

Greater Cambridge Shared Planning Cambridge East Landscape Study



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GCSP Cambridge East Draft Indicative Concept Plans (Nov 2022)

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1.0 INTRODUCTION

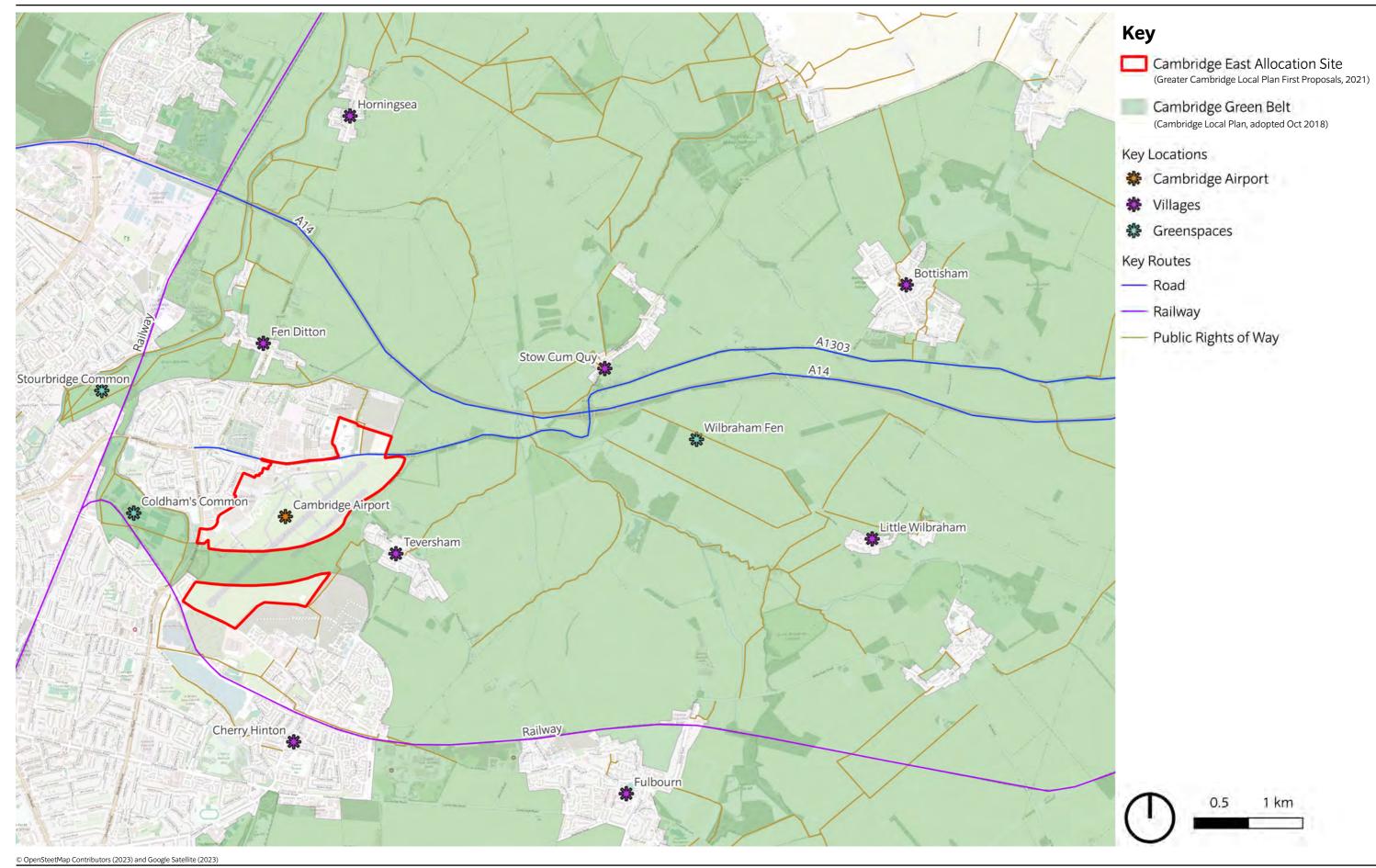
1.1 Background

- 1.1.1 Cambridge City Council and South Cambridgeshire District Council are working together through the Greater Cambridge Shared Planning (GCSP) service to prepare a joint Local Plan covering the period up to 2045 for the Greater Cambridge area. Cambridge East has been identified in the Greater Cambridge Local Plan First Proposals to help meet both future housing and employment development needs. The location and boundary of the Site is shown on **Figure 1**.
- 1.1.2 As part of a wider evidence base, CBA was commissioned by GCSP to undertake a Landscape Study to provide evidence to help inform the preferred approach for the development of the Site, with regards to site capacity, deliverability and understanding development impacts and necessary mitigation measures needed to bring forward the Cambridge East site for allocation in landscape terms.

1.2 Cambridge East Concept Plan

- 1.2.1 GCSP provided CBA with a Concept Plan (comprising of an explanatory note and indicative concept layout and building heights plans dated November 2022) for the Cambridge East Site to focus consideration of potential development impacts (included as **Appendix A**).
- 1.2.2 The Concept Plan does not set out the Councils' preferred approach for the development of the Site or have any planning status, but was shared for the purpose of guiding thinking regarding potential development on the Site and informing recommendations; they have not specifically been assessed. As such, the findings of this Study are intended to be applicable to any future development proposals for the site.
- 1.2.3 Key elements identified in the Concept Plans considered by the Landscape Study included:
 - Areas of the Site where greater or lesser height may be appropriate, including areas
 where building heights could be higher than those within nearby parts of Cambridge
 - The relationship of the Site with neighbouring areas, including impacts of locating built development at the far north eastern corner of the Site on the edge of the city (the "Head of the Site")
 - Potential narrowing and widening of the Strategic Green Corridor in different locations







1.3 Scope of the Landscape Study

- 1.3.1 The scope of the Cambridge East Landscape Study involved:
 - Reviewing the national and local planning policy context to identify the key landscape planning policy considerations for the Site (Section 2.0)
 - Reviewing the Greater Cambridge Landscape Character Assessment and Landscape Sensitivity Assessment to identify the baseline landscape character/sensitivities of the Site in its landscape context (Section 3.0)
 - Testing the potential landscape capacity of the Site to accommodate development alongside consideration of strategic landscape mitigation measures (**Section 4.0**)
 - Testing options for the extent, character and function of the Strategic Green Corridor running through the Site, including consideration of green edges (**Section 5.0**)
- 1.3.2 The Study considered the following planning consents/approvals adjacent to the Site:
 - Land North of Cherry Hinton Outlined Consent/Parameter Plans Application (Ref: 22/01966/S73), Infrastructure Reserved Matters Application (Ref: 22/03140/REM), Phase 1 Residential Parcel Reserved Matters Application (Ref: 22/05037/REM) and Design Code Planning Condition (Ref: 18/0481/COND9)
 - Land North of Newmarket Road Marleigh Phase 3 Reserved Matters Application (Ref: 23/04930/REM)
- 1.3.3 The following matters are outside the scope of the Study:
 - Impacts on the City's townscape/historic core, skyline and key strategic viewpoints (addressed by the Greater Cambridge Skyline & Tall Buildings Study)
 - Impacts on the setting of the Teversham Conservation Area (addressed by the Cambridge East Heritage Impact Assessment)
 - Impacts on the purpose and functions of the Green Belt corridor through the Site (addressed by the Cambridge East Green Belt Study)
 - Consideration of space for biodiversity net gain
 - Consideration of the relocated Park and Ride site proposals



2.0 PLANNING POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework

- 2.1.1 With regards to plan-making and landscape considerations, the National Planning Policy Framework (NPPF) (Revised 12 December 2024)¹ requires strategic policies to make sufficient provision for the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure (para 20d).
- 2.1.2 With regards to achieving well-designed places, para 135c of the NPPF requires planning policies and decisions to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 2.1.3 The NPPF requires planning policies and decisions to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes (187a), recognising the intrinsic character and beauty of the countryside (187b) and remediating despoiled, degraded and derelict land where appropriate (187f).

Natural Environment Planning Practice Guidance

2.1.4 Planning Practice Guidance (PPG) on the Natural Environment advises:

'The National Planning Policy Framework is clear that plans should recognise the intrinsic character and beauty of the countryside, and that strategic policies should provide for the conservation and enhancement of landscapes. This can include nationally and locally-designated landscapes but also the wider countryside.'

Where landscapes have a particular local value, it is important for policies to identify their special characteristics and be supported by proportionate evidence. Policies may set out criteria against which proposals for development affecting these areas will be assessed. Plans can also include policies to avoid adverse impacts on landscapes and to set out necessary mitigation measures, such as appropriate design principles and visual screening, where necessary. The cumulative impacts of development on the landscape need to be considered carefully.'



¹www.gov.uk/government/publications/national-planning-policy-framework--2

2.1.5 The PPG also states:

'To help assess the type and scale of development that might be able to be accommodated without compromising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed. To demonstrate the likely effects of a proposed development on the landscape, a Landscape and Visual Impact Assessment can be used'.

2.2 Local Policy

Cambridge Local Plan (adopted October 2018)

Policy 8: Setting of the City

'Development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it:

- 1. 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;
- Promotes access to the surrounding countryside/open space, where appropriate;
- 3. Safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land; and
- 4. Includes landscape improvement proposals that strengthen or re-create the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.'

Policy 55: Responding to context

'Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. Development will:

- a. Identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
- b. Be well connected to, and integrated with, the immediate locality and wider city; and
- c. Use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development.'

South Cambridgeshire Local Plan (adopted September 2018)

HQ/1: Design Principles

'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. As appropriate to the scale and nature of the development, proposals must:

1. Preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape.....'

NH/2: Protecting and Enhancing Landscape Character

'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 is it located...'



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.

The Council will encourage proposals which:

- a) Reinforce, link, buffer and create new green infrastructure; and
- b) Promote, manage and interpret green infrastructure and enhance public enjoyment of it.

The Council will support proposals which deliver the strategic green infrastructure network and priorities set out in the Cambridgeshire Green Infrastructure Strategy, and which deliver local green infrastructure.

All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.'

NH/8: Mitigating the Impact of Development in and adjoining the Green Belt 'Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.

Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.

Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.'

Cambridge East Area Action Plan (adopted February 2008)

B VISION AND DEVELOPMENT PRINCIPLES

Policy CE/1 The Vision for Cambridge East

'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

'The Urban Quarter of Cambridge East will develop:

- 2. As an attractive feature in the landscape with which it is well integrated through a variety of edge treatments;...
- 10. With the highest quality of built form and open spaces throughout, but particularly in the district centre, fronting Newmarket Road and facing the green corridor, including retained and new landmark buildings and public art to give a sense of place;'



Supporting paragraph B.8:

'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. The opportunity should also be taken to reflect Cambridge where water, largely in the form of the River Cam, contributes significantly to that special character which is celebrated in the College Backs.'

C THE SITE AND ITS SETTING

3. Landscape Objectives

- 'C3/a To create an appropriate setting for the new urban quarter, minimising 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.
- C3/b To enable the landscape around Cambridge East to provide an attractive environment and to maximise benefits to wildlife.
- C3/c To enable the landscape around Cambridge East to contribute to the informal recreation needs of those living, working and visiting the urban quarter.
- C3/d To develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.'

Policy CE/4 The Setting of Cambridge East

'Revised Cambridge Green Belt:

- 1. Cambridge East will be bounded by the Cambridge Green Belt, the boundaries of which will be defined to retain as Green Belt that land which is essential to maintain the purposes of the Cambridge Green Belt and which will constrain further growth.
- 2. The Green Belt at Cambridge East is revised to exclude land for the built up area of the new urban quarter. The Green Belt, as shown on the Proposals Map, includes a green corridor linking from Coldham's Common to Teversham (see criteria 4 to 7).
- 3. 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;
 - b. Ensure that Cambridge will not merge with any of the surrounding villages;
 - c. 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;
 - d. Provide opportunities for outdoor recreation and public access to the open countryside adjoining Cambridge East.'

'Green Corridor:

4. A green corridor will be retained through the new urban quarter connecting the green spaces of Cambridge to the surrounding countryside, linking from Coldham's Common to a new country park located to the east of Airport Way and south of Newmarket Road, and also to the National Trust's Wicken Fen Vision. The green corridor will have width of about 300m, and be significantly narrower only where particular justification is provided and the green corridor function is not inhibited. 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 to maintain the individual identity of the village.'



- 5. It will have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play.
- 6. The green corridor 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.
- 7. Road, public transport, footpath, cycleway and bridleway crossings across the green corridor will be well designed to limit any safety implications and be low key in character or designed as a landscape feature in order to limit adverse effects on the landscape. This may involve the use of cuttings, bridges across water features and tunnelling. Any roads crossing the green corridor must be in a north-south direction only.'

D7 LANDSCAPE OBJECTIVES

- 'D7/a To create within the urban area a pleasant and attractive external environment to contribute to local character and provide legibility to meet the needs of those living, working and visiting the urban quarter.
- D7/b To ensure a high degree of connectivity between green areas within the urban quarter for wildlife and people.
- D7/c To create a network of green spaces within the urban quarter which integrate well with the development, contribute to legibility, are pleasant and attractive.
- D7/d To enable landscape areas to provide an environment suitable for the mitigation of any adverse impact on wildlife and to maximise benefits to wildlife in order to increase biodiversity.
- D7/e To enable landscape areas to contribute to the informal recreation needs of those living, working and visiting the urban quarter.
- D7/f To ensure that any alterations to topography within the urban quarter are appropriate to local landscape character.
- D7/g To make the best use of the existing tree resource on site as a setting for the development.
- D7/h To develop an appropriate management strategy to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.'

Greater Cambridge Local Plan First Proposals 2021

Policy GP/LC: Protection and enhancement of landscape character

This policy will set out how development should address landscape character and features in Greater Cambridge. The Greater Cambridge Local Plan will require developments to:

- Respect, retain or enhance local landscape character (as set out in the Greater Cambridge Landscape Character Assessment).
- Fully consider cumulative effects of development and incremental change on landscape character.
- Retain and enhance landscape features within new developments
- Protect and enhance the setting of Cambridge, including the green corridors extending
 into the city and along the River Cam corridor, and strengthen or recreate the welldefined and vegetated edge of Cambridge, improve visual amenity and enhance
 biodiversity.
- Protect and enhance the setting of the villages in South Cambridgeshire and continue to protect identified Important Countryside Frontages.
- Protect important green gaps such as between Longstanton and Northstowe.'



3.0 LANDSCAPE BASELINE

3.1 Character of the Site

- 3.1.1 The aerial image in **Figure 2** shows current (2024) features within the Site boundary.
- 3.1.2 The majority of the Site is currently used as an airport. The overall character of the Site is dominated by its strong sense of openness due to the extensive area of flat, short-mown grassland criss-crossed by the airfield's runway, taxiways and maintenance roads. The north-west part of the Site has a more built-up character with large-scale airport buildings (terminal building, control tower, hangars, etc.), hard-standing for aircraft and car parking.
- 3.1.3 The Site also encompasses two parcels of land north of Newmarket Road currently used as a park and ride site with a strong vegetated boundary, and an adjacent area of open land.
- 3.1.4 The current landscape features adjacent to the boundary of the Site (see **Figure 2**) include:
 - North of Newmarket Road currently dominated by large-scale commercial buildings (character of area likely to change as a result of consented residential-led development
 - North-west of the airport established residential areas of largely 2 storey housing
 - West of Barnham Road a strong belt of woodland adjacent to Coldham's Common
 - North of Coldhams Lane open land to north of Cambridge to Newmarket railway line
 - North of Cherry Hinton former open character changing as a result of consented residential development up to 4-5 storey housing on land north of Cherry Hinton (some of which is currently under construction)
 - East of Airport Way village of Teversham surrounded by open farmland with an irregular field pattern, well-trimmed hedges, boundary trees and shelter belts

3.2 Landscape Context

Landscape Character

3.2.1 The Greater Cambridge Landscape Character Assessment (CBA, 2021)² forms part of the evidence base for the Greater Cambridge Local Plan. It identifies the landscape characteristics and features that contribute to Greater Cambridge's local distinctiveness.

² https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-preferred-options/supporting-documents#a7





© Google (Mapping dated 2024)



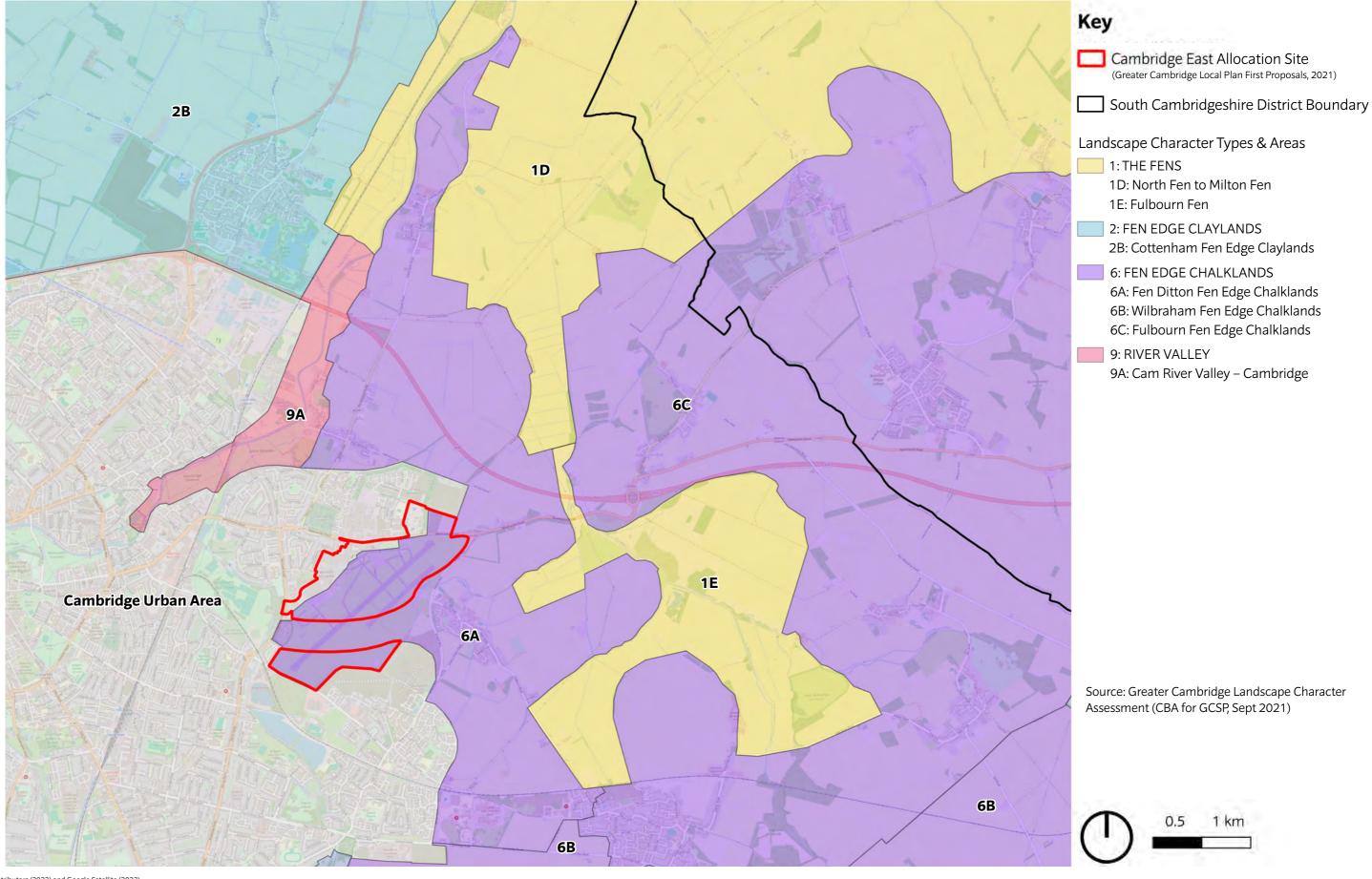
0.5 km

- 3.2.2 The generic Landscape Character Types (LCTs) and unique Landscape Character Areas (LCAs) identified by the Greater Cambridge Landscape Character Assessment that provide the landscape context for the Site are shown on **Figure 3**.
- 3.2.3 The Site is located on the edge of the **Fen Edge Chalklands LCT (6)**, which forms the immediate landscape setting of the Cambridge Urban Area. It is described as 'a settled, transitional landscape with scattered villages and historic parkland, characterised by long, open views over predominantly arable fields between the low-lying Fens and rising land to the east and southeast of Cambridge.'
- 3.2.4 The **Fen Ditton Fen Edge Chalklands LCA (6A)** provides the local landscape context for the Site. It is described as 'a settled landscape with small, linear villages and discordant influences introduced due to the proximity of the urban edge of Cambridge' with the following key characteristics:
 - '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
 - Urban influences due to proximity to the urban edge of Cambridge including large scale transport infrastructure and hospitals.'
- 3.2.5 The character of Fen Ditton Fen Edge Chalklands LCA is described as follows:

'Fen Ditton Fen Edge Chalklands rises from c. 5m AOD adjacent to The Fens to a high point of c. 20m AOD in the south where it meets LCA 6B: Wilbraham Fen Edge Chalklands. The northern part of the LCA forms part of the floodplain of the broad, flat River Cam, which provides part of the north-western boundary. A minor stream north of Teversham joins the drainage ditch network which extends into this LCA from The Fens in the north and east.

Arable farmland dominates the smooth rolling chalkland, offering a broad-scale landscape of large, late enclosure fields organised in a slightly haphazard pattern. Field boundaries are marked by a network of low, gappy thorn hedges, intermittent roadside trees and occasional ditches. Adjacent to the River Cam, pockets of floodplain grazing marsh in the form of smaller pastoral fields bound by trees have a more intimate character. Woodland cover is low, however occasional shelterbelts and small scale, enclosed fields around settlements provide a transition between villages and the surrounding open fields. A narrow belt of trees follows a gently curving dismantled railway through the LCA.





@ OpenSteetMap Contributors (2023) and Google Satellite (2023)



Settlement includes a number of small villages separated by farmland and scattered farms. Fen Ditton, Horningsea and Teversham are historic villages with strong linear form. Groups of mature trees contribute to the character of the villages, and screen views of built form. Outside the villages there are open views across arable fields. From the western part of the LCA there are immediate views to the edge of Cambridge. 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.

Other discordant urban infrastructure scattered throughout the LCA due to its proximity to Cambridge include the busy A14 and A1303 transport corridors, Capital Park Industrial Park, hospitals set in parkland south of the railway and vertical features which interrupt the skyline including pylons, telegraph poles and lines of poplar trees. The building of the A14 has severed the link between the city and the Fen Edge landscape to the north, and along with the A1303 is a localised detractor from tranquillity experienced elsewhere in the LCA. In general, 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.

Fleam Dyke, a large Anglo-Saxon bank and ditch is a distinctive linear feature providing a link with the past. The Fen Rivers Way and the historic route of the Harcamlow Way pass through this area, linking several heritage and nature features and sites in adjoining character areas.'

- 3.2.6 The landscape immediately beyond the Site to the east demonstrates many of the key characteristics of the Fen Ditton Fen Edge Chalklands landscape, most notably the irregular field pattern, well-trimmed hedges, boundary trees and shelter belts. Despite the proximity to the City and the urban influences associated with the airfield and main roads, the landscape maintains a moderate rural character with the village of Teversham maintaining a distinct character and sense of physical separation. However, the Site itself demonstrates few of the rural characteristics of the Fen Ditton Fen Edge Chalklands landscape, primarily because of its current use as an airfield.
- 3.2.7 **The Fens LCT (1)** provides the wider landscape context to the east of the Site. It is described as forming 'part of the extensive and distinctive low-lying, flat and open fenlands with long views and large, dramatic skies, extending northwards through Cambridgeshire to The Wash.'
- 3.2.8 To the east of the Site, the **Fulbourn Fen LCA (1E)** is described as 'a pocket of sparsely settled low lying landscape forming part of the floodplain to Quy Water and Little Wilbraham River' with the following key characteristics:



- 'Quy Water/Little Wilbraham River cuts a distinctive sinuous, tree-lined route through the landscape
- Willow trees along watercourses are prominent skyline features
- Local sense of enclosure provided by tree and scrub vegetation and sloping landform of the surrounding Fen Edge Chalklands LCA
- Ecological diversity from a combination of floodplain grazing marsh, lowland fen, deciduous woodland and semi-improved grassland
- Electricity pylons are very prominent, providing a strong contrast to the flat landscape'
- 3.2.9 To the north of the Site, the **North Fen to Milton Fen LCA (1D)** is described as forming 'the sparsely settled floodplain along the length of the River Cam with a generally regular field pattern and strong linear features' with the following key characteristics:
 - 'Broad, flat, floodplain landscape with wide views often punctuated by tree groups and framed by shelterbelts
 - Distinctive regular, rectilinear field pattern defined by a combination of ditches, drains and hedgerow boundaries with frequent tree shelterbelts
 - Smaller fields along the green corridor following the River Cam, where there is a sense of separation between Milton and Horningsea
 - Pockets of ecologically rich landscape including grazing marsh along the course of the River Cam
 - Limited settlement comprising small, scattered farms strung out on the high land alongside roads
 - Electricity pylons are very prominent, providing a strong contrast to the flat landscape'
- 3.2.10 Extending into the Cambridge Urban Area from the North Fen to Milton Fen LCA (1D) to the north-west of the Site, the **Cam River Valley–Cambridge LCA (9A)** is described as 'part of a distinctive green corridor along the River Cam as it enters and leaves Cambridge, contributing to the unique setting of the city and providing links with the wider rural area' with the following key characteristics:
 - Distinctive green corridor within the Cambridge urban area
 - Scattered mature trees, hedgerows and hedgerow trees provide a strong sense of enclosure
 - Sparsely settled, with occasional vertical elements and views of built form on the urban edge visible in framed and filtered views between trees
 - Historic association between the city and its river enriches the setting of Cambridge
 - Well used landscape for recreation with strong historical and cultural associations

Landscape Sensitivity

3.2.11 Informed by the Greater Cambridge Landscape Character Assessment, the Greater Cambridge Landscape Sensitivity Assessment (CBA, 2021, unpublished) also forms part of the evidence base for the Greater Cambridge Local Plan. Part 1 of the study assesses the



sensitivity of the landscape around the fringes of Cambridge and villages within Greater Cambridge to Residential, Commercial & Mixed-Use Development. The following development scenario was identified by the Councils for testing by the Cambridge Fringe Landscape Sensitivity Assessments, which followed the typical height/scale of existing new developments around the City (for example Great Kneighton and Trumpington Meadows):

- Between 2-5 storeys for residential development
- Between 2-4 storeys for commercial development
- 3.2.12 Opportunities for residential, commercial and mixed-use development with increased height/scale were also considered where it is appropriate in landscape terms to divert from the typical height/scale of existing new development in specific areas. Taking into consideration the susceptibility and value of the landscape, the levels used for assessing the overall landscape sensitivity of discrete Assessment Units to the development scenarios are set out below:

Definition
Typically, a landscape containing unique/important components and/or is an
area of particularly distinctive character and/or contains landscape components
that are in very good condition. Key characteristics and valued attributes of the
landscape are highly susceptible to the particular type and scale of change being
assessed. Such change is likely to result in a significant change to character.
Typically, a landscape containing some important components and/or has some
distinctive characteristics and/or is an area in moderate to good condition. Key
characteristics and valued attributes of the landscape are susceptible to the
particular type and scale of change being assessed. Considerable care would be
needed in locating and designing change within the landscape.
Typically, a landscape comprising relatively commonplace components and/or
has few distinctive characteristics and/or is an area in moderate condition. Key
characteristics and valued attributes of the landscape have some susceptibility to
the particular type and scale of change being assessed. Considerable care may be
needed in locating and designing change within the landscape.
Typically, a landscape containing relatively unimportant components and/or has
few distinctive characteristics and/or is an area in low to moderate condition. Key
characteristics and valued attributes have limited susceptibility to the particular
type and scale of change being assessed. Although change can potentially be
accommodated, care would still be needed in locating and designing such change
within the landscape.
Typically, a landscape containing relatively unimportant components and/or has
limited distinctive characteristics and/or is an area in poor condition. Key
characteristics and valued attributes are less likely to be adversely affected by the
particular type and scale of change being assessed. Change can potentially be
accommodated without undue negative consequences.



3.2.13 The Landscape Sensitivity Assessments for the relevant Assessment Units within the Cambridge Eastern Fringe are shown on **Figure 4**. The Site is largely located within **Assessment Unit CEF08**, which is part of LCA 6A Fen Ditton Fen Edge Chalklands. Para 2.3.16-17 of the Part 1 Study concludes:

'In summary, this Assessment Unit has several features which are more susceptible to the development scenario including its function as visual separation between Cambridge, Teversham and the wider countryside, contributing to the defining character of Cambridge, natural value associated with hedges on Airport Way, and views towards Cambridge, both of which contribute to the supporting character of the city. However, airport infrastructure, limited scenic quality, limited rural character, and limited access to the landscape between Cambridge and the wider countryside are all less susceptible to the development scenario. On balance, this Assessment Unit is assessed as being of **low** sensitivity to the development scenario.

In this context, there may be opportunities for residential, commercial and mixed-use development with increased height/scale throughout this Assessment Unit.'

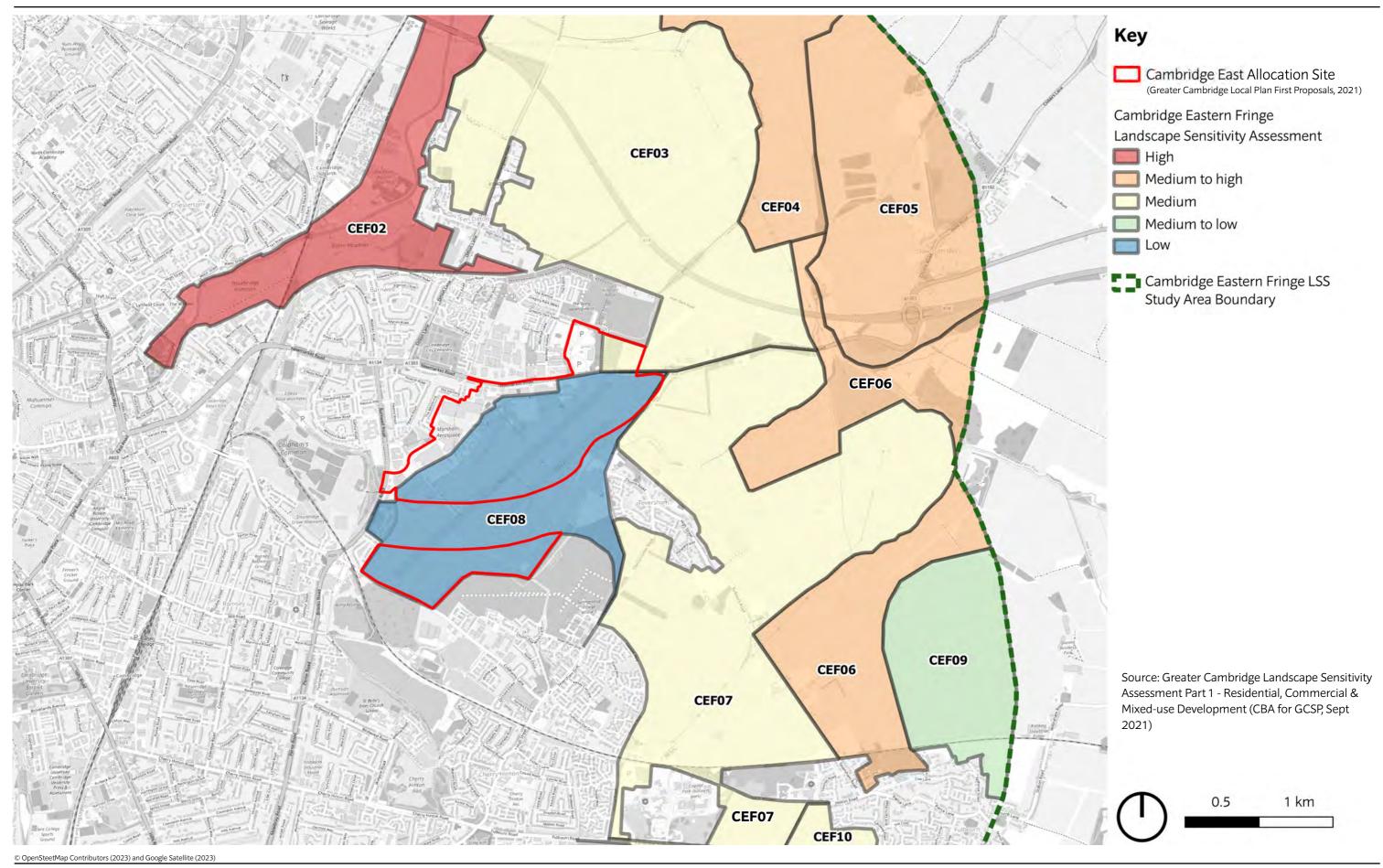
3.2.14 With respect to **Assessment Unit CEF03** (part of LCA 6A Fen Ditton Fen Edge Chalklands) partially within and immediately to the north-east of the Site, para 2.3.6 of the Part 1 Study concludes:

'In summary, this is a commonplace, arable landscape. Open, expansive views and a sense of separation between Fen Ditton and Horningsea are more susceptible to the development scenario alongside several features which contribute to the defining and supporting character of Cambridge including a contribution to the rural context of Cambridge, natural value associated with vegetation on the dismantled railway line and small scale meadows in the north and recreational value. Features which are less susceptible include intrusive highway infrastructure, large scale arable fields with limited vegetation, and pylons which interrupt the skyline. On balance, this Assessment Unit is assessed as being of **medium** sensitivity to the development scenario.'

3.2.15 With respect to **Assessment Unit CEF07** (part of LCA 6A Fen Ditton Fen Edge Chalklands) immediately to the east of the Site), para 2.3.14 of the Part 1 Study concludes:

'In summary, features which contribute to the defining and supporting character of Cambridge, and are more susceptible to the development scenario include the contribution to the rural context of Cambridge, sense of separation between the city, and Teversham and views to and from the well vegetated edge of Cambridge. Features which are less susceptible to the development scenario include the simple landscape pattern, presence of urban features which erode rural character, generally limited natural, recreational or historical value, and pylons and poles which break the skyline. Overall, this Assessment Unit is considered to be of **medium** sensitivity to the development scenario.'







3.2.16 With respect to **Assessment Unit CEF04** (part of LCA 1D North Fen to Milton Fen) further to the east of the Site, para 2.3.8 of the Part 1 Study concludes:

'This is a distinctive, open fen landscape with strong rural character which has several features that are more susceptible to the development scenario and contribute to the defining and supporting character of Cambridge including the rural context of the city, natural value associated with vegetation on the dismantled railway, and PROW in the north that are of recreational value. Features which are less susceptible to the development scenario include the pylons which break the skyline and occasional enlarged fields. Overall, this Assessment Unit is assessed as being of **medium to high** sensitivity to the development scenario.'

3.2.17 With respect to **Assessment Unit CEF06** (part of LCA 1E Fulbourn Fen) further to the east of the Site, para 2.3.12 of the Part 1 Study concludes:

'This is an open, arable, fen landscape with a strong rural character that contributes to the defining character of Cambridge, high scenic value and a generally strong sense of tranquillity, has recreational value, natural value associated with Wilbraham Fen SSSI, and time depth associated with historic field patterns. These features are more susceptible to the development scenario. Features which are less susceptible to the development scenario are pylons breaking the skyline and a fragmented hedgerow network. Overall this Assessment Unit is assessed as being of **medium to high sensitivity** to the development scenario.'

3.2.18 With respect to **Assessment Unit CEF05** (part of LCA 6C Fulbourn Fen Edge Chalklands) further to the east of the Site, para 2.3.10 of the Part 1 Study concludes:

'In summary, this is a landscape with strong rural character which contributes to the defining character of Cambridge. Trees and woodland associated with Stow cum Quy and vegetation along the dismantled railway are of natural value, and contribute to the supporting character of Cambridge, as does the PROW network. These features are more susceptible to the development scenario. The highway network and pylons breaking the skyline are less susceptible to the development scenario. Overall, this Assessment Unit is assessed as being of **medium to high** sensitivity to the development scenario, however the area south of the Harcamlow Way is less sensitive.'

3.2.19 With respect to **Assessment Unit CEF02** (part of LCA 9A Cam River Valley–Cambridge) to the north-west of the Site, para 2.3.4 of the Part 1 Study concludes:

'In summary, this narrow river corridor stretching into the eastern edge of Cambridge has many features which are more susceptible to the development scenario, and which contribute to the defining and supporting character of the city. These include the River Cam and natural value associated with habitats which contribute to the Cam River Green Corridor. Footpaths have local and regional recreational value and provide a key approach to the city. It has high scenic value and key views of the city skyline and contributes to the rural context of Cambridge and sense of separation between Cambridge and Fen Ditton. Overall, this Assessment Unit is assessed as being of high sensitivity to the development scenario.'



4.0 LANDSCAPE CAPACITY

4.1 Building Heights

- 4.1.1 The GCSP Cambridge East draft Indicative Heights Plan (see **Appendix A**) suggests potential buildings heights ranging from up to 4 storeys (13m maximum) on the edges of the developed area, to up to a single 13 storey building (41m maximum) for taller buildings at higher densities in and around the District Centre. Building heights are shown stepping down where development abuts existing residential development at Barnwell and Cherry Hinton, and to protect or enhance the relationship with Teversham.
- 4.1.2 The majority of the built-up area within the Site is shown as residential development up to 4 storeys in height, which reflects the development scenario considered by the Landscape Sensitivity Assessment.
- 4.1.3 Whilst the Site's landscape falls within that part of the LCA 6A Fen Ditton Fen Edge Chalklands assessed as being of low sensitivity, the wider landscape setting of the Site to the east is assessed as being of higher sensitivity to change from the type/heights of development under consideration for the allocation in particular, the medium to high sensitivity of the LCA 1E Fulbourn Fen landscape, which is assessed as being of high scenic value due to its strong rural character and sense of tranquillity.
- 4.1.4 Taller buildings would likely be seen on and above the existing City skyline in views from the east. This would deviate from the established height pattern of the City which consists of low suburbs surrounding the city which rarely break the treeline and does not typically include taller buildings at the edge of the city. However, recent growth sites at Eddington and West Cambridge have introduced buildings that are taller than their prevailing context, similar to how the existing airport hangers at Cambridge East contrast with the established residential scale of their surroundings.
- 4.1.5 Tall buildings are generally sited within the city centre, with building heights generally stepping down away from the centre. As such, siting of tall buildings on the eastern edge of the city should be carefully considered. Taller buildings can also be found at Addenbrookes/Cambridge Biomedical Campus on the southern edge of the city, and the cumulative impact of these/other emerging growth sites should be carefully considered.



4.1.6 Any development within the Site will need careful testing to ensure it is not prominent on the skyline and detrimental to the rural character of the wider LCA 6A Fen Ditton Fen Edge Chalklands (medium sensitivity) and LCA 1E Fulbourn Fen (medium to high sensitivity) landscapes beyond the Site.

Northern Part of the Site

4.1.7 Within the northern part of the Site, building heights higher than the adjacent consented development on Land North of Newmarket Road are likely to have a greater impact on the medium sensitivity LCA 6A Fen Ditton Fen Edge Chalklands landscape to the north and east than development that is comparable to the consented heights.

Central Part of the Site

4.1.8 Within the central part of the Site, there is a risk that buildings of substantive height may have the potential to erode the rural character of the surrounding medium sensitivity LCA 6A Fen Ditton Fen Edge Chalklands and medium to high sensitivity LCA 1E Fulbourn Fen landscapes, although stepping down building heights towards the edges of the Site can help to reduce this effect. Retaining an open green corridor between the central and southern built up parts of the Site will also help mitigate potential adverse effects on these landscapes by setting residential development back from the eastern boundary of the Site and creating a 'landscape buffer' between development and the countryside to the east.

Southern Part of the Site

4.1.9 Within the southern part of the Site, building heights higher than the adjacent consented development on Land North of Cherry Hinton are likely to have a greater impact on the medium sensitivity LCA 6A Fen Ditton Fen Edge Chalklands landscape to the east than development that is comparable to the consented heights. Buildings within Teversham village and the consented development are likely to provide the foreground of views towards the Site across the LCA 6A Fen Ditton Fen Edge Chalklands from the south-east.



4.2 Head of the Site

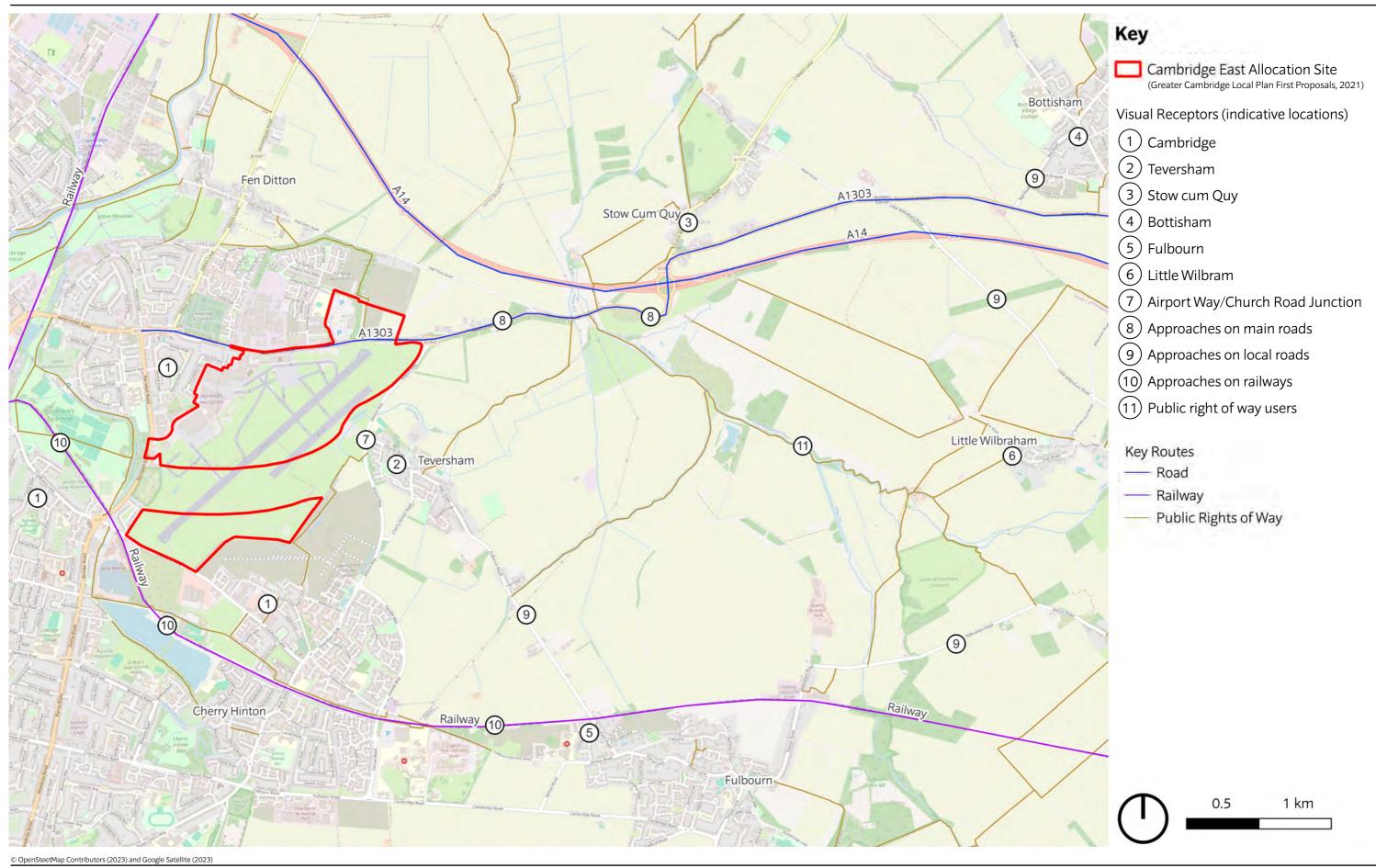
- 4.2.1 The Head of the Site in the far north-eastern part of the Site adjacent to the Newmarket Road/Airport Way roundabout is shown on the Indicative Heights Plan as an area that could potentially accommodate a residential-led development up to 6 storey/19m maximum.
- 4.2.2 There is a risk that a "landmark/gateway building" higher than adjacent planned development to the east and north of Newmarket Road within the Site could be a prominent feature in the landscape setting of both the City and Teversham, and have a potentially urbanising and intrusive effect on the countryside beyond Airport Way and the sensitive Fen landscapes further to the east.
- 4.2.3 The height, massing and appearance (including landscaping treatments) of any development within the Head of the Site would therefore need to be carefully considered as this location would form the first view of the City from the eastern approach into Cambridge via Newmarket Road.
- 4.2.4 Alternative place-making opportunities for the Head of the Site could include provision of an open space that may present a 'softer' urban edge and transition from the countryside into the City, while creating a distinctive landscape setting for the new urban quarter.

4.3 Recommendations

- 4.3.1 The height and massing of buildings should be tested by more detailed landscape and visual impact assessment work at the pre-application/application stage in relation to key views and approaches to the Site.
- 4.3.2 These should reflect the key visual receptors identified on **Figure 5**³. A high-level appraisal of the potential changes in views for these receptors is outlined below:

 $^{^{3}}$ Note - the general locations of the key visual receptors shown on Figure 5 are indicative and specific locations would need to be identified through further work







- Residential properties/open space on the eastern edge of Cambridge adjacent
 to the west, north-west and south of the Site (1). In near views from the edge of
 the City, the existing large scale, often industrial-type airfield structures on the Site
 would be replaced by residential/educational buildings and open space seen within
 the existing urban context. Some visual receptors may therefore experience an
 improvement in existing views.
- Residential properties/open space on the western edge of Teversham (2): Despite Teversham's proximity to the Site, views from properties on the western edge of the village would be largely blocked by a substantial existing tree belt along Airport Way that currently screens views of the airfield.
- Residential properties/open space on the western edge of Stow cum Quy (3) and Bottisham (4): There is potential for limited views from these villages towards the eastern edge of the City. Any views of development are likely to be experienced at a relatively acute angle across the A14 and its junction with Newmarket Road.
- Residential properties/open space on the western edge of Fulbourn (5): From the north-western edge of the village there is potential for long distance views towards the development across the flat open landscape and through the landscape gap between the edge of the City at Church End and Teversham. Vegetation around the village's north-western edge/along the railway line is likely to restrict many existing and future views. Any taller buildings located within the centre of the Site would be in direct line of sight from Fulbourn, where glimpsed views may be possible through intervening vegetation. Any visual impact would be increased if taller buildings were prominent above the skyline, which may erode the otherwise rural character of the views.
- Residential properties/open space on the western edge of Little Wilbraham (6): Some properties in Little Wilbraham may have views towards the eastern edge of the City and the airfield structures. New development on the Site could therefore be visible against the existing urban backdrop, with the taller buildings visible above the skyline. Given the distance between the settlement and development edge of approximately 4km, any development on the Site is unlikely to form a prominent part of the view and would be viewed within the existing urban context.
- Traffic turning onto Airport Way from the Church Road junction (7): From the junction of Church Road with Airport Way, the existing hedgerow bordering the airfield and the grass mounds beyond are currently effective at screening views across the airfield towards the airport structures. Removal of the airfield's grass mounds is likely to open up views across the green corridor, particularly in winter, affording views of the residential edge of any development, potentially with taller buildings beyond.
- Traffic approaching the City from the east via the A14 and A1303 main roads (8): Views from the main roads (including from the grade separated junction near Stow cum Quy) towards the eastern edge of the City and airfield infrastructure are limited by mature roadside planting along both the A14 and Newmarket Road (A1303). In winter these views could open up when the deciduous planting is not in leaf, and it is therefore possible that development on the Site may be more visible than the existing urban edge in these views.



- Traffic approaching the City from the east on local roads from Teversham, Fulbourn, Little and Great Wilbrahams, Stow cum Quy and Bottisham (9): Despite the relatively flat and open nature of the landscape, views from the local road network towards the eastern edge of Cambridge, including the airfield infrastructure are generally limited by either roadside hedges or intervening vegetation. Glimpsed views of development may be possible with any taller buildings likely to be visible above the skyline. It is unlikely that occasional glimpsed views towards the Site would significantly detract from the rural character of these roads.
- Train passengers approaching the City from the east on the Cambridge to Newmarket railway line (10): Views towards the edge of the City and airfield infrastructure from trains approaching Cambridge are restricted by mature vegetation alongside the railway. It is unlikely that development would be visible, other than as occasional glimpsed views of any centrally located taller buildings above the skyline, particularly in winter.
- Recreational users of the public rights of way network to the east of the Site (11): The public right of way network to the east of the City is relatively limited. The main recreational route is the Harcamlow Way, which runs north-south between Fulbourn and Little Wilbraham before heading to the A14/Newmarket Road junction and then north passing west of Stow cum Quy. It is likely that the generally flat, open nature of the landscape would afford glimpsed views from Harcamlow Way towards the Site on the edge of the City, with development potentially visible along a short section of the route in the vicinity of the A14/Newmarket Road junction.



5.0 GREEN CORRIDOR & GREEN EDGES

5.1 Green Corridor Policy Context

5.1.1 The adopted Cambridge East Area Action Plan (APP) identifies the requirement for a green corridor to be retained as Green Belt land through the built-up area of the new urban quarter. Supporting paragraph B.8 of AAP Policy CE/2 states:

'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. The opportunity should also be taken to reflect Cambridge where water, largely in the form of the River Cam, contributes significantly to that special character which is celebrated in the College Backs.'

- 5.1.2 With regards to the extent, character and function of the green corridor, AAP Policy CE/4 requires that the corridor will:
 - have a width of about 300m and only be significantly narrower where particular justification is provided and the green corridor function is not inhibited
 - open up to a greater width at the Teversham end of the corridor, where an informal countryside character will be provided to help to maintain the individual identity of the village
 - have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play
 - 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.
 - 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
 - have well designed road, public transport, footpath, cycleway and bridleway crossings that do not inhibit the purpose and functions of the green corridor
- 5.1.3 The green corridors that contribute to the traditional character of Cambridge are identified in Section 6.4 and Figure 6.4 of the Greater Cambridge Landscape Character Assessment⁴:

'Amongst the most fundamental features that contribute to the distinctive landscape setting and character of Cambridge are the network of green corridors, which provide a semi-rural landscape framework for the whole of the City. Cambridge owes much of its distinctive character to the way these green spaces penetrate the urban fabric of the City from the open countryside, and to their association with historic landmarks and places such as the College Backs.

⁴ https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-preferred-options/supporting-documents#a7



The green corridors that are collectively identified as being a Defining Character of Cambridge are shown on Figure 6.4 and described below:

- Cam River Green Corridor (1) sweeps in along the River Cam's broad floodplain passing largely uninterrupted through the heart of the City, linking the farmlands in the south-west with the fens to the north-east. Within the urban area, the corridor consists of a string of major open spaces encircling the City centre, which relate to and provide a green setting to the historic core, with the Commons and the College Backs as particularly distinctive features. To the south of the City, the rural character of the river corridor with its water meadows and riparian woodland contribute greatly to the setting of a key approach to Cambridge from Trumpington Meadows Country Park and Grantchester for pedestrians, cyclists and punters.
- Vicar's Brook-Hobson's Brook Green Corridor (2) extends from the countryside and woodlands around Fox Hill, Clarke's Hill and White Hill in the countryside to the south of the City, then north following the brooks through Empty Common, which provides the setting for the open southern approach to the City along the railway line, to join the River Cam corridor just south of the historic core.
- Coldham's Brook-Cherry Hinton Brook Green Corridor (3) extends from the complex of sites of nature conservation importance around the Gog Magog Hills, Wandlebury Country Park and The Beechwoods/Limekiln nature reserves to the south of the City, then north along the brooks and riparian woodland via Cherry Hinton Hall and Coldham's Common, to join the River Cam corridor in the north-east of the City.
- Western Cambridge Green Corridors (4) follows linear features such as the Bin Brook, field hedges and ditches, connecting the countryside on the west side of the City around Madingley Woods and Coton Country Reserve with the distinctive historic core of Cambridge.
- Mere Way Green Corridor (5) follows a distinctive narrow "green lane" bounded by ancient hedgerows and linear woodland features along the Mere Way north of Cambridge, a public byway following the historic route of the Roman Road that once linked the City with the Isle of Ely via Landbeach.

Overall, the Cam River is considered to make the greatest contribution to the Defining Character of Cambridge.

In many cases, the green corridors provide the settings of key approaches to Cambridge for pedestrians and cyclists (see Figure 6.9), and also contribute to the landscape setting of some edges of the City. The distinction between the urban and rural edge of the green corridors becomes more blurred as they penetrate through the City.

These green spaces also function as corridors for the dispersal of wildlife, providing connectivity between habitats of nature conservation value in and around the urban area (see Figure 6.7) – including woodland (see Figure 6.8) and grassland.'

5.1.4 As identified above, the existing green corridors in Cambridge vary in scale, width and characteristics along their length in response to adjacent urban land uses.



5.2 Green Corridor Principles

5.2.1 Reflecting the nature of Cambridge's existing green corridors, the following principles are proposed for the planning and design of the Cambridge East Strategic Green Corridor:

Principle 1: vary width, form and character of the green corridor along its length Having a green corridor that varies in its width, form and character, while performing its range of functions (as identified in the adopted AAP Policy CE/4), supports the tradition of other green corridors which contribute to the distinctive character, sense of place and function of the City.

Principle 2: selectively narrow width of corridor in places to avoid barrier effectsSelectively narrowing the width of the corridor in places enables shorter walking distances/times, which helps to create a green corridor that promotes strengthened connectivity between communities in the northern and southern parts of the urban quarter. Maintaining a consistent width of 300m along the full length of the corridor could present the risk of physically and perceptually separating communities.

Principle 3: widen the green corridor in places to create large scale green spaces

Enabling the green corridor to accommodate a mix of large-scale green spaces would support both its strategic functions in connecting the countryside to the City for people and wildlife, and the live-ability of neighbouring communities. If the green corridor widths are too narrow, there is a risk that the function of the corridor could be compromised by limiting its biodiversity value and minimising the recreational function that it can serve.

Principle 4: create distinctive green spaces throughout the green corridor

Integration of accessible green (and blue) spaces along the length of the green corridor as part of the green infrastructure vision for Cambridge East provides an opportunity to positively enhance the beneficial use of the Green Belt in this location.

Drawing on precedents of the existing green corridors within Cambridge and the local context of Cambridge East, it is suggested that the corridor might include: (i) a central destination park (reflective of urban commons such as Jesus Green); a (ii) nature park providing natural greenspace (reflective of the wooded character of the adjacent Barnwell Local Nature Reserve) to the west; and (iii) natural greenspace (reflective of wet-grassland landscapes such as Trumpington Meadows) forming a transition towards the fenland landscapes further east.

Principle 5: maintain an appropriate gap between Cambridge and Teversham

Maintaining a "green gap" of appropriate size informed by precedents of other necklace villages around Cambridge, together with structural landscaping/mounding, can help achieve physical and visual separation between Teversham and the City. Alongside a sensitive approach to stepping down building heights at the eastern edges of the Cambridge East Site, this could help protect the landscape setting of Teversham village.

The existing width of the Green Belt Corridor in this location is a key feature protecting the setting of Teversham. Designs need to consider how to continue to protect this setting during the plan making stage, which may require an increase in the width of the green corridor 'bell', depending on the scale and massing of development on the eastern edges of the Site opposite Teversham.



Principle 6: vary building heights of development frontages along the corridor

Varying building heights in development areas fronting the green corridor will also be an important consideration. Development adjacent to other green corridors in Cambridge are generally of low height (typically two storeys), with development stepping up beyond. Existing buildings are generally well screened by the mature trees and hedgerows, which prevent adjacent buildings from visually encroaching into the green corridors' landscape.

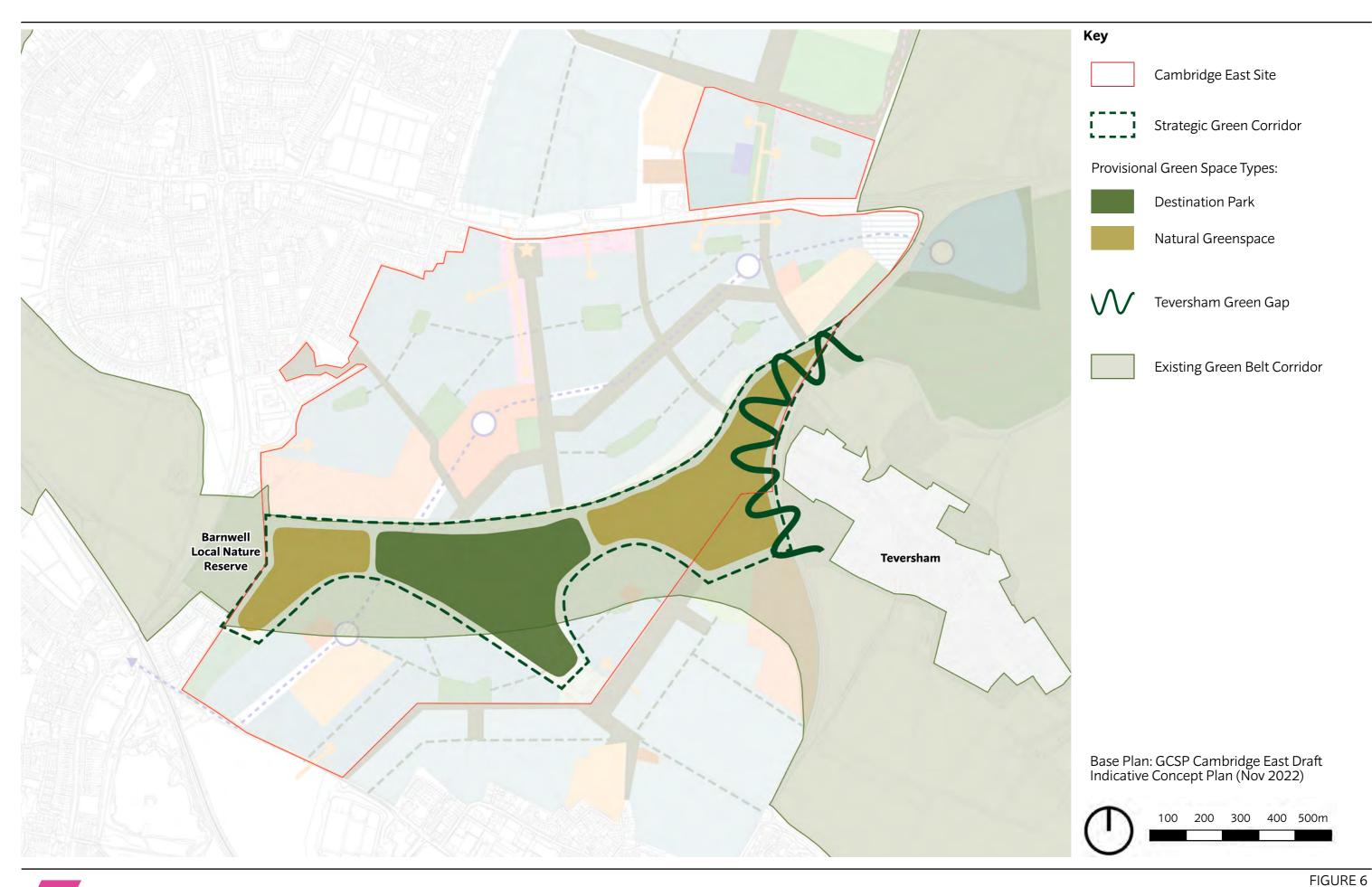
Development at Cambridge East can step up behind this area of lower building height, providing it does not overtop the development fronting the green corridor and in turn create an over-bearing impact on the corridor itself. The implementation of structural planting along the edge of the green corridor would assist with the integration of buildings. There is a risk that fronting the green corridor with higher development could reduce the effectiveness of the green corridor as a strong landscape feature.

5.3 Green Corridor Scenarios

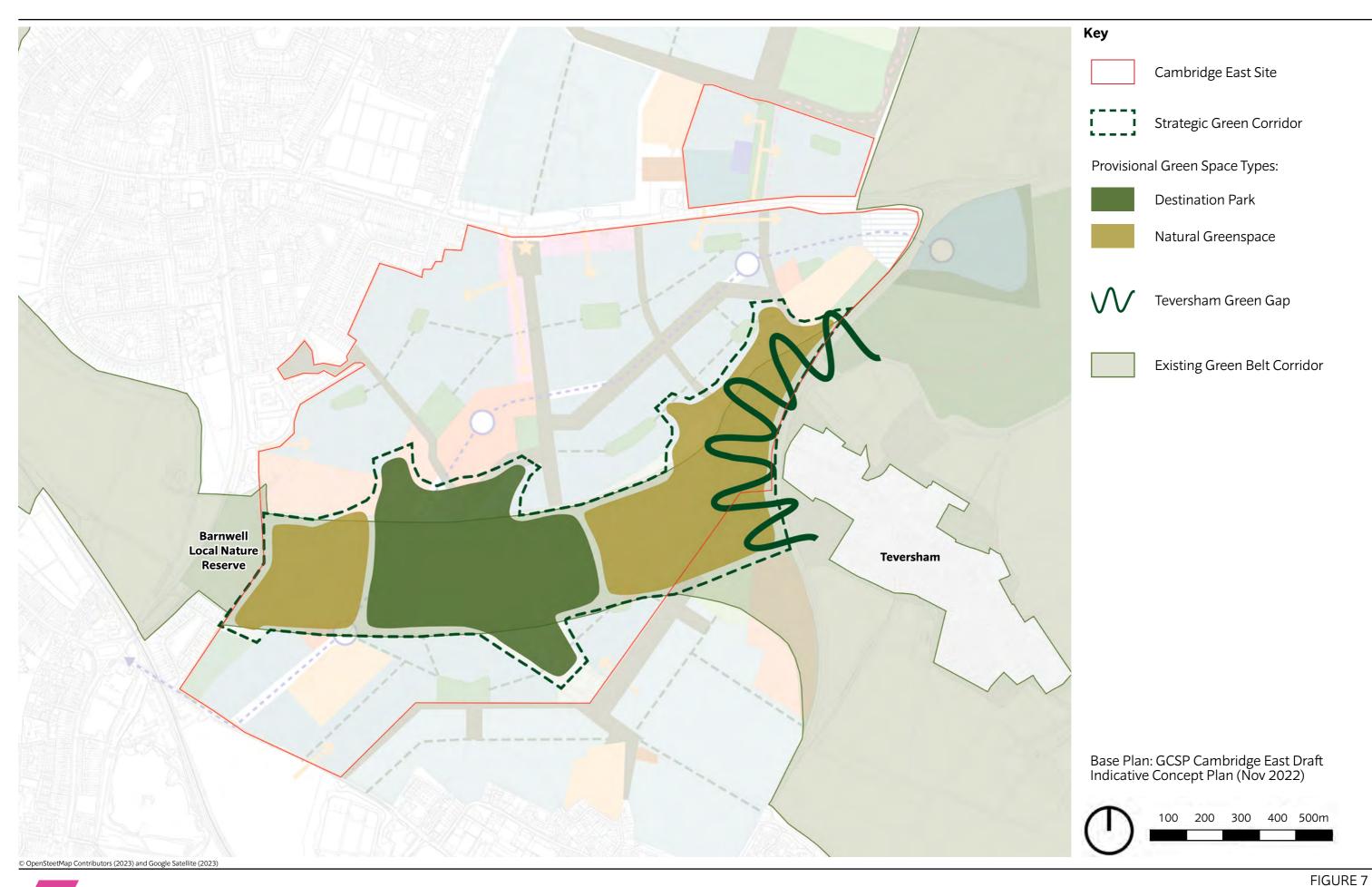
- 5.3.1 For the purpose of this Study, two scenarios⁵ have been developed for testing against the green corridor principles. These are illustrated on the following Indicative Green Corridor Concept Plans for Cambridge East:
 - Scenario 1 Narrowing & Widening of the Existing Green Belt Corridor (**Figure 6**)
 - Scenario 2 Widening of the Existing Green Belt Corridor (**Figure 7**)

⁵Both scenarios take into account the <u>Springstead Village Masterplan Proposals</u> adjacent to the south-east boundary of the Cambridge East Site and south-west of Teversham village











5.3.2 The two scenarios are compared below against the green corridor principles:

Scenario 1 - Narrowing & Widening of the Existing Green Belt Corridor

- **Principle 1**: this scenario offers potential to vary the width (from approximately 350m maximum to 150m minimum assumed), form and character of the green corridor along its length
- **Principle 2**: this scenario offers potential to selectively narrow the width of the green corridor in places (approximately 150m assumed) to avoid barrier effects
- **Principle 3**: this scenario offers potential for creating large scale green spaces within the constraints of the narrowing and widening of the existing green belt corridor
- **Principle 4**: this scenario offers potential to create distinctive green spaces throughout the green corridor
- **Principle 5**: this scenario offers potential for maintaining an appropriate gap (approximately 200m assumed) between Cambridge and Teversham within the extent of the green corridor in this location
- **Principle 6**: this scenario offers potential to vary building heights of development frontages along the corridor

Scenario 2 - Widening of the Existing Green Belt Corridor

- **Principle 1**: this scenario offers potential to vary the width (from approximately 400m maximum to 300m minimum assumed), form and character of the green corridor along its length
- **Principle 2**: this scenario does not offer potential to avoid barrier effects through selectively narrowing the width of the green corridor in places
- **Principle 3**: this scenario offers significant potential for creating large scale green spaces through widening of the existing green belt corridor
- **Principle 4**: this scenario offers potential to create distinctive green spaces throughout the green corridor
- Principle 5: this scenario offers significant potential for maintaining an appropriate gap (approximately 250m assumed) between Cambridge and Teversham through widening of the existing green belt corridor in this location
- **Principle 6**: this scenario offers potential to vary building heights of development frontages along the corridor
- 5.3.3 Overall, scenarios 1 and 2 are both considered to perform equally well in relation to **principle 1, principle 4** and **principle 6**. With regards to **principle 2**, scenario 1 is considered to perform better than scenario 2. Scenario 2 is considered to perform better in relation to **principle 3** and **principle 5** than scenario 1.



- 5.3.4 Other evidence may also need to be considered by GCSP in developing a preferred approach to the spatial extent/shape of the strategic green corridor with regards to defining the developable area for Cambridge East. These include in particular:
 - Impacts on the purpose and functions of the Green Belt corridor through the Site
 - Impacts on the City's townscape/historic core, skyline and key strategic viewpoints
 - Impacts on the setting of the Teversham Conservation Area

5.4 Green Edges

- 5.4.1 The edges of the Site mostly front onto existing or planned urban development. Where development located along parts of the eastern boundary of the Site fronts onto countryside beyond Airport Way, opportunities should be considered to create a green edge that provides a "buffer" to help integrate built development into the landscape setting. This could include securing land to the east of Airport Way for off-site landscape mitigation to achieve effective integration and screening of buildings.
- 5.4.2 To maximise the benefits of a 'green edge' to development along the Site's eastern boundary, the green corridor should prioritise integration of the development edge into the countryside setting (including screening of development in views from Teversham).



APPENDIX A

GCSP Cambridge East Draft Indicative Concept Plans (Nov 2022)



