

# **Greater Cambridge Local Plan Development Strategy topic paper**

## **Appendix 7: Review of sites to inform identification of allocations at draft plan stage**

### **Introduction**

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

### **First Proposals stage**

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

### **Draft Plan stage**

- 1.3 For this draft plan stage, in addition to the 700 sites previously tested by the councils through the HELAA, over 100 new sites were tested and more than 60 sites were retested on the basis of updated information, following their submission in representations to the Greater Cambridge Local Plan, including during the First Proposals 2021 consultation.
- 1.4 The testing of sites for possible inclusion in the draft plan development strategy and through sustainability appraisal has again focused on sites informed by the emerging preferred strategy option (see below), and the testing carried out via

the HELAA as to where a site was suitable, available and achievable for development.

### **Overview of approach taken to identifying sites for assessment**

- 1.5 Following review of responses to the First Proposals consultation, the Councils agreed via the Development Strategy Update 2023 that the development strategy principles which informed the First Proposals development strategy remain valid and that the Councils would build on these to inform the identification of any additional sites that may be necessary to meet, or go towards meeting, the 2022 housing and employment need figures.
- 1.6 As such, the broad strategy choices considered to be reasonable options at First Proposals stage remain valid, and the following groups of sites sitting within these broad strategy options have been tested:
  - Newly promoted sites
  - Previously submitted sites reassessed on the basis of updated information
- 1.7 However, the 2025 housing and employment need figures – that are higher than those that informed First Proposals 2021 - necessitate a re-examination of options, and a widening of testing to ensure reasonable options have been fully considered. As such, sites need to be identified from additional broad strategy sources of supply that align with the First Proposals development strategy principles.
- 1.8 Drawing on the above, the additional broad strategy sources of supply now subject to site specific consideration for allocation, and to sustainability appraisal, are new settlements and Expanding an existing town - Royston.
- 1.9 For clarity, the approach to site testing for each broad strategy choice at this draft plan stage is set out below.

## **Approach to site testing for each broad strategy choice**

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

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

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

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

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

- 2.3 The HELAA process identified that most sites would result in significant landscape impacts. However, the edge of Cambridge performs well in many aspects of sustainability due to its proximity to the jobs, homes and infrastructure of the city.
- 2.4 The National Planning Policy Framework requires that Strategic policy making authorities consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 2.5 It was therefore determined that all individual sites on the edge of Cambridge including those in the green belt should be subject to site specific consideration for allocation, and for sustainability appraisal.

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

### **First Proposals approach**

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

### **Draft Plan approach**

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

## **New settlements (revision to First Proposals approach)**

### **First Proposals approach**

2.8 No sites were identified as potential development options through the HELAA, and further new settlements did not form part of the preferred option for the

plan following consideration of new settlements through the strategic options testing process (noting the scale of the 2021 housing and employment needs and the sustainability merits of expanding an existing new settlement at Cambourne as above). Therefore, no sites were considered for allocation, or for site specific sustainability appraisal.

### **Draft Plan approach**

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

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

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

#### **First Proposals approach**

2.11 For the First Proposals, sites promoted north of the A505 at Royston that would form substantive expansions to the town were categorised within the new settlements typology. At that stage, as described above, freestanding new settlements (as opposed to expanding an existing new settlement at Cambourne) had been rejected as not part of the preferred option and so these sites at Royston were not considered for allocation, or for site specific sustainability appraisal.

## **Draft Plan approach**

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

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

## **Rural Southern Cluster (First Proposals approach retained)**

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

2.15 This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport. Sites at other villages on the corridor were not considered reasonable options, as they would not provide sustainable locations to allocate development. Residential proposals which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for development. Note that the Councils have reviewed representations to the First Proposals consultation regarding the S/SH: Settlement Hierarchy policy to confirm our understanding of which settlements sit in which settlement hierarchy category.

### **Rural Centres**

- Great Shelford and Stapleford
- Sawston

### **Minor Rural Centres**

- Linton

### **Group Villages with very good Public Transport Access**

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

### **Rest of the rural area (First Proposals approach retained)**

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

2.17 This was identified as sites at Rural Centres, Minor Rural Centres, and Group villages on transport corridors providing very good access to public transport.

Sites at other villages were not considered reasonable options, as they would not provide sustainable locations to allocate development. Note that the Councils have reviewed representations to the First Proposals consultation regarding the S/SH: Settlement Hierarchy policy to confirm our understanding of which settlements sit in which settlement hierarchy category.

2.18 Residential proposals which would be detached from villages were rejected through the HELAA process as they would not provide a suitable location for development. Where sites were identified in the HELAA as either not suitable, not available or not achievable these sites have not been subject to site specific consideration for allocation, and for sustainability appraisal, as they are not considered reasonable options.

### **Rural Centres**

- Histon and Impington

### **Minor Rural Centres**

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

### **Group Villages with very good Public Transport Access**

- Foxton



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

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

### **First Proposals approach**

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

### **Draft Plan approach**

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

## **Site Selection – the Preferred Options**

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

### **Sites preferred**

#### **Cambridge**

##### **1-33 Stanton House, Christchurch Street**

Site details:

HELAA reference: 200818

Policy reference: S/C/SH

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

##### **137 and 143 Histon Road, Cambridge**

Site details:

HELAA reference: 40385a

Policy reference: S/C/HTR

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

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

Site details:

HELAA reference: 200822

Policy reference: S/C/HPC

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

**1-99 Ekin Road and 1-8 Ekin Walk**

Site details:

HELAA reference: 200827

Policy reference: S/C/ER

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

## **2-28 Davy Road and Garage Blocks**

### Site details:

HELAA reference: 200823

Policy reference: S/C/DR

Proposed land use: Residential

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

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

### Site details:

HELAA reference: OS046a

Policy reference: S/C/BFS

Proposed land use: Mixed use

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

## **Betjeman House/ 100-112 Hills Road, Cambridge**

### Site details:

HELAA reference: 40214

Policy reference: S/C/BJH

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

An extant permission remains for a mixed use scheme although the developer has indicated they are pursuing the employment scheme. Nevertheless, the preferred approach remains to develop the site as a mixed use scheme including residential.

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

Site details:

HELAA reference: 40134a

Policy reference: S/C/SCL

Proposed land use: Employment

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

The site is a former landfill and currently contaminated land. This call for sites proposal includes residential development, which would not be suitable for this site. Part of the South of Coldham's Lane area of major change is suitable for commercial development subject to detailed site considerations, to be delivered as part of a masterplan for the wider site, which will include opportunities to deliver new open space. The broader site has outline planning permission (23/04590/OUT) to develop part of the site (40134a) for commercial use and the other parts of the site for outdoor recreational uses and an urban country park.

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

### Site details:

HELAA reference: 44108a

Policy reference: S/C/SMS

Proposed land use: Residential

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

## **Cambridge Junction and Cambridge Leisure, Hills Road**

### Site details:

HELAA reference: OS271

Policy reference: S/C/CJ

Proposed land use: Mixed use

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

## **Former Garage Block, East Road**

### Site details:

HELAA reference: 200821

Policy reference: S/C/GER

Proposed land use: Housing

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

This is a Cambridge Investment Partnership scheme.

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

Site details:

HELAA reference: 200839

Policy reference: S/C/NCA

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

**Travis Perkins, Devonshire Road (Policy 27 - R9)**

Site details:

HELAA reference: 51615

Policy reference: S/C/TRP

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

**Police Station, Parkside (Policy 27 - M4)**

Site details:

HELAA reference: OS037/ 40111

Policy reference: S/C/PPS

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

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

Site details:

HELAA reference: 59379

Policy reference: S/C/HRC

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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



## **CPDC, Foster Road (Policy 27 - R16 )**

### Site details:

HELAA reference: 59387

Policy reference: S/C/PDC

Proposed land use: Residential

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

## **Clifton Road Area (Policy 27 - M2)**

### Site details:

HELAA reference: OS043

Policy reference: S/C/CLT

Proposed land use: Mixed use

Spatial area: Cambridge

### Reasons for inclusion in preferred approach:

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

### **Old Press/Mill Lane, Cambridge**

Site details:

HELAA reference: OS258

Policy reference: S/C/OPM

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

### **New Museums, Downing Street, Cambridge**

Site details:

HELAA reference: OS259

Policy reference: S/C/NMD

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

### **Henry Giles House, 73-79 Chesterton Road, Cambridge**

Site details:

HELAA reference: 40103

Policy reference: S/C/HGH

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

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

Site details:

HELAA reference: OS272

Policy reference: S/C/BRN

Proposed land use: Residential

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

**Parcel Com4, Orchard Park**

Site details:

HELAA reference: OS023

Policy reference: S/C/OPK

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

**Station Road West, Cambridge**

Site details:

HELAA reference: N/A

Policy reference: S/C/SRW

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

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

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

Site details:

HELAA reference: OS062

Policy reference: S/NEC

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons for inclusion in preferred approach:

The site would provide an opportunity to redevelop previously developed land within a highly sustainable location for a range of uses including homes, employment and community facilities. While Housing Infrastructure Fund has been withdrawn for part

of the site, which may affect its achievability, it remains suitable and available for mixed use development, and aligned with the proposed strategy. The Councils will continue to explore alternative funding options and intends to retain the proposed allocation.

## **Edge of Cambridge: Non Green Belt**

### **Cambridge East (Safeguarded Land)**

#### Site details:

HELAA reference: OS213

Policy reference: S/CE

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Non Green Belt

#### Reasons for inclusion in preferred approach:

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

### **West Cambridge (M13 Designated Site)**

#### Site details:

HELAA reference: OS161

Policy reference: S/WC

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

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

**Fulbourn Road East (Fulbourn) (Policy E/3)**

Site details:

HELAA reference: OS055

Policy reference: S/EOC/FRE

Proposed land use: Employment

Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

The site was allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for employment development on the edge of Cambridge at the Peterhouse Employment site, adding to the cluster of existing development in this sustainable location, and warrants continued allocation.

**Cambridge Biomedical Campus extension (Policy E/2)**

Site details:

HELAA reference: OS056

Policy reference: S/CBC/E/2

Proposed land use: Employment

Spatial area: Edge of Cambridge: Non Green Belt

Reasons for inclusion in preferred approach:

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

## **North West Cambridge (Eddington)**

### Site details:

HELAA reference: OS274

Policy reference: S/NWC

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Non Green Belt

### Reasons for inclusion in preferred approach:

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

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

### Site details:

HELAA reference: OS024

Policy reference: S/HHR

Proposed land use: Housing

Spatial area: Edge of Cambridge: Non Green Belt

### Reasons for inclusion in preferred approach:

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

## **Edge of Cambridge: Green Belt**

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

#### Site details:

HELAA reference: OS217

Policy reference: S/CBC

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

#### Reasons for inclusion in preferred approach:

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

### **Bell School, Babraham Road, Cambridge**

#### Site details:

HELAA reference: N/A

Policy reference: S/EOC/BS

Proposed land use: Residential



Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

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

**Land north of Worts' Causeway, Cambridge**

Site details:

HELAA reference: OS049

Policy reference: S/EOC/NOW

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

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

**Land south of Worts' Causeway, Cambridge**

Site details:

HELAA reference: OS050

Policy reference: S/EOC/SWO

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

Reasons for inclusion in preferred approach:

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

## **Land at Fen Road, Cambridge**

### Site details:

HELAA reference: 40394

Policy reference: S/LAC/RM1-H/7

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons for inclusion in preferred approach:

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

## **Expanding a growth area around transport nodes - Cambourne**

### **Cambourne North**

#### Site details:

HELAA reference: OS275

Policy reference: S/CBN

Proposed land use: Mixed use

Spatial area: Growth around transport nodes: Cambourne Area

#### Reasons for inclusion in preferred approach:

The site could provide a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all

parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. This site includes ancient woodland, SSSIs and other ecological assets as well as known and unknown archaeological remains, but it is judged that the scale of the development would provide adequate opportunity for adverse impacts on these features and assets to be mitigated through masterplanning and design. The proposed site boundary and development extent optimises the long-term development opportunity balanced against mitigating potential adverse impacts on landscape, ecology and heritage assets. There is a need for a significant landscape/GI buffer between Cambourne North and nearby villages, to avoid coalescence and mitigate landscape and heritage harm. To achieve these outcomes, this site - located to the west of the proposed East West Rail station and relatively close to Papworth - is proposed partly for development and partly for this landscape/GI buffer.

## **Cambourne**

### Site details:

HELAA reference: OS020

Policy reference: S/CB

Proposed land use: Mixed use

Spatial area: Growth around transport nodes: Cambourne Area

### Reasons for inclusion in preferred approach:

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

## **New Settlements**

### **Bourn Airfield New Village**

#### Site details:

HELAA reference: OS028

Policy reference: S/BA

Proposed land use: Mixed use

Spatial area: New Settlements

Reasons for inclusion in preferred approach:

Bourn Airfield new village has outline planning permission for 3,500 dwellings.

However, reserved matters planning applications will need to be approved before development can commence and carrying forward this allocation will help to provide context for the on-going development of the new settlement.

## **Northstowe**

Site details:

HELAA reference: N/A

Policy reference: S/NS

Proposed land use: Mixed use

Spatial area: New Settlements

Reasons for inclusion in preferred approach:

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

## **Waterbeach New Town**

Site details:

HELAA reference: OS027

Policy reference: S/WNT

Proposed land use: Mixed use

Spatial area: New Settlements

Reasons for inclusion in preferred approach:

Waterbeach is a new town with various outline and reserved matters planning permissions for 11,000 dwellings. The first houses have been completed on the western part of the new town although many more reserved matters planning permissions will be required and the eastern part of the new town has outline consent. Development will continue for several years, beyond the life of this new plan. Carrying forward this allocation will help to provide context for the on-going development of Waterbeach.

**Land adjacent to A11 and A1307 at Grange Farm**

Site details:

HELAA reference: TBC larger than 59401

Policy reference: S/GF

Proposed land use: Mixed use

Spatial area: New Settlements

Reasons for inclusion in preferred approach:

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

## **Rural Southern Cluster**

### **Comfort Cafe, Four Wentways, Little Abington**

#### Site details:

HELAA reference: 40125

Policy reference: S/RSC/CC

Proposed land use: Employment

Spatial area: Rural Southern Cluster

#### Reasons for inclusion in preferred approach:

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

### **The Babraham Research Campus, Cambridge**

#### Site details:

HELAA reference: 51604a

Policy reference: S/RSC/BRC

Proposed land use: Mixed use

Spatial area: Rural Southern Cluster

#### Reasons for inclusion in preferred approach:

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

### **Land at Maarnford Farm, Hunts Road, Duxford**

Site details:

HELAA reference: 40558

Policy reference: S/RSC/MF

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

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

### **Former Spicers Site, Sawston Business Park, Sawston**

Site details:

HELAA reference: OS261

Policy reference: S/RSC/FSS

Proposed land use: Employment

Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

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

### **Genome Campus, Hinxton**

Site details:

HELAA reference: N/A

Policy reference: S/RSC/GC

Proposed land use: Employment

Spatial area: Rural Southern Cluster

Reasons for inclusion in preferred approach:

The site has, in part, planning permission for a significant campus expansion, creating a new settlement containing homes, employment and community uses. The policy reflects the planning permission whilst providing guidance for any future materplanning to redevelop the existing campus.

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

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

Site details:

HELAA reference: OS030

Policy reference: S/RSC/SBR

Proposed land use: Residential

Spatial area: Rural Southern Cluster



Reasons for inclusion in preferred approach:

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

**Rest of Rural Area**

**Land at Highfields (phase 2), Caldecote**

Site details:

HELAA reference: 51599a

Policy reference: S/RRA/H

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

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

**Land to the west of Cambridge Road, Melbourn**

Site details:

HELAA reference: 40490a

Policy reference: S/RRA/CR

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

This enclosed site would have limited landscape impacts. Whilst it has been put forward for residential development through the call for sites, it provides an opportunity for mixed use development next to Melbourn Science Park that would

complement adjacent employment uses and provide opportunities to deliver new homes. The site also benefits from close proximity to sustainable public transport links to Cambridge at Meldreth railway station.

### **The Moor, Moor Lane, Melbourn**

#### Site details:

HELAA reference: 40215

Policy reference: S/RRA/ML

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

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

### **Land adj to Buckingway Business Park, Swavesey**

#### Site details:

HELAA reference: 40455

Policy reference: S/RRA/BBP

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

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

### **Land to the north of St Neots Road, Hardwick**

#### Site details:

HELAA reference: 40224

Policy reference: S/RRA/SNR

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

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

### **Old Highways Depot, Twenty Pence Lane, Cottenham**

#### Site details:

HELAA reference: 40384

Policy reference: S/RRA/OHD

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

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

### **Compass House and adjacent land, Chivers Way, Histon**

#### Site details:

HELAA reference: 200831

Policy reference: S/RRA/CH

Proposed land use: Employment

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

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

**Land at Slate Hall Farm, Bar Hill**

Site details:

HELAA reference: 40248

Policy reference: S/RRA/SHF

Proposed land use: Employment

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network as well as being in a sustainable location, being close to and having good active travel accessibility to Cambridge, Northstowe and Bar Hill. Constraints affecting the site include landscape and transport capacity constraints, but it is judged that these could be mitigated through development.

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

Site details:

HELAA reference: N/A

Spatial area: Rest of Rural Area

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

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

#### Site details:

HELAA reference: 45107

Policy reference: S/RRA/SCS

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

This site is large enough to meet a significant portion of Greater Cambridge's industrial/distribution needs. It would also provide additional land for HGV parking in a location that is well located for the adjacent A14 Services, to meet another identified need. It is on the Strategic Road Network within a commutable distance of Cambridge, and would have good active travel accessibility to Swavesey; although active travel options to Cambridge and Northstowe would be limited by distance. The existing Services would provide services for workers on the site. A significant

proportion of development at this site would be on land previously used as a site compound for the A14 works. A landscape led approach would allow significant landscape buffering and new habitats to be created alongside biodiversity enhancements. Transport mitigation will also be required to manage the impact of increased HGV trips. The site's potential archaeological sensitivity is acknowledged, but it is judged that this could be investigated further and mitigated as part of the development. This larger site proposed for draft plan would enable the site to provide for additional industrial and warehousing space.

### **Over, Norman Way (residue) (Policy E/5(1))**

#### Site details:

HELAA reference: OS057

Policy reference: S/RRA/NW

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons for inclusion in preferred approach:

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

### **Bayer CropScience Site, Hauxton**

#### Site details:

HELAA reference: OS254

Policy reference: S/RRA/H/2

Proposed land use: Employment

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

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

**Fulbourn and Ida Darwin Hospitals**

Site details:

HELAA reference: N/A

Policy reference: S/RRA/FID

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

Reasons for inclusion in preferred approach:

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

**Sites not preferred**

**Cambridge**

**Telephone Exchange south of 1 Ditton Lane**

Site details:

HELAA reference: OS140

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**SJC Innovation Park, Cowley Road, Cambridge**

Site details:

HELAA reference: 40480

Proposed land use: Employment

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Abbey Stadium, Newmarket Road, Cambridge**

Site details:

HELAA reference: 40123

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Land on north side of Station Road, Cambridge**

Site details:

HELAA reference: 40133



Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Land south of Wilberforce Road, Cambridge**

Site details:

HELAA reference: 40298a

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

The First Proposals proposed to carry forward Cambridge Local Plan 2018 Site allocation U3, which identifies the site as suitable for student accommodation.

However, subsequently a planning application has been granted which has been implemented. It is therefore no longer [neccessary] to allocate the site.

**Clifton Road Industrial Park, Cambridge**

Site details:

HELAA reference: 48068

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons why site is not preferred:

Site in a highly sustainable location close to the centre of Cambridge within easy walking access to shops, employment and public transport. The draft Greater Cambridge Local Plan carries forward the site as part of the wider Clifton Road Area allocation. However, there may be challenges in developing this part of the site suggested through the call for sites in isolation for residential development due to

adjoining industrial uses and this could also undermine efforts to develop the whole site in a coordinated manner. Therefore, it is inappropriate to allocate the site in isolation.

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

#### Site details:

HELAA reference: OS039

Proposed land use: Residential

Spatial area: Cambridge

#### Reasons why site is not preferred:

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

### **Land south of Coldham's Lane, Cambridge**

#### Site details:

HELAA reference: 40134

Proposed land use: Mixed use

Spatial area: Cambridge

#### Reasons why site is not preferred:

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

## **North Cambridge Academy, Arbury Road, Cambridge**

### Site details:

HELAA reference: 40018

Proposed land use: Residential

Spatial area: Cambridge

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: OS044

Proposed land use: Mixed use

Spatial area: Cambridge

### Reasons why site is not preferred:

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

## **100-112 Hills Road, Cambridge**

### Site details:

HELAA reference: 40214

Proposed land use: Employment

Spatial area: Cambridge

Reasons why site is not preferred:

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

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

**Strangeways Research Laboratory, 2 Worts' Causeway, Cambridge**

Site details:

HELAA reference: 200802

Proposed land use: Housing

Spatial area: Cambridge

Reasons why site is not preferred:

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

### **Shire Hall, Castle Street, Cambridge**

#### Site details:

HELAA reference: 40083

Proposed land use: Employment / Mixed use

Spatial area: Cambridge

#### Reasons why site is not preferred:

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

### **Land west of Baldock Way, Cambridge**

#### Site details:

HELAA reference: 40168

Proposed land use: Residential

Spatial area: Cambridge

#### Reasons why site is not preferred:

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

### **Trumpington Park and Ride site, Trumpington**

#### Site details:

HELAA reference: 40171

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Land at Cambridge North**

Site details:

HELAA reference: 51486

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons why site is not preferred:

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

**137 Histon Road, Cambridge**

Site details:

HELAA reference: 40385

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Land at Wolfson Court, Clarkson Road, Cambridge**

Site details:

HELAA reference: 40390

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**379 - 381 Milton Road (Policy 27 - M1)**

Site details:

HELAA reference: OS033

Proposed land use: Mixed use

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Land south of 8-10 Adams Road, Cambridge**

Site details:

HELAA reference: 40391

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Cherry Hinton Telephone Exchange, 152 Coleridge Road, Cambridge**

Site details:

HELAA reference: 40100

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

This is an existing allocation in the Local Plan 2018, but there is uncertainty regarding availability of the site and whether it will come forward for residential uses within the plan period, and therefore it is not considered deliverable at this point.

The site may be capable of coming forward as a windfall development should this be resolved.

**Addenbrookes Hospital Extension, Cambridge**

Site details:

HELAA reference: 50505

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Kett House and 10 Station Road, Cambridge**

Site details:

HELAA reference: 51605

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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



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

Site details:

HELAA reference: OS032

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 40101

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: OS040

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**22 Long Road, Cambridge**

Site details:

HELAA reference: 200782

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

The site is on an established road characterised by large residential properties.

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

**Logic House, 143 Newmarket Road, Cambridge**

Site details:

HELAA reference: 200840

Proposed land use: Residential

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Grafton West Car Park, Cambridge**

Site details:

HELAA reference: 200763

Proposed land use: Mixed Use

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Cambridge Science Park**

Site details:

HELAA reference: 59390

Proposed land use: Employment

Spatial area: Cambridge

Reasons why site is not preferred:

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

**Castle Park, Cambridge**

Site details:

HELAA reference: 59735

Proposed land use: Employment

Spatial area: Cambridge

Reasons why site is not preferred:

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

## **Edge of Cambridge: Green Belt**

### **Land south of Worts Causeway, Cambridge**

#### Site details:

HELAA reference: 40139

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

### **Land south of Babraham Road, Shelford Bottom**

#### Site details:

HELAA reference: 40140

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

## **Land at Granham's Road, Cambridge**

### Site details:

HELAA reference: 40138

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

This site is similar to that assessed as OS217, although it includes the narrow field to the south of the Addenbrooke's site, allocated in the previous local plan (OS056).

However, it also includes an additional area to the west beyond the hedgerow boundary that would encroach onto White Hill, and should not be included in any Green Belt release. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

## **Land at Chandos Farm, Cherry Hinton Road, Shelford Bottom**

### Site details:

HELAA reference: 40141

Proposed land use : Employment

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land west of Trumpington Road, Cambridge**

### Site details:

HELAA reference: 40142

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land south of Addenbrooke's Road, Trumpington**

### Site details:

HELAA reference: 40143

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land north of M11 and west of Hauxton Road, Trumpington**

### Site details:

HELAA reference: 40048

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land north of A14 and south of Milton Road, Impington**

### Site details:

HELAA reference: 40096

Proposed land use: Employment or Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development would result in significant negative landscape impacts and lead to the encroachment of development to the north of the A14, significantly altering the gap

between Histon & Impington and Milton. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

### **Land east of Gazelle Way and west of Teversham Road, Teversham**

#### Site details:

HELAA reference: 40250

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

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

#### Site details:

HELAA reference: 40306

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the



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

### **Cambridge South (Cambridge Biomedical Campus) – East**

#### Site details:

HELAA reference: OS214

Proposed land use: Employment or mixed use

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

## **Cambridge South (Cambridge Biomedical Campus) – West**

### Site details:

HELAA reference: OS215

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land to the east of Ditton Lane, Fen Ditton**

### Site details:

HELAA reference: 40217

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 40058

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 40064

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 52643

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

The site allows for extensive views to the west of Cambridge and development would result in significant negative landscape impacts, adversely affecting the countryside setting of the city. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2021), with parts identified as very high harm, and parts as high level of harm to the Green Belt if released for development. The proposed development strategy has identified alternative locations to meet development needs and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

## **Land north of Huntingdon Road, Girton**

### Site details:

HELAA reference: 40486

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 40491

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

Development of this site would result in isolated development separated from Cambridge by the M11 and lead to significant negative landscape impacts. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

## **Land cornering M11 and Madingley Road, Cambridge**

### Site details:

HELAA reference: 40492

Proposed land use: Mixed use

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **West of Ditton Lane, Fen Ditton**

### Site details:

HELAA reference: 40516

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 40528

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

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

## **Land to the east of Horningsea Road, Fen Ditton**

### Site details:

HELAA reference: 47647

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development in this location would have a significant impact on the character of Fen Ditton by filling in the gap between the village and the A14. Development would result in significant negative landscape impacts. Views are long from surrounding areas and across rural fields and countryside and this would be irreversibly altered by development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high / very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

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

### Site details:

HELAA reference: 200770

Spatial area: Edge of Cambridge: Green Belt

### Reasons why site is not preferred:

Development in this location would have a significant adverse impact on the landscape character. Development would be an encroachment into the landscape and an urbanisation of the rural landscape, which is an important backdrop to the village. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high / high / very high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet

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

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

#### Site details:

HELAA reference: 47648

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

### **Land south of Milton, north of A14, Milton**

#### Site details:

HELAA reference: 47943

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of this site would remove the landscape separation between Milton and Cambridge which is considered important to retain. Forming a narrow strip adjoining the A14, it is not considered an appropriate site for allocation to meet our aim of creating great places. The Cambridge Green Belt Study (2021) identifies that



release of land in this area would result in a moderate level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

### **Land at Capital Park, Fulbourn**

#### Site details:

HELAA reference: 40087

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

### **Land at Capital Park, Fulbourn**

#### Site details:

HELAA reference: 59394

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

Capital Park is an existing employment development, sited in a sensitive location between Cambridge and Fulbourn. Whilst limited new employment space could be

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

### **Land east of Cabbage Moor, Great Shelford**

#### Site details:

HELAA reference: 40110

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

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

#### Site details:

HELAA reference: 200850

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 200756

Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

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

**Land at Fulbourn Hospital, The Drive**

Site details:

HELAA reference: 200844

Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

The site is an important open space in the Fulbourn Hospital Conservation Area, and there is a non-designated heritage asset to the south east corner. The masterplan shows redevelopment of buildings important to the Conservation Area. Development

of the site would cause significant harm to these designated heritage assets which cannot be reasonably mitigated. The site has a number of landscape constraints, including significant mature trees both at the boundaries and within the site. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

### **Land to the south of Peterhouse Technology Park, Cherry Hinton**

#### Site details:

HELAA reference: 200790

Proposed land use: Employment

Spatial area: Edge of Cambridge: Green Belt

#### Reasons why site is not preferred:

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

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

#### Site details:

HELAA reference: 200795

Proposed land use: Employment

Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

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

**Land at Fen Road, Cambridge**

Site details:

HELAA reference: 40394

Policy reference: S/LAC/RM1-H/7

Proposed land use: Residential

Spatial area: Edge of Cambridge: Green Belt

Reasons why site is not preferred:

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

**Expanding a growth area around transport nodes - Cambourne**

**Land north of Cambourne, Knapwell**

Site details:

HELAA reference: 40114

Proposed land use: Mixed use

Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

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

**Land south west of Caxton Gibbet**

Site details:

HELAA reference: 40076

Proposed land use: Mixed use

Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed station location, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. However, this site would have poor to moderate proximity to the proposed railway station, such that the

major transport node and existing town centre would not be accessible via active travel and sustainable modes of transport. This site is not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North, focused on sites to the east of the A1198 that are in closer proximity to the proposed station.

### **Land at Crow's Nest Farm, Papworth Everard**

#### Site details:

HELAA reference: 48096

Proposed land use: Residential

Spatial area: Growth around transport nodes: Cambourne Area

#### Reasons why site is not preferred:

Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area.

However, if developed in full, this site would have a significant adverse impacts on landscape character, either as an expansion to Papworth or as part of an expanded Cambourne, and result in coalescence of development between Cambourne North and Papworth village. The site is therefore not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North.

### **Land south of A428 and west of the A1198, Caxton**

#### Site details:

HELAA reference: 51601

Proposed land use: Residential

Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

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

**Land north and south of Cambridge Rd, Eltisley**

Site details:

HELAA reference: 51668

Proposed land use: Residential

Spatial area: Growth around transport nodes: Cambourne Area

Reasons why site is not preferred:

Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase



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

### **Land at Crow Green, north-east of Caxton Gibbet**

#### Site details:

HELAA reference: 56461

Spatial area: Growth around transport nodes: Cambourne Area

#### Reasons why site is not preferred:

Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers the greatest proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. This site falls partly within the proposed allocation for Cambourne North, including the proposed Strategic Enhancement Area. The preferred site boundary

optimises the long-term development opportunity balanced against mitigating local adverse impacts. This includes providing a significant landscape/GI buffer between Cambourne north and nearby villages, to avoid coalescence and mitigate landscape and heritage harm. A standalone allocation for this part of the site is therefore not proposed.

## **New Settlements**

### **Land to the west of Scotland Road, Dry Drayton**

#### Site details:

HELAA reference: 40317

Proposed land use:

Spatial area: New Settlements

#### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 56252

- described below as Scotland Farm (larger)- I think not revised so rely on HELAA 2021? Check SA spreadsheet

Spatial area: New Settlements

### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 59401

Proposed land use: mixed use

Spatial area: New Settlements

Reasons why site is not preferred:

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

**Ashwell and Morden Garden Town proposal**

Site details:

HELAA reference: N/A

Proposed land use: mixed use

Spatial area: New Settlements

Reasons why site is not preferred:

The site benefits from close proximity to sustainable public transport links to employment at Royston, Melbourn, Cambridge Biomedical Campus and Cambridge, and to London, at Ashwell and Morden railway station. However, otherwise it is distant from jobs close to Cambridge, serving at least in part the Stevenage Housing Market area such that it would not best support jobs growth in the area or support the delivery of the wider strategy. Development here would also likely have significant effects on the adjacent Therfield Heath SSSI, which is under pressure; this impact could be difficult to mitigate. The Councils cannot currently demonstrate that the site is deliverable, noting that North Hertfordshire District Council have not confirmed their support for such a proposal, for which housing here would - in part -

meet their own housing need. There are other sites, including other proposals for new settlements elsewhere, that are considered more appropriate for allocation.

### **Expanded market town - Royston**

#### **Land north of A505 Baldock Road, Royston**

##### Site details:

HELAA reference: 47799

Proposed land use: mixed use

Spatial area: Expanded market town - Royston

##### Reasons why site is not preferred:

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

#### **Land to east of A505 and south of A10, Melbourn**

##### Site details:

HELAA reference: N/A

Proposed land use: mixed use

Spatial area: Expanded market town - Royston

##### Reasons why site is not preferred:

Housing development at this site would be relatively distant from Cambridge – serving at least in part the Stevenage Housing Market Area, such that it would not provide easy access to jobs arising within Greater Cambridge. The site is relatively distant from Royston town centre services including the railway station, which would

limit opportunities for sustainable travel options. Development form would would have a significant adverse effect on landscape character that would be challenging to mitigate as a result of its proposed scale. There are other sites considered more appropriate for allocation.

### **Land to north and south of Ashwell street, Bassingbourn-Cum-Kneesworth**

#### Site details:

HELAA reference: 40106

Proposed land use: mixed use

Spatial area: Expanded market town - Royston

#### Reasons why site is not preferred:

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

### **Rural Southern Cluster**

### **Land between Hinton Way and Mingle Lane, Great Shelford**

#### Site details:

HELAA reference: OS216

Policy reference: S/RSC/HW

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

**Land at 120 Cambridge Road, Great Shelford**

Site details:

HELAA reference: 40117

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

**Land west of High Street, Great Abington**

Site details:

HELAA reference: 40118

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

## **Deal Farm, Cambridge Road, Sawston**

### Site details:

HELAA reference: 40534

Proposed land use: Employment or Mixed use

Spatial area: Rural Southern Cluster

### Reasons why site is not preferred:

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

## **Land South of Common Lane, Sawston**

### Site details:

HELAA reference: 40150

Proposed land use: Residential

Spatial area: Rural Southern Cluster

### Reasons why site is not preferred:

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



### **Whittlesford Highways Depot, Station Road, Whittlesford**

#### Site details:

HELAA reference: 40165

Proposed land use: Residential

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

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

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

#### Site details:

HELAA reference: OS208

Proposed land use: Employment

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

Existing employment site. Does not require allocation.

### **Land on the north side of Pampisford Road, Great Abington**

#### Site details:

HELAA reference: 40256

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 51657

Proposed land use: Mixed use

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

**Land off Balsham Road, Linton**

Site details:

HELAA reference: 40336

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 51660

Proposed land use: Employment or Mixed use

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 40509

Proposed land use: Residential

Spatial area: Rural Southern Cluster

Reasons why site is not preferred:

Most of site would not relate well to the village edge. Part of the site adjoins South Cambridgeshire Local Plan allocation H/1c, which along with H1b were identified to create a new village edge. Further release of Green Belt beyond that boundary is not necessary to achieve the goals of the original allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified

alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Land at Common Lane, Sawston**

#### Site details:

HELAA reference: 40525

Proposed land use: Residential

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

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

### **The Babraham Research Campus, Cambridge**

#### Site details:

HELAA reference: 51604

Proposed land use: Employment

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

Support for continued growth of nationally important research campus meeting evidenced needs for additional space, provides justification for the exceptional circumstances required to release this land from the Green Belt, including providing policy support for key worker housing in this location. However, the proposal submitted through the call for sites seeks to identify a larger area, including an area detached from the main campus. These areas are not considered suitable for

removal from the Green Belt as isolated parcels. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt, although the detached area sites are in an area identified as high harm.

### **Land south of Horseheath Road, Linton**

#### Site details:

HELAA reference: 40013

Proposed land use: Residential

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

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

### **Station Road, Pampisford**

#### Site details:

HELAA reference: 200849

Proposed land use: Employment

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

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

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

### Site details:

HELAA reference: 40264

Proposed land use: Residential

Spatial area: Rural Southern Cluster

### Reasons why site is not preferred:

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

## **Land to the West of Duxford Road, Whittlesford**

### Site details:

HELAA reference: 59397

Proposed land use: Residential

Spatial area: Rural Southern Cluster

### Reasons why site is not preferred:

The site is located between the southern edge of Whittlesford and the northern edge of Whittlesford Bridge, in an area of fields behind ribbon development along Duxford Road, and if developed would consolidate the built development between Whittlesford and Whittlesford Bridge, which is not desirable. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. The proposed development strategy has

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

### **Newmarket Road, Abington**

#### Site details:

HELAA reference: 200843

Proposed land use: Employment

Spatial area: Rural Southern Cluster

#### Reasons why site is not preferred:

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

### **Rest of Rural Area**

#### **Land West of Over Road, Longstanton**

#### Site details:

HELAA reference: OS157

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

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

#### **Land at Mansel Farm, Station Road, Oakington**

#### Site details:

HELAA reference: 40190a

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

While the site is in very close proximity to a Cambridgeshire Guided Busway stop and could provide opportunities to enhance the approach to the stop for pedestrians, its development may result in adverse impacts on the conservation area.

Additionally, the Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. There are other sites considered more appropriate for allocation.

**Scotland Farm, Dry Drayton**

Site details:

HELAA reference: 51607

Proposed land use: Employment or Mixed use

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

**19a Fowlmere Road, Foxton**

Site details:

HELAA reference: 40382

Proposed land use: Residential

Spatial area: Rest of Rural Area



Reasons why site is not preferred:

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

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

Site details:

HELAA reference: 40409

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

**Land off Royston Road, Foxton**

Site details:

HELAA reference: 40418

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

**93 Impington Lane, Impington**

Site details:

HELAA reference: 40102

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

**East of bypass, Longstanton**

Site details:

HELAA reference: OS219

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

## **Land south of Hattons Road, east of Home Farm Drive, Longstanton**

### Site details:

HELAA reference: 40518

Proposed land use: Residential

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

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

## **Land at Evolution Business Park, Milton Road, Impington**

### Site details:

HELAA reference: 40260

Proposed land use: Employment or Mixed use

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

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

### **Land at Fenny Lane Farm, Meldreth**

Site details:

HELAA reference: 40277

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

### **44 North End and Land at Bury End Farm, North End, Meldreth**

Site details:

HELAA reference: 40284

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

### **Land on the south side of Cambridge Road, Waterbeach**

Site details:

HELAA reference: 40071

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Development of the site would have an urbanising effect on the semi-rural character of the south-west entrance to the village unless restricted to the Cambridge Road frontage with landscape mitigation. Parts of this area are also impacted by surface water flood risk. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. It is not considered exceptional circumstances exist to remove land in this location. There are other sites considered more appropriate for allocation.

**Land off Whitecroft Road, Meldreth**

Site details:

HELAA reference: 40338

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

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

**Land off Whitecroft Road, Meldreth**

Site details:

HELAA reference: 59398

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

The site is a long field and most of the site is outside the Development Framework. Development would change the southern edge of Meldreth expanding the extent of

built form into the small fields on the Village edge, and would require substantial mitigation. There are other sites considered more appropriate for allocation.

### **Land at 92, 98 and 100 West Drive, Caldecote**

#### Site details:

HELAA reference: 200767

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

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

### **Land to the south of Denny End Road, Waterbeach**

#### Site details:

HELAA reference: 56211

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Whilst it may be possible to deliver additional development in parts of this site with limited impacts on the wider landscape, it would consolidate development with the industrial estate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. It is not considered exceptional circumstances exist to remove land in this location. There are other sites considered more appropriate for allocation.

### **Willow Tree Stables, 110-112 Whitecroft Road, Meldreth**

Site details:

HELAA reference: 47535

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

As a standalone site this would create an isolated form of development separated from the built form and out of character with the village. There are other sites considered more appropriate for allocation.

### **Land to the rear of 124 High Street, Meldreth**

Site details:

HELAA reference: 56132

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Garden site to rear of existing properties and heavily treed. Would create an undesirable form of back land development.

### **Land between A428 and St Neots Road, Hardwick**

Site details:

HELAA reference: 40550

Proposed land use: Employment

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Whilst similar in nature to the site proposed to be allocated, this site is further from

the Bourn Airfield site, sitting between Hardwick and Caldecote. There are other sites considered more appropriate for allocation.

### **Oakington Road, Cottenham**

#### Site details:

HELAA reference: 40014

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the recently adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are a number of sites recently developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

### **Land adj (north) to 69 Long Road, Comberton**

#### Site details:

HELAA reference: OS154

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This small site was identified as a potential site through the previous Strategic Housing Land Availability Assessment, and was considered to warrant testing through the HELAA. Whilst impacts of development would be low, it would place development on the edge of the village, some distance from facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are



other sites considered more appropriate for allocation. There is also no evidence that it is available for development.

### **Land to the north of Meadow Road, Willingham**

#### Site details:

HELAA reference: 51649

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Site on the northern edge of Willingham adjoining a recently completed development of 25 homes (Belsar Farm) and some distance from the core of the village. Other developments offer more sustainable development opportunities.

### **Land off Longstanton Road, Over**

#### Site details:

HELAA reference: 40427

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

### **Land at Potton Road, Gamlingay**

#### Site details:

HELAA reference: 40544

Proposed land use: Employment or Mixed use

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Potton Road has a number of small scale employment and residential uses south of the village, maintaining a very rural character. Whilst low key development of a similar style may be possible it is not considered appropriate for allocation to meet the employment needs identified for the plan.

**Ramphill Farm, Rampton Road, Cottenham**

Site details:

HELAA reference: 40151

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Site on edge of Cottenham, relatively distant from village shops and services. Site is outside of the village framework identified in the adopted Neighbourhood Plan.

Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. There are a number of sites recently developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

**Madingley Mulch, Madingley Road, Cambridge**

Site details:

HELAA reference: 40158

Proposed land use: Mixed use or Employment

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Whilst there may be potential for the site to evolve through the application of Green Belt policies regarding infill, the site does not warrant removal from the Green Belt to enable an allocation. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is

not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Gamlingay First School, Green End, Gamlingay**

#### Site details:

HELAA reference: 40163

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Site is part located on protected open space. Potential to impact the character and significance of the Conservation Area and the significance and setting of the Grade II Listed Building. There are other sites considered more appropriate for allocation.

### **Land west of South End, Bassingbourn**

#### Site details:

HELAA reference: 40164

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Development is largely enclosed from the wider landscape, but there is potential to affect the setting of the Listed Building, and the character and appearance of the Conservation Area. Development would create a back land development to the rear of South End. There are other sites considered more appropriate for allocation.

### **Land at Belsar Farm, Sponge Drove, Willingham**

#### Site details:

HELAA reference: 40179

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Site on the northern edge of Willingham which would extend a planned development of 25 homes recently completed further into the countryside to the north of the village, some distance from the core of the village. Other developments offer more sustainable development opportunities.

**Land off Longstanton Road, Over**

Site details:

HELAA reference: 40427

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Development of the site which sits to the south of the village would consolidate development in this location and detract from the existing linear settlement pattern, by extending development into the countryside. There are other sites considered more appropriate for allocation.

**Land at Beach Road, Cottenham**

Site details:

HELAA reference: 40251

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Development of this site would continue village edge extensions along Beach Road. Site is outside of the village framework identified in the adopted Neighbourhood Plan. Cottenham is proposed to be downgraded to a minor rural centre in recognition of it not being on a rapid public transport route. Whilst landscape issues are capable of being addressed, it would extend the village beyond Long Drove, into the more open landscape outside the village edge. There are a number of sites recently

developed or committed on the edge of Cottenham. There are other sites considered more appropriate for allocation.

### **Land at Bennell Farm (west), West Street, Comberton**

#### Site details:

HELAA reference: 40253

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

The purpose of inclusion of this land within the allocation in the South Cambridgeshire Local Plan 2018 was to enable provision of community facilities, in particular open space. This part of site has extensive areas of surface water flood risk. There are other sites considered more appropriate for allocation.

### **Land east of Balsham Road, Fulbourn**

#### Site details:

HELAA reference: 40271

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This Green Belt site is well enclosed by existing vegetation, but it falls on the edge of the village, which would extend development along Balsham Road. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

## **Bird Farm, Cambridge Road, Fulbourn**

### Site details:

HELAA reference: 40286

Proposed land use: Residential

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. Development of parts of this site may be possible, but the contours on the village edge make avoiding significant landscape harm, and avoiding negative impacts on the setting of the listed mill, challenging. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

## **Land to the south of Oakington Road, Cottenham**

### Site details:

HELAA reference: 40296

Proposed land use: Residential

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

There are a number of sites recently developed or committed on the edge of Cottenham. A further large allocation in this village proposed to be downgraded to a Minor Rural Centre is not considered appropriate. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Land to the west of Oakington Road, Girton**

#### Site details:

HELAA reference: 40329

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Site would require careful design to mitigate landscape impacts. It forms an area of rural separation between the edge of the village and buildings to the north, and would have the impact of extending development into the countryside. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Ely Road, Milton**

#### Site details:

HELAA reference: 40345

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

The footgolf centre is relatively enclosed, but is separated from the northern edge of the village of Milton, meaning residents would be distant from village services and facilities. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a very high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Land to The South Of Station Road, Gamlingay, Sandy, Beds SG19 3HE**

#### Site details:

HELAA reference: OS009

Proposed land use: Mixed use

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

This site is a former allocation for mixed use. The residential element was completed several years ago but the part of the site set aside for commercial use remains undeveloped. The site remains suitable for commercial development but there is no evidence the development of the site for commercial use is deliverable and / or developable within the timeframe of the Local Plan. The site may be capable of coming forward as a windfall development should this be resolved.

**Land to the west of Cambridge Road, Melbourn**

Site details:

HELAA reference: 40489

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Landscape impacts favour only developing fields adjoining Cambridge Road. The southern part of the site has come forward as an alternative proposal (40490a) and is being proposed for allocation as a mixed use development to provide for future Melbourn Science Park needs as well as providing opportunities to housing.

**Cockerton Road, Girton**

Site details:

HELAA reference: 40555

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Whilst the site is enclosed by vegetation, development would extend this cul-de-sac further into the countryside beyond the current built form of the village. The Cambridge Green Belt Study (2021) identifies that release of land in this area would



result in a moderate high level of harm to the Green Belt. It is not considered that there are exceptional circumstances for a Green Belt release in this location. There are other sites considered more appropriate for allocation.

### **Land to the rear of 38 Histon Road, Cottenham**

Site details:

HELAA reference: 40108

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Site on edge of Cottenham, capable of being developed with limited landscape impacts, but would consolidate development to rear of Histon Road with further areas of back land development. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low level of harm to the Green Belt. The site has outline planning permission for a rural exception scheme and it is therefore not appropriate to allocate.

### **29 Station Rd, Shepreth**

Site details:

HELAA reference: 56169

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

Existing employment development. There are other sites considered more appropriate for allocation.

### **Longstanton: N of Hattons Road (Policy E/4(1))**

Site details:

HELAA reference: OS058

Proposed land use: Employment

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

This site was first identified in the 1993 Local Plan, as part of the Home Farm development. It has not come forward for employment uses and does not warrant continued allocation given the alternative sites available. However, part of the site is being proposed as a new policy area for residential development and open space (see S/RRP/L).

### **9 Doggetts Lane, Fulbourn**

Site details:

HELAA reference: 200757

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

This is a very small site on the edge of Fulbourn, outside of the development framework. Landscaping is required to mitigate harm to the conservation area including retaining existing trees, such that it is questionable whether a well-designed scheme would meet the threshold of an additional net 5 dwellings. There are other sites considered more appropriate for allocation.

### **L'Abri, Teversham Road, Fulbourn**

Site details:

HELAA reference: 200758

Proposed land use: Residential

Spatial area: Rest of Rural Area

Reasons why site is not preferred:

A very small site outside of the development framework and inside the Green Belt. Landscape mitigation would require a relatively low density scheme and retention of some existing vegetation which would make it difficult to achieve the size threshold.

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

### **Land Between 103-144 Histon Road, Cottenham**

#### Site details:

HELAA reference: 200747

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This site on the southern edge of Cottenham is separated from the village and is in an area of ribbon development. Development of this site could be accommodated with mitigation, if responding to the low-density context, and minimising views of intrusive development to the north-west with a robust landscape strategy. However, it would create backland development within the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a high level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location.

### **The Cambridgeshire Bar Hill Hotel and Golf Club**

#### Site details:

HELAA reference: 59381

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This site on the eastern edge provides a park-like appearance that acts as buffer to the existing village of Bar Hill from the A14. This site is largely within the Green Belt.

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

### **Land to the Rear of 28a Cinques Road, Gamlingay**

#### Site details:

HELAA reference: 115226

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This site is on the north eastern edge of Gamlingay, in an area behind ribbon development along Cinques Road. Development of this site would result in backland development, and landscape buffer planting would be required to mitigate the additional visible impacts. The access has been assessed as only being able to serve 5 dwellings. There are other sites considered more appropriate for allocation.

### **Land off Cambridge Road, Melbourn**

#### Site details:

HELAA reference: 47903

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

Additional information provided by the site promoter subsequent to the First Proposals 2021 consultation has been assessed through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. This site is considerably more open than the site to the north of Cambridge road which has been identified as a proposed allocation, and would have a greater impact on the landscape. There are other sites considered more appropriate for allocation.

## **Land south of Bannold Road, Waterbeach**

### Site details:

HELAA reference: 40466

Proposed land use: Residential

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

This site on the eastern edge of Waterbeach was previously considered as not suitable due to the significant adverse impact of development on this site on the settlement character and as it would result in a significant encroachment of the village into the countryside. The proposal for the site has been revised to limit development to the western half of the site, and this additional information has been assessed. This has resulted in a change in the RAG rating for landscaping from red to amber, however this site is largely within the Green Belt. The Cambridge Green Belt Study (2021) identifies that release of land in this area would result in a low/moderate level of harm to the Green Belt. The proposed development strategy has identified alternative locations to meet development needs, and it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are still other sites that are considered more appropriate for allocation.

## **Land south of Newington, Willingham**

### Site details:

HELAA reference: 59349

Proposed land use: Residential

Spatial area: Rest of Rural Area

### Reasons why site is not preferred:

The site is on the edge of the village, but within the historic village core and is likely to have ecological value. There are other sites considered more appropriate for allocation.

### **Former Dealership, Land at St Neots Road, Hardwick**

#### Site details:

HELAA reference: 200846

Proposed land use: Residential

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

The site lies partially outside the development framework and is enclosed on three sides by existing development including a substantial scheme of 178 dwellings recently completed. A landscape strategy would be needed to mitigate adverse effects and protect and enhance qualities that contribute to the rural character of the village and protect the adjoining protected amenity space. The site has complex flooding issues with 23 per cent of the land area at high risk of surface water flooding and 8 per cent at medium risk of surface water flooding. It is not clear whether the residual land would support a viable scheme. There are other sites considered more appropriate for allocation.

### **Land North of A14, J25, Bar Hill**

#### Site details:

HELAA reference: N/A

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network as well as being in a sustainable location, close to and with good active travel accessibility to Cambridge, Northstowe and Bar Hill. However, it is not suitable for development as it has been assessed as a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3; it would also have

significant negative impacts on the landscape which could not be mitigated through design or conditions.

### **Brickyard Farm, Boxworth**

#### Site details:

HELAA reference: 47353

Proposed land use: Employment

Spatial area: Rest of Rural Area

#### Reasons why site is not preferred:

This site is large enough to meet a substantial portion of Greater Cambridge's industrial/distribution needs. It is on the Strategic Road Network within a commutable distance to Cambridge, however active travel options to Cambridge and Northstowe are limited by distance. The site would have good active travel accessibility to Swavesey. Development in this location would not provide additional land for HGV parking in a location that is well located for the adjacent A14 Services, and development of unused greenfield land would form a large area of this site. The site has potential archaeological sensitivity which would need to be investigated. There are other sites considered more appropriate in the area.