



Quod
Realignment of Granham's Road

January 2024
Version 2.2

Executive Summary

- This note considers two things:
 - Are there sufficient benefits to justify realigning Granham's Road?
 - Are there exceptional circumstances that would justify the realignment of the Green Belt boundary to match the realigned Granham's Road?
- Any release of the highlighted Green Belt land (highlighted yellow in the right hand image) must be seen in the context of the wider release of Phase 4 land from the Green Belt. GCSP have already stated there could be exceptional circumstances to justify the release of Phase 4, therefore, this document focusses on whether any such release should reflect the realignment of Granham's Road.
- There are considered to be significant transport benefits of the Granham's Road realignment, which include easing congestion on Hills Road/Babraham Road and more efficient connections between CBC, Cambridge South station and Babraham Park and Ride. Associated benefits are in creating a stronger green infrastructure link and landscape boundary that is better coordinated with the housing developments along Worts Causeway.
- Realigning Granham's Road could be achieved without adjusting the Green Belt boundary as this would arguably constitute appropriate development as per paragraph 155(c) of the NPPF 2023. However, there are benefits associated with the release of the additional land (highlighted yellow in the right-hand image) that are considered to represent exceptional circumstances sufficient to justify its release. These are:
 - Create a stronger edge to the City by being better coordinated with new housing developments along Worts Causeway;
 - Delivering additional floorspace for CBC for which there is a clearly identified need; and
 - Allowing the land to be planned for positively as part of the overall Spatial Framework, thereby reducing the risk of unplanned infill development at a later time.
- Taken together, there is a clear and compelling rationale both for realigning Granham's Road and for including the additional land created through that as part of the Phase 4 Green Belt release.



Revised alignment

Greater Cambridge First Proposals: Policy S/CBC

- A reference to the opportunity both to realign the eastern end of Granham's Road and the Green Belt boundary to match was first published by GCSP in the web-based interactive version of the First Proposals in October 2021.
- Policy S/CBC stated the following:

“No development will be permitted south of Granham's Road. However there may be potential to realign the eastern end of Granham's Road to a point no further south than the southern boundary of the Wort's Causeway development to the east of Babraham Road, subject to achieving an acceptable junction arrangement, with the Green Belt boundary following the line of the road. The additional area that may be created by realigning Granham's Road is shown as a separate area at this stage, and will be explored further, with the boundary to be defined in the draft Local Plan.”

- On 20th September 2022, the Council published a note explaining that the bullet point had been published in error and it did not reflect the wording agreed by the Councils for consultation.
- The errata statement notes:

“This error will be addressed at the next stage in the plan-making process. It is intended that an opportunity to make further representations specifically in respect of the paragraph included in error will be given at the next stage of consultation on the emerging plan.”

Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

Show document contents

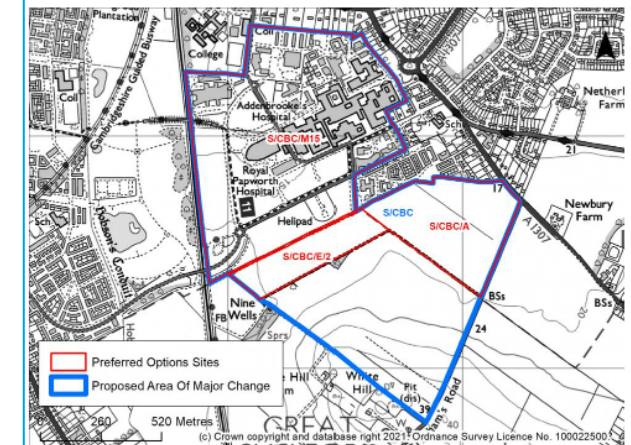


Figure 26: Map showing proposed Biomedical Campus allocations and Area of Major Change

What will this policy do?

This policy will guide the continued development and evolution of the Cambridge Biomedical Campus.

Proposed policy direction

The Greater Cambridge Local Plan will support development on the Cambridge Biomedical Campus to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities, related higher education and sui generis medical research institutes, associated support activities to meet the needs of employees and visitors, and residential uses where it would provide affordable and key worker homes for campus employees.

An Area of Major Change

The area for development includes the main campus, (S/CBC/Policy M15 on the map) and the area previously allocated for its extension through the South Cambridgeshire Local Plan 2018 (S/CBC/Policy E/2 on the map). An updated masterplan will be required for the Campus, to improve the overall experience of the site for workers and visitors. This should maximise opportunities to improve the 'legibility' of the Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, but in particular explore opportunities to enhance connections with the proposed Cambridge South Railway Station.

An additional area adjoining Babraham Road (S/CBC-A on the map) is identified as a potential area to be released from the Green Belt specifically to meet the long-term needs of the Campus. Any release would be subject to the following:

- Significant Green Belt enhancement in adjoining areas of White Hill and Nine Wells will be required, to provide green infrastructure and biodiversity improvements supporting the objectives of the Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe. These areas would remain within the Green Belt and are included in the Area of Major Change to highlight that future proposals for built development on the allocated areas must also include green infrastructure and biodiversity improvements within its adjoining open area.
- A comprehensive landscaping plan, including the delivery of new publicly accessible green space will need to be delivered, to create a soft green edge of the city, to minimise the urbanising effects of the development and help compensate for harm to the Green Belt.
- No development will be permitted south of Granham's Road. However there may be potential to realign the eastern end of Granham's Road to a point no further south than the southern boundary of the Wort's Causeway development to the east of Babraham Road, subject to achieving an acceptable junction arrangement, with the Green Belt boundary following the line of the road. The additional area that may be created by realigning Granham's Road is shown as a separate area at this stage, and will be explored further, with the boundary to be defined in the draft Local Plan.

Greater Cambridge First Proposals: Sustainability Appraisal

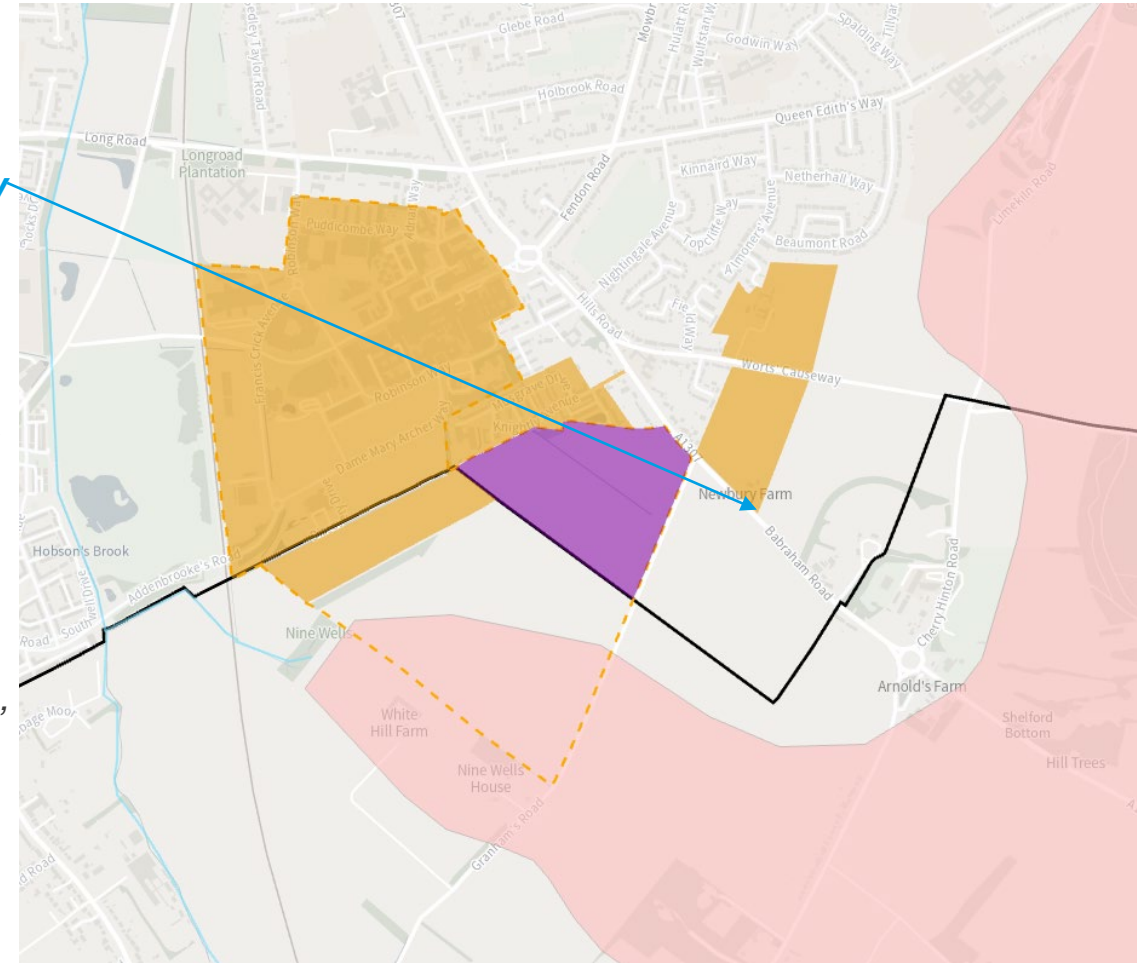
“There is an opportunity to create a new comprehensive green edge to the city in tandem with the development taking place at Worts Causeway on the opposite side of Babraham Road.

So long as it does not extend further south than the [Worts Causeway](#) sites and is contained to the lower land away from White Hill, there is potential to focus development on a smaller area of land to support the Campus.

The Greater Cambridge Green Belt Study (2021) identifies an area adjoining Babraham Road where the harm of release would be lower than other land in this area, although this is still acknowledged as a high level of harm.

Given the national importance of the Campus in health, life-sciences and biotechnology, and the significant public transport infrastructure investment into the area with the new Cambridge South Railway Station, it is considered that it may be possible to demonstrate a case for exceptional circumstances for a limited release of land from the Green Belt in this location.”

[Annex 1 Greater Cambridge Local Plan: First Proposals: Sustainability Appraisal](#)



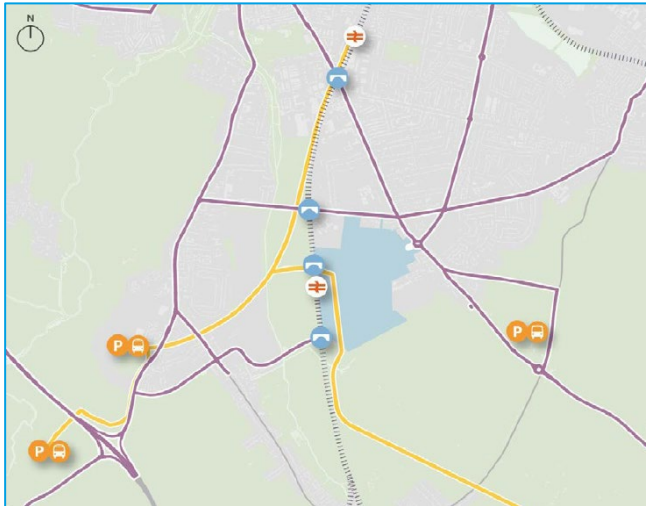
Source: GCSP First Proposals Policies Map

Proposal for realignment of Granham's Road and the Green Belt boundary

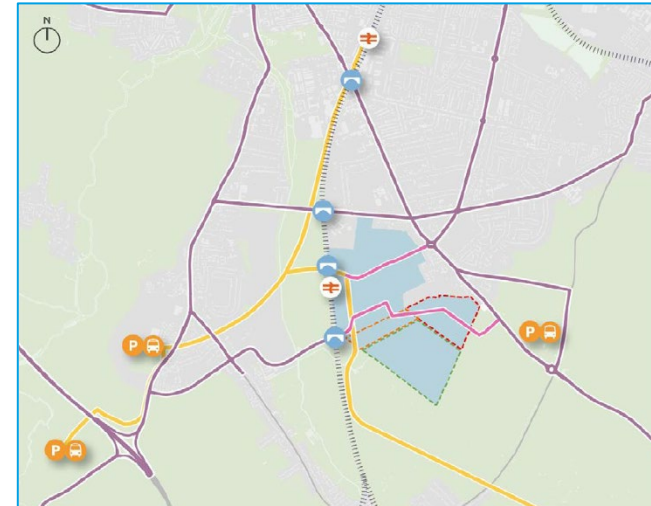
- In response to GCSP's invitation to make further representations, the LCB has instructed its consultant team to test the opportunity to realign Granham's Road and the Green Belt boundary to match. The work has demonstrated substantial benefits can be derived from the road's realignment and the additional land released from the Green Belt.
- The realignment of the road could in principle be achieved without altering the Green Belt boundary, as it would likely constitute appropriate development in the Green Belt by virtue of being local transport infrastructure that can demonstrate a requirement for a Green Belt location (as per NPPF 2023 paragraph 155(c)). The question of whether the Green Belt boundary should be realigned to match the road layout is clearly closely linked, and the benefits of each intertwined.
- The benefits can be grouped under the following headings:
 - 1. Improved highway movement and connectivity**
 - 2. Repairing the campus landscape setting**
 - 3. A more robust Green Belt boundary**
 - 4. Additional floorspace to accommodate health and biomedical science development**
- Each of these points is expanded in the following slides.

1) Improved Highway Movement and Connectivity in the South

- **The context:** A new southern access to CBC would transform connectivity in the south of the city by:
 - creating a new opportunity for buses to bypass congestion along Babraham Road and access the city centre via the existing segregation afforded by the Guided Busway system.
 - reducing the number of private cars using the Hills Road entrance, relieving pressure on the Hills Road entrance to the campus.



Existing – CBC as a barrier to east-west connectivity



Future – east-west connectivity campus opened up (NB rat running to be avoided through smart measures)

- **The opportunity:** although these benefits can be achieved to some extent by creating a new entrance on the existing Granham's Road alignment, they would be substantially greater through its realignment. Commentary on the additional benefits is provided on the following pages.

Improved Highway Movement and Connectivity in the South cont.

1. Realignment would **rationalise junction arrangements** along Babraham Road by incorporating the approved residential scheme into a single junction arrangement with Granham's Road and Babraham Road. **No additional signal junctions would be required** on Babraham Road itself. Fewer junctions would:
 - a) benefit cyclist and pedestrian safety on Babraham Road;
 - b) improve the flow of traffic into the city; and
 - c) create a better arrival sequence into the city.
2. **Realignment would improve integration between CBC and Babraham Park and Ride by creating a shorter and more intuitive walking connection.** The distance between the station and the P&R would be less than 2km (existing alignment exceeds 2km), which is considered an appropriate distance to complete journeys on foot (in accordance with PPG13). This would:
 - a) support a walkable campus;
 - b) encourage use of off-site parking, relieving congestion at the entrances to the campus; and
 - c) connect the new Cambridge South station with a second Park and Ride option (in addition to Trumpington);
3. Realignment would take the vehicles accessing CBC off Babraham Road at an earlier point, **reducing queuing into the city** earlier on.
4. **Realignment creates the opportunity for bus priority lanes to be integrated in both a north and south bound direction, improving public transport journey times.**

Assessment of options from a highways perspective

- To inform the assessment, KMC has tested three different options in further detail.



Assessment of options from a highways perspective

Do Maximum

- Direct bus and cycle connection into CBC.
- Offline route = fastest connection times.
- Private vehicles continue to use existing roads = queuing likely through P&R junction.
- Lacks arrival sequence to the city
- Junction works and infrastructure required for southern gateway.
- The extended route would arguably have a greater GB impact than the DS option.

Do Minimum

- Vehicles, cycles and pedestrians remain on existing network.
- Queuing on Babraham Road likely through P&R junction = longer journey times into the campus and to the city.
- Potentially large signal junction arrival sequence to the city.
- Indirect relationship between CBC and P&R.
- Bus priority into the P&R limited to southbound.
- Cyclist safety more compromised.
- Distance between P&R and Cambridge South is over 2km (considered to be over maximum walking distance).

Do Something

- Bus priority can be designed in.
- Better arranged arrival sequence to the city.
- Reduced queueing along Babraham Road.
- Roundabout = opportunity for improvements to cycle and pedestrian safety.
- A better integrated and connected CBC and P&R.
- A more walkable campus. Distance between P&R and Cambridge South is less than 2km (considered to be maximum walking distance).

From a transport perspective, it can be seen that there are substantial benefits to the 'Do Something' option sufficient to justify its realignment through the Green Belt.

GCP Feedback

- GCP (represented by Alex Hayes of Atkins) attended a GCSP engagement meeting on 20th April at which the realignment was discussed. No concerns with the proposals were raised and Alex followed up to provide details of similar work that GCP had already prepared for itself considering the same opportunity. GCP confirmed that they shared the same ambition to create a reliable linkage to bypass congestion but had concluded that it would need to be 'offline' using third party land. A copy of the email exchange that followed the meeting is provided with this note. The sketches should not be shared more widely, as requested by Alex.
- It was agreed at the meeting that new transport routes should prioritise linkages with other transport schemes, i.e. should connect different modes to improve connectivity and promote sustainable modes.

Note: the time passed since this feedback was provided is acknowledged and that circumstances regarding CSET and the Sustainable Travel Zone have changed. It is considered, however, that these factors only further underline the need for deliverable improvements to the public transport network to help ease congestion in the City and its arterial routes.

2) Repair the campus landscape setting

- ***“There is an opportunity to create a new comprehensive green edge to the city in tandem with the development taking place at Worts Causeway on the opposite side of Babraham Road.”*** (First Proposals, Sustainability Assessment)
- The southern edge of the Phase 3 and the western edge of the Phase 4 land benefits from an existing tree belt and mature planting.
- If Granham’s Road weren’t realigned the landscaping would stop at the edge of Babraham Road, preventing a connection with the landscaped edge of the new residential development to the east (referred to as Worts Causeway – see next slide).



Existing



Without realignment – disjointed and broken landscaped edge



Proposed – Continuous green edge

2) Repair the campus landscape setting

- The new residential development at Endeve Park (also known as Worts Causeway and Newbury Farm) will deliver a 30m wide green corridor along its eastern site boundary. This is a requirement of the outline planning permission for the site. The site to its north will be required to deliver similar.
- If Granham's Road is realigned, it could connect directly with this green boundary and allow it to be extended, wrapping around the southern edge of the City and creating a continuous landscaped corridor.
- The continuous line would:
 1. improve gateway and townscape views as the green buffer along the realigned road would form a continuous link with the edge of the new Wort's Causeway development, creating a congruous and better defined edge of city shape;
 2. improve GI corridors with benefits to biodiversity;
 3. extend routes for recreation corridors; and
 4. create stronger connectivity with the proposed Wort's Causeway development and places of interest to the east.

Approved Parameter Plan for Edevva Park

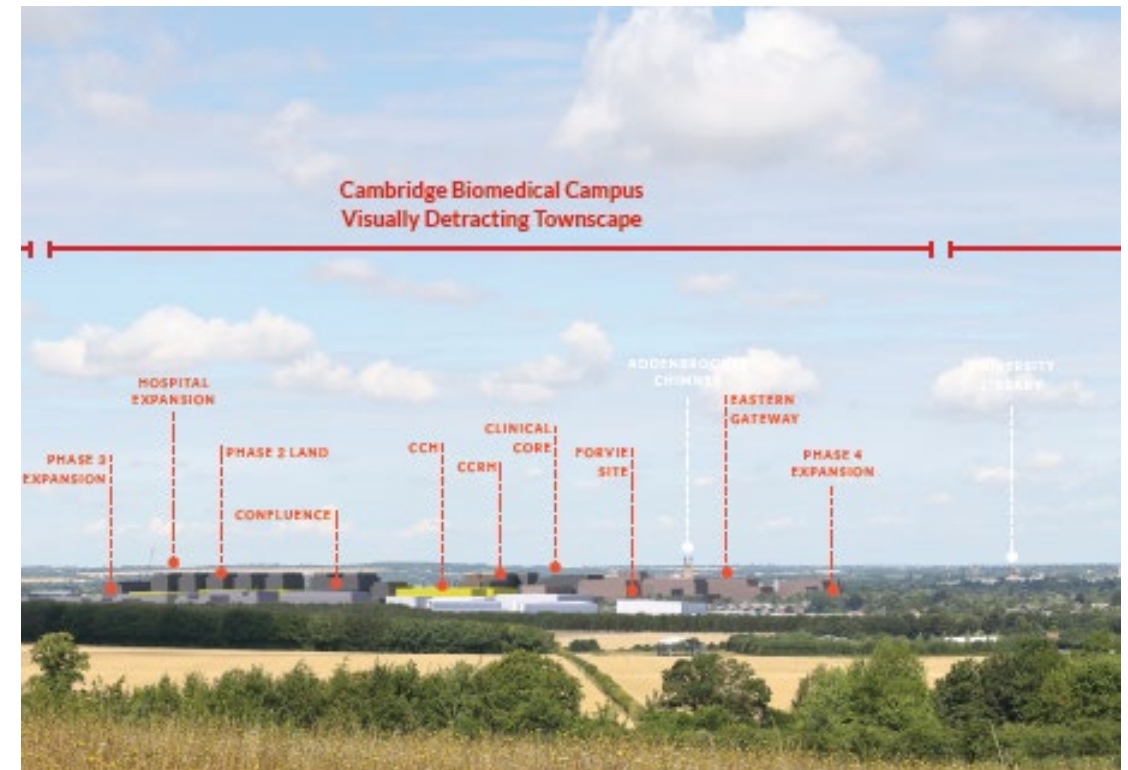


Note 1: Requires the eastern green corridor to be a minimum of 30m wide from the eastern site boundary, containing mainly native planting of grouped large species trees providing intermittent view gaps between tree canopies as well as a continuous understorey, swales, play, non-motor vehicle movement and biodiversity enhancement

2) Repair the campus landscape setting

- The initial visual impact assessment undertaken by terra firma concludes:
 - The extension of built form to the south (on to the phase 3 and 4 land) is an opportunity to improve on the current high wall of built edge offered by the CBC.
 - The massing orientation, stepping down in height and size from the previous phases, can be seen as a positive. Seen within the river valley landscape context and set against the rising backdrop, the smaller scale and variation in block elevations and roof profile is expected to introduce variety and a finer grain of detail, enhancing the aesthetic quality of the settlement edge.
 - The introduction of Green Infrastructure and planted open spaces within the public realm and providing new boundary woodlands to the new extended settlement edge, assists in integrating the built form into the landscape.
 - Development does not obscure visually important landscape features. The mature tree belts and wooded hills remain intact as does the rolling farmland foreground, with views of the city and fenlands beyond.
 - The proposed realignment of Granham's Road to the south will create a more continuous green infrastructure boundary opportunity that would further improve the foreground.

View 1: Assessment of CBC 2050 – Cumulative view



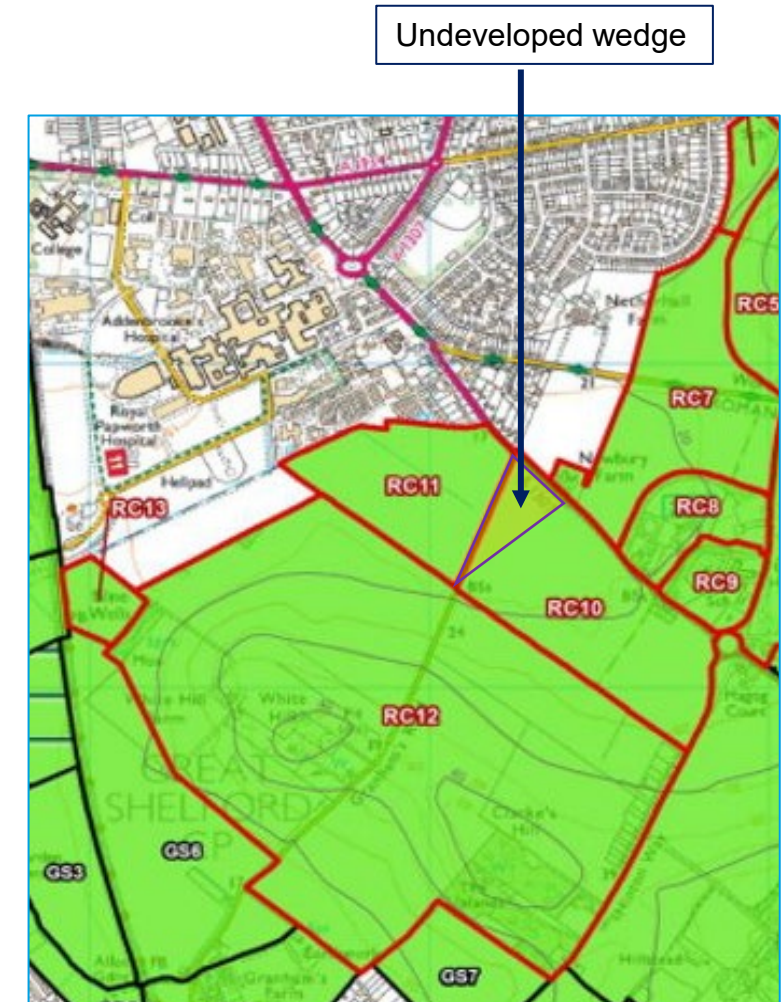
Interlude

- It is considered that the transportation benefits alone would be sufficient to justify the realignment of Granham's Road to join up with the southern point of the Worts Causeway developments. The benefits delivered through strengthening the City's landscaped boundary and green infrastructure connectivity are additional benefits of the proposal that would weigh positively in favour of the proposals.
- As previously stated, Granham's Road could in principle be realigned without amending the Green Belt boundary as it would not necessarily qualify as inappropriate development in the Green Belt.
- If the principle of the realignment of Granham's Road in accordance with the 'Do Something' scenario is accepted, the next question is whether there would be exceptional circumstances that would justify adjusting the Green Belt boundary to match the newly realigned Granham's Road.
- The next slides consider this question.



3) Creating a more robust Green Belt boundary

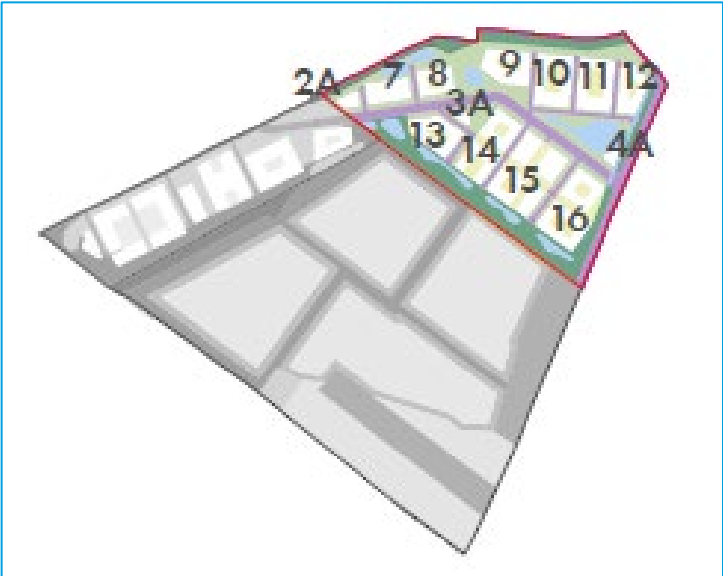
- If Granham's Road were realigned to the south, it would leave a low-lying wedge of land between the current boundary parcel RC11 and the realigned road.
- With built development on two out of three sides and contained by a road and landscaped boundary on its southern side, the green wedge would contribute relatively little to the purposes of the Green Belt and be highly contained, leaving open the apparent opportunity for development pressure in the future.
- Creating a more defensible edge between the city and the Green Belt through a strong and coordinated landscaped edge would be more robust and better able to defend pressure for further unplanned release of Green Belt land in the long term.
- If included within the Spatial Framework, the plot can be planned for more positively as part of a holistic masterplan.
- A Green Belt assessment of the revised arrangement is provide at Appendix 1.



Extract from the GCSP Green Belt Assessment (2021)

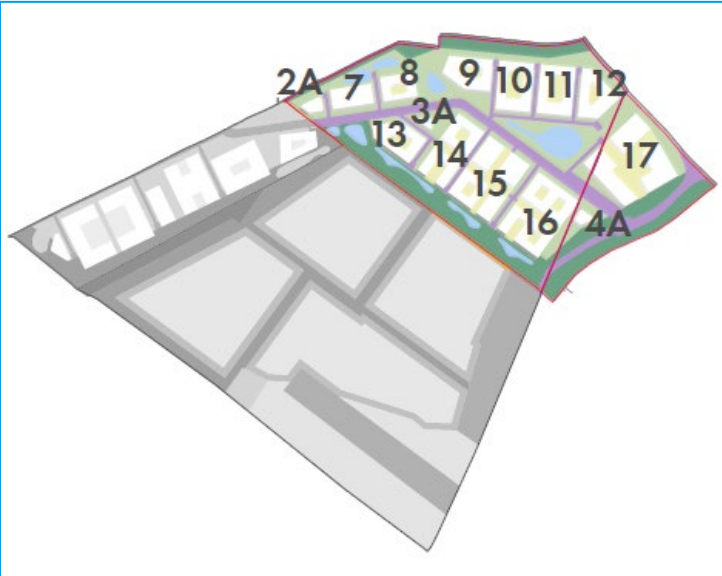
4) Additional floorspace to accommodate health and biomedical science development

- The realignment of Granham’s Road would enable the delivery of additional floorspace at the campus to meet demand and create a prominent gateway site for the campus and city.
- Realignment of Granham’s Road would create an additional 5.8ha of developable land within the campus allocation (total of 25.84ha). This land could deliver approx. 261,000 sqm, an addition of 36,000 sqm.
- The AAM masterplan illustrates three additional buildings on this plot, which would assist in meeting established demand for floorspace as set out in the Knight Frank Demand and Delivery Report, 2022.
- The additional area would extend the life of the campus allocation without requiring excessive use of height or over development.
- The additional floorspace would be subject to restrictions that it must be used only serve to meet the needs of the world-leading life science campus.
- Additional value created by floorspace would assist in funding campus improvements and amenity facilities would be upsized to accommodate the additional working population.



Plot	Plot area	Total area
Total (Phase 4)	83,757sqm	224,561 sqm GEA

Existing alignment – developable area



Plot	Plot area	Total area
Total (Phase 4)	108,072 sqm	260,988 sqm GEA

Revised alignment – developable area

4) Additional floorspace to accommodate health and biomedical science development

- The additional development plot resulting from realignment is not needed for recreation or biodiversity. Sufficient space for those uses is being planned for as part of a comprehensive strategy across the campus.
- Unlike the western edge of CBC, Babraham Road is an urban edge comprising a mix of uses. Infill of the development plot would help create a continuous strong edge and a better gateway to the City. There are placemaking and wayfinding benefits to delivering built development in this parcel of land, in creating a well defined entrance to the Campus that would deliver greater benefits than leaving it as open space.
- If left as green space, the triangle of land would be at risk of infill in a subsequent plan (being surrounded by development on two sides would make it a very weak plot to defend against development). Realignment allows development to be planned for positively as part of a more coherent spatial framework for CBC. The spatial framework would ensure that a sensitive approach is taken to the edge of the Green Belt and the benefits associated with CBC's expansion more fully realised.

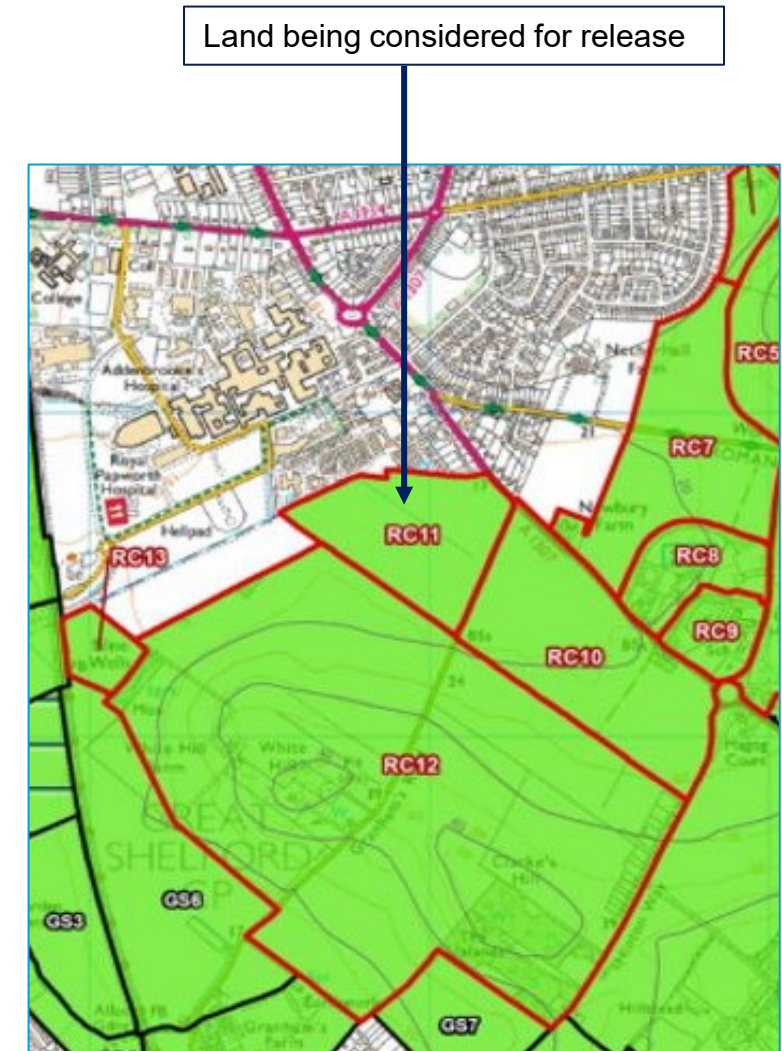


Revised alignment

APPENDIX 1: Revised Green Belt Assessment to reflect the realignment

Background

- In 2021, GCSP published a new Green Belt Assessment by LUC to support the preparation of the new Greater Cambridge Local Plan.
- The report assesses the importance of various sectors and parcels on the city edge to the purposes of the Green Belt, and the potential impact of developing these sites.
- Parcels were primarily defined by existing hard and soft boundaries, e.g. roads, hedgerows, tree lines, and settlement boundaries.
- Sub-parcels were identified where necessary to reflect any variations in harm within an individual parcel.
- Parcels within the Cambridge Red Cross area are identified by parcel code “RC”.
- Parcel RC11 is an agricultural field. It is bound by Granham's Road and Babraham Road to the south-east and east, by the Nine Wells Residential development to the north, and a mature hedgerow to the west.
- Parcel RC10 is a large agricultural field with a distinct field edge to the south-west and bound by Granham's Road, Babraham Road, Hinton Way on the remaining three sides.
- The study did not assess the Green Belt benefits of aligning the release of the low lying parcel RC11 with the Worts Causeway development and the Green Belt boundary across Babraham Road – i.e., it did not consider the potential for Granham's Road to be realigned and for the boundary between RC11 and RC10 to follow it.
- This section seeks to provide that assessment.



Green Belt Assessment

- The 2021 Green Belt Assessment prepared by LUC on behalf of GCSP sets out **the three purposes for the Green Belt in Cambridge**:
 - Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.
 - Maintain and enhance the quality of its setting.
 - Prevent communities in the environs of Cambridge from merging into one another and with the city.
- These build upon the five purposes that the NPPF 2023 says the Green Belt serves:
 - to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Table 3.1: Inter-relationship between Cambridge Purposes and NPPF Purposes

Cambridge Purpose	NPPF Purpose	Comment
1. Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.	1. To check the unrestricted sprawl of large built-up areas.	Cambridge Purpose 1 deals with the compact nature of the city and as such is directly related to the issue of urban sprawl, meaning that this purpose captures the essence of NPPF purpose 1.
2. Maintain and enhance the quality of its setting.	3. To assist in the safeguarding of the countryside from encroachment. 4. To preserve the setting and special character of historic towns.	Cambridge Purpose 2 is clearly related to NPPF Purpose 4, as noted above, but is also closely related to NPPF Purpose 3, owing to the strong rural character of Cambridge's setting. Whilst both NPPF Purpose 4 and 3 will be covered under Cambridge Purpose 2, NPPF Purpose 4 is given relatively more weight. This allows more meaningful variations in contribution and harm to be drawn out in the specific context of Cambridge.
3. Prevent communities in the environs of Cambridge from merging into one another and with the city.	2. To prevent neighbouring towns merging into one another.	Cambridge Purpose 3 is closely related to NPPF Purpose 2. However, the focus here is not on gaps between 'towns' specifically, but on the gaps between Cambridge and the surrounding necklace of villages and on the gaps between individual villages themselves - both those within the inner necklace and those more distant.

Criteria used to inform the assessment of contribution to Cambridge Purpose 1

Significant contribution to purpose	Land is open and close to the main urban area of Cambridge. It has at least strong distinction from the urban edge.
Relatively significant contribution to purpose	Land is open and close to the main urban area of Cambridge. It has moderate distinction from the urban edge; or Land is relatively open and close to the main urban area of Cambridge. It has at least strong distinction from the urban edge; or Land is perceived as being within the main urban area of Cambridge but is open, has at least strong distinction from the urban edge and is physically and visually connected to the wider Green Belt.
Moderate contribution to purpose	Land is open and close to the main urban area of Cambridge. It has weak distinction from the urban edge; or Land is open and relatively close to the main urban area of Cambridge, but intervening land provides at least strong distinction from the urban edge; or Land is perceived as being within the main urban area of Cambridge but is open, has moderate distinction from the urban edge and is physically and visually connected to the wider Green Belt; or Land is relatively open and close to the main urban area of Cambridge. It has moderate distinction from the urban edge; or Land is relatively developed and close to the main urban area of Cambridge. It has at least strong distinction from the urban edge; or Land is perceived as being within the main urban area of Cambridge, is relatively open, has at least strong distinction from the urban edge and is physically and visually connected to the wider Green Belt; or Land is isolated within the main urban area of Cambridge but is open and has at least strong distinction from the urban edge.
Relatively limited contribution to purpose	Land is open and is physically and visually connected to the wider Green Belt, but is perceived as being within the main urban area of Cambridge and has weak distinction from the urban edge; or

	Land is relatively open and close to the main urban area of Cambridge. It has weak distinction from the urban edge; or Land is relatively developed and close to the main urban area of Cambridge. It has moderate distinction from the urban edge; or Land is relatively open and is physically and visually connected to the wider Green Belt, but is perceived as being within the main urban area of Cambridge and has moderate distinction from the urban edge; or Land is isolated within the main urban area of Cambridge but is open and has moderate distinction from the urban edge.
Limited or No contribution to purpose	Land is relatively developed and close to the main urban area of Cambridge. It has moderate distinction from the urban edge; or Land is relatively open and is physically and visually connected to the wider Green Belt, but is perceived as being within the main urban area of Cambridge and has weak distinction from the urban edge; or Land is open but is isolated within the main urban area of Cambridge and has weak distinction from the urban edge; or Land is not open; or Land is not close to the main urban area of Cambridge.

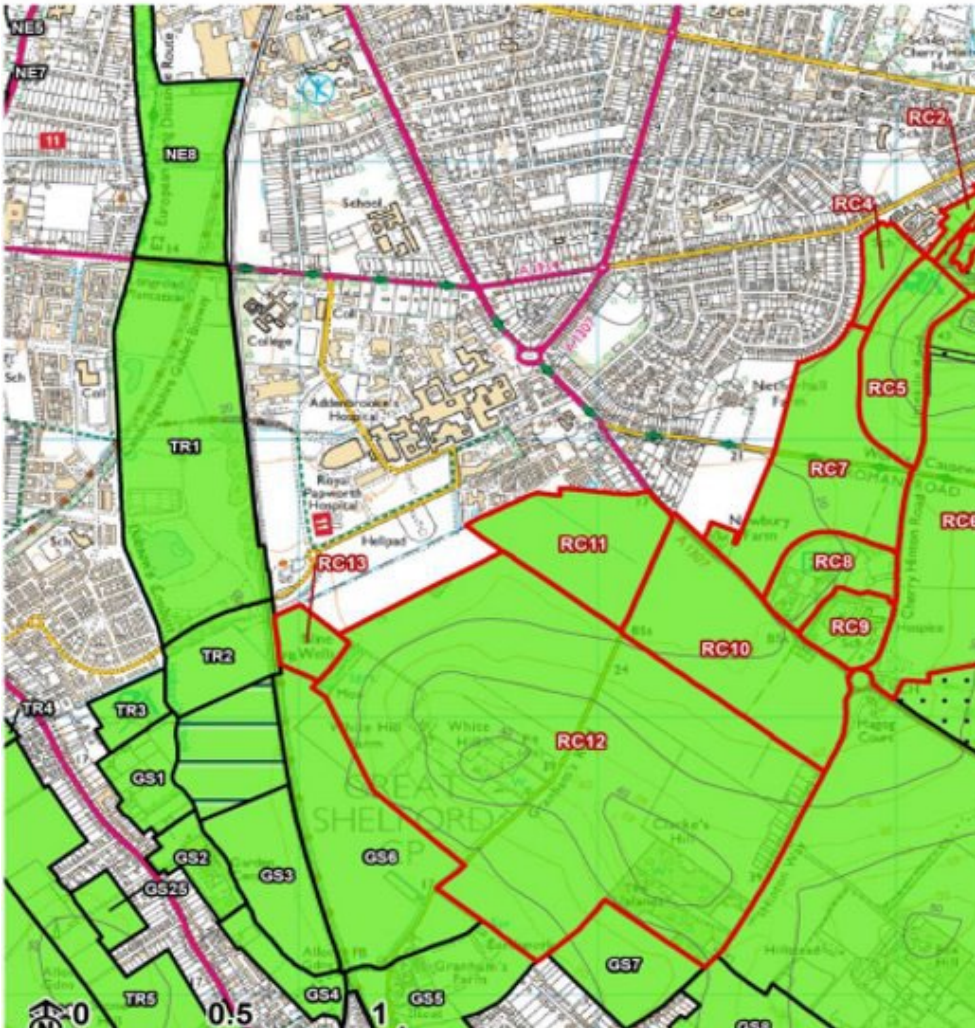
Criteria used to inform the assessment of contribution to Cambridge Purpose 2

Significant contribution to purpose	Land forms/contains one or more features/aspects of particular importance to the quality of Cambridge's setting (for example key views of Cambridge including its historic core; location within a Green Corridor in proximity to the historic core; location on or close to a short and/or characteristic approach to the historic core). Reduced openness, land use or weak distinction from an inset settlement do not diminish these qualities; or Land forms/contains several features/aspects of importance (for example views of the wider city; location within a Green Corridor but at a distance from the historic core; location on or close to a key approach to the wider city). Reduced openness, land use or weak distinction from an inset settlement do not diminish these qualities.	a strong distinction from any inset settlements, and therefore has a strong rural character; or Land use is not associated with an inset settlement, land is open but does not have strong distinction from any inset settlements and therefore has some rural character; but forms/contains some features/aspects that contribute to the quality of Cambridge's setting; or Land has development and/or uses which weaken its rural character, but has a strong distinction from an inset settlement and also forms/contains some features/aspects that contribute to the quality of Cambridge's setting.
Relatively significant contribution to purpose	Land forms/contains one or more features/aspects of importance to the quality of Cambridge's setting. Reduced openness, land use or weak distinction from an inset settlement do not diminish these qualities; or Land forms/contains several features/aspects that contribute to the quality of Cambridge's setting (for example view towards Cambridge but dominated by more modern peripheral development; location within a Green Corridor but separated from historic core by more modern intervening development; location on the periphery of a key approach to the wider city). Reduced openness, land use or weak distinction from an inset settlement do not diminish these qualities; or Land use is not associated with an inset settlement, land is open and it has a strong distinction from any inset settlements, and therefore has a strong rural character; and forms/contains some features/aspects that contribute to the quality of Cambridge's setting.	Land use is not associated with an inset settlement, land is open and does not have a strong distinction from an inset settlement, and therefore has some rural character; it may also form/contain limited features/aspects that contribute to the quality of Cambridge's setting; or Land use is not associated with an inset settlement, land is open and does not have a strong distinction from any inset settlements, and therefore has some rural character. It contains no features/aspects that contribute specifically to the quality of Cambridge's setting; or Land has development and/or uses which weakens its rural character, but has a strong distinction from an inset settlement. It does not form or contain any features/aspects that contribute to the quality of Cambridge's setting; or Land has development and/or uses which weaken its rural character, and does not have a strong distinction from an inset settlement, but forms/contains some features/aspects that contribute to the quality of Cambridge's setting.
Moderate contribution to purpose	Land use is not associated with an inset settlement, land is open and it has a strong distinction from any inset settlements, and therefore has a strong rural character; it may also form/contain limited features/aspects that contribute to the quality of Cambridge's setting; or Land forms/contains no features/aspects that contribute specifically to the quality of Cambridge's setting, but land use is not associated with an inset settlement, land is open and it has	Land has development of a scale that substantially weakens its rural character, but has some distinction from an inset settlement. It does not form or contain any features/aspects that contribute to the quality of Cambridge's setting; or Land has a use which associates it with an inset settlement and a weak distinction from an inset settlement. It does not form or contain any features/aspects that contribute to the quality of Cambridge's setting; or Land is not open, and the development within it does not contribute to the quality of Cambridge's setting.
Relatively limited contribution to purpose		
Limited or No contribution to purpose		

Criteria used to inform the assessment of contribution to Cambridge Purpose 3

Significant contribution to purpose	Land is open, lies in a gap which is very fragile and has moderate or at least strong distinction from the inset settlement edge; or
	Land is open, lies in a gap which is fragile and has at least strong distinction from the inset settlement edge; or
Relatively significant contribution to purpose	Land is relatively open and lies in a very fragile gap between settlements. It has at least strong distinction from the inset settlement edge.
	Land is open and lies in a very fragile gap between distinct settlements. It has weak distinction from the inset settlement edge; or
Moderate contribution to purpose	Land is relatively open and lies in a very fragile gap between settlements. It has moderate distinction from the inset settlement edge.
	Land is open and lies in a moderate gap between settlements. It has moderate distinction from the inset settlement edge; or
Relatively limited contribution to purpose	Land is relatively open and lies in a fragile gap between settlements. It has moderate distinction from the inset settlement edge; or
	Land is relatively developed and lies in a very fragile gap between settlements. It has moderate distinction from the inset settlement edge; or
Limited or No contribution to purpose	Land is open and lies in a robust gap between settlements. It has at least strong distinction from the inset settlement edge; or
	Land is relatively open and lies in a moderate gap between settlements. It has at least strong distinction from the inset settlement edge; or
	Land is relatively developed and lies in a fragile gap between settlements. It has weak distinction from the inset settlement edge; or
	Land is not open; or
	Land does not lie between neighbouring settlements.

LUC Assessment of parcels RC10, RC11 and RC12

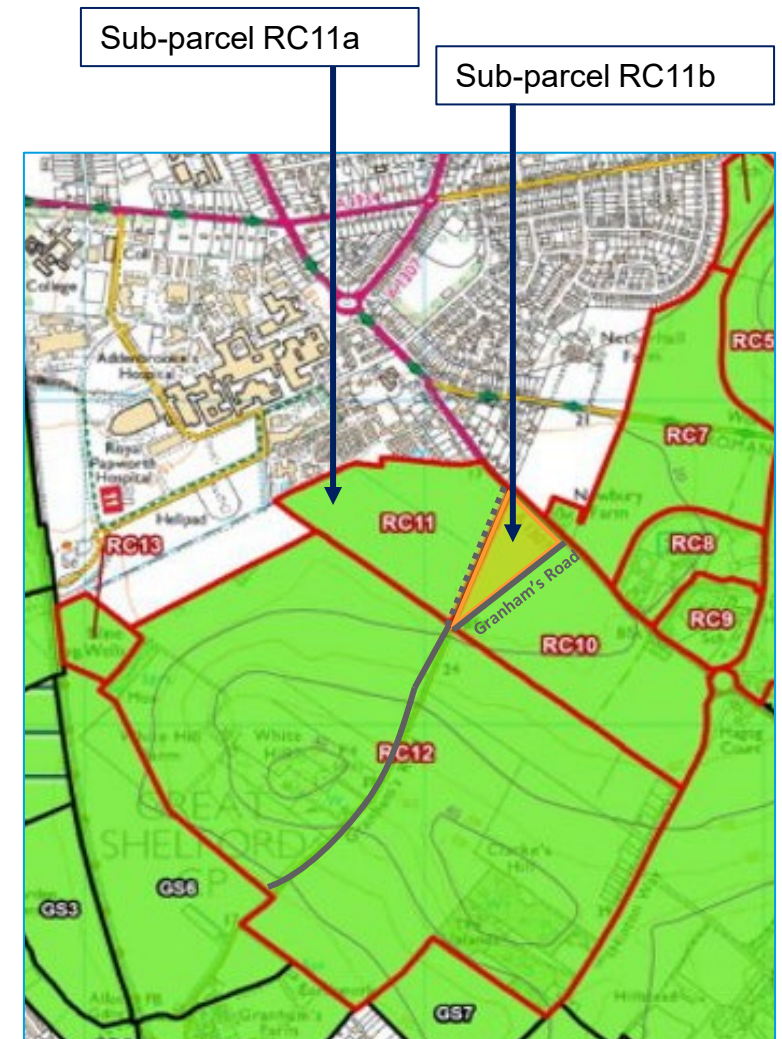


Settlement	Parcel Ref	Release Scenario	Area (ha)	P1 Contribution	P2 Contribution	P3 Contribution	Harm
Cambridge - Red Cross	RC10	Release of land as an expansion of Cambridge	31.98	Significant	Relatively significant	Relatively significant	Very High
Cambridge - Red Cross	RC11	Release of land as an expansion of Cambridge	19.53	Relatively significant	Moderate	Moderate	High
Cambridge - Red Cross	RC12	Release of land as an expansion of Cambridge or Great Shelford	147.49	Significant	Relatively significant	Significant	Very High

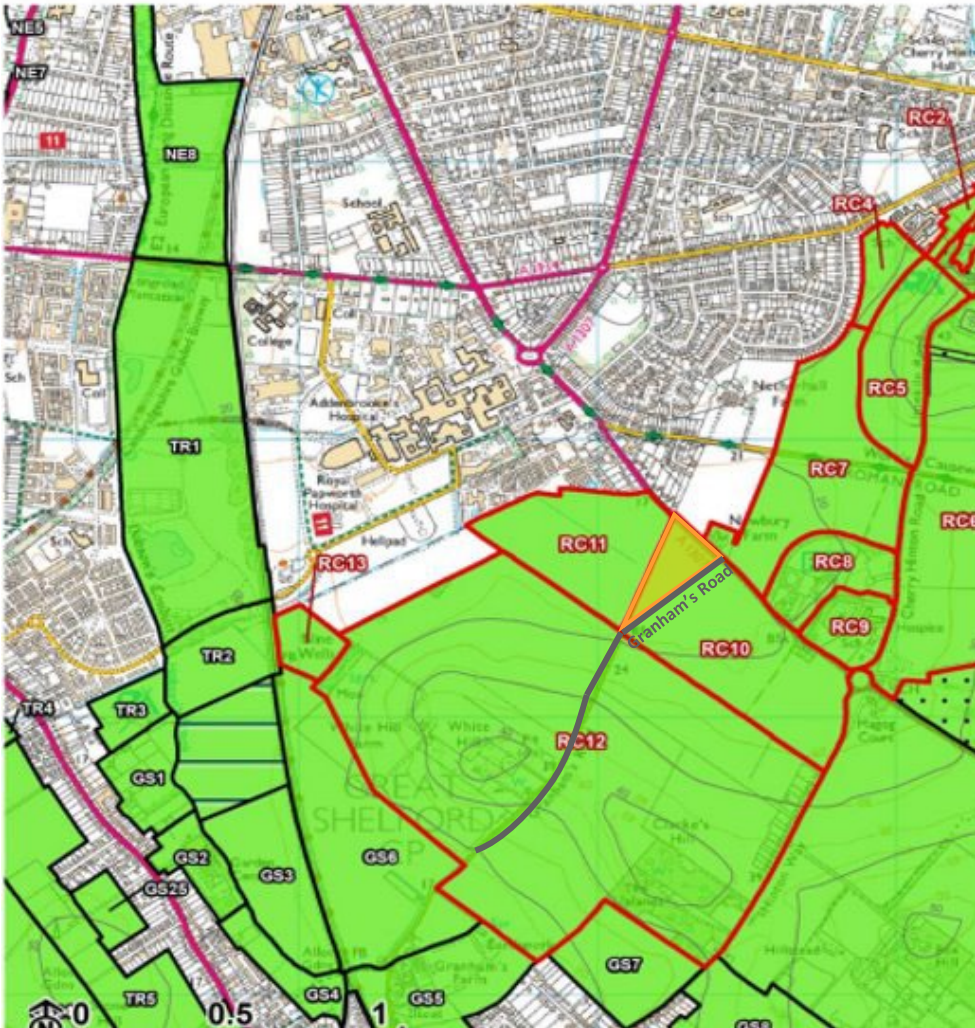
Note – RC10 was assessed as a whole with no distinction drawn between its western and eastern characteristics.

Creation of a sub-parcel

- RC11 is bound to the south by Granham's Road. Realignment of Granham's Road would therefore extend parcel RC11 to the south, its eastern corner now connecting with the corner of RC7. All land within the parcel would have similar physical characteristics, i.e. open agricultural land that is low lying (note the contour lines that demonstrate there is no perceptible level change in that part of the site(s)).
- RC10 would continue to be bound by the same features: roads to the north, east and south, and a strong field edge to the south-west. The assessment of this parcel would likely be unchanged.
- To inform consideration of the proposed change to the boundary, the following pages assess the revised parcel shapes against the same criteria used by LUC in their assessment of the Green Belt surrounding Cambridge.
- To ensure as much consistency as possible, Quod has used professional judgement to modify the assessment carried out by LUC. This is shown in 'tracked changes' to demonstrate where and how the assessment has been altered to reflect a scenario in which Granham's Road is realigned.
- This assessment focusses on the 'sub parcels' RC11a and RC11b, though in reality the case for release for release from the Green Belt should be considered holistically – i.e., as a single, enlarged RC11 parcel. Most changes are self evident in their reasoning. Where some further information or justification for the changes are required, this is provided in [blue](#) text.



Quod assessment of sub-parcels



Had RC11 been assessed as an extended parcel comprising RC11a and RC11b, Quod considers the level of harm to the Green Belt would have been consistent with RC11 – a rating of **High** (i.e., not very high as was assessed for RC10).

The assessments of RC10 and RC12 would not change with the revised alignment.

Settlement	Parcel Ref	Release Scenario	Area (ha)	P1 Contribution	P2 Contribution	P3 Contribution	Harm
Cambridge - Red Cross	RC10	Release of land as an expansion of Cambridge	31.98	Significant	Relatively significant	Relatively significant	Very High
Cambridge - Red Cross	RC11	Release of land as an expansion of Cambridge	19.53	Relatively significant	Moderate	Moderate	High
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Quod assessment of sub-parcel RC11a (tracked against LUC assessment of RC11)

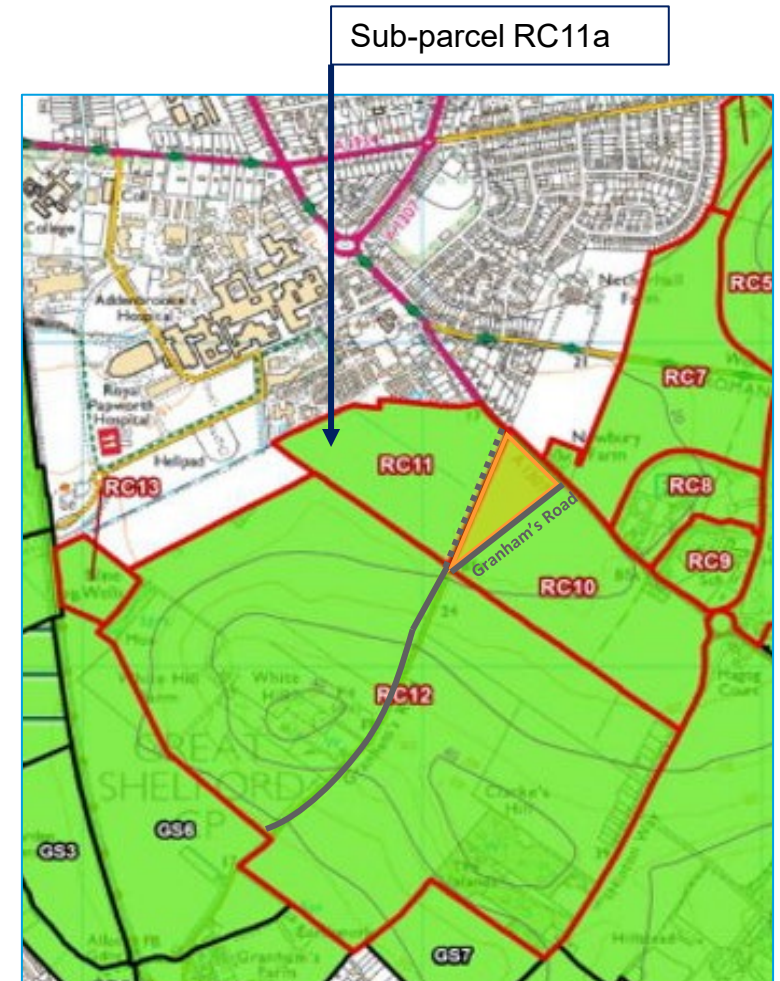
Parcel location and openness

The parcel lies on the southern edge of Cambridge (Red Cross), comprising of an agricultural field. Granham's Road contains the parcel to the east.

Land is open. There is no development within the parcel.

Distinction between parcel and inset area

The parcel is not subject to containment, but views are balanced between the main urban area of Cambridge to the north and open countryside to the south. The tree cover and road to the north of the parcel provide a moderate degree of separation between the parcel and the urban area. The landform and land cover within the parcel do not create any additional distinction from the inset area. Overall, there is moderate distinction between the parcel and the urban area.



Quod assessment of sub-parcel RC11a (tracked against LUC assessment of RC11)

Contribution to the Green Belt Purposes [No change]

Cambridge Purpose 1 - to preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre:

Contribution: **Relatively significant**

The parcel is open and adjacent to the main urban area of Cambridge. The parcel has some relationship with the urban area but also has a degree of distinction from it. Overall, the parcel makes a relatively significant contribution to Cambridge Purpose 1.

Cambridge Purpose 2 - to maintain and enhance the quality of Cambridge's setting:

Contribution: **Moderate**

Land comprises open farmland that has a moderate distinction from the edge of Cambridge (Red Cross), meaning it has some rural character. It is visible on the edge of the city within the middle ground of key elevated views from Magog Down and Fox Hill, which allows some appreciation of the city's wider rural setting. In these views several landmarks within the historic core of the city (including the University Library, Holy Trinity Church and the Roman Catholic Church spire and St John' Chapel) are visible in the background, albeit views are dominated by later development on the city edge in Red Cross (including Addenbrooke's Hospital). Land also contributes to the rural landscape setting experienced when approaching the city from the south along the railway line connecting Cambridge with London. Overall the parcel makes a moderate contribution to Cambridge Purpose 2.

Cambridge Purpose 3 - to prevent communities in the environs of Cambridge from merging into one another and with the city:

Contribution: **Moderate**

The parcel is open and lies in a wide gap between Cambridge (Red Cross) and Great Shelford. Urbanising development between the two reduces the perceived separation. The parcel has some relationship with the urban area, but also has a degree of distinction from it. Overall, the parcel makes a moderate contribution to Cambridge Purpose 3.

RC11a: Impact on contribution and overall harm

Impact on contribution of adjacent Green Belt [No change]

Release of land as an expansion of Cambridge: **Rating: Minor-moderate**

In regard to Cambridge Purpose 2, the release of this land would slightly impact the rural character of key elevated views towards the city from land to the southeast by adding additional peripheral development to the edge of the city. It would also have a minor impact on the strength of the settlement gap between Cambridge (Red Cross) and Great Shelford. The release would weaken the boundary separation of land to the southwest from Cambridge, and would also increase urbanising containment on land to the east.

Overall harm of Green Belt release

Parcel RC11a makes a relatively significant contribution to preserving Cambridge's compact character, a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a moderate contribution to preventing communities in the environs of Cambridge from merging with the city. The additional impact on the adjacent Green Belt of the release of the parcel would be minor-moderate. Therefore, the harm resulting from its release, as an expansion of Cambridge, would be high. Rating: **High**.

Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

Parcel location and openness

The parcel lies on the southern edge of Cambridge (Red Cross), comprising of an agricultural field. Land is open. There is no development within the parcel.

To reflect that development has commenced on this site since the LUC assessment was carried out.

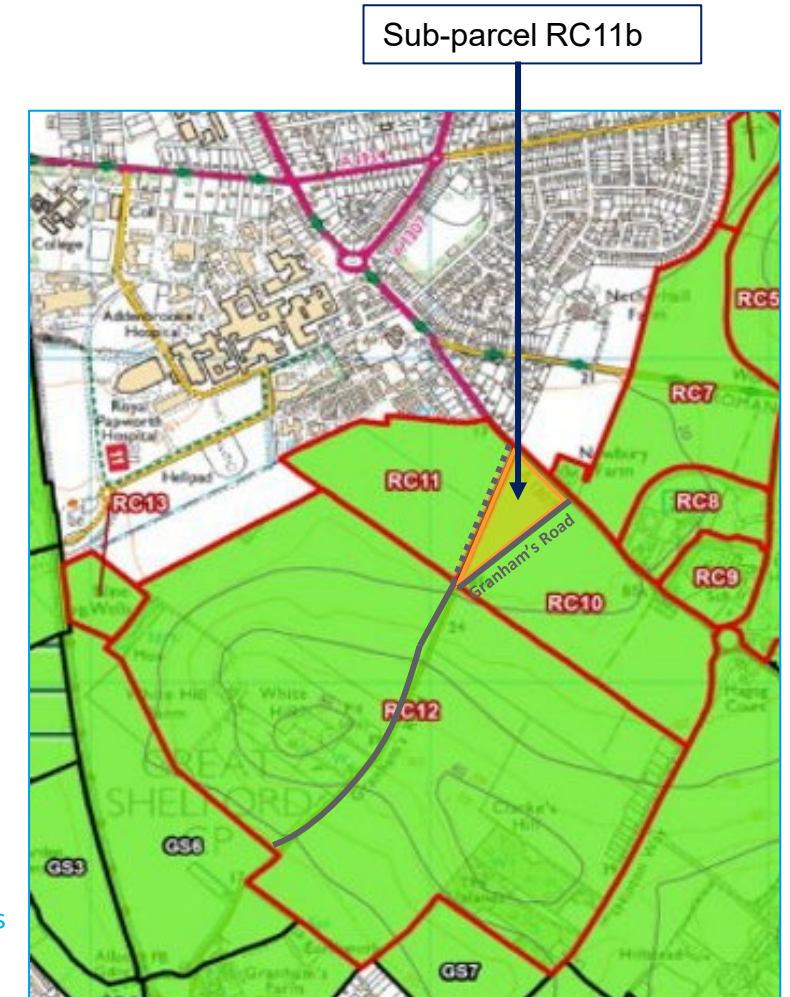
Distinction between parcel and inset area

The parcel is not currently subject to containment, notwithstanding the residential development to the east. If RC11a were to be developed, a high degree of containment would occur., but v

Views are balanced between the main urban area of Cambridge to the north and open countryside to the south.

The tree cover and road to the north of the parcel provide a moderate degree of The agricultural field to the north of the parcel provides significant separation between the parcel and the urban area.

The landform and land cover within the parcel do not create any additional distinction from the inset area. Overall, there is moderate strong distinction between the parcel and the urban area. If RC11a were to be developed, it would limit the distinction between the parcel and the urban area to moderate.



The assessment of 'moderate' distinction is simply applying the same logic to the sub-parcel as LUC did to parcel RC11.

Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

Contribution to the Green Belt Purposes

Cambridge Purpose 1 - to preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre:

Contribution: **Relatively Significant**

The parcel is open and adjacent to the main urban area of Cambridge to the east only. The parcel has some relationship with the urban area due to being enclosed by Granham's Road but also has a degree of distinction from it. Overall, the parcel makes a relatively significant contribution to Cambridge Purpose 1.

If RC11a were to be developed, the parcel would no longer have a strong distinction from the urban area. It would be contained by development on two of three sides and by Granham's Road on its third side, reducing its contribution to **relatively limited**.



This conclusion has been reached by considering other parcels that are similarly contained by development (e.g. parcels NH14, GI4, HI5, HI21)

Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

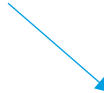
Contribution to the Green Belt Purposes cont.

Cambridge Purpose 2 - to maintain and enhance the quality of Cambridge's setting:

Contribution: **Moderate Relatively significant**

Land comprises open farmland that has a moderate distinction from the edge of Cambridge (Red Cross), meaning it has some rural character. Although relatively low lying, it is visible on the edge of the city within the middle ground of key elevated views from Magog Down and Fox Hill, which allows some appreciation of the city's wider rural setting. In these views several landmarks within the historic core of the city (including the University Library, Holy Trinity Church and the Roman Catholic Church spire and St John's Chapel) are visible in the background, albeit views are dominated by later development on the city edge in Red Cross (including Addenbrooke's Hospital). Land also contributes to the rural landscape setting experienced when approaching the city from the south along the railway line connecting Cambridge with London. Overall the parcel makes a ~~moderate~~ relatively significant contribution to Cambridge Purpose 2.

If RC11a were to be developed, the parcel would be contained on two sides, limiting its positive contribution to the setting of the city in elevated views. The land would continue to contribute to the rural landscape setting experienced when approaching the city from the south on Babraham Road. Overall, the contribution would be reduced to **moderate**.



The land does not contain any features/aspects that contribute specifically to the quality of Cambridge's setting other than its openness – hence a moderate contribution.

Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

Contribution to the Green Belt Purposes cont.

Cambridge Purpose 3 - to prevent communities in the environs of Cambridge from merging into one another and with the city:

Contribution: **Moderate**

The parcel is open and lies in a wide gap between Cambridge (Red Cross) and Great Shelford. Urbanising development between the two reduces the perceived separation. The parcel has some relationship with the urban area, but also has a degree of distinction from it. Overall, the parcel makes a moderate contribution to Cambridge Purpose 3.

If RC11a were to be developed, the parcel would adjoin the urban area. However, a gap between the urban area and Babraham Park and Ride and Shelford would be maintained even in the event this land were released. The contribution to Purpose 3 would be **moderate**.

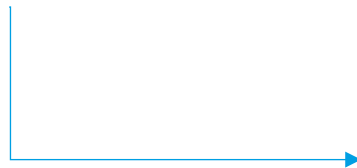
Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

Impact on contribution to adjacent Green Belt

Release of land as an expansion of Cambridge: **Rating:** ~~Minor~~ **Moderate**

In regard to Cambridge Purpose 2, the release of this land by itself would slightly impact the rural character of key elevated views towards the city from land to the southeast by adding additional peripheral development to the edge of the city. It would also have a minor impact on the strength of the settlement gap between Cambridge (Red Cross) and Great Shelford. The release would weaken the boundary separation of land to the southwest from Cambridge, and would create containment of the plot to the north, weakening the edge of the urban area. ~~also increase urbanising containment on land to the east.~~

If released together with Parcel RC11a, it would have a minor impact on the strength of the settlement gap between Cambridge (Red Cross) and Great Shelford. Intervening higher ground would help to retain a sense of separation. The release would marginally increase urbanising visual impact on land to the southeast. A distinction between the urban edge of the city and the Babraham Park and Ride would be maintained, albeit it would be narrower. The impact would reduce to **minor-moderate.**



► This simply carries forward the assessment of RC11 by LUC.

Quod assessment of sub-parcel RC11b (tracked against LUC assessment of RC11)

Overall harm of Green Belt release

~~Parcel RC11 makes a relatively significant contribution to preserving Cambridge's compact character, a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a moderate contribution to preventing communities in the environs of Cambridge from merging with the city. The additional impact on the adjacent Green Belt of the release of the parcel would be minor-moderate. Therefore, the harm resulting from its release, as an expansion of Cambridge, would be high.~~

Without release of RC11a

Parcel RC11b makes a significant contribution to preserving Cambridge's compact character, a relatively significant contribution to maintaining and enhancing the quality of Cambridge's setting, and a moderate contribution to preventing communities in the environs of Cambridge from merging with the city. The additional impact on the adjacent Green Belt of the release of the parcel would be minor-moderate assuming. Therefore, the harm resulting from its release, as an expansion of Cambridge, would be high. Rating: **high**.

With release of RC11a

Assuming the release of RC11a is progressed, the contribution made by this parcel would reduce significantly. It would make a relatively limited contribution to preserving Cambridge's compact character, a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a moderate contribution to preventing communities in the environs of Cambridge from merging with the city. The additional impact on the adjacent Green Belt of the release of the parcel would be minor-moderate. Therefore, the harm resulting from its release alongside RC11a, as an expansion of Cambridge, would be low harm. Rating: **low harm**.