlined in **Chapter 2 Policy & Guidance**, the forthcoming National Framework of Green Infrastructure Standards by Natural England will provide new standards for green infrastructure (ANGSt) suggesting that all people should have access to a natural green space close to home. Benchmarks in the green infrastructure standards will include guidance on size / distance criteria; and will be accompanied by a national map which will show where these criteria are not currently met, to help guide provision of green spaces to the places that need it most (refer to **Table 3** below).

2.1.113 Following an analysis based on the latest Natural Greenspace Standards (ANGSt) the Safeguarded Site (refer to **Figure F**) is currently deficient in the following greenspace criterion:

- *Doorstep Standard – 0.5ha greenspace within 200m*
- *Local Standard – at least 2ha natural green space within 300m*
- *Neighbourhood Standard – at least 10ha natural green space within 1km*

- *District Standard – at least 100ha natural green space within 5km*

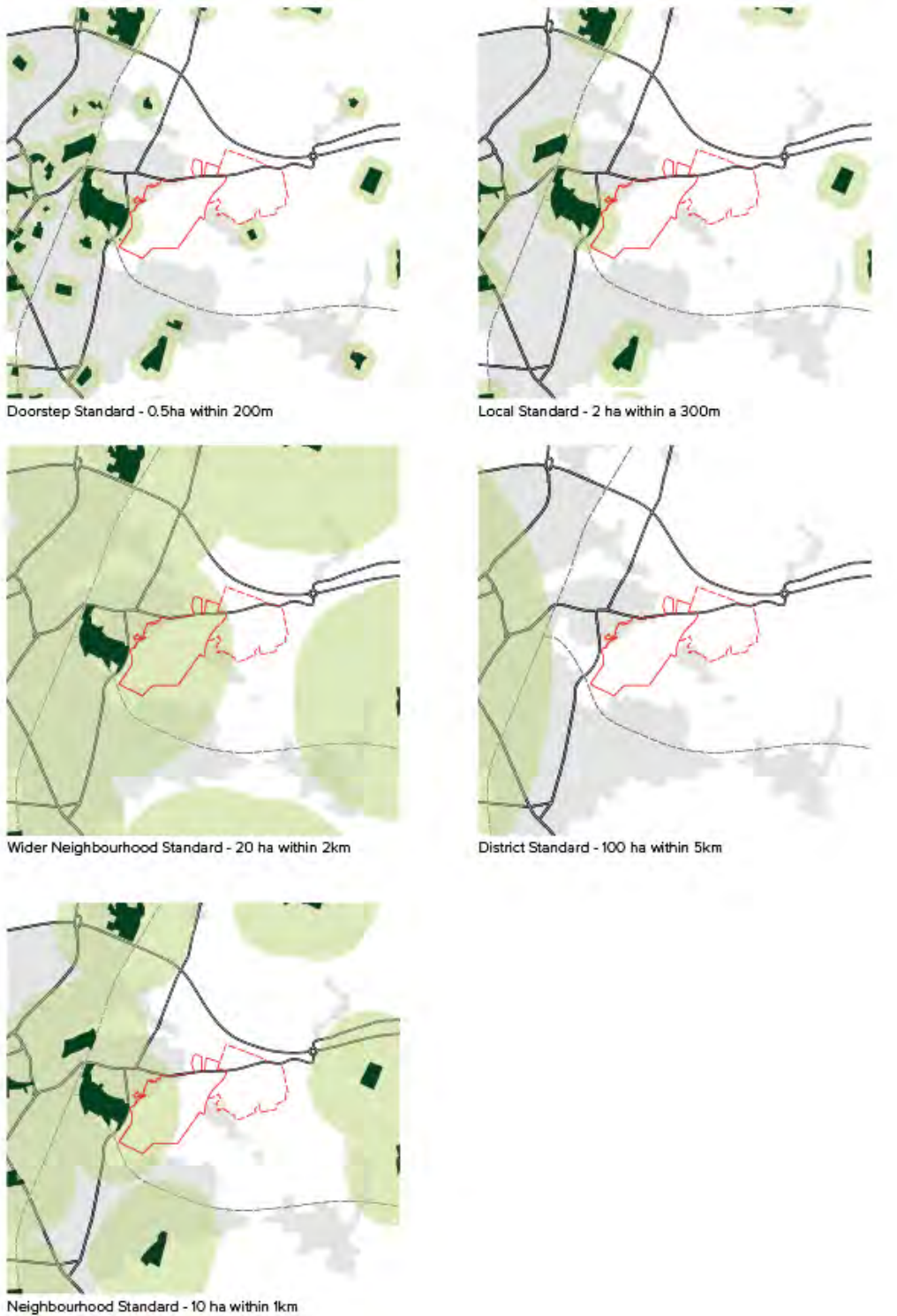


Figure F – Plan extract of Natural Accessible Greenspaces and ANGSt

NAME OF CRITERION	SIZE DISTANCE CRITERIA	WALKING & CYCLING TIMES
Doorstep Greenspace	A green space of at least 0.5ha within 200m	Under 5 mins walk
Local Natural Greenspace	A natural green space of at least 2 ha within a 300m (straight line route) or 500m (actual route)	5 - 10 mins walk and 2 mins cycle
Neighbourhood Natural Greenspace	A natural green space of at least 10 ha within 1km	15 mins walk (4 mins cycle)
Wider neighbourhood	A natural green space of at least 20 ha within 2km	25 mins walk
District	100 ha within 5km	20 mins cycle
Sub-regional	500 ha within 10km	40 mins cycle
Local Nature Reserves (LNR)	At least 1 ha per 1000 population	

Table 3: Accessible Natural Greenspace Standards (ANGSt) (Draft Updated - 2021)

Scale and Height Context

- 2.1.114 Cambridge controls tall buildings in the city through **Local Plan Policy 60 Tall Buildings and the Skyline** and its supporting **Appendix F**, advocating a case-by-case assessment based on a series of set criteria (refer to Planning Policy for further detail). Such an approach has recognised that even modest increases in height in certain areas of the city have potential to impact on surrounding established neighbourhoods and views from vantage points around and within the city. The prevailing building height of development in the city is currently between 2 and 5 storeys with other taller structures in prominent locations. In the Cambridge context, a tall building is broadly defined as ‘any structure that breaks the existing skyline and/or is significantly taller than the surrounding built form’. In the context of Cambridge East, taller buildings are defined as anything in excess of five residential storeys (15m).
- 2.1.115 The Safeguarded Site (Cambridge Airport) consists of large-scale, commercial and industrial buildings / structures including hangars (circa maximum 30m high), ground running enclosures (circa 20m high), control tower (circa 26m high) and radar tower (circa 38m high) – these all lie in the north-west part of the Site¹, adjacent to residential properties within Barnwell, a neighbourhood of Abbey. The scale, mass and light colour of the large-scale airport buildings and structures mean they are prominent features not only in close proximity to the Site but also in distant elevated views, such as the Gog Magog hills, Magog Down, Castle Mound and Wort’s Causeway (Shelford Road). The Cambridge Landscape Character Assessment and Cambridge Inner Green Belt Study identify the hangars as visually detracting and forming a negative edge to the City in the east.
- 2.1.116 The current scale of built form surrounding the Safeguarded and Green Belt Site is illustrated on **Figure G** below. It is important to note that **Figures G and H** below only illustrate average building heights and not storey heights. In the immediate context of the Safeguarded Site, the post-war suburbs of Barnwell and Cherry Hinton and the villages of Teversham and Fen Ditton,

¹ Approximate existing building heights measured from VuCity, 2021

predominantly contain residential buildings two storeys (5-10m high). However, the scale of built form and land use surrounding the Safeguarded Site is in a state of change due the adjacent consented residential-led developments of Marleigh (previously known as Wing) and Land North of Cherry Hinton. Marleigh is consented for 1,300 dwellings with a maximum height parameter of 18m featuring 3 - 5 storey built form, whilst Land North of Cherry Hinton is consented for 1,200 dwellings with a maximum height parameter of 15m high at up to 4 storeys. The future baseline scale adjoining the Site, as a result of these developments, is illustrated in **Figure H** below.

2.1.117 A recent typology study, prepared by the Greater Cambridge Planning Service (GCPS) to inform the preparation of the Area Action Plan for the future development of North East Cambridge (NEC), analysed a range of recent new developments in and around Cambridge². The study found the scale of recent new development around the fringes of Cambridge and outside the historic core ranges from 2 – 7 storeys and includes:

- *Athena, M1 and M2, Eddington, Cambridge (15/1663/REM), heights range from 2 – 5 storeys*
- *'Virido', Great Kneighton, Cambridge (14/1201/REM), heights range from 2 – 5 storeys*
- *S3, Eddington, Cambridge (18/1195/REM), heights range from 4 – 5 storeys*
- *8a & 8b Great Kneighton, Cambridge, heights range from 2 – 5 storeys*
- *Aura, Great Kneighton, Cambridge, heights range from 2 – 5 storeys*
- *Accordia, Cambridge, heights range from 2 – 7 storeys*

2.1.118 Within the centre of Cambridge and the historic core, recent new development ranges from 4 - 8 storeys and includes:

- *CB1 'Cere', Cambridge (11/0633/REM), next to Cambridge Railway Station, ranges from 6 – 7 storeys*
- *CB1 Buildings C1, C2, D1 & F1, Cambridge, ranges from 4 – 6 storeys*
- *50/60 Station Road, CB1, Cambridge, ranges from 7 – 8 storeys*

2.1.119 North East Cambridge is a 182ha brownfield site - which includes Cambridge Science Park and St Johns Innovation Centre, Cambridge Business Park and Cambridge Waste Water Treatment Plant on the north eastern edge of Cambridge, approximately 2km from the Safeguarded Site. The North East Cambridge AAP, which has recently been published and is currently being considered by the GCSP, proposes a new city district on the north eastern fen edge of Cambridge, featuring a mix of new homes, workplaces, services and social spaces. North East Cambridge proposes average building heights of 4 – 6 storeys with a maximum up to 10 storeys (circa 30m high). This is a reduction from the proposals in the Draft Area Action Plan, which

² North East Cambridge, Typologies Study and Development Capacity Assessment, January 2020

proposed 5 to 8 storeys generally with a maximum of 13 storeys. The approach to building heights across North East Cambridge, whilst taller than the prevailing local context, is typical of the range of heights being brought forward on other development sites in and around Cambridge. At North East Cambridge, there are localised increases in height at specific locations to help define key centres of activity and to help with wayfinding, the taller buildings are located within the District Centre, whilst Landmark Buildings are located at important street intersections.

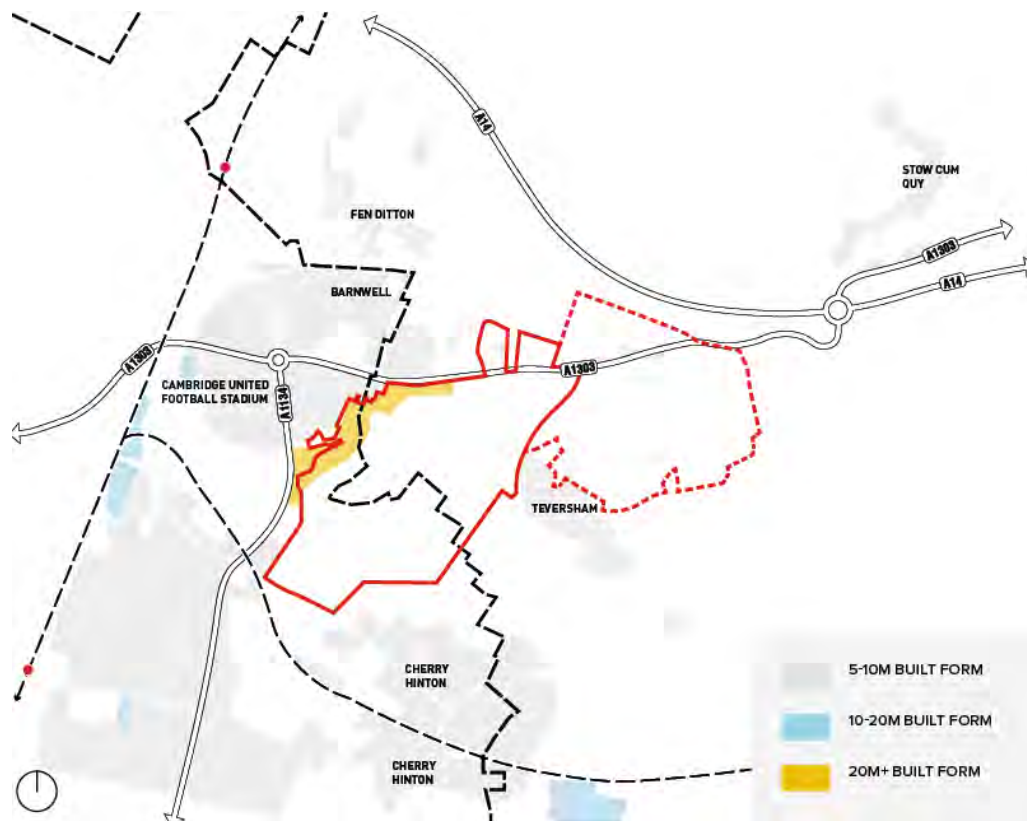


Figure G – Plan extract of the current baseline Scale and Height

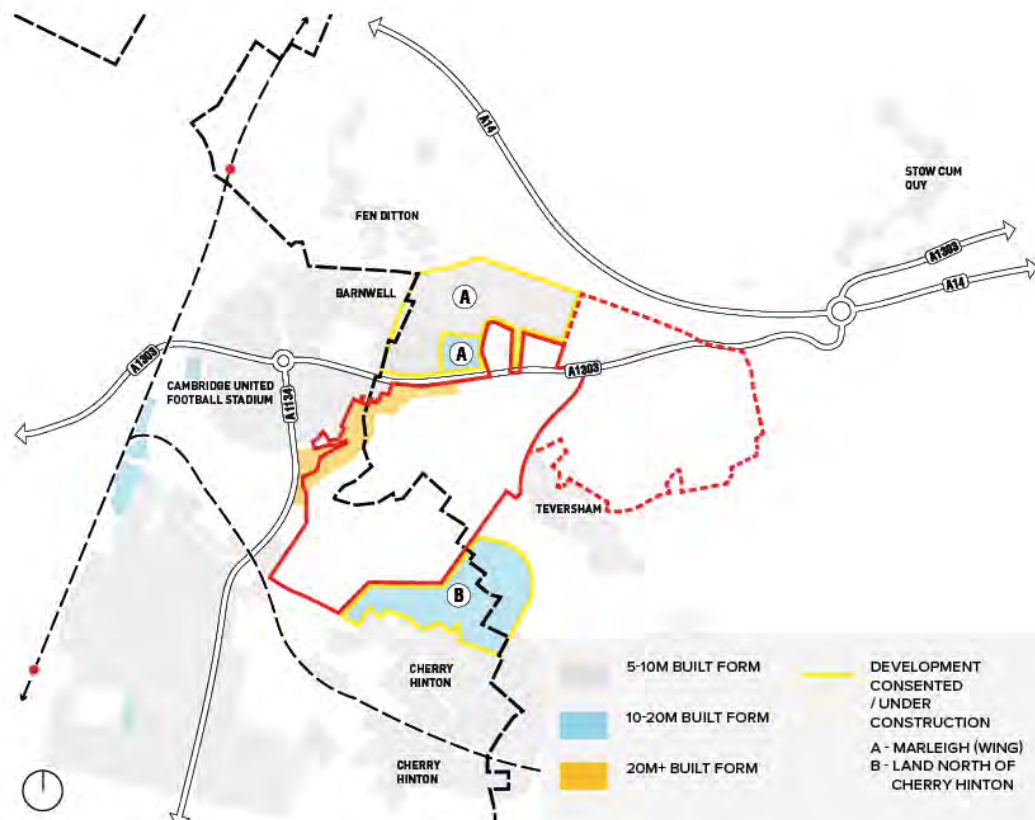


Figure H – Plan extract of the future baseline Scale and Height

2.1.120 Refer to **Figure J** below for a plan extract from the North East Cambridge AAP of the building heights considered suitable.

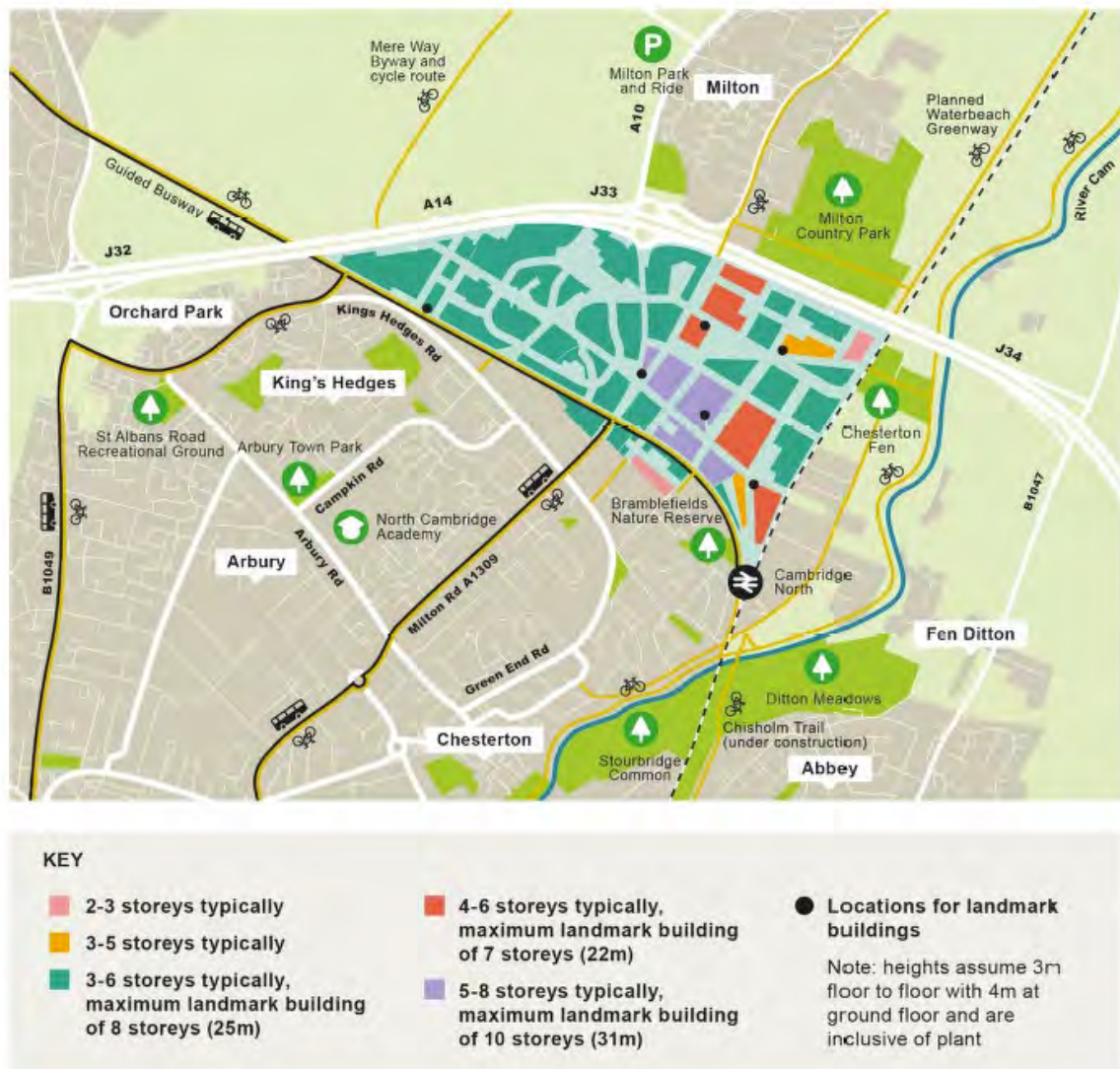


Figure J – Plan extract of the Building Heights considered suitable at North East Cambridge (source: Proposed Submission North East Cambridge Area Action Plan Regulation 19, November 2021)

3. LANDSCAPE & TOWNSCAPE CHARACTER

Existing Landscape Character Baseline

- 3.1.1 Published landscape character assessments relevant to the Site and study area have been reviewed as part of this LVCA. These assessments comprise:

National Character Areas (see **Figure 7** at **Appendix i**):

- *NCA 87: East Anglian Chalk*
- *NCA 88: Bedfordshire and Cambridgeshire Claylands*

Regional Character Areas (see **Figure 8** at **Appendix i**):

- *RLCT 4: Lowland Village Chalklands*
- *RLCT 22: Planned Peat Fen*

County Character Areas (see **Figure 9** at **Appendix i**):

- *CCA 2: Chalklands*
- *CCA 8: Fenlands*

District Character Areas (see **Figure 10** at **Appendix i**):

- *Rural Lowland Mosaic LCT - Eastern Transition Lands LCA*
- *LCT 6: Fen Edge Chalklands*
- *LCA 6A: Fen Ditton Fen Edge Chalklands*

The published assessments provide a hierarchical appraisal of the character of the Site, its surroundings and the wider study area, through a recognised process of landscape characterisation.

- 3.1.2 It should be noted that there are often subtle differences between and within individual landscape character areas that can give rise to variations in both actual and perceived quality, condition, value and susceptibility to change. Furthermore, boundaries between character areas do not always follow recognised features within the landscape such as rivers, settlement edges or field boundaries. In these cases, the boundaries between character areas should be treated as transitions where there is a gradual change in character, as is often the case with landscapes at the national and regional level.

Landscape Character at National Level

- 3.1.3 Natural England has divided England into 159 distinct natural areas referred to as National Character Areas (NCAs). The boundaries follow natural lines in the landscape, rather than

administrative boundaries and each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity.

NCA 88 Bedfordshire and Cambridgeshire Claylands

3.1.4 The Safeguard Site and a small proportion of the Green Belt Site is located within NCA 88 Bedfordshire and Cambridgeshire Clayland. The key characteristics of this character area, relevant to the Site and context of the study area, are summarised as follows:

- gently undulating, lowland plateau divided by shallow river valleys;
- predominantly open, arable landscape of planned and regular fields bounded by open ditches and trimmed, often species-poor hedgerows;
- settlements cluster around major road and rail corridors, with smaller towns, villages and linear settlements widely dispersed throughout;
- Fen-edge villages, such as Teversham, are often in a linear form along roads; and
- major transport routes cross the area, including A14 road, the East Coast and Midlands mainline railways.

NCA 87 East Anglian Chalk

3.1.5 The eastern parts of the Green Belt Site are located within NCA 87 East Anglian Chalk. The key characteristics of this character area, relevant to the Site and context of the study area, are summarised as follows:

- the underlying and solid geology is dominated by Upper Cretaceous Chalk. The chalk bedrock has given the NCA its nutrient-poor and shallow soils;
- the chalk aquifer is abstracted for water to supply Cambridge and its surroundings and also supports flows of springs and chalk streams;
- the rolling downland, mostly in arable production, has sparse tree cover;
- settlement is focused in small towns and in villages; and
- major roads and railways are prominent landscape characteristics of the NCA.

Landscape Character at Regional Level

3.1.6 At the regional level, Landscape East divides the eastern England landscape into 27 Regional Landscape Character Types (RLCT). The western part of the Safeguarded Site on the eastern settlement edge of Cambridge, features existing commercial land uses and is defined as urban as part of the Regional Character Assessment.

3.1.7 The Regional level landscape character types (RLCT) are illustrated on **Figure 8 at Appendix i**.

RLCT 4: Lowland Village Chalklands

- 3.1.8 The airfield and runway area of the Safeguarded Site and a small proportion of the Green Belt Site lies within *RLCT 4: Lowland Village Chalklands*, which is described as “a low lying, but gently rolling arable landscape through the south and east of Cambridgeshire. It is dissected by small streams and has a distinctive pattern of nucleated villages and patchwork of woodlands and shelterbelts.”
- 3.1.9 Due to the scale of the Safeguarded Site and its associated land use as an operational airfield the key characteristics of this character area are more relevant to the Green Belt Site and its immediate context in the study area, which are summarised as follows:
- low lying, gently rolling topography with calcareous brown soils over chalk ground conditions;
 - small streams, often tree lined, create shallow valleys;
 - predominately arable land use with medium to large sized fields enclosed by hawthorn hedges;
 - limited woodland cover;
 - a distinctive pattern of historic nucleated villages with prominent churches. Some villages have grown bigger in the 20th century, while larger towns, such as Cambridge contribute to an urbanising influence;
 - historic stone churches in nucleated villages act as local landmarks; and
 - visual experience is of an open landscape with long distance views.
- 3.1.10 The integrated landscape character objectives for the Lowland Village Chalklands RLCT to guide future management and development opportunities are:
- **Protect the open arable landscape character:** conserve and restore existing linear shelter belts, copses and hedges to provide habitat connectivity, whilst recognising and conserving the visual relationship to the prominent slopes with RLCT 1 Chalk Hills and Scarps.
 - **Manage the distinctive chalk habitats:** enhance and extend areas of chalk grassland and provide interpretation of the distinctive chalk geodiversity, biodiversity and landscape features.
 - **Protect the historic settlement pattern:** conserve and enhance the traditional nucleated villages which are located close to the interface with the claylands and fen edge (e.g. Teversham) and the setting of traditional buildings within villages including prominent churches.
 - **Manage and connect valley floor features:** maintain distinctiveness of river and stream corridors including the reinstatement of small woodlands and copses along riparian corridors

RLCT 22: Planned Peat Fen

- 3.1.11 The eastern part of the Green Belt Site lies within *RLCT 22: Planned Peat Fen*, which is described as “a flat, low lying and sparsely populated landscape in the north east of Cambridge. It is characterised by dark peaty soils, a grid like pattern of large arable fields bounded by drainage ditches and wide views to distant, often dramatic skies.”
- 3.1.12 The key characteristics of this character area, relevant to the Site and context of the study area, are summarised as follows:
- the southern component of the extensive former Fenland of eastern England;
 - an expansive, low-lying (often below sea level), landscape with a distinctively flat landform;
 - a uniform and low-lying landscape, characterised by drained fenland, but supporting a mosaic of wetland habitats including fens, reedbed, wet woodland and patches of grazing marsh;
 - an intensively farmed arable landscape;
 - infrequent patches of secondary woodland/scrub;
 - a landscape created by drainage from the medieval period onwards to create farmland;
 - planned geometric landscape with large fields defined by straight ditches;
 - settlement is sparse and limited mainly to isolated farmsteads on former fen islands; and
 - the flat horizontal nature of the landscape can give vertical features (e.g. church towers) unusual prominence.

Landscape Character at County Level

- 3.1.13 Cambridge County Council commissioned a landscape character assessment (Cambridgeshire Landscape Guidelines) which was completed in 1991. This divides the Cambridgeshire landscape into 9 distinct County Character Areas (CCA). The majority of the Safeguarded Site lies within *CCA 2: Chalklands* and the Green Belt Site within *CCA 3: Fenlands* as illustrated on **Figure 9 at Appendix i**.

CCA 2: Chalklands

- 3.1.14 The majority of the Safeguarded Site lies within *CCA 2: Chalklands*, which is described as “a largely arable and broad scale landscape of large fields with low, trimmed hedge boundaries and limited tree cover.”
- 3.1.15 The following principles for landscape improvement and management, taken from the Cambridgeshire County Council Landscape Character Assessment, and pertinent to the Site and study area for this CCA include:

- The future pattern is for a large-scale landscape defined by shelter belts, sweeping masses of woodland and occasional beech hangers.
- **Planting new beech hangers:** could be placed on suitable, carefully sited knolls and hilltops; these would form focal points to reinforce the local chalkland landscape character.
- **Management and creation of chalk grasslands:** the majority of the grasslands should remain open and uncluttered. The promotion of species-rich grassland on thin chalk soils would provide visual and wildlife value. Road verges should also be managed to promote plant diversity and interest.
- **Planting new mixed woodlands and shelter belts:** carefully sited to enclose large tracts of landscape and emphasise landforms.
- **Hedgerows:** selected hedgerows should be reinforced, or managed for particularly significant impact, based upon their visual and wildlife potential.

CCA 3 Fenlands

- 3.1.16 The eastern extent of the Green Belt Site lies within CCA 3: Fenlands, which is described as “a complex landscape of contrasts and variety. It is a large, open landscape with a haphazard pattern of settlement and tree cover superimposed on the regimented and highly organised drainage patterns.”

Landscape Character at District Level

- 3.1.17 Cambridge City Council commissioned a Landscape Character Assessment which was completed in 2003. This divides the Cambridge landscape into 7 Landscape Character Types (LCT) which have been further sub-divided into 24 Landscape Character Areas (LCA). The Safeguarded Site and Green Belt Site lie wholly within Eastern Transition Lands LCA which forms part of the Rural Lowland Mosaic LCT as illustrated in **Figure K** below.

Rural Lowland Mosaic LCT - Eastern Transition Lands LCA

- 3.1.18 The key characteristics of this character area, relevant to the Site and context of the study area, are summarised as follows:
- Cambridge Airport is a flat area, bound by major roads. The Cambridge Airport runway, the large aircraft hangers and Marshall's work dominate the area and have a negative impact on the landscape and Cambridge city skyline;
 - the airport is devoid of trees, and the management regime of the close cut grassland so severe that diversity of habitat and wildlife is actively discouraged;
 - transitional landscape where the characteristic chalkland vegetation of the south is essentially retained until it reaches the fen area to the east; and
 - a flat and open monotonous space.

3.1.19 The following principles for landscape improvement and management, taken from the Cambridgeshire County Council Landscape Character Assessment, and pertinent to the Site and study area for this CCA include:

- use the major new urban extension development of the Airport to facilitate and enable the creation of character and to improve the setting of the City, enhance landscape features and biodiversity to improve amenity while seeking opportunities for access and informal recreation opportunities;
- use development opportunities to open up views of the City skyline;
- use development opportunities to create visual character and cohesion of area, to improve and or create important new green corridors which enhance the setting, character and biodiversity of the City and which link in to existing open space framework;
- increase habitat diversity and wildlife interest;
- create new commons and open spaces with links to adjacent common and open space areas; and
- take Biodiversity Action Plans into account in future development or management plans.



Figure K – Plan extract of Eastern Transitional Lands LCA (blue area)
(source: Cambridge Landscape Character Assessment, April 2003)

Greater Cambridge Landscape Character Assessment

- 3.1.20 On behalf of South Cambridgeshire District Council and Cambridge City Council ('the Councils'), in May 2020 the Greater Cambridge Shared Planning Service commissioned CBA to prepare an up-to-date and consistent Landscape Character Assessment of the whole Greater Cambridge area (Greater Cambridge Landscape Character Assessment). The Landscape Character Area descriptions, from the Cambridgeshire Landscape Guidelines published by Cambridgeshire County Council in 1991, were used to inform the Greater Cambridge Landscape Character Assessment where appropriate. The assessment divides the Greater Cambridgeshire landscape into 9 Landscape Character Types (LCT) which have been further sub-divided into Landscape Character Areas (LCA). Each LCA is mapped and an evaluation of its condition and robustness, and strategy for influencing landscape change is provided.
- 3.1.21 The Safeguarded Site and Green Belt Site lie primarily within LCT 6: Fen Edge Chalklands and LCA 6A Fen Ditton Fen Edge Chalklands, with a small proportion of the eastern extent of the Green Belt Site within LCT 1: The Fens and LCA 1E: Fulbourn Fen.

LCT 6: Fen Edge Chalklands

- 3.1.22 This LCT is described as *"a settled, transitional landscape with scattered villages, characterised by long, open views over predominantly arable fields between the low-lying Fens and rising land to the east and southeast of Cambridge."*
- 3.1.23 The key characteristics of this character type, relevant to the Site and context of the study area, are summarised as follows:
- low-lying, gently undulating landform;
 - generally open landscape with long views across large fields;
 - predominantly arable landscape dominated by late enclosures, with limited woodland cover and low, hawthorn hedge or ditch boundaries;
 - vegetation comprises scattered woodland copses and shelterbelts across the higher landform, with a concentration of woodland around settlements;
 - settlement comprises generally small villages with strong, historic, linear form and traditional vernacular; and
 - vertical features including the high voltage pylon lines to the northeast and east of the city, telegraph poles and masts are very prominent in the gently undulating landscape.
- 3.1.24 The following guidance for integrating development into the landscape and pertinent to the Site and study area for this LCT include:
- conserve the overall rural character, with dispersed, linear Fen Edge villages, farms and long views across open fields;
 - maintain the distinctive settlement pattern of the area and its local context;

- maintain the linear, or rectilinear form of the settlements;
- ensure new developments are integrated with sufficient space for garden and street tree planting where applicable;
- enhance village gateways and, where appropriate, consider provision of appropriate planting on village approaches;
- take opportunities to create new village greens and/or wildlife areas within new developments;
- ensure new developments integrate/connect with existing Public Rights of Way (PROW) within development layout; and
- ensure new developments reflect the form, scale and proportions of the existing vernacular buildings and pick up on the traditional local building styles, height, materials, colours and textures.

LCA 6A: Fen Ditton Fen Edge Chalklands

- 3.1.25 This LCA is described as “a settled landscape with small, linear villages and discordant influences introduced due to the proximity of the urban edge of Cambridge.”
- 3.1.26 The key characteristics of this character area, relevant to the Site and context of the study area, are summarised as follows:
- irregular pattern of large, rectilinear fields contrasts with small scale, more regular field patterns around settlement edges;
 - well-trimmed hedges, boundary trees and shelterbelts provide a distinctive localised vegetation pattern near villages;
 - settled rural landscape comprising small villages with historic linear cores and isolated farms;
 - discordant urban influences due to proximity to the urban edge of Cambridge including large scale transport infrastructure and vertical features which interrupt the skyline including pylons, telegraph poles and lines of poplar trees;
 - woodland cover is low, however occasional shelterbelts and small scale, enclosed fields around settlements provide a transition between villages and the surrounding open fields;
 - settlement includes a number of small villages separated by farmland and scattered farms;
 - Teversham is a historic village with a strong linear form. Groups of mature trees contribute to the character of the village, and screen views of built form. Outside the village there are open views across arable fields;
 - there are immediate views to the edge of Cambridge from the western part of the LCA. The airport, which occupies a large area on the outskirts of Cambridge, dominates many of these views, providing visual separation between the city and wider countryside;

- linear infrastructure superimposed on the landscape, such as the major road network, Airport Way, the railway and the dismantled railway, introduce gentle curves which are discordant with the historic straight lines largely found elsewhere in the LCA; and
 - Fleam Dyke, a large Anglo-Saxon bank and ditch is a distinctive linear feature providing a link with the past.
- 3.1.27 The specific landscape sensitivities, in addition to those listed for the LCT 6: Fen Edge Chalklands, pertinent to the Site and study area for this LCA include:
- small scale pastoral fields, shelter belts and associated vegetation including floodplain grazing marsh at village edges; and
 - historic, linear drains and ditches including the Fleam Dyke.
- 3.1.28 The specific landscape sensitivities and guidance, in addition to those listed for the LCT 6: Fen Edge Chalklands, pertinent to the Site and study area for this LCA include:
- conserve and enhance the small-scale pastoral fields, shelter belts, hedges and associated vegetation at village edges;
 - protect and manage historic, linear drains and ditches including the Fleam Dyke and enhance ecological value of the farmed landscape; and
 - ensure development is in keeping with the open, rural character

Cambridge Inner Green Belt Boundary Study

- 3.1.29 The Cambridge Inner Green Belt Boundary Study (2015) produced a landscape character assessment as part of the study. It identifies and describes 6 Landscape Character Types (LCT) and 13 Landscape Character Areas (LCA). The study recognises Cambridge Airport forms a distinctive landscape type that is instantly recognisable due to the extensive grassy areas, runway, lights and associated large-scale modern buildings and infrastructure. The Safeguarded Site lies wholly within LCT Airport, which states *“small airports can form landscapes which are neither urban nor rural.”*

Landscape Character Area - 6A Cambridge Airport

- 3.1.30 This LCA is described as *“a large grassy field, with associated hangar buildings to the north west”* and goes on to state *“it feels open, with long views and homogenous character”* with *“all traces of the historic landscape pattern having been removed.”*
- 3.1.31 The LCA description advises how Cambridge Airport LCA visually functions as an open green space on the edge of the city, but it does not provide a public access link between the city and the open countryside.

Townscape Character Area - 5C Cambridge Airport

- 3.1.32 The Cambridge Inner Green Belt Boundary Study (2015) also identifies and describes the townscape character of Cambridge. The study identified 15 townscape character areas (TCA) of which the most relevant to this LCVA was 5C – Cambridge Airport.
- 3.1.33 This townscape area includes the western area of the Safeguarded Site and is described as *“Cambridge Airport located on the eastern fringe of the city contains a number of large hangar buildings which are prominent in views towards the city from the east and from Coldham’s Common.”*
- 3.1.34 The study reported that, a distinctive feature of Cambridge is its appearance as a densely treed city with a soft green edge merging into an agricultural landscape. It went on to highlight how the Cambridge Airport buildings form large scale development on the edge of the city, creating a negative boundary that appears abrupt and predominantly hard and do not contribute positively to the setting and special character of Cambridge. The study recommends how it is important to seek opportunities for planting and improving future edges to ensure a soft green edge to the city.

Necklace Villages

- 3.1.35 The Green Belt study also identified a circle of inner necklace villages that, due to their proximity to Cambridge, play an important role in the immediate setting of the city. The study advises *“the rural landscape separating the inner necklace villages from each other and from Cambridge plays a critical role in preserving the separate identities of these villages”*.
- 3.1.36 Teversham immediately to the east of the Safeguarded Site and south of the Green Belt Site is identified as an inner necklace village. The study highlights the importance of maintaining separation between Cambridge and the inner necklace villages.

Historic Landscape Character

- 3.1.37 Cambridgeshire County Council has defined Historic Environment Character Areas within Cambridgeshire. These areas provide a high level framework for understanding the “time depth” in the present landscape shaped by episodes of changing land uses, activities and attitudes associated with cultures in different eras through the millennia in response to the physical environment, natural resources and prevailing climate.
- 3.1.38 The County Council has identified and described 16 County Historic Environment Character Areas that fall wholly or partially within the Greater Cambridge area. The Site lies wholly within **County Historic Character Area: 18 Cambridgeshire Chalk Fen Edge**.
- 3.1.39 The historic landscape character area is described as *“smooth rolling chalkland, now covered by cereals more frequently than by grass, offer a broad-scale landscape of large, very late enclosure fields with low thorn hedges and few trees. Roads are often lined with shelter belts of beech,*

particularly to the eastern end and these, together with hill-top clumps and copses, offer a little diversity and occasional reference points. This is a visually continuous landscape, historically very open, uninterrupted and flowing, with occasional long views over the lower land”.

- 3.1.40 It highlights “Airfields present in the modern landscape account for two large sites in this area. A large area on the far western side of the area on the outskirts of Cambridge is occupied for transport and communications and is the home of Marshall's Cambridge which comprises an airport, engineering works and vehicle sales”.

Current Landscape / Townscape Features of the Site

- 3.1.41 Whilst the Site lies within and adjacent to the character areas and types defined by the published landscape character assessments summarised above, and shares some of their characteristics, the published assessments do not consider the nature of the Site and its specific features and context. Differences in landform, land use, landscape structure, degree of visual enclosure and influence of built form creates variation in landscape character and local distinctiveness. A Site specific review of land uses and characteristics assists in exploring the suitability and ability of the landscape to absorb further change, restoration and enhancement in relation to such matters as condition, scale, relationship with other uses and spatial arrangement.

Land Use

- 3.1.42 The majority of the Safeguarded land comprises Cambridge Airport, bound in the north by Newmarket Road (A1130), to the east by Airport Way and arable land (allocated for development as part of Land North of Cherry Hinton), to the south by Coldhams Lane and to the west by a combination of Barnell East LNR, existing residential settlement within Barnwell and commercial uses along Barnwell Drive. The airport part of the Site is currently managed for its airport and commercial function, featuring large scale hangars and industrial units in the western and north western part of the Site, along with the Cambridge Airport Control and Office (Grade II) Listed building fronting Newmarket Road.
- 3.1.43 Part of the Safeguarded Site, to the north of Newmarket Road, is currently occupied by a Cambridge Park and Ride facility and the Cambridge Ice Arena.
- 3.1.44 The Green Belt Site is predominantly arable farmland, bound by a combination of woodland/tree belts, hedgerow and tree field boundaries.

Topography

- 3.1.45 The site is relatively flat, with two slightly higher plateaux to the north and south with a lower corridor in between. The northern plateau encompasses the area north of Newmarket Road around the Park and Ride area and lies at circa +14m AOD. From there, the land falls gently towards the south east. The lower corridor runs broadly east - west through the centre of the site between Teversham Fen (to the east of Teversham) and Barnwell East Local Nature Reserve.

The corridor lies at circa +10m AOD, with lower areas at either end. South of the corridor, the land rises towards Cherry Hinton with a high point at circa +17m AOD near the Gazelle Way roundabout.

Built form

- 3.1.46 The Safeguarded Site (Cambridge Airport) consists of large-scale, commercial and industrial buildings / structures including hangars (circa maximum 30m high), ground running enclosures (circa 20m high), control tower (circa 26m high) and radar tower (circa 38m high) – these all lie in the north-west part of the Site, adjacent to residential properties within Barnwell, a neighbourhood of Abbey.

Vegetation

- 3.1.47 The Safeguarded airport Site has little in the way of landscape features, because it is heavily managed for its current airport function. It is primarily open grassland, with a few trees and hedgerows limited to the Site's boundaries (along Airport Way, Newmarket Road and the interface with Land North of Cherry Hinton). The Green Belt Site is primarily managed arable farmland with hedgerow, tree and woodland shelterbelts on its boundaries with Newmarket Road, Airport Way and along internal field boundaries and ditchlines. The existing vegetation, within the Green Belt Site and on its boundaries, plays a key role in contributing to its visual context.
- 3.1.48 The Safeguarded Site, north of Newmarket Road (currently occupying the Park and Ride and Ice Rink) features tree/woodland belts along its boundary (largely circa 20m deep but up to 30m deep in places) and other areas of mature trees and planting internally. The Cambridge East AAP states the tree and woodland belts in this part of the Site include a range of species and ages and *"form the best landscape feature on the whole Site"*.

4. GREEN INFRASTRUCTURE CONTEXT & STRATEGIC INITIATIVES

The Cambridge Nature Network, Summary Report (May 2021)

- 4.1.1 “The vision is for Cambridge to have significant areas of downland, fens, meadows and woodlands around it, where nature can recover and thrive and where people can experience a wilder countryside and nature on their doorstep”. The Cambridge Nature Network (2021)

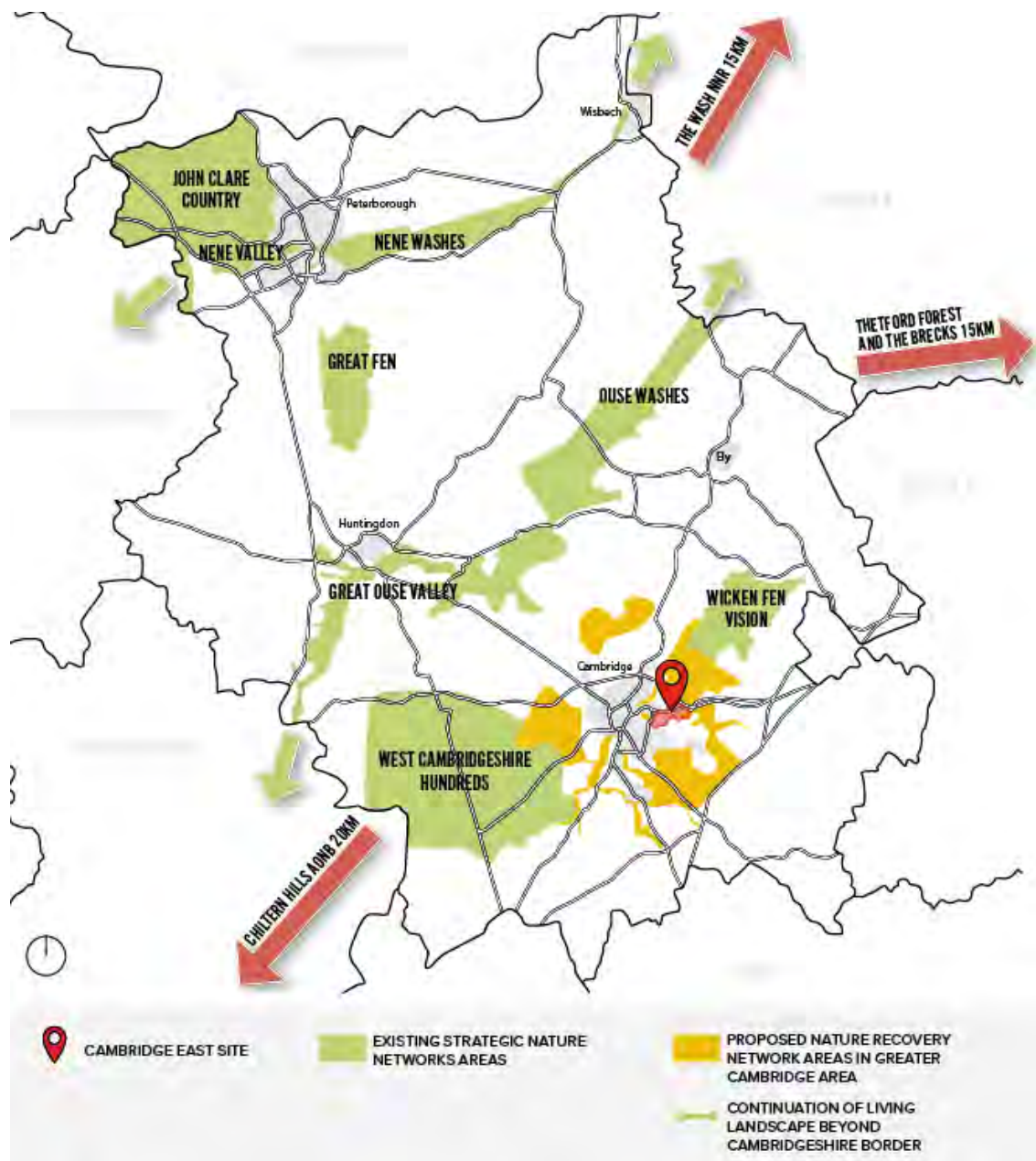


Figure L – Plan extract of the Cambridge Nature Network in wider context

- 4.1.2 The Cambridge Nature Network provides a systematic approach to bring about nature's recovery in and around the city, for the benefit of wildlife and the people who live, work, study and visit Cambridge. A Nature Network report has been prepared by the Wildlife Trust and Cambridge Past Present and Future, highlighting the best opportunities to create new habitats and large-scale natural greenspaces in five priority landscape areas around and through the city.
- 4.1.3 The Site sits at the epicentre and core of a proposed Nature Recovery Network in Greater Cambridge as identified within the Cambridge Nature Network. The Site provides the opportunity to form a catalyst for Nature Recovery, linking existing and proposed strategic network areas and contributing to future strategic initiatives (refer to **Figure L** above).

Greater Cambridge Green Infrastructure Opportunity Mapping (November 2020) & Greater Cambridge Green Infrastructure Opportunity Mapping: Part 2 Recommendations Report (September 2021)

- 4.1.4 There are 14 Strategic Green Infrastructure (GI) Initiatives identified across Greater Cambridge. The Strategic Initiatives fall within two categories: a) spatially specific (Initiatives 1-9); and, b) dispersed (Initiatives 10-14). The eastern edge of the Green Belt Site is located within the spatially specific GI initiative **4: Enhancement of the Eastern Fens.**, refer to **Figure M** below.



Figure M – Plan extract of the Greater Cambridge GI Strategic Initiatives, East of Cambridge.

- 4.1.5 The key objectives for GI initiative **4: Enhancement of the Eastern Fens** are:
- *Conserve and enhance priority habitats including fen, grazing marsh and grassland (within and around the four designated SSSIs) for the benefit of wildlife;*
 - *Create wildlife corridors to connect and expand these habitats where possible; and*

- *Ensure negative impacts from access and recreational pressure on these sensitive ecological sites are minimised through habitat buffers and educating visitors.*

4.1.6 The dispersed strategic GI initiatives relevant to Cambridge East include:

- **Pollinator Corridors** – *This initiative seeks to create a network of linear ‘pollinator corridors’ by promoting locally-appropriate wildflower diversity and abundance.*
- **Expanding Greater Cambridge's ‘urban forest’** – *This initiative seeks to increase tree canopy cover and distribution within Cambridge, planting new trees using locally-appropriate species. Delivery is currently led by the existing Cambridge Canopy Project.*
- **Woodland expansion and resilience** – *This initiative seeks to expand woodland areas (and hedgerows) through planting and natural regeneration, and improve their management outside urban areas to deliver benefits for carbon sequestration, create wildlife corridors, contribute to flood resilience and enhance the wider landscape.*
- **Urban greening and ‘de-paving’** – *This initiative seeks to introduce urban greening interventions (e.g. green roofs, SuDS, street trees and pocket parks) within newly proposed urban areas across Greater Cambridge to deliver multiple benefits for people, wildlife and the environment.*
- **Allotments and community gardening** – *This initiative seeks to create a patchwork of allotments and community growing sites across Greater Cambridge.*

4.1.7 The part 2 recommendations report specifically states that S106/BNG contributions from development east of Cambridge could help to support the ambitions associated with GI initiative **4: Enhancement of the Eastern Fens**. It also indicates the desire to connect the Eastern Fens with the Wicken Fen Vision area stating “*The long term vision is to extend the reserve southward toward the edge of the city of Cambridge, providing a ‘gateway’ from the city into the fens.*”

4.1.8 An analysis and understanding of the broad principles and aspirations set out in the Green Infrastructure Strategies will be used to lay the foundations for a strong green infrastructure framework for Cambridge East.

4.1.9 Cambridge East provides significant opportunity to create a strategic GI stepping stone and transition between the River Cam corridor, chalk streams, commons and meadows in the west to the Cambridge Fens in the east, as illustrated on **Figure N** below. There is opportunity for a new spatially-specific strategic (GI) initiative using the Site, Marleigh and Land North of Cherry Hinton - to create the ‘East Cambridge Transitional Lands’. The overall GI objective should be to enhance the recreational and habitat value on the eastern edge of Cambridge and provide sufficient high quality GI to serve the growing population. It will also seek to draw in key elements of the surrounding landscape character to support the Greater Cambridge Green Infrastructure Initiatives, including enhancement of the eastern Fens.

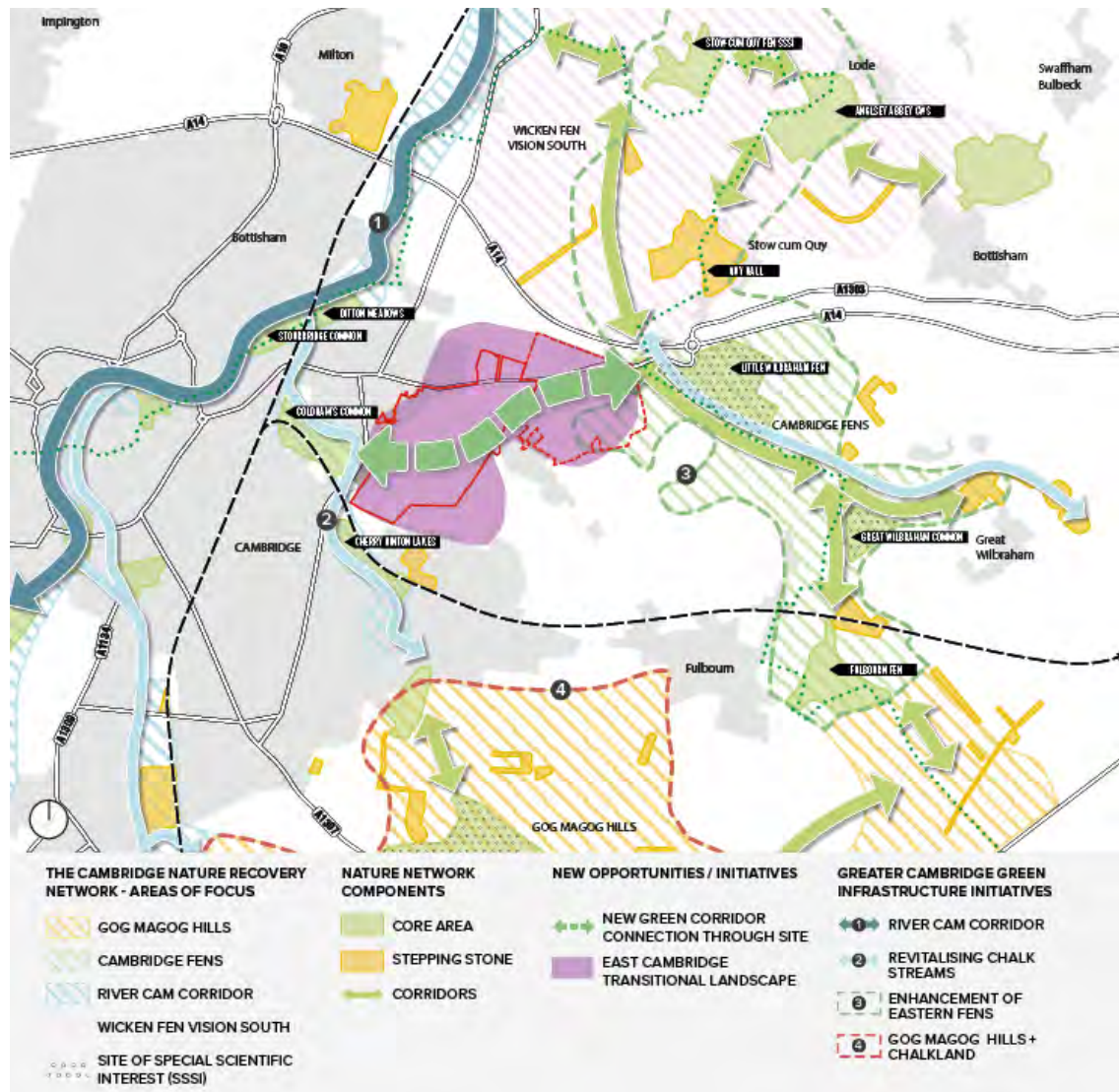


Figure N – Plan extract of the Cambridge Nature Network priority areas & Greater Cambridge Green Infrastructure Strategic Initiatives

Green Infrastructure Influences

- 4.1.10 While the Safeguarded Site is largely devoid of landscape features, due to its maintenance as an active airfield, the GI influences of the surrounding context can provide a strong basis for the GI framework of the Proposed development (refer to **Figure O** below).



Figure O – Illustration of the surrounding Green Infrastructure Influences

Fenland

- 4.1.11 The eastern fens are an open and expansive landscape to the east of the Site, dissected by drains and ditches, with sparse woodland cover. This is a large area of fen and neutral grassland, with associated hawthorn scrub and open water communities. Grassland communities include areas of wet rough pastures dominated by tufted hair grass.

Chalklands

- 4.1.12 The chalklands landscape, which is drawn from the west through Coldham's Common, was historically used for cattle grazing and food production. Present day the Common is used by the local community for recreation, sport, play and leisure. Coldham's Common is an open and well defined recreational asset (one of the largest in Cambridge) and part of a network of stepping stone green spaces providing green corridors to the Cambridgeshire countryside.

Wooded Arc

- 4.1.13 In contrast to the sparsely wooded character of the Fens and Chalklands landscape, the wooded arc to the north of the Site, features a network of strong wooded and treed shelter belts, that help visually contain the landscape. These shelter belts, circa 40 – 50m wide, will help to contain views of the Proposed Development, north of Newmarket Road and break up visual intrusion on longer distance views.

River Corridor

- 4.1.14 Whilst the River Cam corridor lies off Site to the west, there is an opportunity to enhance the connections (from the River Cam and Coldham's Brook to the Fens) through a sustainable blue ribbon - an integrated network of sustainable drainage interventions which not only provide drainage and flood alleviation components to the Proposed Development, but also create an ecologically focussed mosaic which link a variety of fauna to their surrounding context.

5. VISUAL RECEPTORS

- 5.1.1 An appraisal has been carried out to identify visual receptors that currently share intervisibility with the Site and are of the greatest visual sensitivity to the type of development proposed.

Views from surrounding settlements

Teversham

- 5.1.2 Teversham is referred to as an ‘inner necklace village’, due to its close proximity to the outskirts of Cambridge. The northern part of the village is designated as a Conservation Area and contains a number of listed buildings including the Church of All Saints (Grade II*). The village is visually well enclosed due to its treed and wooded edges, with views towards the Safeguarded Site limited to its western edge along Airport Way and channelled views north west along Church Road. The view along Church Road is identified in the Teversham Conservation Area Appraisal as a “*positive vista*” (see **viewpoints 2a and 5 at Appendix ii**).
- 5.1.3 From Church Road there are channelled, middle distance, partial views of the upper extents of the airport hangars and control tower, screened for the most part behind an existing vegetated bund adjacent to Airport Way. The airport hangars and control tower form visual detractors in the view and their white façades contrast against the muted tones of the trees and built form in the view.
- 5.1.4 On the northern outer edge of the village, from public footpath 229_3 (see **viewpoints 3a and 3b at Appendix ii**) and Church of All Saints (Grade II*) graveyard, there are open views of the southern and central parts of the Green Belt Site. The combined effect, from layers of existing tree and hedgerow field boundaries and a localised area of elevated land, restricts views towards the northern parts of the Green Belt Site. From the southern edge of the village on Cherry Hinton Road, there are sequential, middle distance, glimpsed views of the top of the airport hangars, seen above vegetation bordering Airport Way (see **viewpoint 4 at Appendix ii**).

Cherry Hinton

- 5.1.5 The view from Cherry Hinton Road roundabout (see **viewpoint 6 at Appendix ii**) is identified as a key strategic viewpoint in the Cambridge Local Plan (2018), at its Appendix F, Figure F3. The recently consented Land North of Cherry Hinton will introduce intervening residential development (up to 4 storeys), into the foreground of this view - thus preventing views beyond to the Safeguarded Site. This will also be relevant for existing residential receptors on the northern edge of Cherry Hinton (see **viewpoint 7: March Lane and viewpoint 8a: Pinks Close at Appendix ii**).

East Barnwell

- 5.1.6 The Safeguarded Site lies directly adjacent to the eastern settlement edge of Cambridge. Residential receptors on The Westering, Sunnyside, The Homing and Meadowlands Road (within the suburb of East Barnwell) front and back onto the north western edge of the

Safeguarded Site. These residential receptors currently experience partial to glimpsed views (depending on the level of intervening built form and boundary vegetation) of the upper extents of the airport hangars, radar tower, industrial units and offices within the Site - that lie directly adjacent (see **viewpoints 20 and 21 at Appendix ii**).

Stow cum Quy

- 5.1.7 There are long distance, glimpsed views of the airport from the southern and western outer edges of Stow cum Quy village, on the Harcamlow Way long distance footpath and from the Parish Church of St Mary (Grade II*). The airport hangars, control tower and radar tower are clearly discernible in the distance, beyond the A14, as vertical elements in the treed and wooded skyline (see **viewpoints 12 and 13 at Appendix ii**).

Views from Coldham's Common

- 5.1.8 Coldham's Common is a significant green recreation space, extending from the Cam corridor out towards the eastern edge of the city. It forms part of an identified green corridor that extends southwards along Cherry Hinton Brook, but the airport severs it from the countryside to the east, around Teversham. There are currently middle distance, direct views of the tops of the airport hangars, radar tower and the ground running enclosures, seen above the existing tree / shrub line enclosing the common. The airport buildings and infrastructure form large scale visual detractors and urban massing to a relatively suburban and green backdrop (see **viewpoint 9 at Appendix ii**).

Views from the fens

- 5.1.9 From the east there are occasional, middle to long distance, glimpsed to partial low-level views of the top of the airport hangars and the airport radar tower within the Safeguarded Site, from the edge of Wilbraham Fens SSSI and on the Harcamlow Way long-distance footpath (see **viewpoint 14c at Appendix ii**). These views are seen as occasional sequential glimpses, as receptors move along the Harcamlow Way and, for the most part, the existing built form within Cambridge Airport and the Safeguarded Site is largely screened by layers of intervening field boundary hedgerow and tree vegetation that combine in the countryside foreground to form a treed and wooded horizon (see **viewpoints 14a and 14b at Appendix ii**).
- 5.1.10 The residential edge of Teversham and the tower of All Saints Church (Grade II*) are also discernible in views from the east, set within the treed horizon. Vertical features (including the high voltage pylon towers and various cranes on other nearby construction sites) are very prominent and form visual detractors in the gently undulating landscape. With the Green Belt Site lying closer to the fens than the Safeguarded Site, and containing an area of elevated ground, there are near to middle distance views of its existing arable land which rises above the flat fen landscape (see **viewpoint 14c at Appendix ii**).

Views from Gog Magog Hills

- 5.1.11 There are several elevated long-distance views from the south east, from the chalk ridge of the Gog Magog Hills, which rise to circa 74m AOD. From the Gog Magog Down (at Little Trees Hill) and the junction of Shelford Road and the E2 European Long Distance footpath (see **viewpoint 17 at Appendix ii**) there are elevated, long distance, panoramic views across Cambridge - which include prominent features of the Addenbrooke's Hospital and the hangars at Cambridge airport – clearly distinct from the verdant views of Cambridge City centre, with its built form settled within a well vegetated skyline. The existing airport hangars are clearly visible in these distant views due to their scale, mass and long white façades - which contrast against the muted tones of the Cambridge suburbs and treed horizon.

Views from Castle Mound

- 5.1.12 Castle Mound (sometimes referred to as Castle Hill) is located within Cambridge's historic core and is a discrete, isolated, elevated hill, rising up to approximately 32m AOD, providing a 360 degree panoramic view across the city (see **viewpoint 22 at Appendix ii**). The mound is designated a Schedule Monument. There are elevated, long distance views from Castle Hill, across Cambridge, featuring scattered church spires and towers emerging above an established tree line. There are long distance views of the top of the airport hangars and the watch tower of the airport from Castle Hill, which form visual detractors in the backdrop of the view beyond Jesus Green. Despite the distance, the existing airport hangars feature prominently in these distant views due to their scale, mass and long white façades - which contrast against the muted tones of the Cambridge suburbs and treed horizon.

Historic Views

- 5.1.13 **Figure Q** below illustrates a view of Cambridge in 1688 from the east. The Cambridge Inner Green Belt Boundary Study acknowledges how, to present day, the view has changed considerably and is very different. Historic buildings are either dominated by more modern peripheral development, or not visible due to the much greater distance between the historic core and the city edge. The report states *"although there are some key views of the historic buildings from the countryside (in the east), they are more distant and dominated by a foreground of suburban and commercial development including massive elements on the city edge such as the hangar buildings at Cambridge Airport"*.
- 5.1.14 The visual appraisal and baseline context highlight how, a distinctive feature of Cambridge is its appearance as a densely treed city with a soft, green edge, merging into an agricultural landscape.

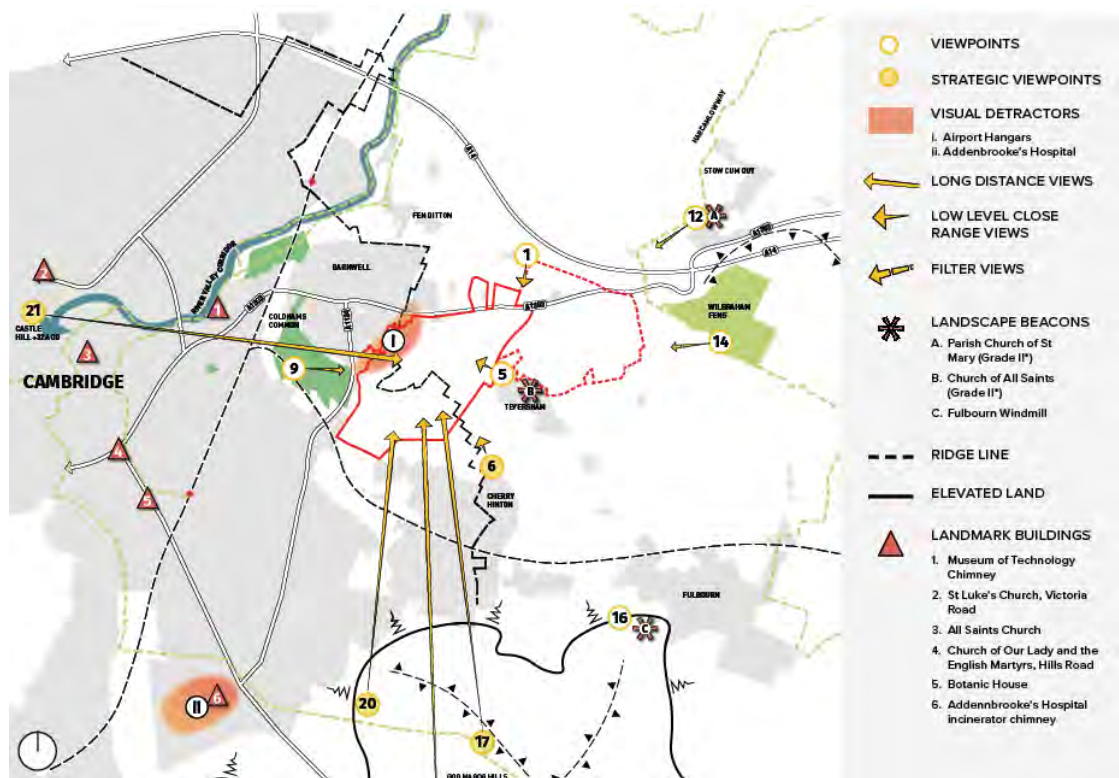


Figure P – Plan extract of the Visual Context



Figure Q – Prospect / View of Cambridge from the East. 1688 (Source: Cambridge Inner Green Belt Boundary Study, 2015)

6. DESIGN RECOMMENDATIONS

- 6.1.1 The landscape attributes within the Site and study area present a range of constraints and opportunities, which lend themselves to the identification of a series of Design Principles to maximise the quality of development proposals on the Safeguarded Site. These arise from existing features, the landscape / visual context and requirements of planning policy and existing GI Strategies.

Adopted Policy requirements

- 6.1.2 The Safeguarded Site's capacity for development has been considered against the emerging policies of the new Greater Cambridge Local Plan, along with the policies and requirements of the adopted Local Plans for CCC and SCDC as well as the Cambridge East AAP. The recommendations and policies that relate to the Site are as follows.

Green Belt

- 6.1.3 **Policy CP4 CCC, Policy S/4 SCDC and Policy CE/4 Cambridge East AAP** *"The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge. It is a key component in providing for active and passive sport and recreation, for amenity and biodiversity."*
- 6.1.4 **Recommendation 1:** Development Proposals for the Safeguarded Site must accord with CCC specific Green Belt purposes ensuring that development does not detract from the setting of Cambridge, merge with Teversham (or be perceived to do so), cause any adverse visual or landscape impacts to Teversham and its Conservation Area, whilst providing opportunities for outdoor recreation and public access to the open countryside.

Green Corridor

- 6.1.5 **Policy CE/4 Cambridge East AAP** *"a green corridor will be retained through the new urban quarter connecting the green spaces of Cambridge to the surrounding countryside" and "the green corridor will have a width of about 300m, and be significantly narrower only where particular justification is provided and the green corridor function is not inhibited" and "it will open up to a greater width at the Teversham end of the corridor, where an informal countryside character will be provided to help maintain individual identity of the village".*
- 6.1.6 **Recommendation 2:** The AAP for Cambridge East acknowledges that the Green Belt boundary of the Green Corridor, running through the Safeguarded Site *"is not drawn with reference to clear physical features" and "the precise boundaries of the green corridor will be determined in the review of the Area Action Plan when the timing of the relocation of the Airport is more certain and the Masterplanning process is further advanced"*. The green belt corridor should reflect the character and form of the existing Cambridge green corridors that run from the city out towards

the countryside, creating distinction at key destinations through opening and narrowing the corridor along its length, to respond to context.

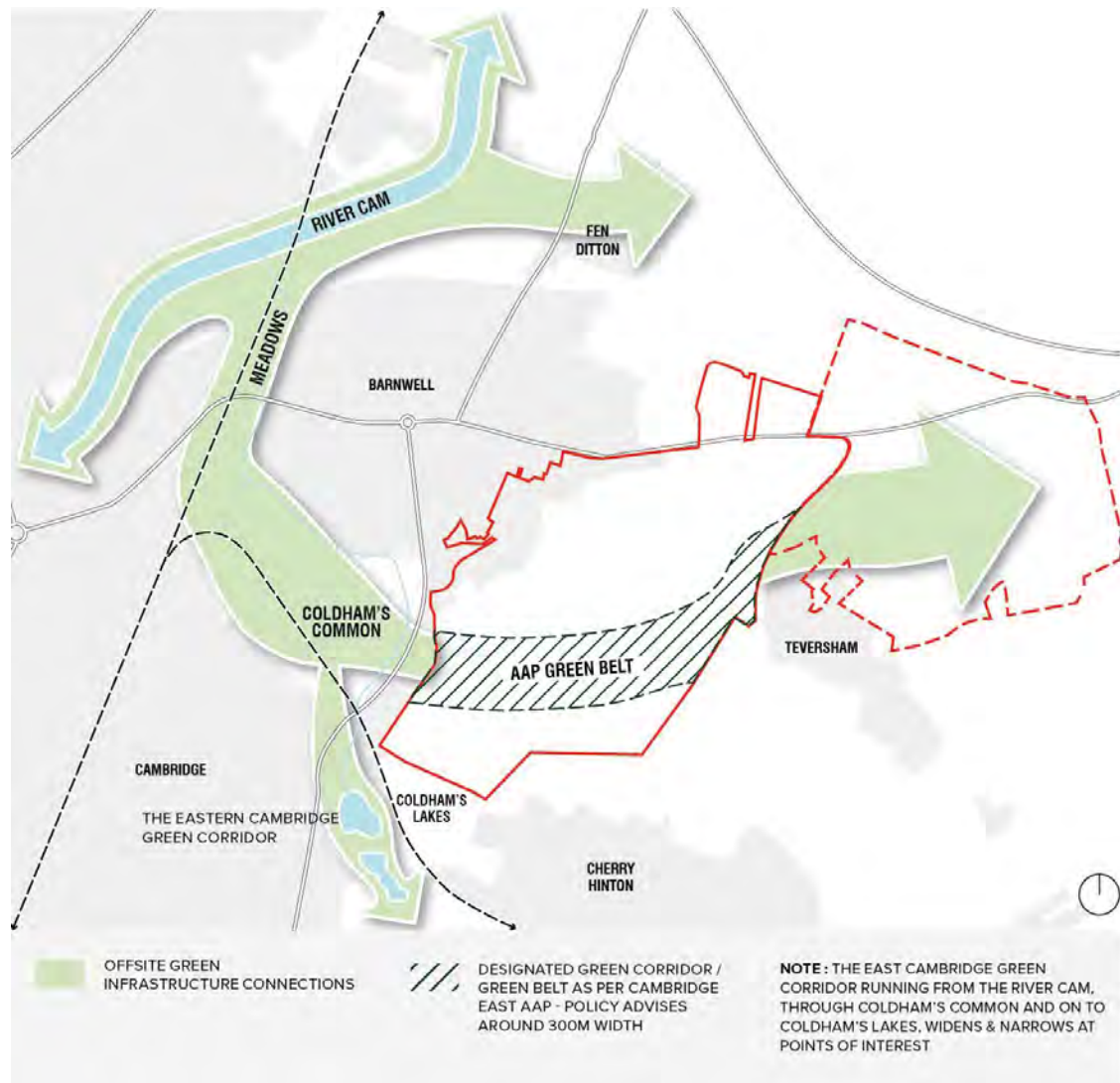


Figure U – Plan Extract of Green Belt / Green Corridor

- 6.1.7 The AAP for Cambridge East, paragraph B8, advises “the green corridor from Coldham’s Common to Teversham and the open countryside will enable Cambridge East to continue the traditional character of Cambridge where a number of green corridors penetrate deep into the urban fabric”.
- 6.1.8 An analysis of the existing Cambridge green corridors found that they vary in width along their length, consisting of a string of major open spaces (mostly commons at widest points of interest and narrow sections for people and wildlife movement), on average these are approximately 150m wide. The East Cambridge Corridor features Coldham’s Common at its widest point, a key

parkland and recreation destination. The northern section of this green corridor is approximately 120 – 150m wide, where Coldham's Common connects to the River Cam (Stourbridge Common and Ditton Meadows). Existing Cambridge green corridors include:

- The Vicar's Brook and Hobson's Brook corridor extending from the Nine Wells area to the south of the City, north through Hobson Park to the River Cam (approximately 65 – 450m varying width)
- East Cambridge Corridor which links the complex of chalkland sites important for nature conservation around Lime Kiln with Cherry Hinton Hall, Blue Circle, Coldham's Common and eventually the Fenlands to the north-east (approximately 100 – 550m varying width)
- The Western Corridor which is bifurcated and runs in towards the historic core following linear features such as the Bin Brook, the Coton footpath hedge and other hedges and ditches (approximately 120m at narrowest point)

6.1.9 **Policy CE/4 Cambridge East AAP** advises the green corridor, designated greenbelt *"will not contain any associated urban uses such as playing fields... to ensure there is no adverse impact on its informal countryside character which acts as a link between the heart of the city and the wider countryside beyond"*

6.1.10 **Recommendation 3:** The AAP policy contradicts with emerging **Policy GP/GB: Protection and enhancement of the Cambridge Green Belt** within the Greater Cambridge Local Plan which states *"opportunities to enhance and provide access to the Green Belt should be sought, including but not limited to outdoor sport and recreation, landscape enhancements, visual amenity and biodiversity enhancements"*. Formal sport features prominently on the western edge of Cambridge within the Green Belt, including Cambridge Rugby and Football Club (Grantchester Road), Cambridge University Sports Ground and Queens College Sports Grounds (Barton Road). These sports grounds are on the edge of open countryside, however they feature strong vegetated treed and wooded boundaries which helps to integrate them without impacting on the informal countryside character. Further clarification on the integration of formal sport within the green corridor should be discussed with the GCSP team.

6.1.11 It should be noted, that the adopted Land North of Cherry Hinton SPD (2018) permits secondary school sports playing fields within the designated Green Belt (Green Corridor).

Urban Park

6.1.12 **Policy CE/14 Landscaping within Cambridge East and Policy CE/20 Public Open Space and Sports Provision - AAP** *"The existing Park & Ride off Newmarket Road (at Greenhouse Farm, within the Safeguarded Site) is identified within the AAP as an opportunity area to create an urban park"*.

6.1.13 **Recommendation 4:** From a landscape and visual perspective there is capacity to accommodate development in this part of the Safeguarded Site. The existing boundary shelterbelt vegetation visually encloses the area north of Newmarket Road. From a design and place making perspective we would recommend future masterplanning explore the opportunity

to locate the urban park centrally within the Proposed Development, for ease of access for the whole community, to create a central focus and open space destination at the heart and provide a different open space typology to that of the Green Corridor.

Green Fingers

- 6.1.14 **Policy CE/14 Cambridge East AAP** *“advises how green fingers will be created into and through the urban area to connect with other open spaces, within and around Cambridge East and the wider countryside beyond”.*
- 6.1.15 **Recommendation 5:** Proposed development must ensure it is permeable with sufficient levels of internal Green Infrastructure, within walking distances of people’s homes. Whilst the green corridor provides a large strategic area of public open space, internal GI corridors and ‘green fingers’ should permeate the development blocks to help assimilate the proposed development into the landscape and minimise the potential impact on nearby villages and heritage features. Development proposals should also ensure good separation between adjacent buildings, to create well-articulated additions to the Cambridge skyline.

Green Infrastructure Mitigation and Biodiversity

- 6.1.16 **Policy NH/6: Green Infrastructure** *“The council will aim to conserve and enhance green infrastructure within the district. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably and substantially outweigh any adverse impacts on the district’s green infrastructure network”.*
- 6.1.17 **Policy NH/4 Biodiversity & Policy CE/16 Biodiversity** *“New development must aim to maintain, enhance, restore, or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.”*
- 6.1.18 **Policy BG/TC: Improving tree canopy cover and the tree population** requires development proposals to increase the amount and distribution of tree canopy cover.
- 6.1.19 **Recommendation 6:** Development proposals for the Site must be informed by the district wide policies outlined within the South Cambridgeshire Local Plan. With regards to green infrastructure (public green spaces, landscapes, biodiversity and heritage), proposals should seek to reinforce, link, buffer and create new assets and promote public enjoyment of those assets wherever possible, as outlined in Policy NH/6.

Development proposals should identify areas of (albeit limited) on site green infrastructure assets and supplement these with new and enhanced areas in order to reverse any fragmentation that has occurred over time and to prevent further disconnect in the future. This should include strategically linking offsite assets such as woodlands, hedgerows, grasslands, watercourses and biodiversity priority areas.

- 6.1.20 **Recommendation 7:** Woodland, shelterbelts and tree planting should be proposed in key locations along the Green Corridor and visually sensitive parts of the Safeguarded Site, to help mitigate views of the Proposed Development from the immediate surrounding landscape,

elevated long distance viewpoints from the Gog Magog Hills to the south and from the Fen landscape to the east - to accord with the landscape character objectives for Lowland Village Chalklands RLCT and CCA 2 Chalklands. It is recommended beech hangars could be placed on suitable, carefully sited knolls and hillocks within the Green Corridor, that would provide focal points to reinforce the local chalklands landscape character.

- 6.1.21 Woodland and trees should also be provided wherever possible throughout the development (including the provision of street trees and substantial green links) to extend the existing tree canopy of the Cambridge skyline into and across the Site.
- 6.1.22 **Recommendation 8:** Development proposals should seek to achieve a net gain in biodiversity, through areas of biodiversity enhancement, comprising areas of woodland, species-rich grassland, dense scrub and wetland / floodplain. The selection of vegetation species should respond to the local climate constraints in tandem with biodiversity enhancement objectives, ensuring that vegetation species are climate resilient and can provide habitat enhancements for local wildlife. Detailed ecological surveys should be undertaken to establish the quality and condition of ecological habitats and should be used to guide future proposals and management objectives. Existing features of value (largely likely to be constrained to areas along the boundaries of the Safeguarded Site) should be retained and protected as part of the Proposed Development. Recognising that contributions can be provided to facilitate works off-site for achieving the required levels of biodiversity net gain, proposals should seek to maximise the potential for achieving on-site gains where possible (in conjunction with achieving other objectives of green infrastructure - including enhancements to landscape character, requirements for public open space, integration of sustainable drainage / SuDS etc).

Open Space Provision

CCC Local Plan (2018) Appendix I - Open Space and Recreation Strategy 2011

**CCC Cambridge East Area Action Plan Supplementary Planning Document (2008)
Appendix 3**

SCDC Local Plan 2018 – Policy SC/7 ‘Outdoor play space, informal open space and new developments’

- 6.1.23 The Site is covered by overlapping policies and open space standards set by CCC and SCDC. The Cambridge East AAP also provides open space and recreation standards within its Appendix 3. GCSP are currently developing a joint Local Plan, however this is still at early stages and it does not yet include details on issues such as open space and recreation standards, therefore the previously adopted standards remain relevant for this stage in the masterplanning process.
- 6.1.24 Quod has created a model, which looks at each of these policy requirements, to compare the various differences across the standards by typology. This can be used to test the masterplan as it emerges, based on the occupancy yield derived from the emerging number of houses and flats.
- 6.1.25 **Policy CE/20 Public Open Space and Sports Provision – AAP** states “Grass pitches required to meet the needs of the secondary and primary schools will not count towards the provision of the required public open space”

- 6.1.26 **Recommendation 9:** Early formal discussions should be undertaken with the GCSP, to agree the approach to open space and recreation standards - in particular, to promote the co-location of formal facilities (sports pitches) adjacent to school grounds, for shared use by schools and the general public. Key to these discussions will be the consideration of stewardship, to ensure proposals are not undermined by concerns over dual use and maintenance liabilities. The consented residential development Land North of Cherry Hinton, also covered by the Cambridge East AAP, co-located formal sport provision within the proposed secondary school and within the Green Belt (Green Corridor). All new homes at Cambridge East to be within a 5 minute walk of an open space, and whilst not formally part of planning standards, the open space network and provision will also be in line with the updated Accessible Natural Greenspace Standards (ANGSt) developed by Natural England, where all homes will also be within 200m of an open space of at least 0.5ha in size.

Layout and Scale

- 6.1.27 **Policy 60 Tall buildings and the skyline in Cambridge** *“Any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against the following criteria: a) location, setting and context, b) impact on the historic environment c) scale, massing and architectural quality, d) amenity and micro-climate and e) public realm.*
- 6.1.28 Proposals for the Safeguarded Site need to consider policy, along with the guidance of published landscape character assessments. The main considerations are therefore the design of appropriate scale and density suited to its location within the Site to minimise the impact on the wider landscape. Therefore, the proposals for the Safeguarded Site should include the following.
- 6.1.29 **Recommendation 10:** The location, scale and density of the Proposed Development should have regard to the existing landscape / townscape context, character and setting of existing nearby residential areas including Barnwell (adjacent to the Site’s western boundary) and the village of Teversham (to the east of the Site). Landscape buffers and development parcel offsets should be considered on the Site boundaries that directly abut adjacent residential areas of Nuttings Road, The Westering, Homings and Sunnyside on the Site’s western boundary. These residential receptors currently experience views of existing hangars (up to approximately 30m in height) and industrial units within the Safeguarded Site, therefore there is a precedent for a scale of built form taller than the existing surrounding context in this location.
- 6.1.30 The existing built form and infrastructure within the Safeguarded Site form visual detractors within many existing views - due to their scale and mass, which is accentuated by their current light facades that contrast against the muted tones of the Cambridge suburbs and the city’s treed horizon.

- 6.1.31 It is recommended that future development proposals are guided by the height of existing built form within the Safeguarded Site – whilst seeking to create a positive interface and improvement in the townscape through high quality architectural design. This can be achieved through: the design of buildings with smaller footprints; reduction in physical mass or breaking up of mass by varying height and façade edges of built form; and, reduction in perception of mass through careful selection of materials suited to the landscape / townscape context and view.
- 6.1.32 The Proposed Development of Cambridge East provides the opportunity to improve the character and visual amenity of the eastern edge of Cambridge. Proposed development must be permeable and provide sufficient space between built form for green infrastructure corridors and fingers that can accommodate meaningful tree planting to soften the appearance of built form. Trees form an important element of the Cambridge skyline and layers of GI permeating the developable areas will be crucial in assimilating new built form, mitigating adverse visual effects, creating a positive green edge and green skyline extending from Cambridge.
- 6.1.33 **Recommendation 11:** Building heights should be designed to minimise the degree to which they break the existing built or vegetated skyline in long distance views from the Fens to the east, Castle Mound in Cambridge to the west and the Gog Magog Hills to the south.
- 6.1.34 **Recommendation 12:** Proposals for the Site must provide sufficient landscape separation between the development edge and Teversham (necklace village), to preserve the setting and identity of the village. It is recommended that development is set back from the settlement edge of Teversham, through incorporation of an extension of the Green Corridor, providing a minimum offset of 200m, featuring structural landscape planting (woodland and trees) to mitigate any visual effects (see **Figure W** below). The extension of the Green Corridor (Green Belt) would push further north from that illustrated in the AAP (see **Figure W**), with the recommended 200m width derived from an analysis of the existing landscape separation between necklace villages and Cambridge.
- 6.1.35 The height and density of development should be designed to remain below the mature canopy of a new tree line, to be established within the Green Corridor, to develop a new vegetated skyline to the west of the village and substantially soften views of the development from the visually sensitive, western edge of Teversham.
- 6.1.36 In accordance with the landscape character objectives for LCT 6: Fen Edge Chalklands, development proposals must ensure they conserve and enhance the existing shelter belts and hedgerow vegetation associated at Teversham's village edge.
- 6.1.37 **Recommendation 13:** Development along Newmarket Road should be designed to provide a suitable interface with the Marleigh development and emerging townscape, to provide a strong new gateway along this route into Cambridge.
- 6.1.38 **Recommendation 14:** Development along the southern boundary should be designed to provide a suitable interface with the proposals at Land North of Cherry Hinton, with an

opportunity to continue to increase the height of built form beyond that of the parameters of the adjacent consented development.

- 6.1.39 **Recommendation 15:** Areas around the perimeter of proposed development will screen views of built form further into the Site, from any sensitive nearby viewpoints. This provides an opportunity to continue to raise the maximum height ceiling toward the centre of the Site, albeit these maximum development heights need to be carefully considered with regard to their impact on sensitive elevated views from Castle Mound and the Gog Magog Hills. In this regard, it is recommended that an environmental colour study is carried out, to inform the material selection and assist in integrating the development into these long distance views.

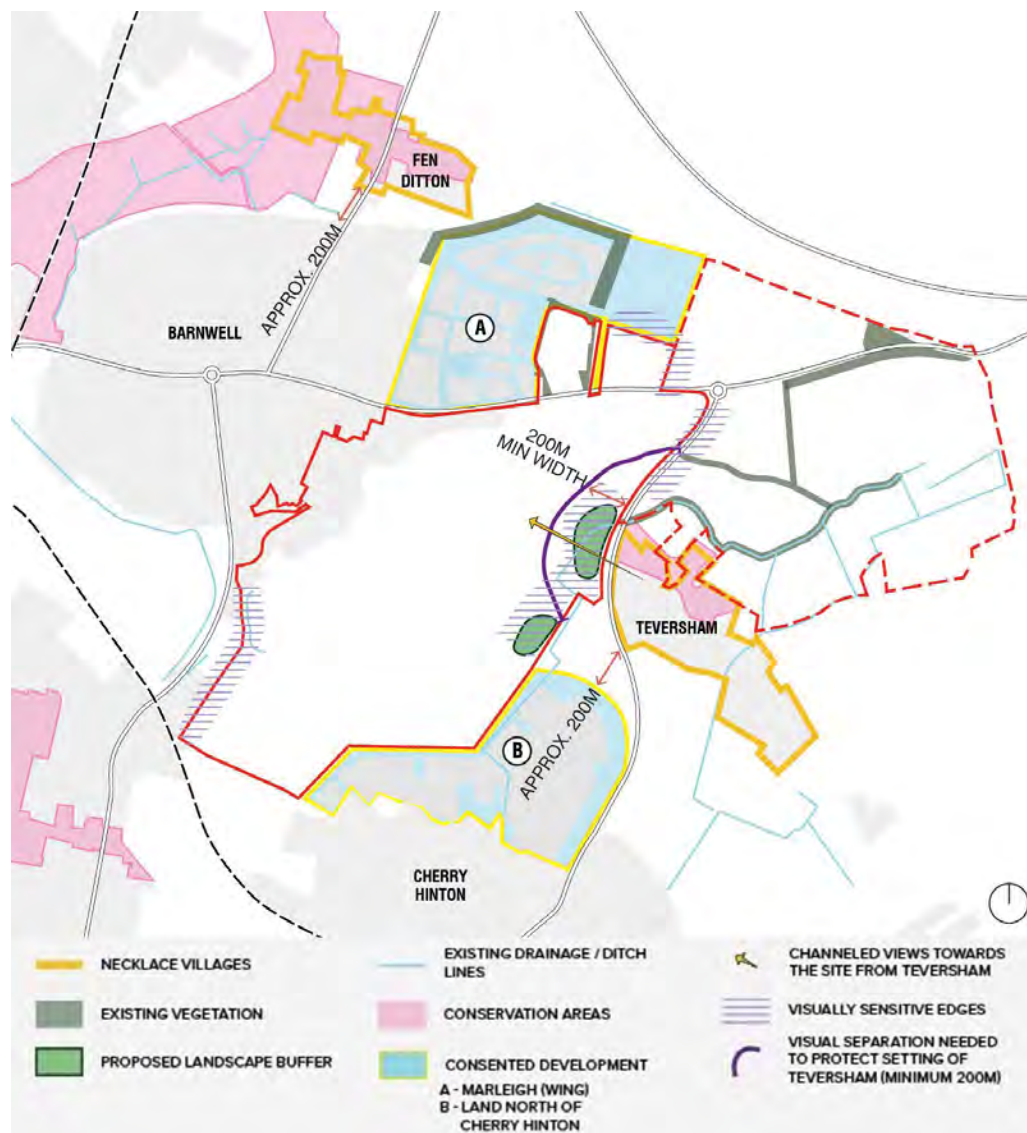


Figure W – Plan extract illustrating the importance of protecting the setting of Teversham, ensuring separation from Cambridge East and creating a soft green edge to the east.

- 6.1.40 **Recommendation 16:** Development should be orientated to face out onto and positively address areas of proposed green infrastructure and public open spaces, including the Green Corridor. Sensitively strengthening the existing boundary edges, through appropriate planting and public open space provision, will help to assimilate the proposed development into the landscape and minimise the potential impact on nearby villages and heritage features.

Inherited Assets

- 6.1.41 **Policy 55 and Policy 61 CCC, Policy NH/14 SCDC and Policy CE/19 of the AAP** “Ensure the conservation and enhancement of Cambridge’s historic environment and heritage assets” and “development proposals will be supported where they create new high quality environments with a strong sense of place by responding to local heritage character including in innovatory way”

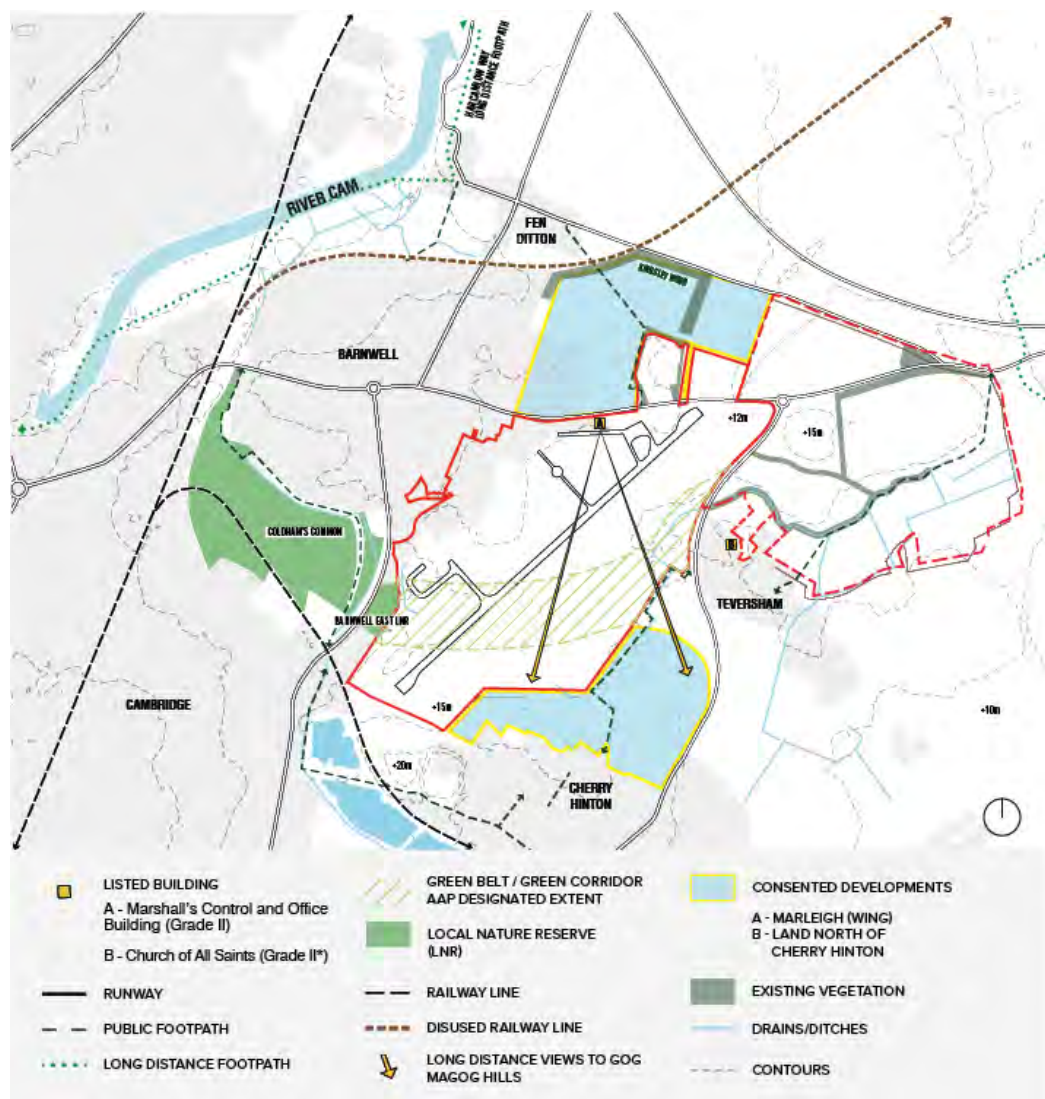


Figure X – Plan extract illustrating Inherited Assets

- 6.1.42 **Recommendation 17:** Development proposals should seek to retain existing on site inherited assets (see **Figure X** above) that can contribute to the sense of place and character, which includes Marshall's control and office listed building (Grade II). The onsite listed building provides the opportunity to act as a 'node' within the GI network.
- 6.1.43 **Recommendation 18:** Development proposals must retain and incorporate the existing Public Rights of Way that cross and run along the edges of the Safeguarded Site, including National Cycle Route NCR51 (that runs along the Newmarket Road and through the existing parcel containing the Park & Ride) and footpath 39/109 (that runs along the south-east boundary of the airport). A suitable setting should be provided for these rights of way, with the cycle route safely integrated into the new street scene – and the existing footpath integrated into a suitable green buffer to ensure its verdant setting is preserved. This will ensure retention of the amenity value and enjoyment for users of these routes.
- 6.1.44 There is the opportunity for future development proposals to reference and restore historic footpath routes (illustrated on **Figure C**), connecting communities and places severed by the airfield to Fen Ditton, Coldham's Common and Teversham.
- 6.1.45 Enhanced connections to the surrounding rights of way network should be explored where appropriate, including providing sustainable links to key amenities such as Greenways that link into Cambridge City Centre.

Climate Adaptation

- 6.1.46 **Policy CC/1 Mitigating and Adaption to Climate Change SCDC:** *"Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. The landscape design will play a critical role in addressing and adapting to the effects of climate change."*
- 6.1.47 **Recommendation 19:** The development's management and conservation of water resources (including the use of Sustainable Drainage / SuDS) should be carefully and sensitively integrated into the landscape strategy, to include above ground systems such as ponds, swales and raingardens, maximising their contribution to biodiversity / wildlife habitat and landscape character / identity of the new development, along with conventional functions of flood alleviation.
- 6.1.48 **Recommendation 20:** Proposals should promote walking, cycling and the reduction of car use, through the integration of new and innovative movement opportunities within the landscape framework, open space network and masterplan. Local amenities (including workspace hubs, shopping facilities, parks and gardens, allotments, doctor and dental surgeries) should be located within walking distance from people's homes to encourage sustainable travel alternatives.
- 6.1.49 **Recommendation 21:** Publicly accessible parkland should be located at suitable sustainable locations throughout the Safeguarded Site, strategically connected using green corridors through the development – encouraging the use of sustainable transport methods and reducing

the dependency on vehicular transport modes to access them – whilst contributing to the required amenity and recreation provision within the Site.

- 6.1.50 **Recommendation 22:** The green infrastructure and landscape framework for the Proposed Development should be designed to promote low carbon behaviours and contribute to achieving zero carbon development by optimising carbon sequestration. The Proposed Development should identify areas for the creation of new habitat mosaics featuring woodland, species-rich grassland, hedgerow, trees and scrub as part of a nature recovery network, maximising environmental net gains, bringing nature closer to people and delivering wildlife enhancements. This will positively respond to the climate emergency - by designing a development that is climate resilient, incorporating mitigation and adaptations that respond to the impacts of climate change.

Emerging Green Infrastructure Framework

- 6.1.51 Building on the findings of this LVCA, further landscape design will be required alongside the masterplanning team to form a strong GI Framework as part of the iterative design process. This will enable refinement of the extent and nature of development and the creation of initial site wide landscape concepts. An overarching landscape-led vision will be required for the Safeguarded Site, supported by key GI themes, design principles and a measured GI Strategy with accompanying GI land budget. This will all underpin a strong landscape-led approach to the masterplanning process.
- 6.1.52 As the masterplan emerges it will be vital to continue to test it against the open space and recreation standards, based on the quantum of houses and flats and resultant occupancy yield, to ensure the Safeguarded Site can provide the level of open space required across the Site.

7. CONCLUSION

- 7.1.1 This LVCA has considered: relevant planning policy; the content and recommendations of published landscape character assessments; the existing features and character of the Site; and, views toward the existing Airport and Proposed Development on the Safeguarded Site.
- 7.1.2 In consideration of the above, this LVCA has identified opportunities and constraints for the masterplanning of the Safeguarded Site and has outlined a series of recommendations to maximise these opportunities for assimilating the development into the landscape and minimising its impact on surrounding views.
- 7.1.3 Assuming the design recommendations of this LVCA are adopted in the design and masterplanning of the Proposed Development and integrated into its landscape strategy, it is considered that:
- the Proposed Development of the Safeguarded Site provides the opportunity to improve the character and visual amenity of the eastern edge of Cambridge. The existing built form and infrastructure within the Safeguarded Site form visual detractors due to their scale and mass, which is accentuated by their current light facades that contrast against the muted tones of the Cambridge suburbs and treed horizon;
 - development proposals would retain existing on-site inherited assets, that can contribute to the sense of place and character;
 - proposed development would be permeable and provide sufficient space between built form for green infrastructure corridors and fingers that can accommodate meaningful tree planting, to soften the appearance of built form. Trees form an important element of the Cambridge skyline and layers of GI permeating the developable areas will be crucial in assimilating new built form, mitigating adverse visual effects, creating a positive green edge and green skyline extending from Cambridge;
 - proposals for the Green Corridor / Green Belt through the Safeguarded Site can explore the potential to vary its width along its length, to create distinction and character – with a minimum width of 150m at ‘pinch points’;
 - proposals for the Site would provide sufficient landscape separation between the development edge and Teversham (necklace village), to preserve the setting and identity of the village. It is recommended development is set back from the settlement edge of Teversham by a green infrastructure corridor of minimum 200m wide, featuring structural landscape planting (woodland and trees) to mitigate any visual effects;
 - future proposals for the Site will need to be tested against the criteria outlined in **Policy 60 CCC** as part of an iterative design process;
 - the Site would have the capacity to accommodate the Proposed Development in accordance with the requirements of the adopted Local Plans for Cambridge City Council and South Cambridge District Council, the Cambridge East Area Action Plan and the evidence base for the emerging Greater Cambridge Local Plan;

- development proposals for the Safeguarded Site would accord with CCC specific Green Belt purposes, ensuring that development does not detract from the setting of Cambridge, merge with Teversham (or be perceived to do so), cause any adverse visual or landscape impacts to Teversham and its Conservation Area, whilst providing opportunities for outdoor recreation and public access to the open countryside.

APPENDICIES

APPENDIX i – BASELINE FIGURES

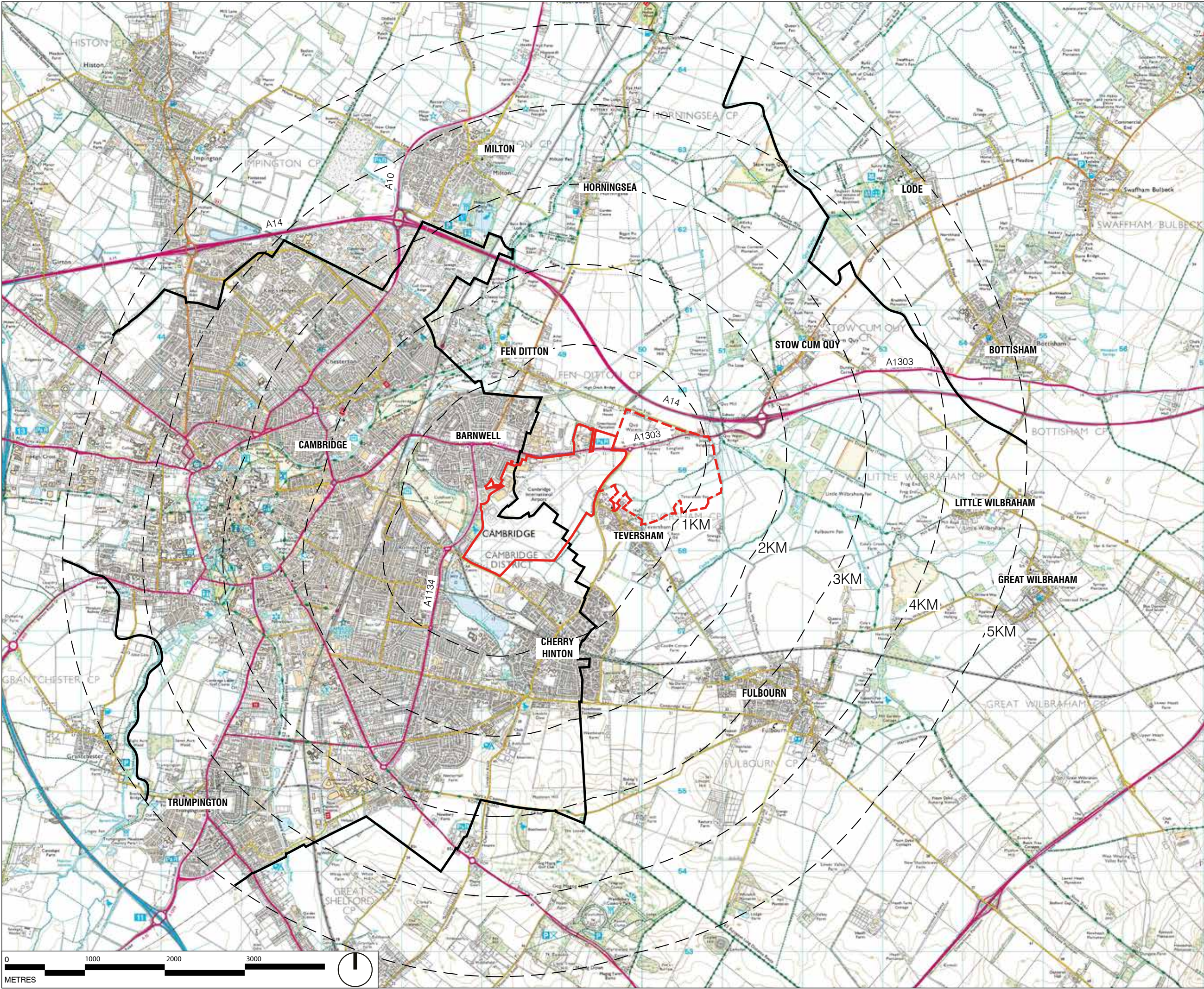
APPENDIX ii – VIEWPOINT PHOTOGRAPHS

APPENDIX iii – KEY CONSIDERATIONS PLANS

I. BASELINE FIGURES

II. VIEWPOINT PHOTOGRAPHS

III. KEY CONSIDERATIONS PLAN



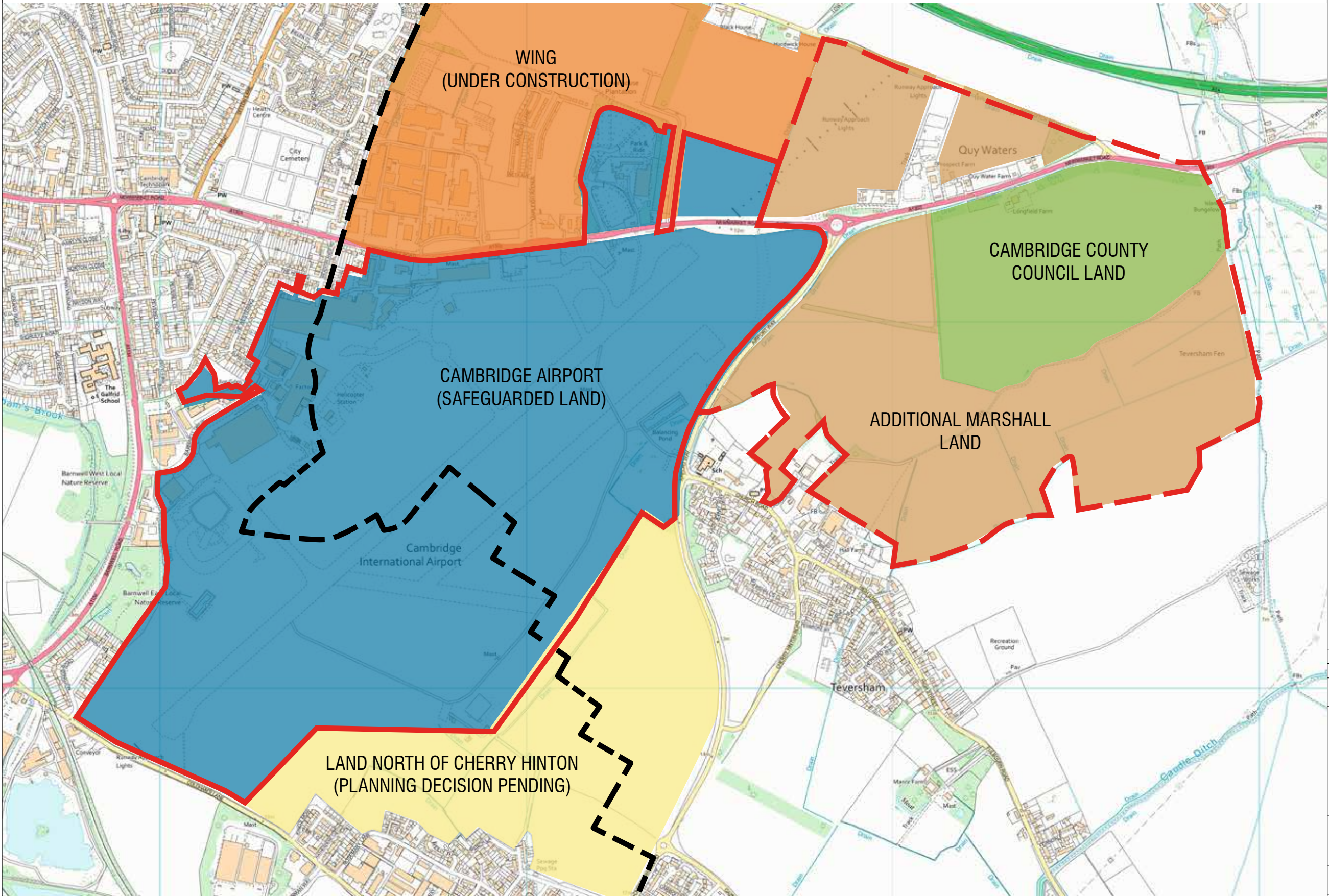
This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

-  AIRPORT SAFEGUARDED SITE
-  GREEN BELT SITE
-  DISTANCE FROM SITE BOUNDARY
-  LOCAL AUTHORITY BOUNDARY

Rev	Description	Date	
Purpose of Issue			
INFORMATION			
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB BMD			
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk			
Client			
MARSHALL GROUP PROPERTIES LTD.			
Project			
CAMBRIDGE EAST			
Drawing Title			
FIGURE 1: SITE LOCATION AND STUDY AREA			
Drawn	Checked	Approved	Date
CS	JJ	RW	02/02/2022
Job No.	Scale	Sheet Size	Revision
21.0073	As Shown	A3	-
Drawing Number			
BMD.21.0073.LVCA.FIG.001			



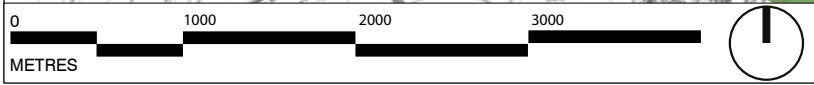
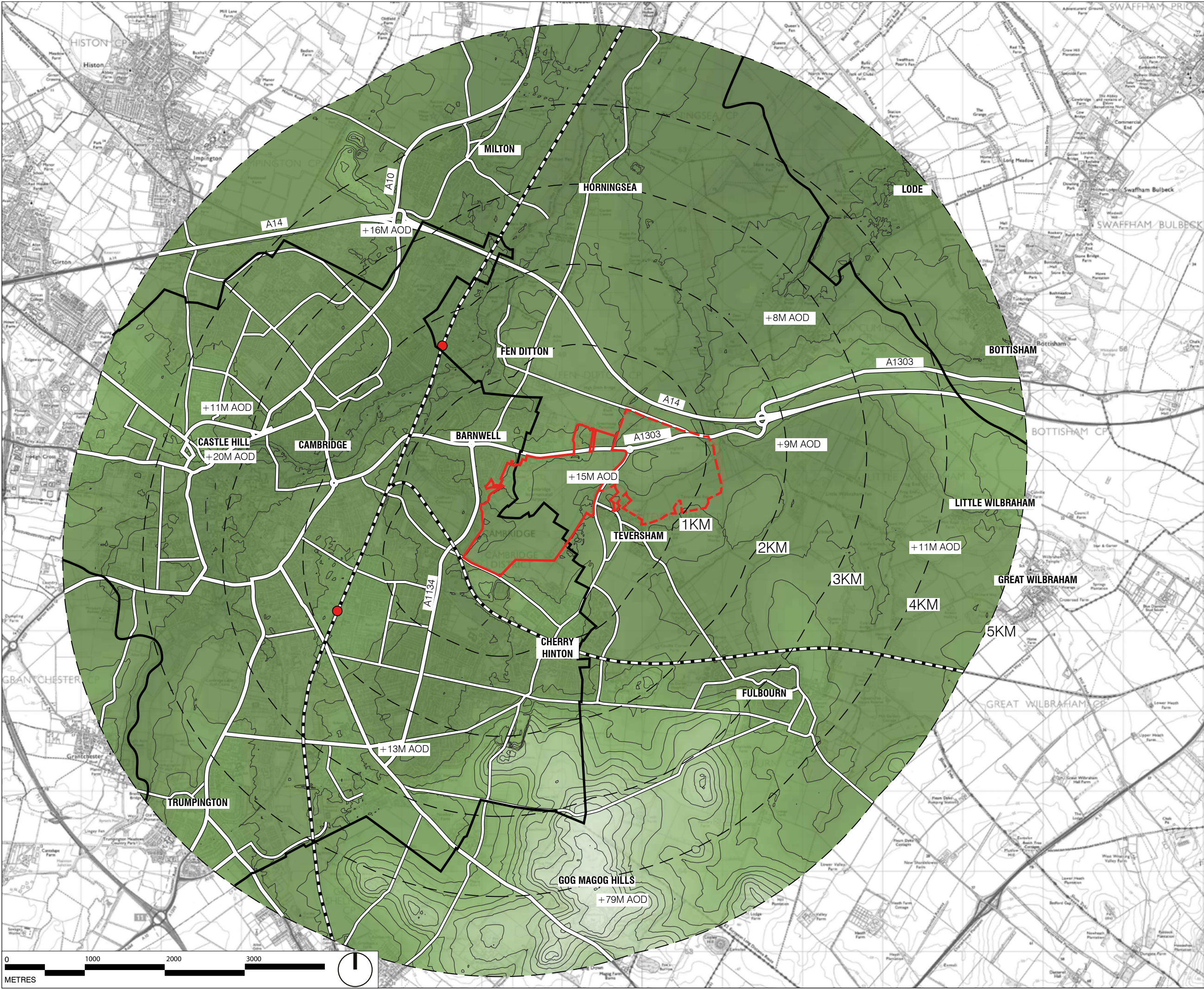


This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- LOCAL AUTHORITY BOUNDARY

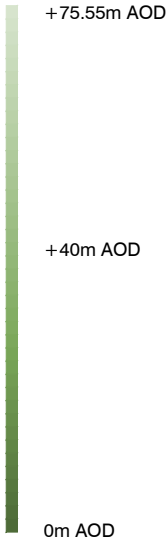
SOURCE: Cambridge East Briefing Note, Quod			
-	--		--
Rev	Description		Date
Purpose of Issue			
INFORMATION			
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB			
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk			
Client			
MARSHALL GROUP PROPERTIES LTD.			
Project			
CAMBRIDGE EAST			
Drawing Title			
FIGURE 2: SITE CONSTITUENT PARTS			
Drawn	Checked	Approved	Date
CS	JJ	RW	02/02/2022
Job No.	Scale	Sheet Size	Revision
21.0073	As Shown	A3	-
Drawing Number			
BMD.21.0073.LVCA.FIG.002			



This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

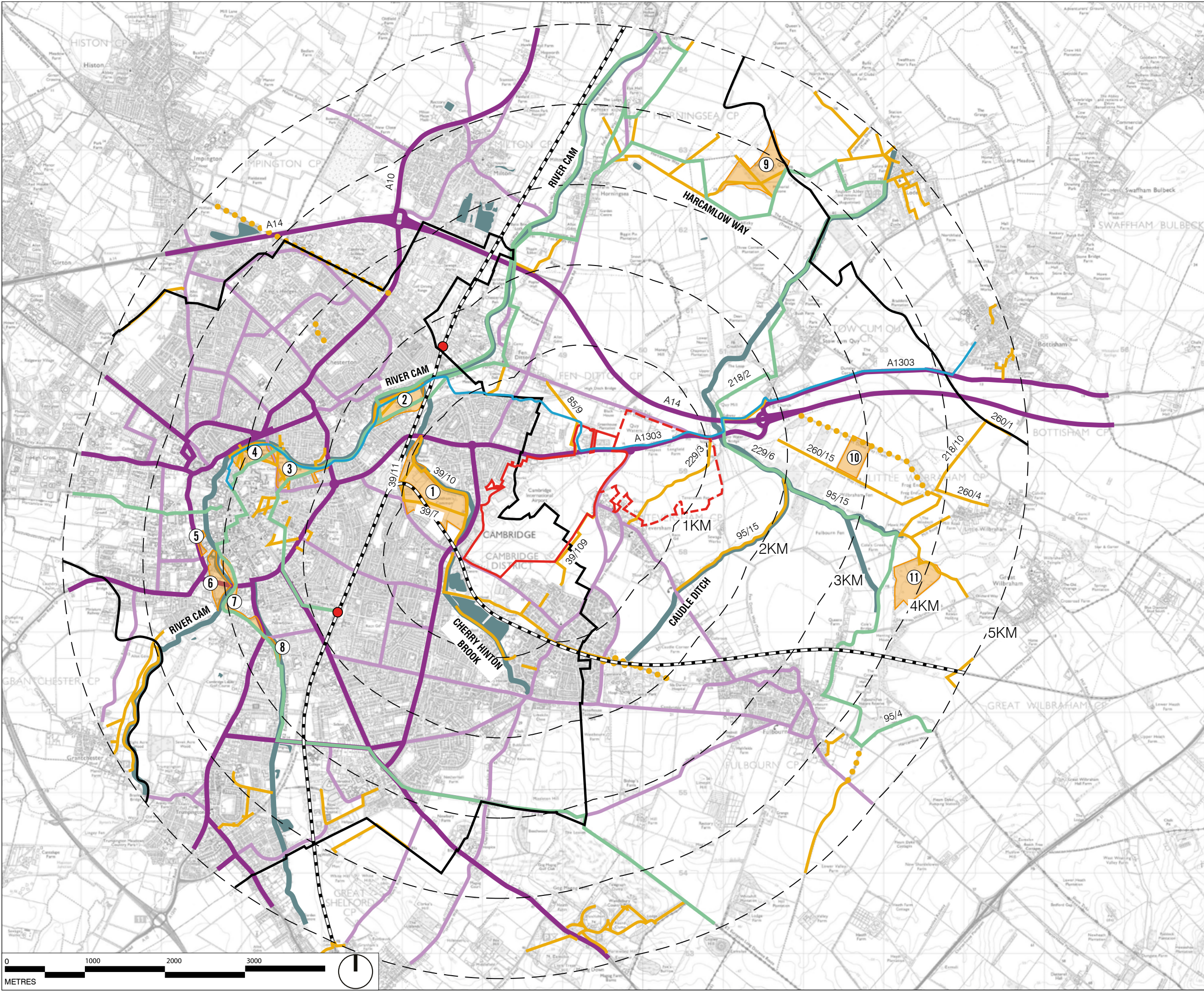
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY



-	--	--	
Rev	Description	Date	
Purpose of Issue			
INFORMATION			
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB			
t: 01926 676496			
e: info@bradleymurphydesign.co.uk			
www.bradleymurphydesign.co.uk			
Client			
MARSHALL GROUP PROPERTIES LTD.			
Project			
CAMBRIDGE EAST			
Drawing Title			
FIGURE 3: TOPOGRAPHY			
Drawn	Checked	Approved	Date
CS	JJ	RW	02/02/2022
Job No.	Scale	Sheet Size	Revision
21.0073	As Shown	A3	-
Drawing Number			
BMD.21.0073.LVCA.FIG.003			





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

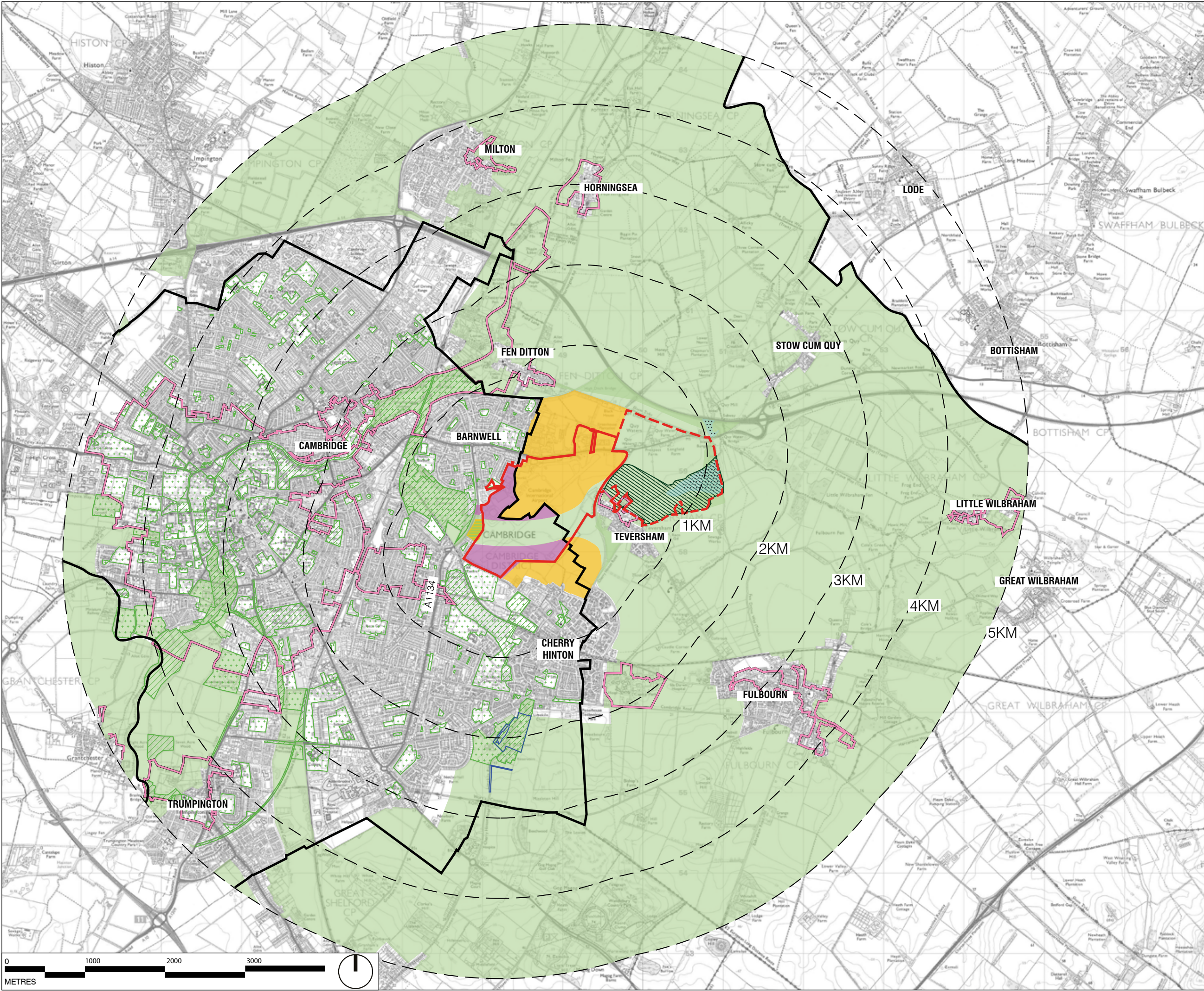
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- MAIN ROADS
- SECONDARY / MINOR ROADS
- PUBLIC FOOTPATH
- PUBLIC BRIDLEWAY
- LONG DISTANCE FOOTPATH
- NATIONAL CYCLE ROUTE (NCR 51)
- BYWAY OPEN TO ALL TRAFFIC
- RAILWAY LINE AND STATION
- WATERCOURSES
- WATERBODIES
- OPEN ACCESS LAND

1. Coldham's Common
2. Stourbridge Green
3. Midsummer Green
4. Jesus Green
5. Queens' Green
6. Sheep's Green
7. Coe Fen, Coe Fen Straits and New Bit
8. Empty Common
9. Stow-Cum-Quy Fen
10. Fulbourn Fen
11. Great Wilbraham Common

-	--	--
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title		
FIGURE 4: WATER AND ACCESS		
Drawn	Checked	Approved
CS	JJ	RW
Job No.	Scale	Sheet Size
21.0073	As Shown	A3
Drawing Number		Date
BMD.21.0073.LVCA.FIG.004		02/02/2022
		Revision
		-





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- CONSERVATION AREA
- GREEN BELT

- CAMBRIDGE CITY COUNCIL
- SITE OF SPECIAL SCIENTIFIC INTEREST
 - PROTECTED OPEN SPACE
 - CITY WILDLIFE, COUNTY WILDLIFE AND LOCAL NATURE RESERVE
 - CITY SAFEGUARDED LAND

- SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
- COUNTY WILDLIFE SITE
 - LOCAL NATURE RESERVE
 - ENVIRONMENT AGENCY FLOOD ZONE 3
 - ENVIRONMENT AGENCY FLOOD ZONE 2
 - COUNTRY PARK POLICY (CE/21/1)
 - MAJOR DEVELOPMENT SITE (POLICY CE/3)

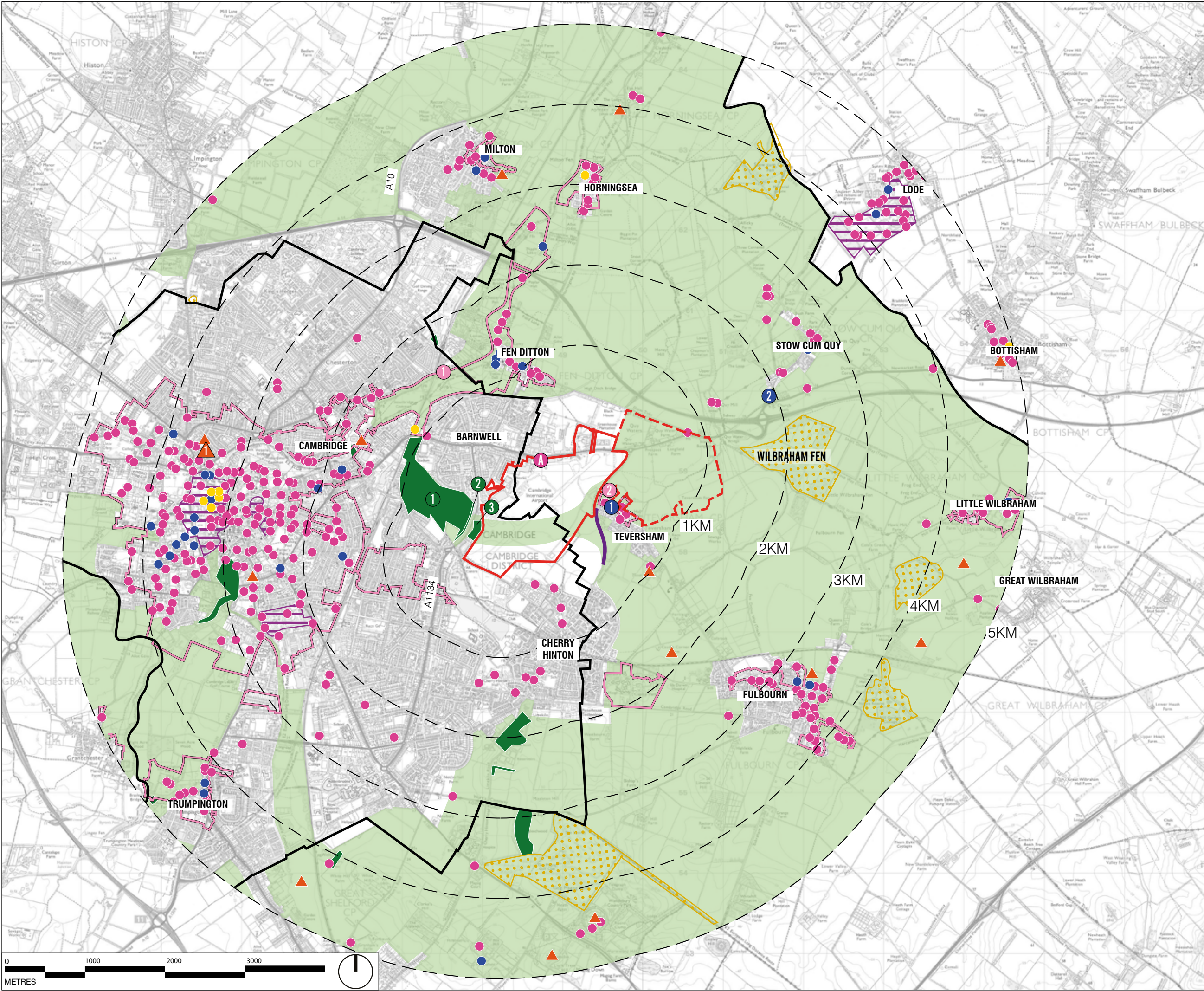
SOURCE:
<https://www.scams.gov.uk/planning>

Cambridge East Area Action Plan
Development Plan Document, 2008

Cambridge Polices Map, 2018

-	--	--
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title		
FIGURE 5: PLANNING POLICY		
Drawn	Checked	Approved
CS	JJ	RW
Job No.	Scale	Sheet Size
21.0073	As Shown	A3
Drawing Number		
BMD.21.0073.LVCA.FIG.005		
Date		
02/02/2022		
Revision		
-		





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

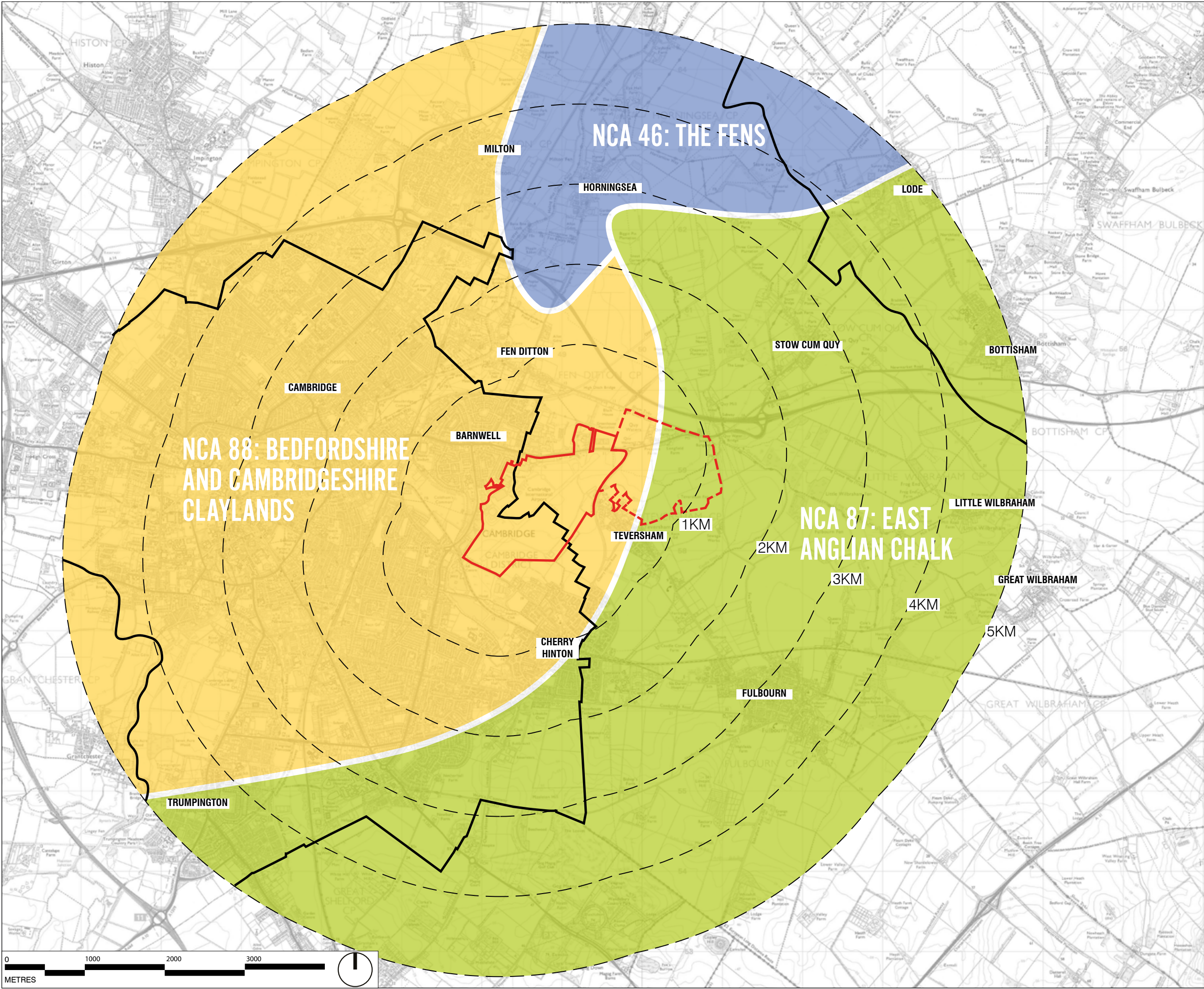
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- REGISTERED PARK AND GARDEN
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- ANCIENT WOODLAND
- LOCAL NATURE RESERVES (LNR)
 - 1 Coldham's Common
 - 2 Barnwell II
 - 3 Barnwell East
- GREEN BELT
- SCHEDULED MONUMENT
 - Cambridge Castle Mound
- GRADE I LISTED BUILDING
- GRADE II* LISTED BUILDING
 - 1 Church of All Saints
 - 2 Parish Church of St Mary
- GRADE II LISTED BUILDING
- Marshall's Cambridge Airport Control and Office Building
- PROTECTED ROAD VERGE
- CONSERVATION AREA
 - 1 Fen Ditton Conservation Area
 - 2 Teversham Conservation Area

SOURCE:
<https://magic.defra.gov.uk/MagicMap.aspx>

-	-	-
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB BMD		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title		
FIGURE 6: ENVIRONMENTAL DESIGNATIONS		
Drawn	Checked	Approved
CS	JJ	RW
Job No.	Scale	Sheet Size
21.0073	As Shown	A3
Drawing Number		-
BMD.21.0073.LVCA.FIG.006		





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

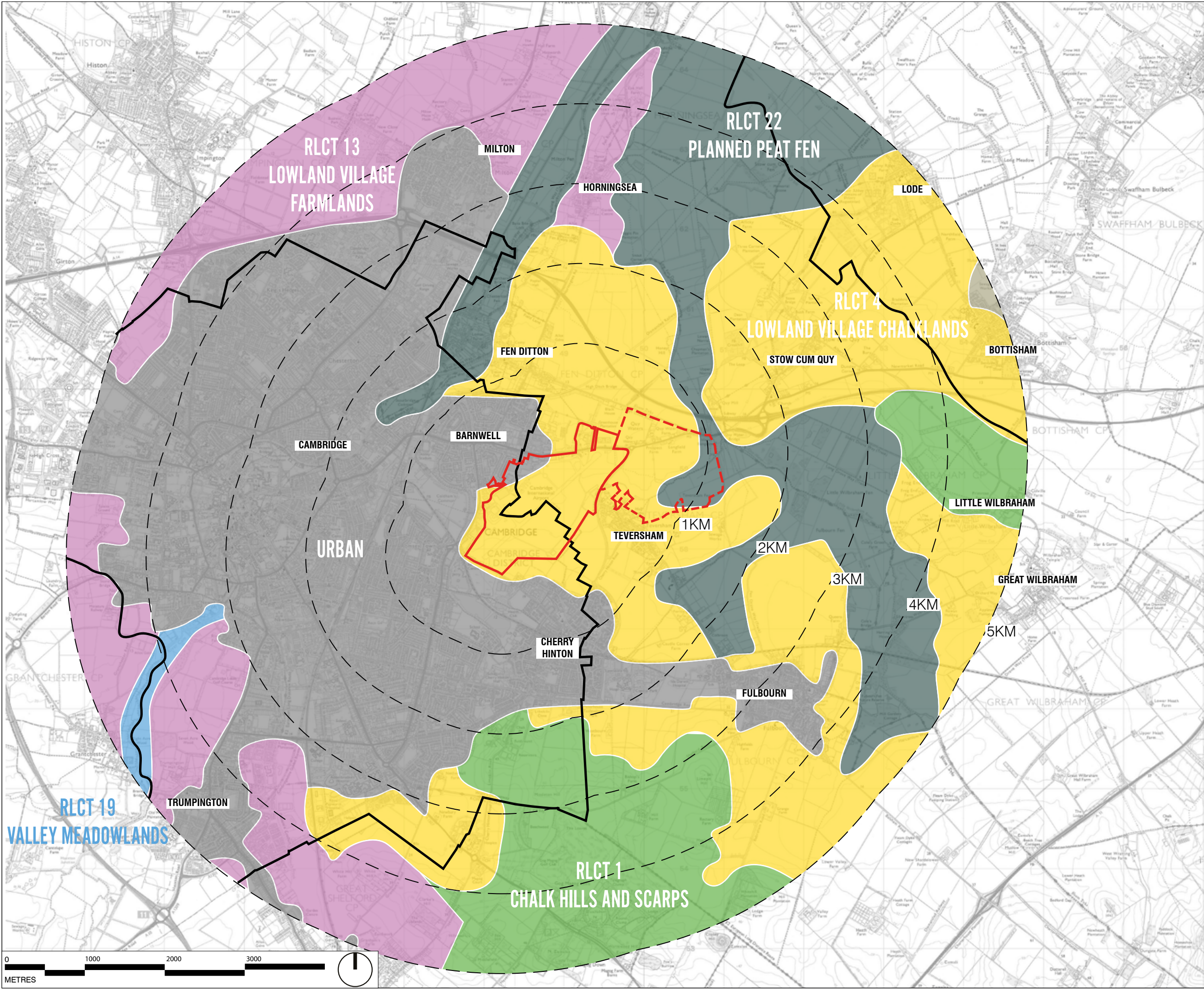
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- NCA 46: THE FENS
- NCA 87: EAST ANGLIAN CHALK
- NCA 88: BEDFORDSHIRE AND CAMBRIDGESHIRE CLAYLANDS

SOURCE:
National Landscape Character Areas Map; Natural England

-	--	--	
Rev	Description	Date	
Purpose of Issue			
INFORMATION			
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB BMD t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk Client			
MARSHALL GROUP PROPERTIES LTD.			
Project			
CAMBRIDGE EAST			
Drawing Title			
FIGURE 7: NATIONAL CHARACTER AREA			
Drawn	Checked	Approved	Date
CS	JJ	RW	02/02/2022
Job No.	Scale	Sheet Size	Revision
21.0073	As Shown	A3	-
Drawing Number			
BMD.21.0073.LVCA.FIG.007			





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- RLCT 13 LOWLAND VILLAGE FARMLANDS
- RLCT 19 VALLEY MEADOWLANDS
- RLCT 1 CHALK HILLS AND SCARPS
- RLCT 4 LOWLAND VILLAGE CHALKLANDS
- RLCT 22 PLANNED PEAT FEN
- URBAN

SOURCE:
The East of England Landscape Typology;
<http://www.landscape-east.org.uk/>

-	--	--
Rev	Description	Date

INFORMATION

Bradley Murphy Design Ltd
6 The Courtyard
Hatton Technology Park
Dark Lane
Hatton
Warwickshire
CV35 8XB



t: 01926 676496
e: info@bradleymurphydesign.co.uk
www.bradleymurphydesign.co.uk

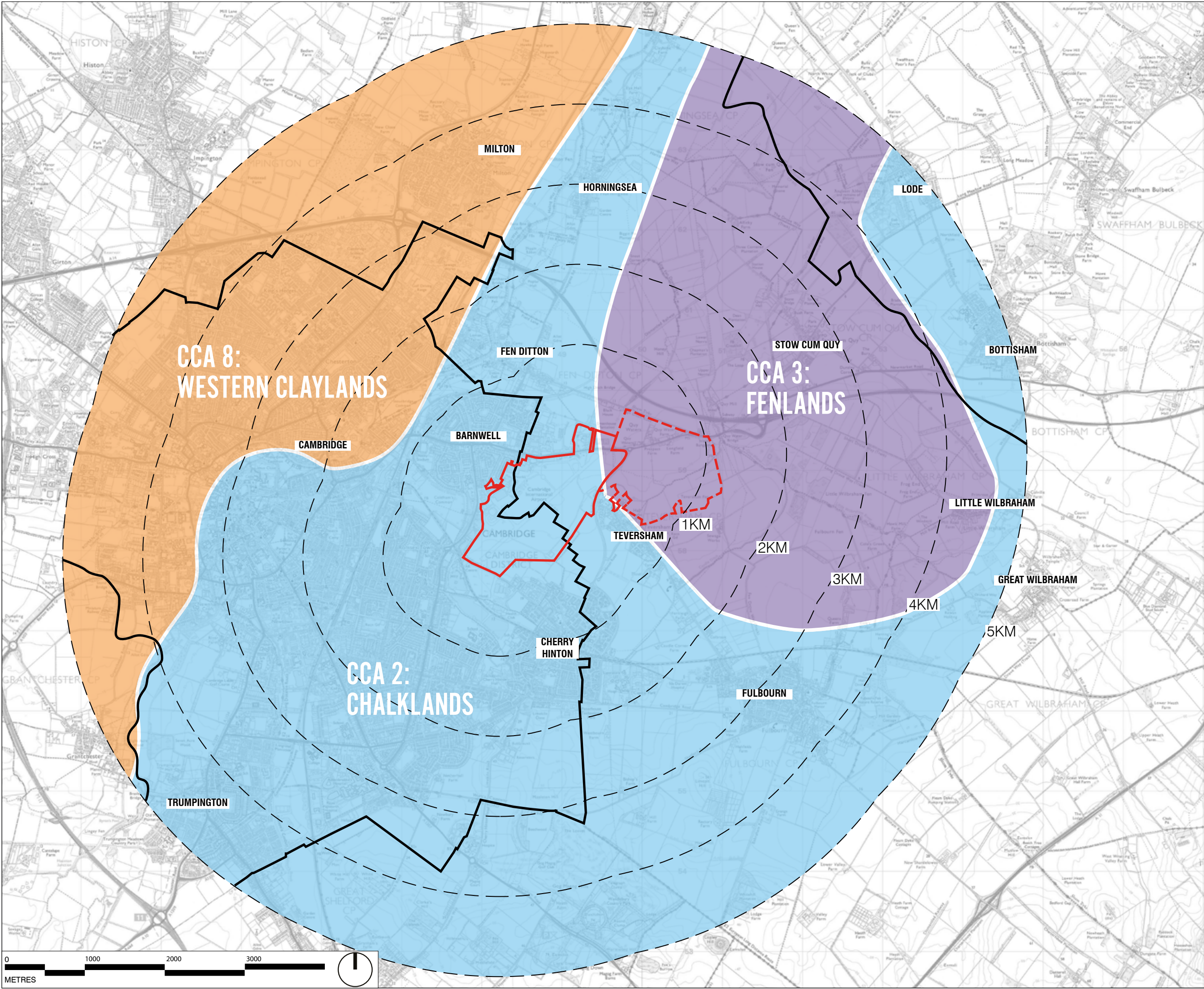
Client
MARSHALL GROUP PROPERTIES LTD.

Project
CAMBRIDGE EAST

Drawing Title
FIGURE 8: REGIONAL LANDSCAPE CHARACTER AREAS

Drawn CS	Checked JJ	Approved RW	Date 02/02/2022
Job No. 21.0073	Scale As Shown	Sheet Size A3	Revision

Drawing Number
BMD.21.0073.LVCA.FIG.008



This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

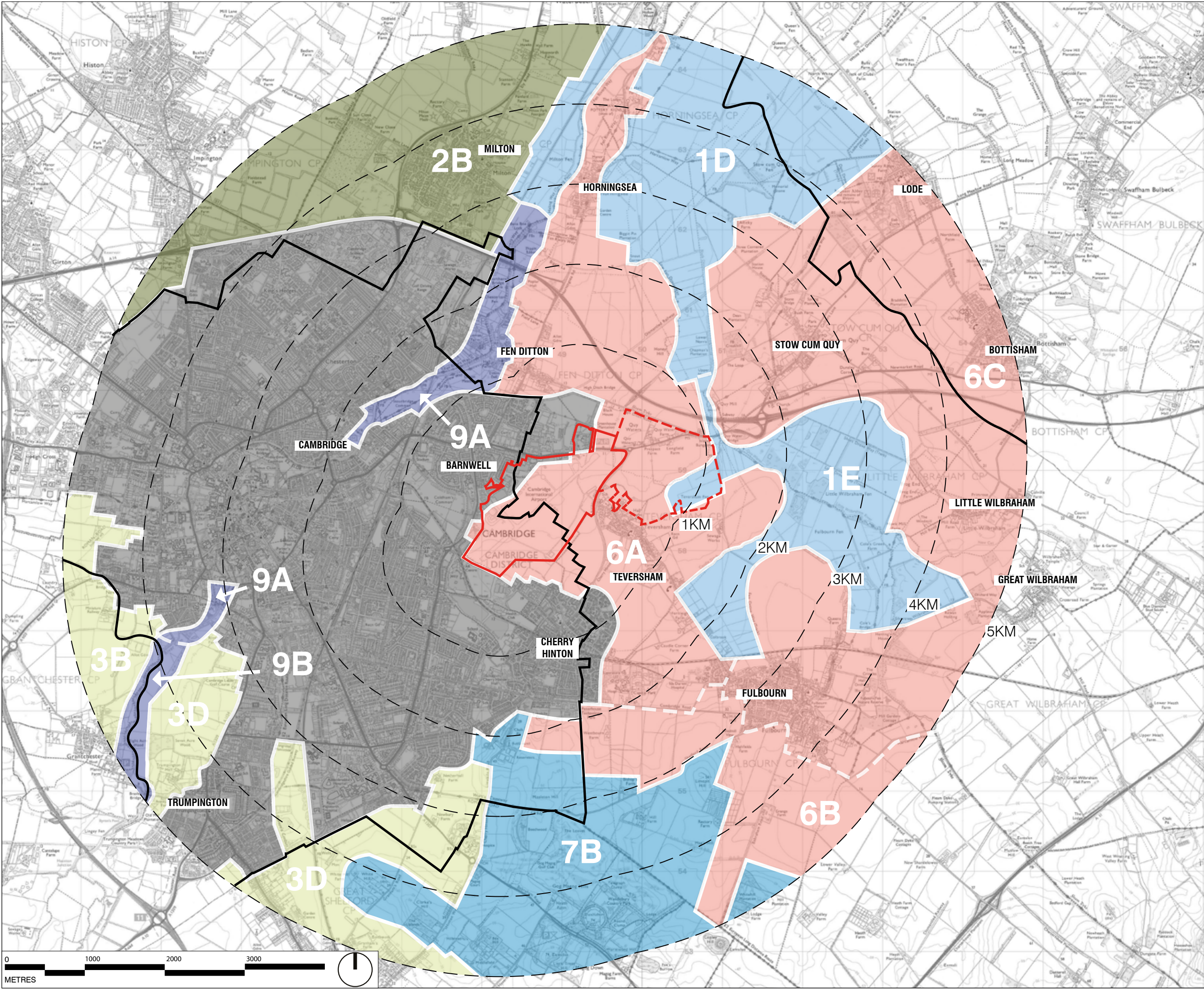
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- CCA 2: CHALKLANDS
- CCA 8: WESTERN CLAYLANDS
- CCA 3: FENLANDS

SOURCE:
Cambridgeshire Landscape Guidelnes, 1991

-	--	--
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title		
FIGURE 9: COUNTY LANDSCAPE CHARACTER AREAS		
Drawn	Checked	Approved
CS	JJ	RW
Job No.	Scale	Sheet Size
21.0073	As Shown	A3
Drawing Number		Date
BMD.21.0073.LVCA.FIG.009		02/02/2022
		Revision
		-





This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

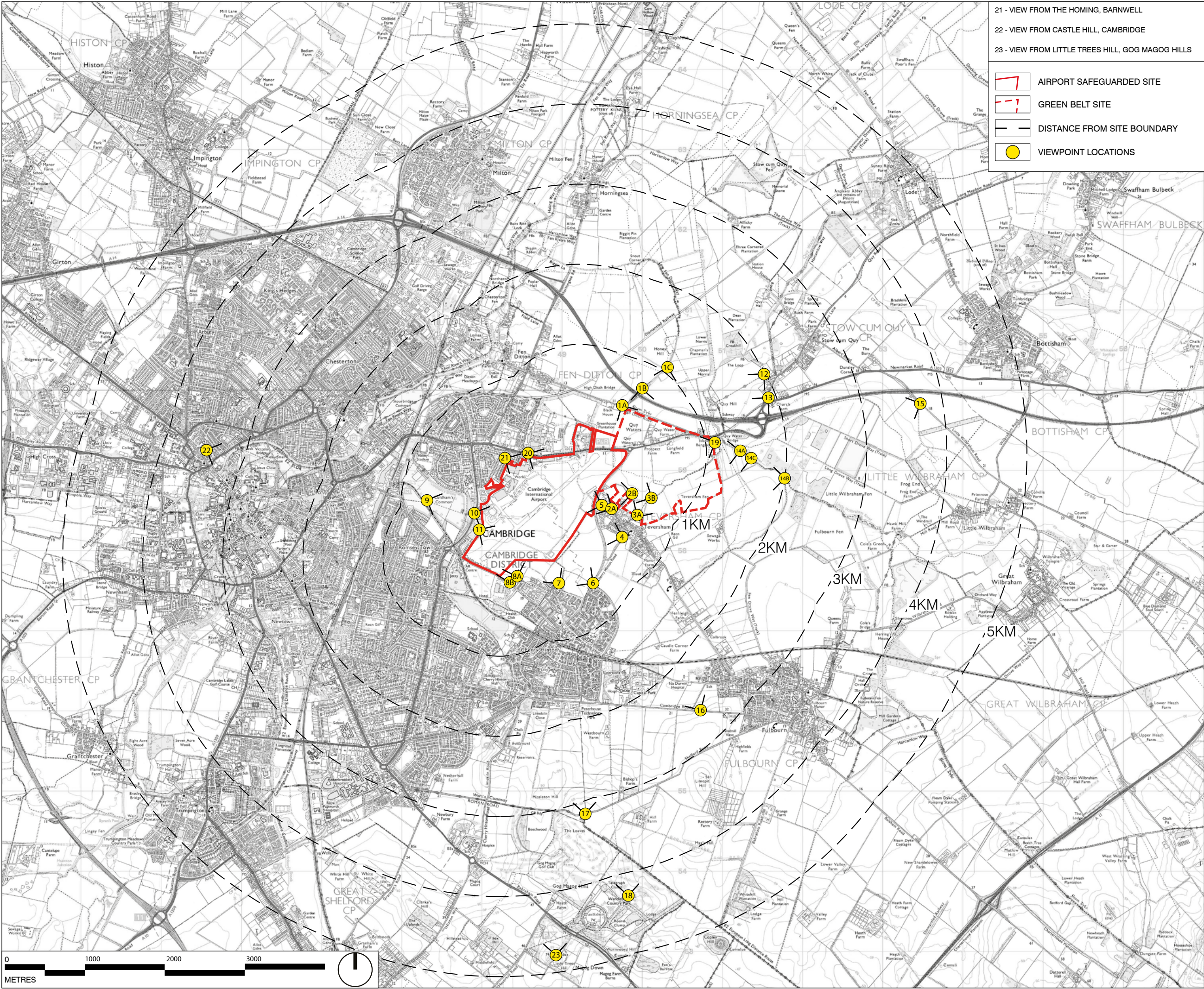
OS Crown Copyright 2022 Licence Number 100022432

- AIRPORT SAFEGUARDED SITE
- GREEN BELT SITE
- DISTANCE FROM SITE BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- CAMBRIDGE URBAN AREA
- 1 - THE FENS
1D: North Fen to Milton Fen
1E: Fulbourn Fen
- 2 - FEN EDGE CLAYLANDS
2B: Cottenham Fen Edge Claylands
- 3 - LOWLAND FARMLANDS
3B: Bourn Tributaries
Lowland Farmlands
3D: Cam & Granta Tributaries
Lowland Farmlands
- 6 - FEN EDGE CHALKLANDS
6A: Fen Ditton Fen Edge Chalklands
6B: Wilbraham Fen Edge Chalklands
6C: Fulbourn Fen Edge Chalklands
- 7 - CHALK HILLS
7B: Gog Magog Chalk Hills
- 9 - RIVER VALLEYS
9A: Cam River Valley - Cambridge
9B: Cam River Valley

SOURCE:
Greater Cambridge Landscape Character Assessment, 2021

-	--	--
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title FIGURE 10: EMERGING LANDSCAPE CHARACTER TYPES & AREAS		
Drawn CS	Checked JJ	Approved RW
Job No. 21.0073	Scale As Shown	Date 02/02/2022
Drawing Number BMD.21.0073.LVCA.FIG.010		Revision -





- 21 - VIEW FROM THE HOMING, BARNWELL
22 - VIEW FROM CASTLE HILL, CAMBRIDGE
23 - VIEW FROM LITTLE TREES HILL, GOG MAGOG HILLS

-  AIRPORT SAFEGUARDED SITE
 GREEN BELT SITE
 DISTANCE FROM SITE BOUNDARY
 VIEWPOINT LOCATIONS

This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

- 1A - VIEW FROM LOW FEN DROVE WAY
1B - VIEW FROM LOW FEN DROVE WAY
1C - VIEW FROM LOW FEN DROVE WAY
2A - VIEW FROM CHURCH ROAD & ALL SAINTS CHURCH TEVERSHAM
2B - VIEW FROM ALL SAINTS CHURCH TEVERSHAM
3A - VIEW FROM PUBLIC FOOTPATH 229_3 TEVERSHAM
3B - VIEW FROM PUBLIC FOOTPATH 229_3 TEVERSHAM
4 - VIEW FROM CHERRY HINTON ROAD TEVERSHAM
5 - VIEW FROM CHURCH ROAD TEVERSHAM
6 - VIEW FROM CHERRY HINTON ROAD & GAZELLE WAY
7 - VIEW FROM PUBLIC FOOTPATH 39_109 & MARCH LANE
8A - VIEW FROM PINKS CLOSE OFF COLDHAMS LANE
8B - VIEW FROM COLDHAMS LANE AT JUNCTION WITH PINKS CLOSE
9 - VIEW FROM COLDHAMS COMMON & PUBLIC FOOTPATH 39_7
10 - VIEW FROM BARNWELL ROAD & COLDHAMS BROOK
11 - VIEW FROM BARNWELL EAST LNR
12 - VIEW FROM HARCAMLOW WAY AT STOW CUM QUY
13 - VIEW FROM CHURCH OF ST MARY STOW CUM QUY
14A - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI
14B - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI
14C - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI
15 - VIEW FROM LITTLE WILBRAHAM ROAD
16 - VIEW FROM CAMBRIDGE ROAD, FULBOURN
17 - VIEW FROM SHELFORD ROAD & E2 EUROPEAN LONG DISTANCE ROUTE
18 - VIEW FROM WANDLEBURY COUNTRY PARK
19 - VIEW FROM FIELD ADJACENT NEWMARKET RD
20 - VIEW FROM MEADOWLANDS ROAD, BARNWELL

-	--	--
Rev	Description	Date

Purpose of Issue
INFORMATION

Bradley Murphy Design Ltd
6 The Courtyard
Hatton Technology Park
Dark Lane
Hatton
Warwickshire
CV35 8XB



t: 01926 676496
e: info@bradleymurphydesign.co.uk
www.bradleymurphydesign.co.uk

Client

MARSHALL GROUP PROPERTIES LTD.

Project
CAMBRIDGE EAST

Drawing Title
FIGURE 11: VIEWPOINT LOCATION PLAN

Drawn CS	Checked JJ	Approved RW	Date 02/02/2022
Job No. 21.0073	Scale As Shown	Sheet Size A3	Revision
Drawing Number BMD.21.0073.LVCA.FIG.011			-



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 1A - VIEW FROM LOW FEN DROVE WAY							
Distance from Airport Safeguarded Site:	335M	Distance from Green Belt Site:	15M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549772, N:259802		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:		SOUTH EAST		AOD:	+12M	Receptors Represented: Road users, Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 9:30am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



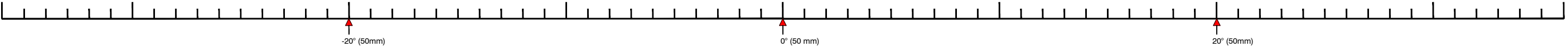
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 1B - VIEW FROM LOW FEN DROVE WAY							
Distance from Airport Safeguarded Site:	535M	Distance from Green Belt Site:	220M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549962, N:259966		Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:		SOUTH		AOD:	+11M	Receptors Represented: Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 9:43am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)

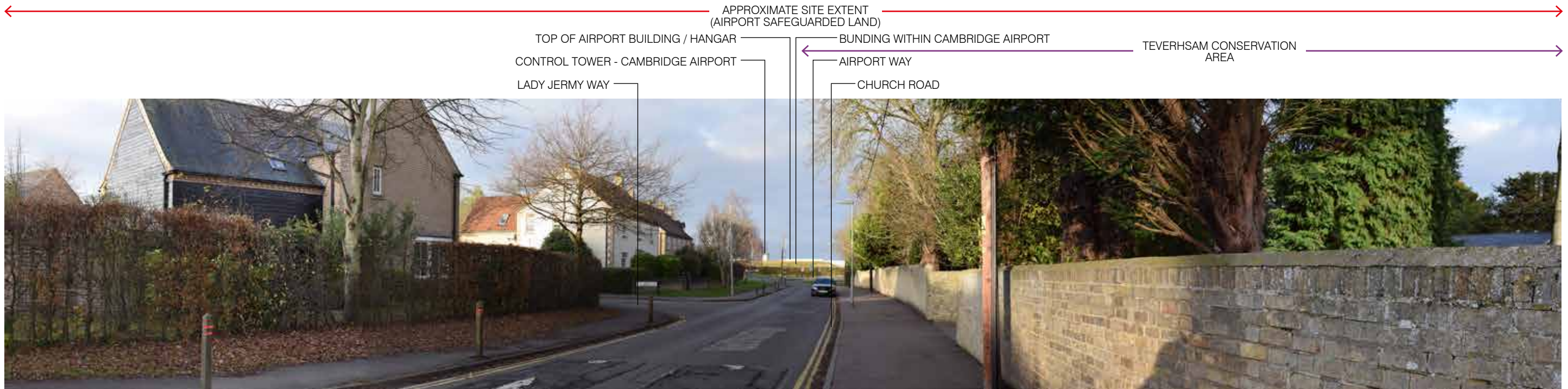


Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 1C - VIEW FROM LOW FEN DROVE WAY							
Distance from Airport Safeguarded Site:	1KM	Distance from Green Belt Site:	650M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:	E:550319, N:260287			Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:	SOUTH			AOD:	+8M	Receptors Represented: Recreational users	
Camera Make and Model:	NIKON D3300			Date and Time:	09.12.2021, 9:39am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





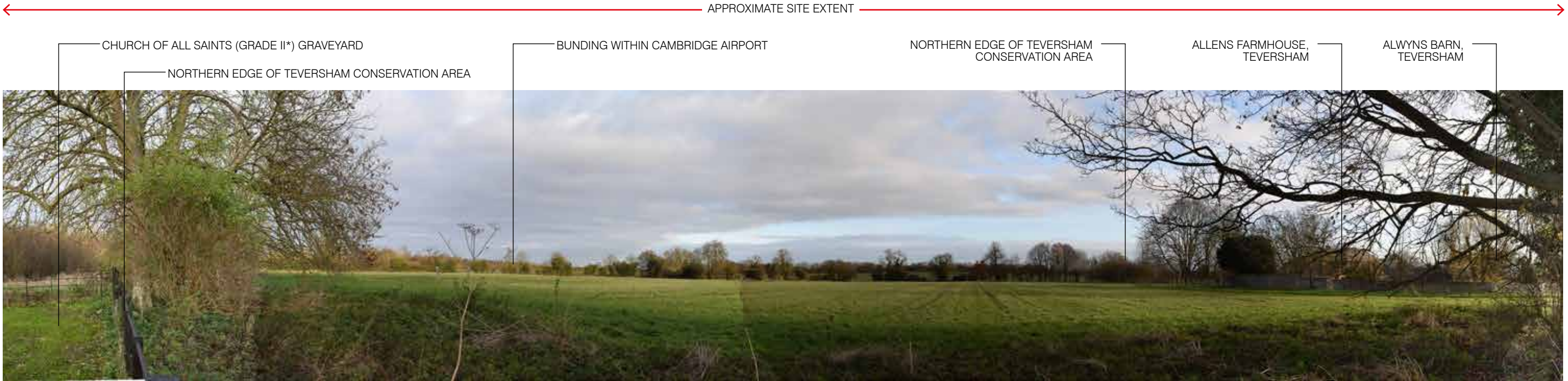
Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 2A - VIEW FROM CHURCH ROAD & ALL SAINTS CHURCH TEVERSHAM							
Distance from Airport Safeguarded Site:	170M	Distance from Green Belt Site:	115M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:	E:549576, N:258535			Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:	WEST			AOD:	+13M	Receptors Represented: Recreational users, Residents	
Camera Make and Model:	NIKON D3300			Date and Time:	09.12.2021, 9:53am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 2B - VIEW FROM ALL SAINTS CHURCH TEVERSHAM							
Distance from Airport Safeguarded Site:	200M	Distance from Green Belt Site:	0M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549645, N:258617		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		WEST		AOD:		Receptors Represented: Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



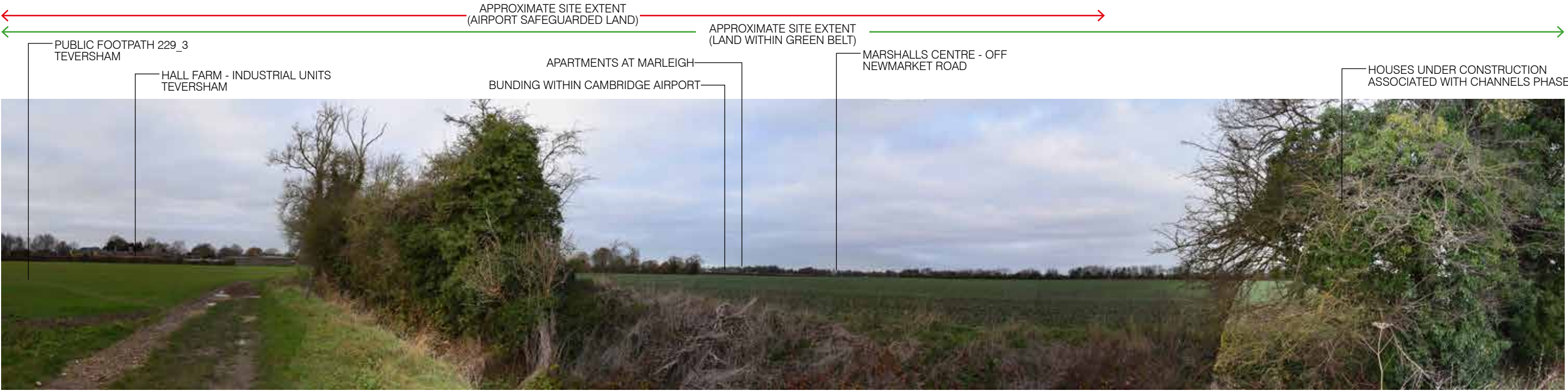
Existing Winter baseline views (Extended Panorama)



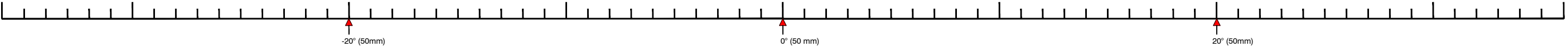
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 3A - VIEW FROM PUBLIC FOOTPATH 229_3 TEVERSHAM								
Distance from Airport Safeguarded Site:	525M	Distance from Green Belt Site:	0M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m	
OS Grid Reference:		E:549937, N:258434		Horizontal Field of View:		72°	Weather Conditions:	Overcast
Direction of View:		NORTH EAST		AOD:		+12M		Receptors Represented: PProW users. Recreational users
Camera Make and Model:		NIKON D3300		Date and Time:		09.12.2021, 10:06am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 3B - VIEW FROM PUBLIC FOOTPATH 229_3 TEVERSHAM							
Distance from Airport Safeguarded Site:	560M	Distance from Green Belt Site:	0M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:	E:550069, N:258632			Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:	NORTH WEST			AOD:	+10M	Receptors Represented: PRow users. Recreational users	
Camera Make and Model:	NIKON D3300			Date and Time:	09.12.2021, 10:11am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 4 - VIEW FROM CHERRY HINTON ROAD TEVERSHAM							
Distance from Airport Safeguarded Site:	443M	Distance from Green Belt Site:	330M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549736, N:258170		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		WEST		AOD:		Receptors Represented: Road users, Recreational users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



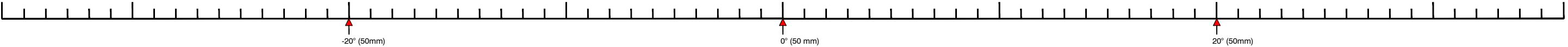
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 5 - VIEW FROM CHURCH ROAD TEVERSHAM							
Distance from Airport Safeguarded Site:	70M	Distance from Green Belt Site:	120M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:	E:549480, N:258567			Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:	WEST			AOD:	+13M	Receptors Represented: Road users, Recreational users, Residents	
Camera Make and Model:	NIKON D3300			Date and Time:	09.12.2021, 10:33am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

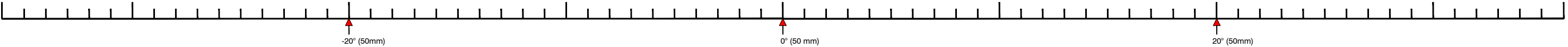
VIEWPOINT 6 - VIEW FROM CHERRY HINTON ROAD & GAZELLE WAY						
Distance from Airport Safeguarded Site:	588M	Distance from Green Belt Site:	995M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:
OS Grid Reference:	E:549403, N:257567		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:	NORTH WEST		AOD:	+17M	Receptors Represented: Road users, Recreational users, Residents	
Camera Make and Model:	NIKON D3300		Date and Time:	09.12.2021, 11:00am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 7 - VIEW FROM PUBLIC FOOTPATH 39_109 & MARCH LANE							
Distance from Airport Safeguarded Site:	290M	Distance from Green Belt Site:	1.2KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:548981, N:257580		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		NORTH WEST		AOD:		Receptors Represented: Road users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



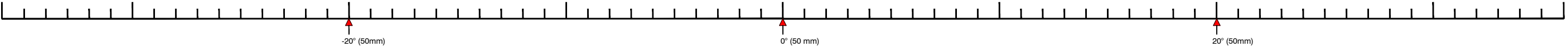
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 8A - VIEW FROM PINKS CLOSE OFF COLDHAMS LANE							
Distance from Airport Safeguarded Site:	190M	Distance from Green Belt Site:	1.5KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:548425, N:257683		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:		NORTH		AOD:	+17M	Receptors Represented: Road users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 11:27am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

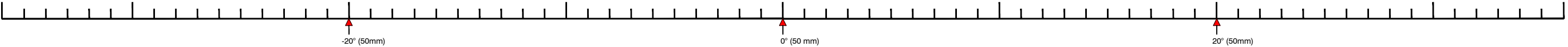
VIEWPOINT 8B - VIEW FROM COLDHAMS LANE AT JUNCTION WITH PINKS CLOSE							
Distance from Airport Safeguarded Site:	115M	Distance from Green Belt Site:	1.6KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:548338, N:257611		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		NORTH		AOD:		Receptors Represented: Road users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 9 - VIEW FROM COLDHAMS COMMON & PUBLIC FOOTPATH 39_7								
Distance from Airport Safeguarded Site:	725M	Distance from Green Belt Site:	2.2KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m	
OS Grid Reference:		E:547307, N:258634		Horizontal Field of View:		72°	Weather Conditions:	Overcast
Direction of View:		SOUTH EAST		AOD:		+9M	Receptors Represented: PProW users, Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:		09.12.2021, 11:53am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 10 - VIEW FROM BARNWELL ROAD & COLDHAMS BROOK							
Distance from Airport Safeguarded Site:	120M	Distance from Green Belt Site:	1.6KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:547893, N:258455		Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:		SOUTH EAST		AOD:	+12M	Receptors Represented: Road users, Recreational users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 12:20pm		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



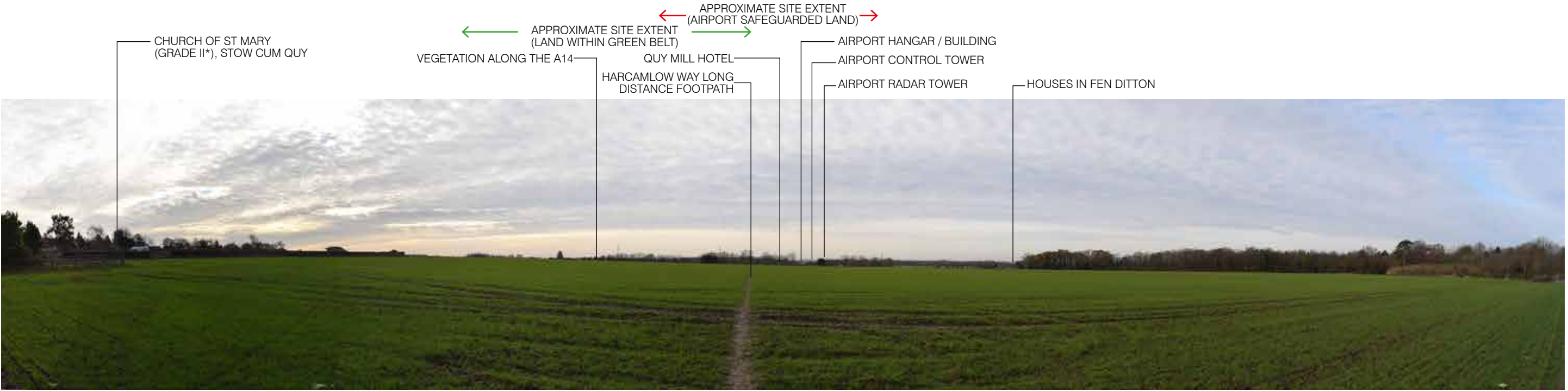
Existing Winter baseline views (Extended Panorama)



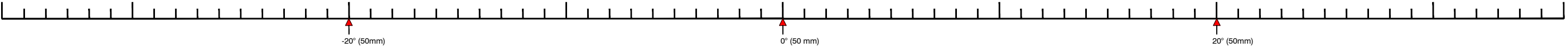
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 11 - VIEW FROM BARNWELL EAST LNR							
Distance from Airport Safeguarded Site:	0M	Distance from Green Belt Site:	1.6KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:	E:548011, N:258253			Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:	SOUTH EAST			AOD:	+11M	Receptors Represented: Recreational users	
Camera Make and Model:	NIKON D3300			Date and Time:	09.12.2021, 12:27pm		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)

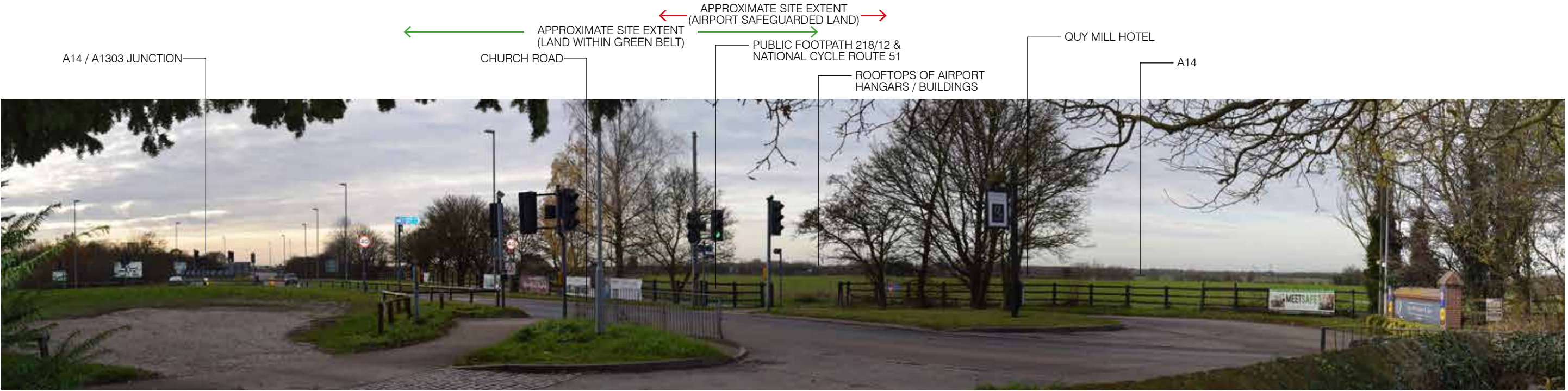


Winter view at recommended viewing distance of 300mm @A3

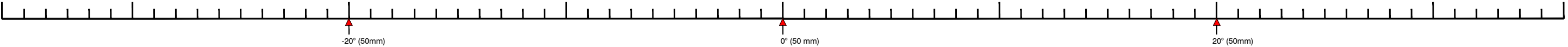
VIEWPOINT 12 - VIEW FROM HARCAMLOW WAY AT STOW CUM QUY							
Distance from Airport Safeguarded Site:	1.8KM	Distance from Green Belt Site:	1KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:551515, N:260205		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		SOUTH WEST		AOD:		Receptors Represented: PProW users, Recreational users, Residents	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)

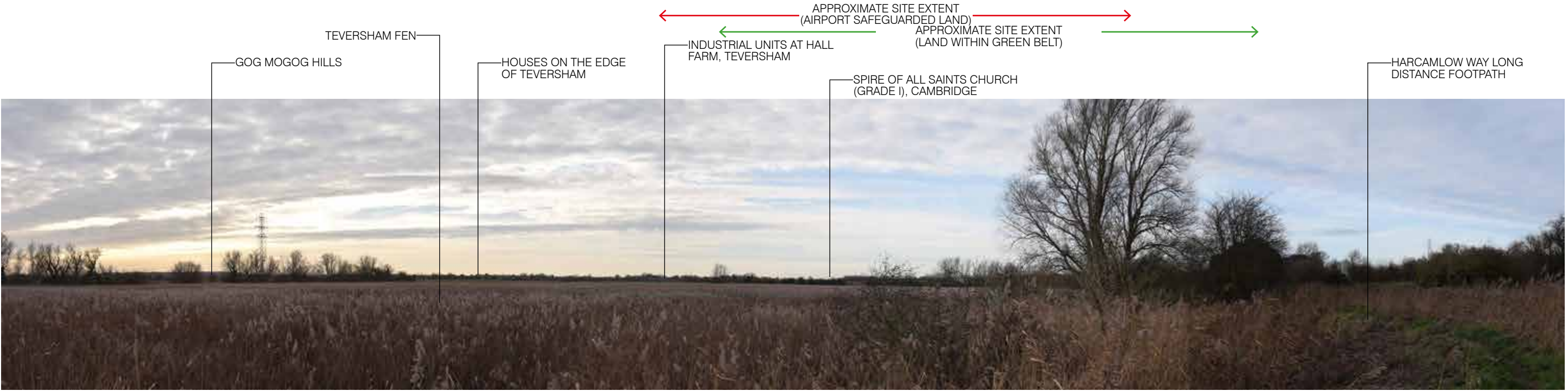


Winter view at recommended viewing distance of 300mm @A3

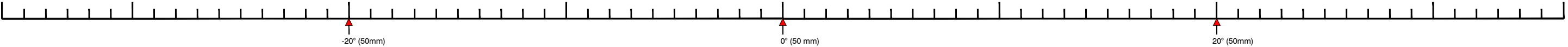
VIEWPOINT 13 - VIEW FROM CHURCH OF ST MARY_STOW CUM QUY							
Distance from Airport Safeguarded Site:	1.6KM	Distance from Green Belt Site:	900M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:551563, N:259900		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		SOUTH WEST		AOD:		Receptors Represented: Residents	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)

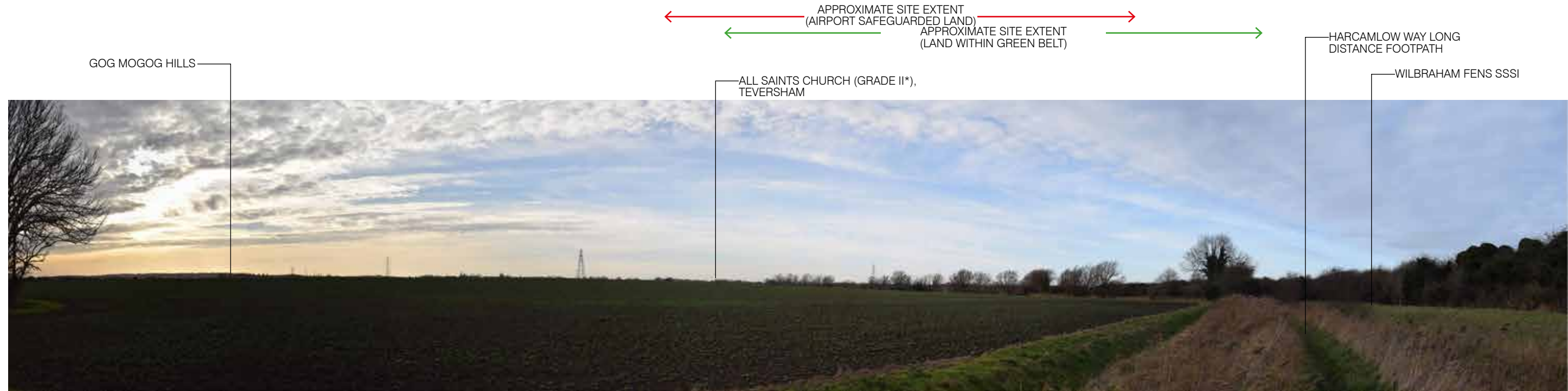


Winter view at recommended viewing distance of 300mm @A3

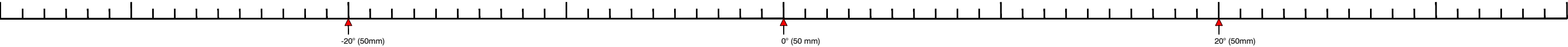
VIEWPOINT 14A - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI							
Distance from Airport Safeguarded Site:	1.5KM	Distance from Green Belt Site:	405M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:551330, N:259192		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:		WEST		AOD:	+7M	Receptors Represented: PRow users, recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 1:53pm		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

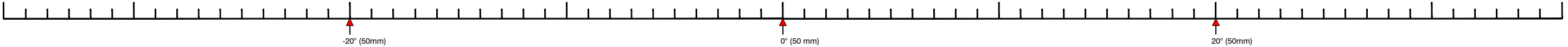
VIEWPOINT 14B - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI							
Distance from Airport Safeguarded Site:	2KM	Distance from Green Belt Site:	780M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:551762, N:258924		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		WEST		AOD:		Receptors Represented: PRow users, recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)

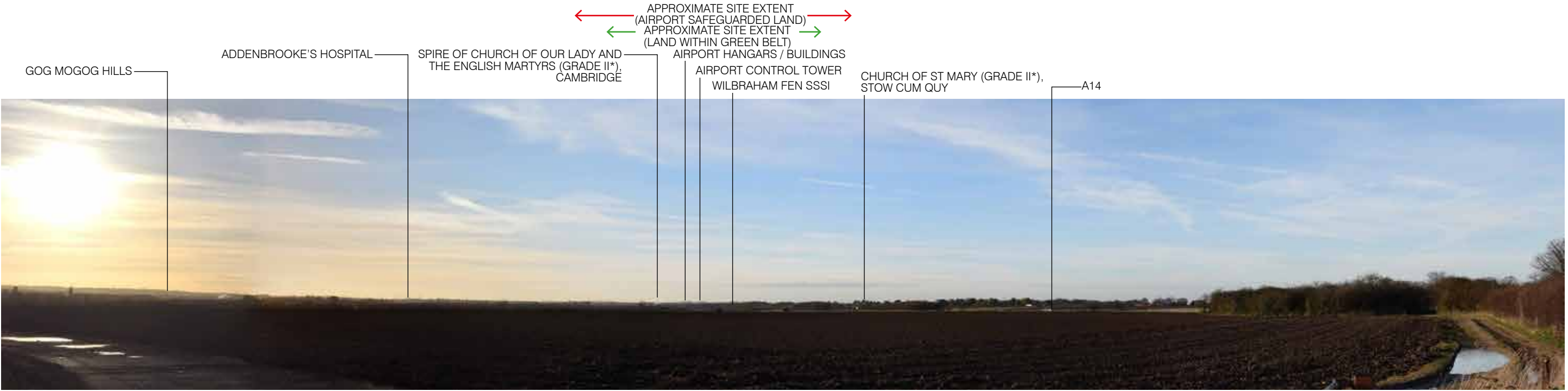


Winter view at recommended viewing distance of 300mm @A3

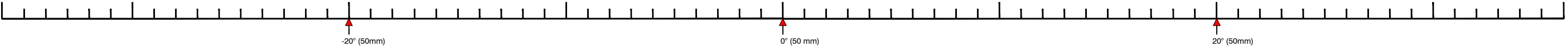
VIEWPOINT 14C - VIEW FROM HARCAMLOW WAY & WILBRAHAM FEN SSSI							
Distance from Airport Safeguarded Site:	1.6KM	Distance from Green Belt Site:	460M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:551403, N:259131		Horizontal Field of View:	72°	Weather Conditions:	Sunny / Clouds
Direction of View:		WEST		AOD:	+7M	Receptors Represented: PRow users, recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 2:11pm		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)

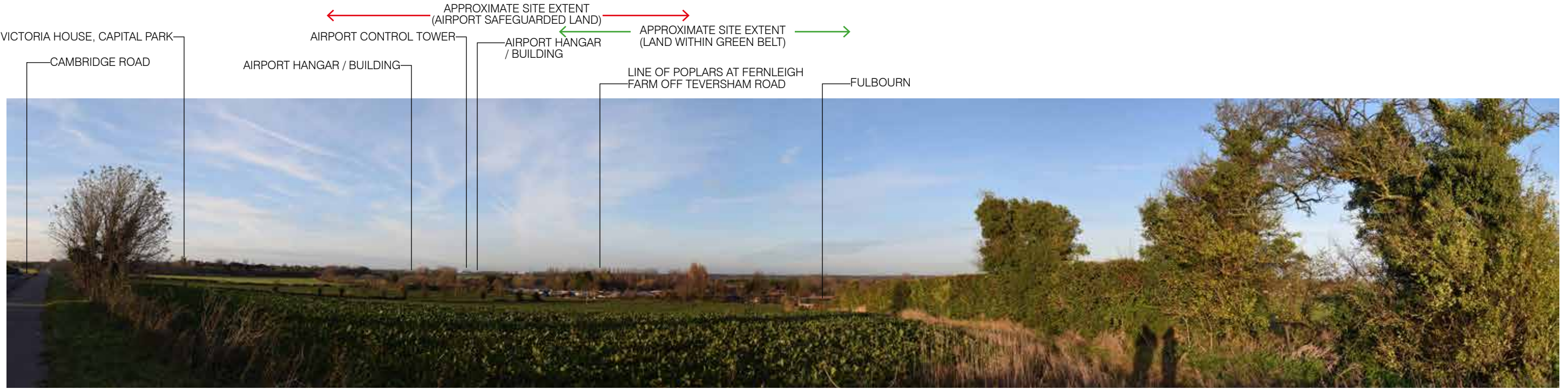


Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 15 - VIEW FROM LITTLE WILBRAHAM ROAD							
Distance from Airport Safeguarded Site:	3.5KM	Distance from Green Belt Site:	2.6KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:553473, N:259828		Horizontal Field of View:		Weather Conditions:	Sunny
Direction of View:		WEST		AOD:		Receptors Represented: Road users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

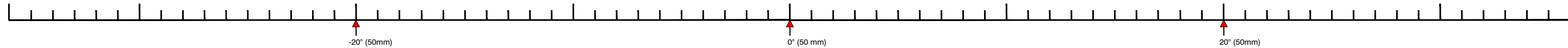
VIEWPOINT 16 - VIEW FROM CAMBRIDGE ROAD, FULBOURN							
Distance from Airport Safeguarded Site:	2.6KM	Distance from Green Belt Site:	2.4KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:550711, N:256013		Horizontal Field of View:	72°	Weather Conditions:	Sunny
Direction of View:		NORTH WEST		AOD:	+19M	Receptors Represented: Road users, Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 3:16pm		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



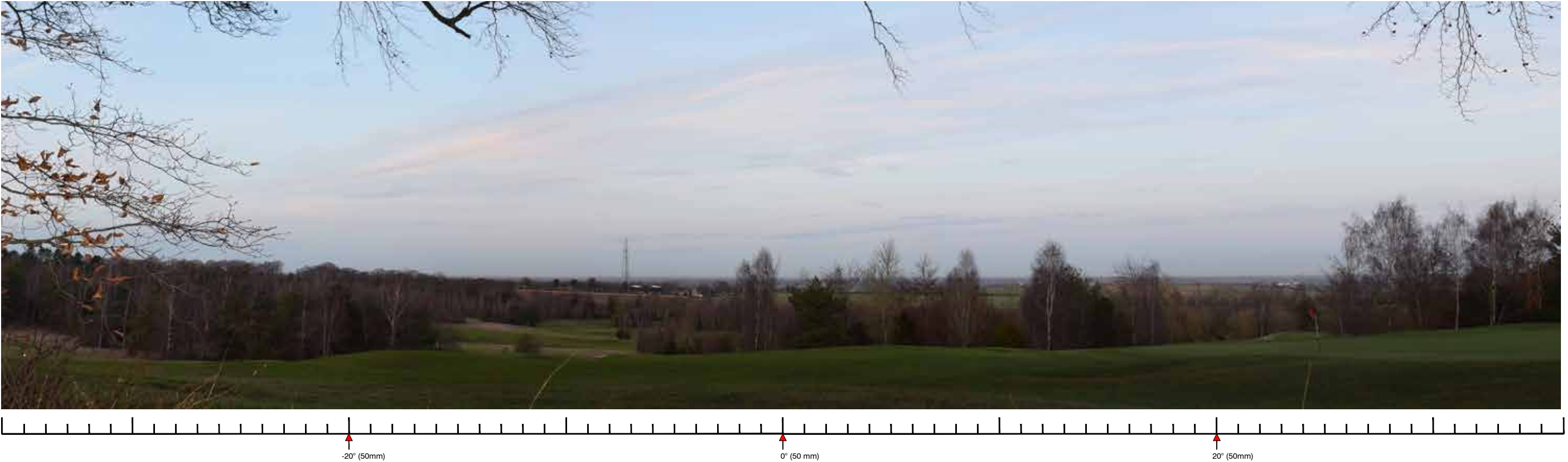
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 17 - VIEW FROM SHELFORD ROAD & E2 EUROPEAN LONG DISTANCE ROUTE							
Distance from Airport Safeguarded Site:	3.2KM	Distance from Green Belt Site:	3.7KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549293, N:254726		Horizontal Field of View:		Weather Conditions:	Sunny
Direction of View:		NORTH		AOD:		Receptors Represented: Recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 18 - VIEW FROM WANDLEBURY COUNTRY PARK							
Distance from Airport Safeguarded Site:	4.3KM	Distance from Green Belt Site:	5KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:549836, N:253605		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:		NORTH		AOD:	+74M	Receptors Represented: PRow users, recreational users	
Camera Make and Model:		NIKON D3300		Date and Time:	09.12.2021, 4:03pm		

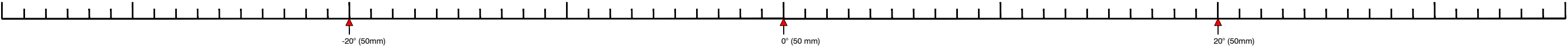
FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



← APPROXIMATE SITE EXTENT
(LAND WITHIN GREEN BELT) →



Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

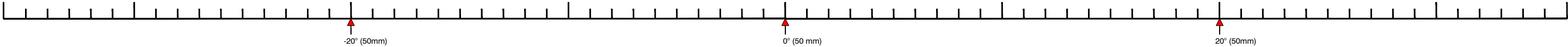
VIEWPOINT 19 - VIEW FROM FIELD ADJACENT NEWMARKET RD							
Distance from Airport Safeguarded Site:	1.1KM	Distance from Green Belt Site:	0M	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:550877, N:259334		Horizontal Field of View:	72°	Weather Conditions:	Overcast
Direction of View:		WEST		AOD:	+7M	Receptors Represented: PRow users	
Camera Make and Model:		NIKON D3300		Date and Time:	03.02.2022, 11:02am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





Existing Winter baseline views (Extended Panorama)



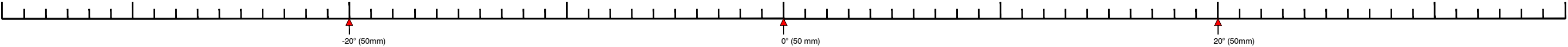
Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 20 - VIEW FROM MEADOWLANDS ROAD, BARNWELL								
Distance from Airport Safeguarded Site:	120M	Distance from Green Belt Site:	1.3KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m	
OS Grid Reference:		E:548539, N:259214		Horizontal Field of View:		72°	Weather Conditions:	Overcast
Direction of View:		SOUTH EAST		AOD:		+14M		Receptors Represented: Residents
Camera Make and Model:		NIKON D3300		Date and Time:		03.02.2022, 11:13am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



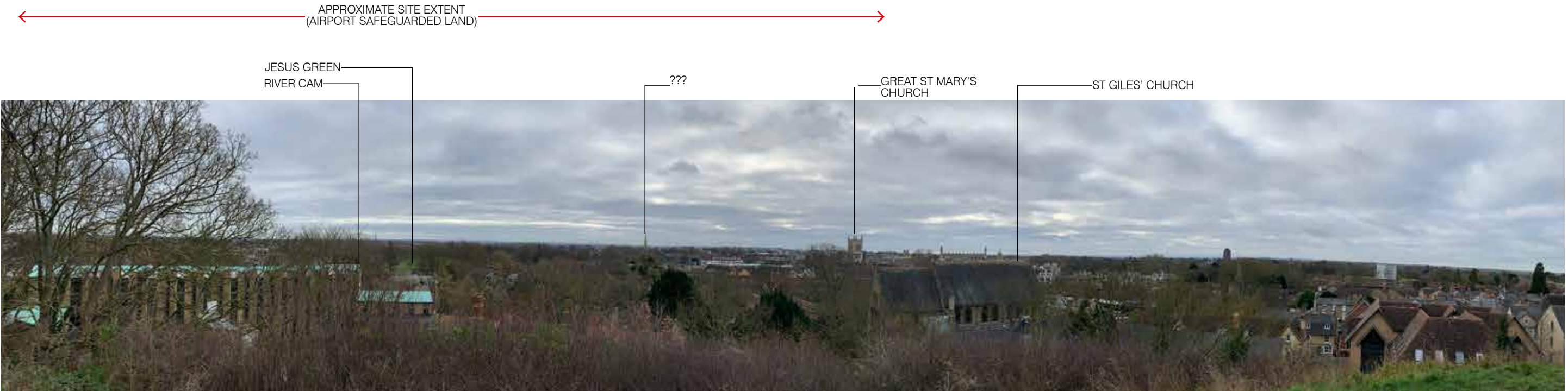
Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 21 - VIEW FROM THE HOMING, BARNWELL								
Distance from Airport Safeguarded Site:	100M	Distance from Green Belt Site:	1.3KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m	
OS Grid Reference:		E:548296, N:259154		Horizontal Field of View:		72°	Weather Conditions:	Overcast
Direction of View:		SOUTH EAST		AOD:		+14M	Receptors Represented: Residents	
Camera Make and Model:		NIKON D3300		Date and Time:		03.02.2022, 11:23am		

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



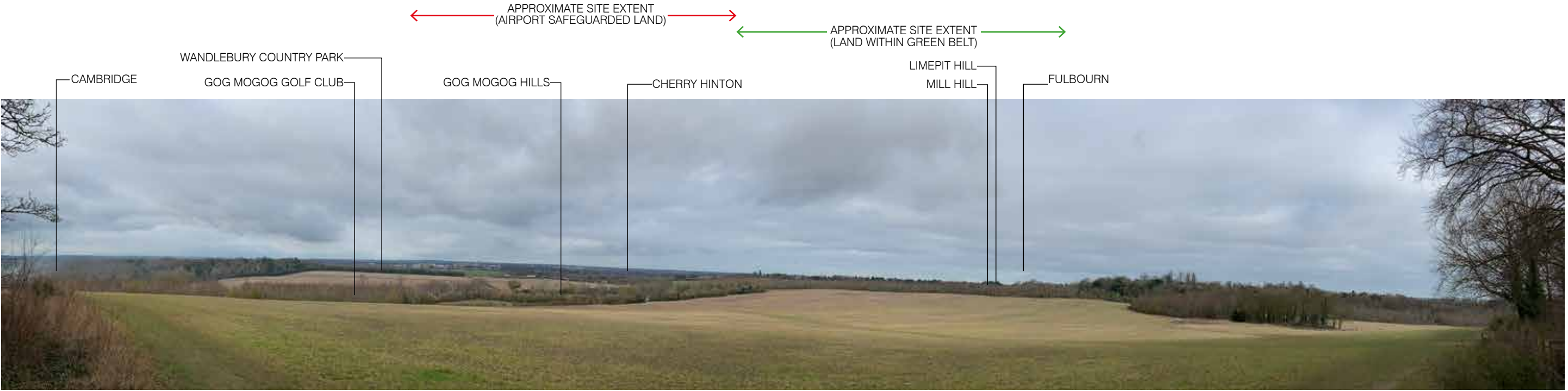
Existing Winter baseline views (Extended Panorama)



Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 22 - VIEW FROM CASTLE HILL, CAMBRIDGE							
Distance from Airport Safeguarded Site:	3.3KM	Distance from Green Belt Site:	4.7KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:544821, N:259291		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		SOUTH EAST		AOD:		Receptors Represented: Recreational Users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES



Existing Winter baseline views (Extended Panorama)

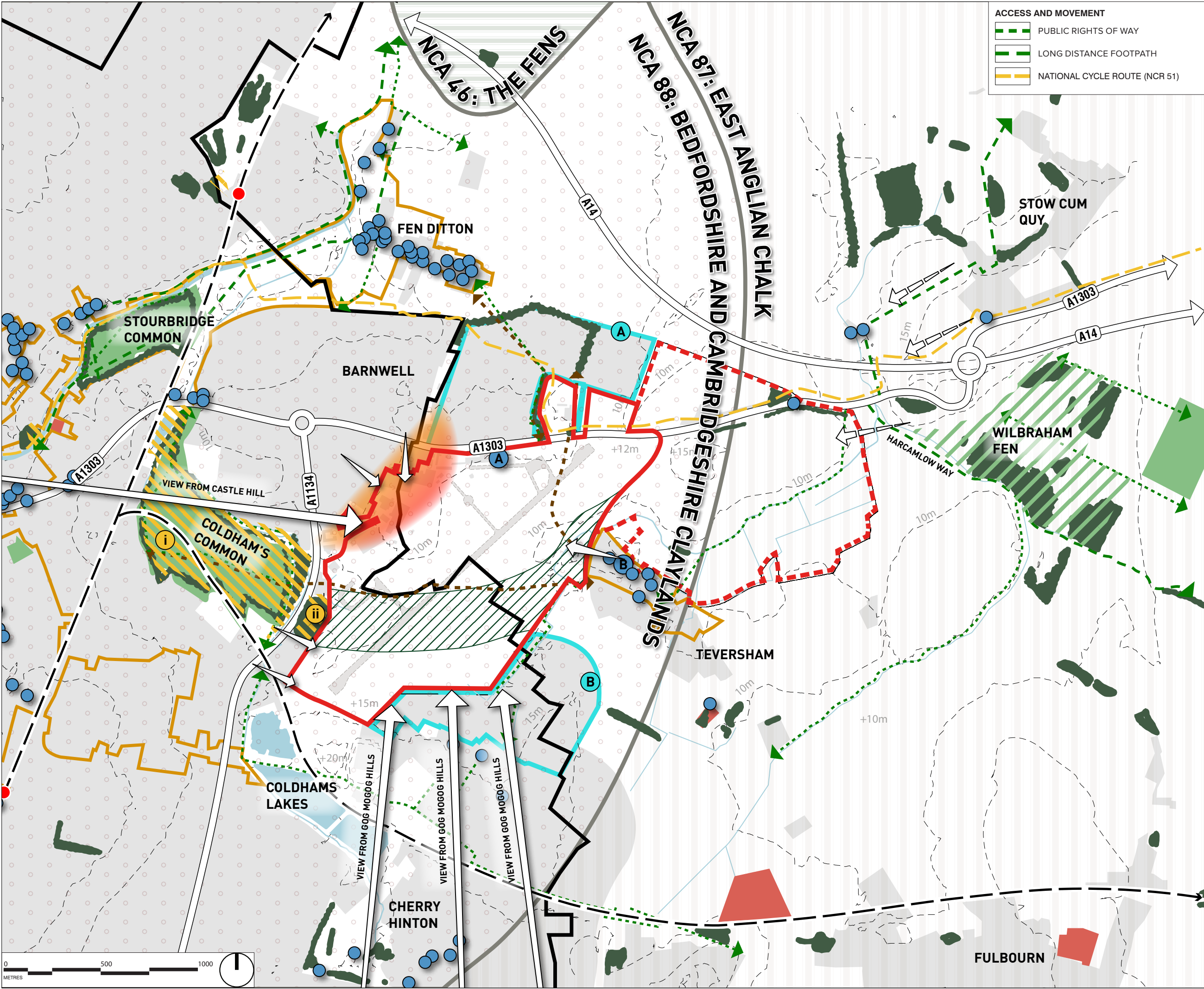


Winter view at recommended viewing distance of 300mm @A3

VIEWPOINT 23 - VIEW FROM LITTLE TREES HILL, GOG MOGOG HILLS							
Distance from Airport Safeguarded Site:	4.7KM	Distance from Green Belt Site:	5.6KM	Lens:	Fixed 50mm (equivalent focal length)	Camera Height Above AOD:	1.6m
OS Grid Reference:		E:548848, N:252963		Horizontal Field of View:		Weather Conditions:	Overcast
Direction of View:		NORTH		AOD:		Receptors Represented: PRow users	
Camera Make and Model:		NIKON D3300		Date and Time:			

FOR VIEWPOINT LOCATIONS REFER TO FIGURE 11 AT APPENDIX I - BASELINE FIGURES





ACCESS AND MOVEMENT

- PUBLIC RIGHTS OF WAY
- LONG DISTANCE FOOTPATH
- NATIONAL CYCLE ROUTE (NCR 51)

This drawing is the property of Bradley Murphy Design Ltd. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained nor disclosed to any unauthorized person either wholly or in part without the consent of Bradley Murphy Design Ltd.

OS Crown Copyright 2022 Licence Number 100022432

AIRPORT SAFEGUARDED SITE

GREEN BELT SITE

LOCAL AUTHORITY BOUNDARY

GREEN BELT / GREEN CORRIDOR AAP DESIGNATED EXTENT

DEVELOPMENT CONSENTED / UNDER CONSTRUCTION

A) Marleigh (WING)
B) Land North of Cherry Hinton

CONTOURS

HERITAGE

CONSERVATION AREA

SCHEDULED MONUMENT

LISTED BUILDINGS
A) Marshall's Cambridge Airport Control and Office Building (Grade II)
B) Church of All Saints (Grade II*)

HISTORIC FOOTPATH

BIODIVERSITY

ACCESSIBLE NATURAL OPEN SPACES

EXISTING VEGETATION

LOCAL NATURE RESERVE
i) Coldham's Common
ii) Barnwell East

SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)

VISUAL

CLOSE RANGE VIEWS

FILTERED VIEWS

LONG DISTANCE VIEWS

VISUAL DETRACTORS

-	--	--
Rev	Description	Date
Purpose of Issue		
INFORMATION		
Bradley Murphy Design Ltd 6 The Courtyard Hatton Technology Park Dark Lane Hatton Warwickshire CV35 8XB		
t: 01926 676496 e: info@bradleymurphydesign.co.uk www.bradleymurphydesign.co.uk		
Client		
MARSHALL GROUP PROPERTIES LTD.		
Project		
CAMBRIDGE EAST		
Drawing Title		
APPENDIX III: KEY CONSIDERATIONS PLAN		
Drawn	Checked	Approved
CS	JJ	RW
Job No.	Scale	Sheet Size
21.0073	As Shown	A3
Drawing Number		
BMD.21.0073.LVCA.APPENDIX III		
Date	Revision	
02/02/2022	-	

