



Greater Cambridge Local Plan: Proposed Submission Plan

Sustainability Appraisal Appendices E and F

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

Final report

Prepared by LUC

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Contents

Appendix E	5
Councils' justification for selecting the spatial strategy and site allocations for the plan	
Spatial strategy options	5
Site options	13
Part 1: Approach taken to identifying site options for testing and identification as reasonable alternatives	14
Part 2: Reasons for the inclusion or exclusion of sites from the preferred approach to the development strategy	23
Appendix F	81
Options considered for site allocation policies at First Proposals stage	
Cambridge urban area	81
Policy S/AMC: Areas of Major Change	84
Policy S/OA: Opportunity areas in Cambridge	85
Policy S/LAC: Land allocations in Cambridge	85
Policy S/CE: Cambridge East	85
Policy S/NWC: North West Cambridge	87
Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)	88
Policy S/WC: West Cambridge	90
Policy S/EOC: Other Existing Allocations on the Edge of Cambridge	90
Policy S/CB: Cambourne	90
Policy S/NS: Existing new settlements	91
Policy S/GC: Genome Campus, Hinxton	91
Policy S/BRC: Babraham Research Campus	91
Policy S/RSC: Village allocations in the Rural Southern Cluster	91
Recommendations	95
References	98

Table of Tables

Table F.1: Policy S/NEC: North East Cambridge	82
Table F.2: Policy S/CE: Cambridge East	86
Table F.3: Policy S/NWC: North West Cambridge	87
Table F.4: Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)	88
Table F.5: Policy S/SCP: Policy areas in the rural southern cluster	92
Table F.6: Policy S/RRP: Policy areas in the rest of the rural area	94

Appendix E

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

E.1 This Appendix presents the Councils' reasons for selecting their preferred spatial strategy and related site allocations in light of the reasonable alternatives considered. It describes the alternative approaches considered throughout the preparation of the Greater Cambridge Local Plan development strategy, not just at the current proposed submission stage.

Spatial strategy options

Introduction

E.2 This section provides a statement setting out the alternative approaches considered by the Councils throughout the preparation of the Greater Cambridge Local Plan development strategy.

E.3 The text below has been written by the Councils and provided to the SA team for inclusion in the SA Report.

Alternative approaches considered for jobs and homes

E.4 The councils have explored a wide range of alternative options in considering the preferred development strategy, refining the approach as each stage of the plan making process, as described below.

First Conversation Consultation January 2020

E.5 Consideration of alternative strategy options began in the First Conversation consultation 2020. Six spatial options were identified and views were sought on their role in meeting future development needs. The options were also subject to sustainability appraisal, which was published to accompany the consultation. A wide range of comments were received.

Developing our Strategic Spatial Options

E.6 Building on the First Conversation consultation we began to explore more specific development quantity and strategy alternative options.

E.7 We initially identified three growth level options for homes and jobs (minimum, medium and maximum), and in addition to the six spatial options we identified in the First Conversation we added two further blended spatial strategies, resulting a total of eight spatial options as listed below.

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

E.8 Each spatial option was tested against each of the three growth levels. We published this evidence in November 2020, including a further Sustainability Appraisal.

First Proposals Consultation 2021

E.9 At this stage we identified our preferred approach to the objectively assessed need for jobs and homes, rejecting the other alternatives. This was referred to as the ‘medium+’ scenario of 58,500 jobs, and 44,400 homes. This reflected the outcome of our evidence exploring the need for homes and jobs.

E.10 At this point, critical evidence findings relevant to determining our development strategy were that: location is the biggest factor in impacts on carbon emissions; but that it would not be deliverable to focus all development in any one broad location. As such, we rejected spatial options listed above that were “single-spatial choice” development strategies, as they did not form reasonable alternatives, and identified an emerging preferred “blended” spatial strategy comprising a hybrid of single spatial options to meet a variety of needs, that drew on elements of, but did not fully reflect any one of the blended strategies previously tested. Having identified an emerging

preferred blended strategic spatial option, we identified a further blended alternative strategic spatial option, and tested both of these in a way that was consistent with the testing completed for spatial options 1-8:

- Spatial option 9: Preferred options spatial strategy (Blended strategy including Cambourne).
- Spatial option 10: Blended Strategy including Edge of Cambridge: Green Belt.

E.11 Spatial option 9 focused on the strategic sites of North East Cambridge, Cambridge East and Cambourne to meet the majority of our objectively assessed needs. Our evidence showed that these performed well when considered against our key aims of:

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

E.12 Spatial option 10 was similar to option 9, with the exception that it did not include Cambourne, but instead included non-site specific locations on the edge of Cambridge in the Green Belt. This enabled us to ensure we had fully considered the alternative of releasing Green Belt land on the edge of Cambridge and the consequences for sustainable development, as referenced in the National Planning Policy Framework (paragraph 148).

E.13 Both were tested in a comparable way to the eight earlier spatial options, so ten spatial options were tested in total prior to confirming the final preferred strategy.

E.14 Spatial option 9: Preferred options spatial strategy (Blended strategy including Cambourne) was selected as our preferred strategy, and this formed the basis of the policy proposals in the First Proposals consultation.

E.15 The edge of Cambridge Green Belt sites performed in a similar way in many respects to Cambridge East, but they would have significant Green Belt impacts. Given the relatively good performance of Cambourne, which is not in the Green Belt and would maximise the benefits from East West Rail consistent with NPPF guidance to make best use of new infrastructure, weighing these factors in the planning balance, we considered there to be no exceptional circumstances for releasing land on the edge of Cambridge to meet our general development needs as a matter of principle and that spatial option was not preferred for the First Proposals.

E.16 Site specific exceptional circumstances for releasing land from the Green Belt were identified at the Cambridge Biomedical Campus and Babraham Research Campus.

E.17 Consideration was given to the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period. Drawing on our evidence, a wide range of sites were considered but many were not preferred due to their impacts, with only a limited number of sites being preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area. Allocating large numbers of sites in villages was not a preferred approach, as evidence demonstrated how poorly a dispersed strategy performed with regard to a number of issues, but particularly in relation to transport and carbon impacts.

E.18 In summary, drawing on our evidence and feedback to the First Conversation consultation, alternatives to the First Proposals preferred option were not preferred as they would either distribute development to less sustainable locations that are distant from Cambridge or without the benefit of very high quality public transport (existing or proposed) that would generate greater car use contrary to our climate change theme, or would require the release of large areas of Green Belt on the edge of Cambridge which would cause significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the First Proposals.

Development Strategy Update 2023

E.19 In January 2023 we published a Development Strategy Update which, drawing on representations to the First Proposals consultation alongside our evidence, we confirmed among other things:

- The inclusion of North East Cambridge, Cambridge East, and Cambridge Biomedical Campus as central building blocks of any future strategy for development, noting the sustainability of these locations.
- that the following development strategy principles that informed the First Proposals development strategy remained valid, and that we would build on these to inform the identification of any additional sites if they were needed for the next stage of the plan: “the proposed development strategy is to direct development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live, whilst ensuring all necessary utilities can be provided in a sustainable way. It also seeks to be realistic around the locational

limits of some new jobs floorspace which is centred upon national and global economic clusters”.

Draft Local Plan December 2025

E.20 After some delays in the plan making process caused by a range of external matters, we published a draft Local Plan for consultation in December 2025. The draft Local Plan built of the First Proposals, but was informed by consideration of comments received and updated evidence. The plan period was also amended from 2020 to 41, to 2024 to 45.

E.21 Informed by updated evidence regarding the need for homes and jobs, and an updated standard method for calculating housing need published by the government, we identified a revised higher objectively assessed needs of 73,300 additional jobs and a minimum of 48,195 homes.

E.22 At this stage we refined and subjected to Sustainability Appraisal our development strategy principles to read as follows:

- limit our climate impact and support thriving communities – locate development where active and public transport is the natural choice, with jobs, services and facilities located near to where people live, and responding to opportunities created by existing and proposed major new transport infrastructure;
- protect and enhance our natural environment – maximise opportunities to use brownfield land, and ensure green infrastructure can be delivered alongside new development;
- enable our national and global economic employment sectors to flourish – provide employment space of the right type in the right location to meet sector needs;
- reinforce the distinctive character of our city, towns and villages – protect the Green Belt, and develop sites that can be well-integrated with existing communities, can be developed at densities, and using appropriate forms and patterns of development, which make best use of land while creating well-designed, characterful places; and
- support all necessary utilities in a sustainable way – ensure that the development strategy can be supported by utilities in a way that protects and enhances the environment.

E.23 Having regard to the refined development strategy principles, representations to the First Proposals consultation, and updated evidence as relevant we confirmed

that, subject to the removal of two smaller sites, the sites included within the First Proposals remained suitable, available and achievable. In addition to existing supply provided by commitments, these sites met the majority of the draft plan development needs.

E.24 We focused the next stages our assessments on identifying and testing the impacts of updated growth options to meet the additional needs beyond those met by the First Proposals. We could not identify sufficient additional sites within the Cambridge urban area to meet the additional needs.

E.25 We reviewed whether there was further potential at villages, but we did not identify any additional sites that would not cause a level of harm that we considered justified in the context of other available options, and the strategic options testing above concluded that dispersing substantial development to smaller sites is not sustainable.

E.26 Two alternatives for meeting the additional needs were identified - to allocate land on the edge of Cambridge by releasing Green Belt land, or allocation of an additional new settlement.

- Spatial option 9a: 2025 growth option: Hybrid spatial strategy including new settlement, and expanding Cambourne
- Spatial option 10a: 2025 growth option: Hybrid spatial strategy including Edge of Cambridge: Green Belt, and expanding Cambourne

E.27 Informed by representations, we also identified a further previously untested strategic spatial option at Royston that could be seen as an alternative to Cambourne, given that it also involves expansion of an existing settlement. As such we identified the need to retest the performance of Cambourne against other reasonable alternative strategic spatial options, in order to ensure we had a consistent understanding of Cambourne's performance against those alternatives.

- Spatial option 11a - 2025 growth option: Hybrid spatial strategy including expanding an existing market town: Royston and a new settlement
- Spatial option 11b - 2025 growth option: Hybrid spatial strategy including expanding an existing market town: Royston, and expanding Cambourne

E.28 All four options were tested in a comparable way to the previous 10 spatial options. Site specific options were also identified and tested at these locations.

E.29 Options involving expansion of Royston were not considered to be well located to meet Greater Cambridge's growth needs, and had a number of disadvantages. These options were therefore not preferred. Additional Edge of Cambridge sites

benefited from proximity to Cambridge, but would have significant Green Belt, landscape and historic environment impacts.

E.30 New settlements on a public transport corridor offered relatively good in-principle performance and merited further site specific exploration. The new settlement options available were assessed on a comparable basis. Land adjacent to A11 and A1307 (referred to as Grange Farm) was identified as the preferred option, being a site in the Rural Southern Cluster, outside of the Green Belt, with potential for high quality public transport connections and proximity to nearby employment sites.

E.31 Noting the sustainability merits of an expanded Cambourne and Grange Farm alongside the Green Belt impacts of releasing land from the Green Belt on the edge of Cambridge and elsewhere, we considered there to be no exceptional circumstances for releasing land from the Green Belt to meet development needs as a matter of principle and that spatial option was not preferred.

E.32 Site specific exceptional circumstances for releasing land from the Green Belt were identified at the Cambridge Biomedical Campus and Babraham Research Campus.

E.33 In August 2025 the Government's announcement that it would not be funding the relocation of the Cambridge Waste Water Treatment Plant, resulting in uncertainty that housing could be delivered in the North East Cambridge site. That uncertainty was reflected in the draft plan, but the development strategy still met the objectively assessed need for homes, providing 6.5% headroom above that need without any delivery from North East Cambridge.

Proposed Submission 2026

E.34 After consideration of representations received and further evidence updates, the Councils prepared the Proposed Submission version of the Local Plan.

E.35 Having reviewed representations to the draft version of the Local Plan, the Councils consider that the draft Local Plan's development strategy principles set out above remain valid. The objectively assessed housing and employment needs have been subject to minor updates, but remain similar to those identified at draft plan stage.

E.36 Reflecting the change in circumstances regarding the North East Cambridge site, with the withdrawal of funding to relocate Cambridge Waste Water Treatment Plant away from the site, the Proposed Submission development strategy does not

rely on the delivery of housing through the relocation of the Waste Water treatment Plant.

E.37 North East Cambridge and the development opportunities provided by the Waste Water Treatment Plant relocation was included as a consistent component of all the strategic spatial options tested by our evidence bases and via Sustainability Appraisal at draft plan stage, reflecting our evidence that, when available, it formed the most sustainable strategic-scale opportunity for development within Greater Cambridge.

E.38 Removing the proposed allocation at North East Cambridge from the development strategy is therefore a change to the options previously tested. To understand the effect of this change, our evidence bases and Sustainability Appraisal were updated to test strategic options 9b, 10b, 11ai, and 11bi, which are new variants of the preferred options considered at the draft plan stage without the allocation at North East Cambridge. Having reviewed representations to the draft plan consultation alongside updated evidence, we did not identify any further spatial strategy options beyond these.

E.39 The effect in options 9b, 10b, 11ai and 11bi of removing the allocation at North East Cambridge is that it adjusts the balance of development between the broad locations such that all four options include proportionally less development within and on the edge of Cambridge, and more at expanded and 'new' new settlements. However, this testing did not change our understanding of the performance of the broad locations previously tested.

E.40 We also considered new sites proposed at the Reg 18 Draft Plan consultation, and reconsidered sites where additional information was provided, testing any identified as reasonable alternatives. Drawing on this, the Councils reviewed and reconfirmed the draft plan development strategy position as follows:

- We reconfirmed that options involving expansion of Royston were not preferred for the reasons set out at Draft Plan stage;
- We reconfirmed the suitability of an expanded Cambourne and Grange Farm for development, noting that their sustainability merits have not changed since Draft Plan stage;
- We reviewed the case for exceptional circumstances to release land from the Green Belt both to meet general development needs and to meet site-specific circumstances, and having done so – including based on updated Green Belt evidence - we reconfirmed the conclusions identified at draft plan stage, as set out above;

- as for previous stages, in addition to strategic-scale sites we considered the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period, reflecting our evidence, and reconfirmed the principle of including a modest element of housing on smaller sites within the strategy. A number of sites were preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area.

Summary

E.41 In summary, drawing on our evidence and consultation feedback, the Proposed Submission Local Plan strategy is effectively the same as the strategy consulted upon at Draft Plan stage, with the exception that North East Cambridge is not proposed for allocation. Alternatives to this preferred option would either focus development on less sustainable locations further away from Cambridge and/or without the benefit of high-quality public transport (existing or proposed), contrary to the climate objectives of the Plan, or would require the release of large areas of Green Belt on the edge of Cambridge leading to significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the Proposed Submission Local Plan.

Site options

Introduction

E.42 This section sets out the Councils' approach to identifying, testing, selecting and discounting site options throughout the Greater Cambridge Local Plan preparation process. The text has been provided by the Councils drawing on their Strategy Topic Paper, as updated at each stage in the Local Plan process.

E.43 This section is structured as follows:

- Part 1: Approach taken to identifying site options for testing and identification as reasonable alternatives explains the approach taken to identifying site options for testing and identification as reasonable alternatives at each stage, and how this evolved over the course of the plan making process, including:
 - an overview of each stage; and

- how sites were identified for testing at each broad location, and how sites were identified as reasonable alternatives for consideration in the Sustainability appraisal.
- Part 2: Reasons for the inclusion or exclusion of sites from the preferred approach to the development strategy: For each site considered to be reasonable alternatives identified via the process in Part 1, Part 2 includes reasons why it is included in or excluded from the preferred approach to the development strategy

Part 1: Approach taken to identifying site options for testing and identification as reasonable alternatives

Overview of the approach at each Local Plan stage

First Proposals stage

E.44 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.

E.45 The findings of the HELAA, alongside the consideration of which sites were reasonable options for possible inclusion in the development strategy, were used to inform which sites would be tested in the sustainability appraisal as reasonable site options.

Draft Plan stage

E.46 For the 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 First Proposals 2021 consultation or subsequent 'call for sites'.

E.47 N.B. All sites submitted during or prior to the First Proposals consultation 2021 were assessed through the HELAA. Sites submitted to the "Site Submissions Update" (2025) or during the Draft Local Plan consultation (2025 - 2026) were only (re)assessed through the HELAA if they represented what was considered to be a reasonable development option, in line with the principles set out by the spatial development strategy, as specified in the approach to site testing for each broad strategy choice below.

E.48 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 remained valid. It was also agreed that the Councils would build on these strategy principles to inform the identification of any additional sites that may be necessary to meet, or go towards meeting, updated housing and employment need figures.

E.49 In 2025 housing and employment need figures were updated. The new figures were higher than those identified at earlier stages. This necessitated a re-examination of options, and a widening of testing to ensure reasonable options have been fully considered. In particular there was further testing of:

- new settlements; and
- expanding an existing town - Royston.

E.50 In addition, the approach at Cambourne was refined, reflecting the progress the East West Rail scheme had made since the last stage.

E.51 Again, the findings of the HELAA, alongside the consideration of which sites were reasonable options for possible inclusion in the development strategy, were used to inform which sites would be tested in the sustainability appraisal as reasonable site options.

Proposed Submission stage

E.52 Through the Draft Plan consultation 55 new sites were put forward, and additional information was submitted on 161 sites that had come in at earlier stages.

E.53 The Proposed Submission identified housing need remains essentially unchanged. Following review of responses to the Draft Plan consultation, the Councils consider that the development strategy principles that informed the First Proposals and Draft Plan remain valid.

E.54 Therefore, following a similar approach to the draft plan stage, sites which reflected the emerging development strategy were subject to testing through the HELAA and where appropriate the Sustainability Appraisal. Other sites were not tested.

Approach to site testing for each broad strategy choice

Densification of existing urban areas: Cambridge urban area

First Proposals, Draft Plan, and Proposed Submission stages

E.55 All sites tested in the HELAA and identified as potential development options have been subject to site specific consideration for allocation, and subject to 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 sustainability appraisal, as they are not considered reasonable options.

Edge of Cambridge – outside Green Belt

First Proposals, Draft Plan, and Proposed Submission stages

E.56 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, Draft Plan, and Proposed Submission stages

E.57 The HELAA process identified that most sites would result in significant landscape impacts. However, the edge of Cambridge performs well in many aspects of sustainability due to its proximity to the jobs, homes and infrastructure of the city.

E.58 The National Planning Policy Framework requires that strategic policy making authorities consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

E.59 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, and tested in the sustainability appraisal.

Expanding a growth area around transport nodes – Cambourne

First Proposals approach

E.60 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 Sustainability Appraisal, to inform the general appraisal of this broad location.

Draft Plan approach

E.61 Ahead of the draft plan stage, East West Rail Company had developed the East West Rail project further. It confirmed a proposed new railway station location at Cambourne. 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 were rejected as not reasonable options and not subject to site specific consideration for allocation.

E.62 All individual site proposals in this area were subject to sustainability appraisal, as well as the preferred site referred to as Cambourne North identified in the Draft Plan.

Proposed Submission approach

E.63 Between the draft plan and Proposed Submission stages, East West Rail Company has continued to progress the East West Rail project towards its a statutory Development Consent Order application. As such the Councils have maintained the Draft Plan approach for this strategic option, including the approach to reasonable alternatives described above.

New settlements

First Proposals approach

E.64 No sites were identified as potential development options through the HELAA, and further new settlements did not form part of the preferred option for the plan following consideration of new settlements through the strategic options testing process (noting the scale of the 2021 housing and employment needs and the sustainability merits of expanding an existing new settlement at Cambourne as above). Therefore, no sites were considered for allocation, or for site specific sustainability appraisal.

Draft Plan approach

E.65 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 were higher than those identified for the First Proposals stage, it was determined that new settlements formed a reasonable option at a strategic level, and should therefore be subject to site specific consideration for allocation, and for sustainability appraisal.

E.66 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.

Proposed Submission approach

E.67 Noting that the housing need for Proposed Submission remains effectively the same as at Draft Plan stage and having reviewed representations to the Draft Plan consultation, the Councils consider that new settlements remain a reasonable option at a strategic level. As such the Councils have maintained the Draft Plan approach for this strategic option, including the approach to reasonable alternatives described above.

Expanding an existing town – Royston

First Proposals approach

E.68 For the First Proposals, sites promoted north of the A505 at Royston that would form substantive expansions to the town were categorised within the new settlements typology. At that stage, as described above, freestanding new settlements (as opposed to expanding an existing new settlement at Cambourne) had been rejected as not part of the preferred option and so these sites at Royston were not considered for allocation, or for site specific sustainability appraisal.

Draft Plan approach

E.69 On reflection the Councils considered that these proposals at Royston formed a new broad strategy choice not previously considered within the Local Plan development via strategic spatial options testing: that of expanding an existing town. Noting that delivery of these sites would be dependent upon infrastructure within North Hertfordshire, we engaged with North Hertfordshire District Council to confirm their in principle view of development at this location.

E.70 North Hertfordshire District Council's written response to these site proposals identified a number of issues of concern and/or where additional information would be required for the Council (i.e. North Hertfordshire District Council) to fully consider the sites that have been put forward. Their conclusion was "given that there is very little supporting evidence for us to look at, at this point we would not be in a position to confirm our support for (or opposition to) development in these locations" (see full letter in the Greater Cambridge Local Plan Draft Plan Duty to Cooperate Compliance Statement). As such, we could not demonstrate that these sites were achievable. Noting this uncertainty, we considered that the expanding a market town Royston strategic spatial option and site proposals formed a potentially reasonable option at a strategic and site specific level. To ensure we understood the merits of these potentially reasonable options we therefore tested both the strategic spatial option and site proposals via our evidence bases and Sustainability Appraisal in a proportionate way, and considered the above sites for site specific allocation and via Sustainability Appraisal.

Proposed Submission approach

E.71 Having reviewed representations to the Draft Plan consultation, the Councils remain of the view the expanding a market town Royston strategic spatial option and site proposals forms a potentially reasonable option at a strategic and site specific

level. As such the Councils have maintained the Draft Plan approach for this strategic option, including the approach to reasonable alternatives described above.

Rural Southern Cluster

First Proposals, Draft Plan, and Proposed Submission stages

E.72 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 subject to 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 sustainability appraisal, as they are not considered reasonable options.

E.73 Reasonable options were 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, noting that, even though they may have very good access to public transport, they do not have many services and facilities, such that new residents would need to travel elsewhere to access them. Residential proposals that 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 were also rejected as not forming reasonable alternatives, and have therefore not been subject to site-specific consideration for allocation, and for sustainability appraisal. Note that the Councils have reviewed representations to the First Proposals and Draft Plan 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, Draft Plan, and Proposed Submission stages**

E.74 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 subject to sustainability appraisal.

E.75 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, noting that, even though they may have very good access to public transport, they do not have many services and facilities, such that new residents would need to travel elsewhere to access them. Note that the Councils have reviewed representations to the First Proposals and the Draft Plan consultation regarding the S/SH: Settlement Hierarchy policy to confirm our understanding of which settlements sit in which settlement hierarchy category.

E.76 Residential proposals that 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 (Draft Plan approach retained and expanded upon)**First Proposals approach**

E.77 A more flexible approach was taken to employment proposals within the Rural Southern Cluster and Rest of Rural Area than for residential proposals,

acknowledging that such uses may be located in rural areas. See also Appendix 8, which reviews the substantive economic arguments made by employment site promoters.

Draft Plan approach

E.78 For the draft plan stage, the flexible approach noted above was 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 likely 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.

Proposed Submission approach

E.79 For the Proposed Submission stage, it was determined that all employment sites in the Rural Southern Cluster and Rest of Rural Area broad locations should be subject at this stage to site-specific consideration for allocation and for sustainability appraisal, irrespective of their HELAA scoring. This approach was taken to ensure a consistent understanding of the sustainability performance of such proposals alongside a limited number of allocations that scored red for suitability in the HELAA.

Part 2: Reasons for the inclusion or exclusion of sites from the preferred approach to the development strategy

E.80 Reasons for the preferred development strategy are addressed in the main body of the Strategy Topic Paper. The following sections explain why sites subject to appraisal were included in the Proposed Submission Plan as preferred options, and why other sites were not preferred.

Reasons for inclusion in preferred approach

Densification of existing urban areas

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
40214	100-112 Hills Road, Cambridge	S/C/BJH: Betjeman House, Cambridge	Employment	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.
200818	1-33 Stanton House, Christchurch Street	S/C/SH: 1 - 33 Stanton House, Christchurch Street	Residential	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.
40385a	137 and 143 Histon Road, Cambridge	S/C/HTR: 137-143 Histon Road, Cambridge	Residential	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.
200822	1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages	S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages	Residential	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.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
200827	1-99 Ekin Road and 1-8 Ekin Walk	S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk	Residential	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.
OS046	315 - 349 Mill Road and Brookfields	S/C/BFS: Brookfields	Mixed Use	This previously developed site in Cambridge offers the opportunity to improve medical or healthcare facilities in a sustainable location. However, part of the site has been developed for student accommodation and therefore a smaller site is being proposed for allocation (S/C/BFS: Brookfields).
OS033	379 - 381 Milton Road (Milton Road Garages)	S/C/MRG: Milton Road Garages	Mixed Use	This area sits within the North East Cambridge area which is proposed for designation as an Area of Major Change through Policy S/AMC/NEC: North East Cambridge. It provides an opportunity for sustainable mixed-use development of previously developed land within Cambridge. Comprehensive redevelopment of the site has been supported through successive development plans since its allocation in the 2006 Cambridge Local Plan, and the promoter has confirmed that it is available for development in the plan period. Therefore, a specific allocation is considered appropriate in order to support the proposed change of use.
OS046a	Brookfields	N/A	Mixed Use	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.
59387	Cambridge Professional Development Centre, Foster Road	S/C/PDC: Cambridge Professional Development Centre, Foster Road	Residential	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.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
200823	Davy Road and Garage Blocks	S/C/DR: 2-28 Davy Road and Garage Blocks	Residential	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.
200821	Former Garage Block, East Road	S/C/GER: Former Garage Block, East Road	Residential	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.
44108a	Garages between 20 St. Matthews Street and the Blue Moon Public House, Cambridge	S/C/SMS: Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge	Residential	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.
40103	Henry Giles House, 73-79 Chesterton Road, Cambridge	S/C/HGH: Henry Giles House, 73-79 Chesterton Road, Cambridge	Residential	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.
59379	Horizon Resource Centre, 285 Coldham's Lane	S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane	Residential	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.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
OS272	Land at Barnwell Road and Newmarket Road	S/C/BRN : Land at Barnwell Road and Newmarket Road	Mixed Use	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.
OS400	Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)	S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)	Mixed Use	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.
40134a	Land south of Coldhams Lane, Cambridge	S/C/SCL: Land South of Coldhams Lane, Cambridge	Employment	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.
OS259	New Museums, Downing Street, Cambridge	S/C/NMD: New Museums, Downing Street, Cambridge	Mixed Use	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.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
200839	North Cambridge Academy, 108 Arbury Road	S/C/NCA: North Cambridge Academy, 108, Arbury Road	Mixed Use	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.
OS258	Old Press/Mill Lane, Cambridge	S/C/OPM: Old Press/Mill Lane, Cambridge	Mixed Use	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.
NA	Parcel Com4, Orchard Park	S/C/OPK: Parcel Com4, Orchard Park	Mixed Use	This is the last remaining site within the broader Orchard Park development, which was originally allocated in the South Cambridgeshire Site Specific Policies DPD 2010 and subsequently in the 2018 South Cambridgeshire Local Plan. 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, and is under construction. The site is proposed for allocation to support any further planning approvals that may be needed.
OS037	Police Station, Parkside	S/C/PPS: Police Station, Parkside	Residential	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.
NA	Station Road West, Cambridge	S/C/SRW: Station Road West, Cambridge	Mixed Use	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, though reserved matters applications are still outstanding for two remaining blocks. The site is proposed for allocation to provide context and direction as further planning applications progress.

HELAA Reference Number	Site Name	Full Policy Title	Proposed Use	Reasons for inclusion in preferred approach
		(Allocations Only)		
51615	Travis Perkins, Devonshire Road, Cambridge	S/C/TRP: Travis Perkins, Devonshire Road, Cambridge	Mixed Use	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.

Edge of Cambridge – non-Green Belt

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
OS273	Cambridge East	S/CE: Cambridge East	Mixed Use	This previously developed site was 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.
OS274	Eddington	S/ED: Eddington	Mixed Use	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.
OS055	Fulbourn Road East (Fulbourn)	S/EOC/FRE: Fulbourn Road East, Cambridge	Employment	The site was allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for employment development on the 2. Edge of Cambridge at the Peterhouse Employment site, adding to the cluster of existing development in this sustainable location, and warrants continued allocation.
OS024	Land between Huntingdon Road and Histon Road, Cambridge	S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge	Mixed Use	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.
OS161	West Cambridge	S/WC: West Cambridge	Mixed Use	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.

Edge of Cambridge – Green Belt

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
NA	Bell School, Babraham Road, Cambridge	S/EOC/BS: Bell School, Babraham Road, Cambridge	Housing	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.
OS276	Cambridge Biomedical Campus (including Addenbrooke’s Hospital)	S/CBC: Cambridge Biomedical Campus (including Addenbrooke’s Hospital)	Mixed Use	This site was allocated for development by the South Cambridgeshire Local Plan 2018. While the site is affected by some constraints, including landscape, 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. However, a wider area including the site is proposed for allocation (Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)). This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
OS217	Cambridge Biomedical Campus Extension (North of Granham's Road)	N/A	Mixed Use	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 (2026) 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.
NA	Land north of Worts’ Causeway, Cambridge	S/EOC/NWO: Land north of Worts’ Causeway, Cambridge	Housing	This site is allocated for residential use in the Cambridge Local Plan 2018. The site has detailed planning permission and construction has started. The site is proposed for allocation to support any further planning approvals that may be needed.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
NA	Land south of Worts' Causeway, Cambridge	S/EOC/SWO: Land south of Worts' Causeway, Cambridge	Housing	This site is 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. Allocation is appropriate as further planning application decisions may still be needed.

Growth around transport nodes – Cambourne Area

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
OS275	Cambourne North	S/CBN: Cambourne North	Mixed Use	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.

New Settlements

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
NA	Bourn Airfield New Village	S/BA: Bourn Airfield New Village	Mixed Use	Bourn Airfield new village is allocated in the South Cambridgeshire Local Plan 2018 and has outline planning permission for 3,500 dwellings. However, reserved matters planning applications will need to be approved before development can commence. The site is proposed for allocation to provide context and direction as development progresses.
OS220	Cambourne	S/CB: Cambourne	Mixed Use	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.
OS280	Land adjacent to A11 and A1307 at Grange Farm	S/GF: Land Adjacent to A11 and A1307 at Grange Farm	Mixed Use	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.
NA	Northstowe	S/NS: Northstowe	Mixed Use	Northstowe is a new town that is allocated in the South Cambridgeshire Local Plan 2018, and has various outline and reserved matters planning permissions for 10,000 dwellings. Phase 1 is nearly complete and construction has started on phase 2. However, further reserved matters planning permissions will be required and development will continue for a number of years, beyond the life of this new Local Plan. The site is proposed for allocation to provide context and direction for further phases of development.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
NA	Waterbeach New Town	S/WNT: Waterbeach New Town	Mixed Use	Waterbeach is a new town that is allocated in the South Cambridgeshire Local Plan 2018, and has various outline and reserved matters planning permissions for 11,000 dwellings. The first houses have been completed on the western part of the site and development will continue for a number of years, beyond the life of the new Local Plan. As further reserved matters planning permissions will be required to support the eastern part of the new town, which has outline consent, the site is proposed for allocation to provide context and direction for further phases of development.

Integrating homes and jobs – Southern cluster

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
40125	Comfort Cafe, Four Wentways, Little Abington	S/RSC/CC: Comfort Café, Fourwentways	Employment	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.
OS401	Land at and Adjacent to the Former Spicers Site	S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston	Employment	This 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 the Scheduled Ancient Monument within the site, it is judged that this constraint can be overcome through careful mitigation and long-term management. This site is proposed for allocation. The allocation boundary has been extended at Proposed Submission stage to include the full extent of the Scheduled Monument, to enable more comprehensive mitigation of impacts on the nearby Scheduled Monument.
40558b	Land at Maarnford Farm, Hunts Road, Duxford	S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford	Residential	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.
OS030	Land south of Babraham Road, Sawston	S/RSC/SBR: Land south of Babraham Road, Sawston	Residential	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.
51604b	The Babraham Research Campus, Cambridge	S/RSC/BRC: Babraham Research Campus	Mixed Use	The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and part of the site is considered to be grey 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.

Dispersal – Villages/Transport corridor

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
200831	Compass House and adjacent land, Chivers Way, Histon, Cambridge, CB24 9AD	S/RRA/CH: Compass House, Chivers Way, Histon and Impington	Employment	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. The site is now being promoted for mixed use development to include residential uses. However, given its current and surrounding uses, the site is considered to be more appropriate as an employment site.
OS281	Land at Highfields (phase 2), Caldecote	S/RRA/H: Land at Highfields (Phase 2), Caldecote	Residential	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.
40224	Land to the north of St Neots Road, Hardwick	S/RRA/SNR: Land to the north of St Neots Road, Dry Drayton	Employment	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.
45107	Land to the south of the A14 Services, Boxworth	S/RRA/SCS: Land to the South of Cambridge Services, A14	Employment	This site is large enough to meet a significant portion of Greater Cambridge's industrial/distribution needs. It would also provide additional land for a substantial amount of 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 service station 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 landscape and archaeological sensitivity is acknowledged, but it is judged that these could be investigated further and mitigated as part of

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
				the development. This larger site proposed for draft plan would enable the site to provide for additional industrial and warehousing space.
40490a	Land to the west of Cambridge Road, Melbourn	S/RRA/CR: Land to the west of Cambridge Road, Melbourn	Mixed Use	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.
40455	Land adj to Buckingway Business Park, Swavesey	S/RRA/BBP: Land at Buckingway Business Park	Employment	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.
OS277	Slate Hall Farm	S/RRA/SHF: Land at Slate Hall Farm, Bar Hill	Employment	This site, which combines HELAA sites 200800 and 40248, 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, archaeology and transport capacity constraints, but it is judged that these could be mitigated through development; and flood risks specific to HELAA site 200800 can be avoided.
OS254	Bayer CropScience Site, Hauxton	S/RRA/CRH: Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton	Employment	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.
NA	Ida Darwin Hospital	S/EOC/IDH: Ida Darwin Hospital	Mixed Use	This site was originally allocated for mixed use development in the South Cambridgeshire Site Specific Policies DPD 2010 and subsequently in the 2018 South Cambridgeshire Local Plan. 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. The site is proposed for allocation to support any further planning approvals that may be needed.

HELAA Reference Number	Site Name	Full Policy Title (Allocations Only)	Proposed Use	Reasons for inclusion in preferred approach
40384	Old Highways Depot, Twenty Pence Lane, Cottenham	S/RRA/OHD: Old Highways Depot, Twenty Pence Lane, Cottenham	Employment	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.
OS057	Over, Norman Way	S/RRA/NW: Norman Way, Over	Employment	This small site is the last undeveloped parcel of the land allocated for this industrial estate that has not been developed. It sits between the developed part of the industrial estate and a tree belt screening the site and provides capacity for industrial or storage uses. The landowner indicates that the site is available for development within the Plan period.
40215	The Moor, Moor Lane, Melbourn	S/RRA/ML: The Moor, Moor Lane, Melbourn	Residential	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.

Reasons why site is not preferred

Densification of existing urban areas

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40082	University Football Ground, Grange Road, Cambridge	Mixed Use	The site contains protected open space. Development of the site would result in detrimental impacts on the open space that could not be mitigated, or the loss of protected open space which could not be replaced locally. It is not suitable for development.
208833	133, 129 and 127 Ditton Walk, CB5 8QD	Residential	The site is currently in residential use. The proposal for 15 dwellings would be inappropriate in the context of existing constraints, including the Riverside Conservation Area, a nearby building of local interest and existing mature trees on the site, resulting in overdevelopment. As it is unlikely would be appropriate for a development quantum in excess of 5 dwellings, below the threshold at which an allocation would be considered, an allocation us unnecessary. The site could come forward as a windfall development.
40385	137 Histon Road, Cambridge	Residential	Site forms part of a larger allocation proposed for inclusion in the Draft Plan (137-143 Histon Road, Cambridge), addressed separately.
OS040	149 Cherry Hinton Road and Telephone Ex	Residential	There is uncertainty whether this site will be available for residential development in the plan period, therefore the site is not proposed for allocation.
200782	22 Long Road, Cambridge, CB2 8PS	Residential	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.
OS045	636 - 656 Newmarket Road	Mixed Use	This previously developed site in Cambridge offers the opportunity to deliver a residential led mixed use scheme in a sustainable location. However, a wider area including the site is proposed for allocation (S/C/BRN: Land at Barnwell Road

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
			and Newmarket Road). This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
50505	Addenbrookes Hospital Extension, Cambridge	Residential	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.
40101	BT Telephone Exchange & Car Park, Long Road	Residential	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.
46889	Cambridge Assessment, 1 Hills Road, Cambridge	Employment	The site is already in employment use, therefore an allocation is unnecessary.
OS039	Camfields Resource Centre & Oil Depot, 137-139 Ditton Walk	Residential	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.
200850	Car Park, NIAB Headquarters, 93 Lawrence Weaver Road, Cambridge, CB3 0LG	Residential	The site is a recently completed car park serving offices on the 2. 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.
40100	Cherry Hinton Telephone Exchange, 152 Coleridge Road, Cambridge	Residential	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.
OS043	Clifton Road Area	Mixed Use	This previously developed site in Cambridge offers the opportunity to deliver homes, employment and other complementary uses in a sustainable location. However, the site is being taken forward as part of a larger development area (S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure) and has therefore been superseded by the proposed allocation.
OS042	CPDC, Foster Road	Residential	Pert of this site is being proposed for allocation (Policy S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane). This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
208856	Elizabeth Way Bridge & East Road Underpass, Walnut Avenue	Employment	As a result of uncertainties about the availability of the site, which is in multiple ownership, it is less suitable for allocation. It is proposed as a policy area to support the regeneration opportunities and forms part of Policy S/PRIA/EG: Eastern Gate.
200763	Grafton West Car Park, Cambridge, CB1 1HE	Mixed Use	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.
OS038	Henry Giles House, 73-79 Chesterton Road	Residential	This previously developed site provides an opportunity for redevelopment to improve the site's contribution to local character and townscape. It is in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport. However, part of the site, Carlyle House, is considered to be unavailable and therefore a smaller site area including Henry Giles House but excluding Carlyle House is being proposed for allocation (Policy S/C/HGH: Henry Giles House, 73-79 Chesterton Road).
OS041	Horizons Resource Centre, 285 Coldham's Lane	Residential	Part of this site is being proposed for allocation (Policy S/C/PDC: Cambridge Professional Development Centre, Foster Road). This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
51605	Kett House and 10 Station Road, Cambridge	Employment	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.
40390	Land at Wolfson Court, Clarkson Road, Cambridge	Residential	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.
208850	Land North of Long Road, Cambridge, CB2 8HH	Mixed Use	The site forms part of a strategic green corridor which connects the Cambridge hinterland through to the centre of Cambridge and beyond. These corridors are an integral characteristic of Cambridge and form part of the Cambridge Green Belt. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a very high level of harm to the Green Belt. Development would be irreversibly detrimental to this purpose and could not be satisfactorily mitigated.
40133	Land on north side of Station Road, Cambridge	Employment	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
51485	Land south of Bateman Street, Cambridge	Employment	The proposal for this site, which was previously assessed through the HELAA, has been updated to increase the proposed employment floorspace to 15-17,000 square metres. However, the assessment remains unchanged. Whilst this is a previously developed site in the central area of Cambridge, it is not clear how the site could achieve an uplift in floorspace whilst satisfactorily mitigating impacts on adjacent heritage assets, open spaces and their settings. The boundary with Cambridge University Botanic Garden is particularly sensitive.
40298	Land south of Wilberforce Road, Cambridge	Residential	The First Proposals proposed to allocate Site U3 as allocated in the Cambridge Local Plan 2018, which identified the site as suitable for student accommodation. However, subsequently a planning application has been granted which has been implemented. It is therefore no longer necessary to allocate the site.
40298a	Land South of Wilberforce Road, Cambridge	Residential	The First Proposals proposed to allocate Site U3 as allocated in the Cambridge Local Plan 2018, which identified a variation of this site as suitable for student accommodation. However, subsequently a planning application has been granted which has been implemented. It is therefore no longer to allocate the site.
200813	Land to the South of Coldham's lane	Employment	Site is located on protected open space (semi-natural greenspace), therefore development is not acceptable in principle. The site is also constrained by its former use as a quarry, infilled with unregulated waste, leading to significant contamination risks and ground instability. It is not suitable for allocation.
40168	Land west of Baldock Way, Cambridge	Employment	The site, which was previously assessed through the HELAA, is now also being proposed for use as a community energy centre alongside employment uses. However, the same constraints remain. 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. The site could come forward as a windfall development.
200840	Logic House, 143 Newmarket Road, Cambridge, CB5 8HA	Residential	A planning permission for 10 flats on this site was implemented in 2024/25 so allocation is no longer appropriate.
OS062	North East Cambridge	Mixed Use	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. Whilst the withdrawal of Housing Infrastructure Fund support for part of the site does affect achievability of the development proposed in the previous allocation, the area remains suitable and available for mixed use development and aligned with the proposed strategy. The site is therefore being promoted as an Area of Major Change through Policy S/AMC/NEC: North East Cambridge.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40083	Shire Hall, Castle Street, Cambridge	Mixed Use	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.
40480	SJC Innovation Park, Cowley Road, Cambridge	Employment	This sites sits within the North East Cambridge area which is proposed for designation as an Area of Major Change through Policy S/AMC/NEC: North East Cambridge. Part of the site has planning permission (20/03523/FUL, 23/01509/FUL) to intensify the commercial uses on the site. The proposed designation would enable further windfall development to come forward, subject to meeting the relevant criteria, therefore a standalone allocation for this part of the site is therefore not proposed.
OS123	South of Coldham's Lane Area of Major Change	Mixed Use	This is a complex site including former landfill where there is likely to be significant contamination and ground instability, making the site unsuitable for residential development. There is an outline planning permission (23/04590/OUT) to develop part of the site (40134a) for commercial use and for outdoor recreational uses and an urban country park. This part of the site with outline planning permission is proposed for allocation (Policy S/C/SCL: Land South of Coldham's Lane, Cambridge).
200802	Strangeways Research Laboratory, 2 Worts' Causeway, Cambridge, CB1 8RN	Residential	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.
OS140	Telephone Exchange south of 1 Ditton Lane	Residential	There is uncertainty whether this site will be available for development in the plan period, therefore the site is not proposed for allocation.
OS032	The Paddocks, 347 Cherry Hinton Road	Residential	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.
OS036	Travis Perkins, Devonshire Road	Residential	This previously developed site in the central area of Cambridge offers the opportunity to deliver homes and employment uses in a sustainable location. An alternative scheme comprising residential and employment uses has planning permission and is under construction (S/C/TRP: Travis Perkins, Devonshire Road).

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40171	Trumpington Park and Ride site, Trumpington	Residential	Part of the site is within the Green Belt. While the Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers the land to be potential grey 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.
OS035	Willowcroft, 137-143 Histon Road	Residential	This previously developed site in the central area of Cambridge offers the opportunity to deliver homes in a sustainable location. However, part of the site has been developed for residential use and therefore a smaller site is being proposed for allocation (S/C/HTR: 137-143 Histon Road, Cambridge).
OS271	Cambridge Junction and Cambridge Leisure, Hills Road	Mixed Use	This previously developed site in Cambridge offers the opportunity to reinvigorate a brownfield arts, leisure and cultural centre in a sustainable location. However, the site is being taken forward as part of a larger development area (S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)).
59390	Cambridge Science Park CB4 0GQ	Employment	This area sits within the North East Cambridge area which is proposed for designation as an Area of Major Change through Policy S/AMC/NEC: North East Cambridge. A planning application (26/01902/OUT) has been submitted to intensify and diversify the mix of commercial uses on the site. The proposed designation would enable development to come forward as windfall, subject to meeting the relevant criteria, therefore a standalone allocation for this part of the site is therefore not proposed
59735	Castle Park, Cambridge	Employment	The site is already in employment use, therefore an allocation is unnecessary.

Edge of Cambridge – non-Green Belt

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
OS056	Cambridge Biomedical Campus extension	Employment	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. However, a wider area including the site is proposed for allocation (Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)). This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
OS270	Cambridge East	Mixed Use	The site provides an opportunity to develop a new urban quarter for Cambridge that can be served by high quality public transport and support active modes of travel. However, a wider area including the site is proposed for allocation (Policy S/CE: Cambridge East), including areas of Marleigh and Springstead Village that have already been granted planning permission and are under construction. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
OS260	Fulbourn Road West 1 & 2, Cambridge	Employment	The site was allocated for development by the South Cambridgeshire Local Plan 2018. It provides an opportunity for employment development on the 2. Edge of Cambridge at the Peterhouse Employment site, adding to the cluster of existing development in this sustainable location. However, the site has now been developed and therefore allocation is no longer appropriate.
OS022	North West Cambridge	Mixed Use	This site is being allocated under a different site reference (OS274) for a larger quantum of development through Policy S/NWC: Eddington, Cambridge.

Edge of Cambridge – Green Belt

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
OS214	Cambridge South (Cambridge Biomedical Campus) - East	Mixed Use	New information provided by the promoters has been considered but the assessment is unchanged. Development of this site would push the urban edge of the city to Hauxton Road and significantly reduce the rural landscape separating Cambridge from the M11, thus causing significant harm to the landscape character and the setting of the City. The Greater Cambridge Green Belt Study (2026) identifies that release of the areas proposed would result in very high harm to the Green Belt. While a small part of the site is considered to be potential grey belt, it 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.
OS215	Cambridge South (Cambridge Biomedical Campus) - West	Mixed Use	Development of the site would reduce separation between Cambridge and Great Shelford and result in significant landscape impacts. The Greater Cambridge Green Belt Study (2026) 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.
59394	Capital Park, Fulbourn CB21 5XH	Employment	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While the site is considered to be potential grey 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.
40306	Land at and adjacent to Cambridge Airport, Newmarket Road, Cambridge	Mixed Use	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 (2026) 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40087	Land at Capital Park, Fulbourn	Employment	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While part of the site is considered to be potential grey 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.
40394	Land at Fen Road, Cambridge	Residential	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.
40138	Land at Granham's Road, Cambridge	Mixed Use	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 (2026) identifies that release of land in this area would result in a high level of harm to the Green Belt. While part of the site is considered to be potential grey 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.
40492	Land cornering M11 and Madingley Road, Cambridge	Mixed Use	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While part of the site is considered to be potential grey 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.
40110	Land east of Cabbage Moor, Great Shelford	Residential	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While part of the site is considered to be potential grey belt, the proposed development

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
			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.
40250	Land east of Gazelle Way and west of Teversham Road, Teversham	Mixed Use	Development would result in coalescence between Cambridge, Teversham and Fulbourn and encroachment into the countryside. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate high/ high/ very high level of harm to the Green Belt. While a small part of the site is considered to be potential grey 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.
40096	Land north of A14 and south of Milton Road, Impington	Employment	New information provided by the promoters has been considered but the assessment is unchanged. The development of the site would lead to substantial and irreversible harm to landscape character including loss of the landscape buffer between Milton, Histon and Cambridge. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a very high level of harm to the Green Belt. While a small part of the site is considered to be potential grey 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.
40528	Land north of Cherry Hinton Caravan Club, Limekiln Road, Cambridge	Residential	Development in this location would have significant negative impacts on biodiversity. Development in this location would have significant negative impacts on biodiversity. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers the land to be potential grey belt. Despite this, 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.
40486	Land north of Huntingdon Road, Girton	Residential	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 (2026) 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.
40048	Land north of M11 and west of Hauxton Road, Trumpington	Mixed Use	New information provided by the promoters has been considered but the assessment is unchanged. Development of the site for residential and mixed uses would have significant adverse impacts upon the local and wider landscape character, views and the setting of Cambridge. Cumulatively with the development of the travel hub, further development here would reduce the separation between Cambridge and Hauxton and have an urbanising effect along the edge of the M11. The Cambridge Green Belt Study (2026) 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40064	Land south of Addenbrooke's Road and east of M11, Cambridge South	Mixed Use	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 (2026) identifies that release of the areas proposed would result in high / very high harm to the Green Belt. Both large sites contain small areas of potential grey belt. The sites in full are 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.
40143	Land south of Addenbrooke's Road, Trumpington	Residential	Whilst the site has the proximity benefits of an 2. Edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2026) 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.
40140	Land south of Babraham Road, Shelford Bottom	Residential	Whilst the site has the proximity benefits of an 2. Edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2026) 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.
40058a	Land south of Fulbourn Road and north of Worts Causeway, known as Cambridge South East	Mixed Use	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 (2026) as very high harm to the Green Belt if released for development. While part of the site is considered to be potential grey 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.
47943	Land south of Milton, north of A14, Milton	Residential	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt, though also identifies the land to be potential grey belt. Despite this, 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40139	Land south of Worts Causeway, Cambridge	Residential	Whilst the site has the proximity benefits of an 2. 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 (2026) 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.
200770	Land to east of Horningsea Road & west of Ditton Lane, Fen Ditton	Residential	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 (2026) identifies that release of land in this area would result in a high / very high level of harm to the Green Belt. While a small part of the site is considered to be potential grey 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.
47647	Land to the east of Horningsea Road, Fen Ditton	Residential	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 (2026) 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.
40491	Land to the west of the M11 and north of Madingley Road, Madingley	Employment	Development would cause substantial and irreversible harm to the rural landscape character and the setting of Cambridge. Development would also likely cause harm to multiple designated heritage assets that could not reasonably be mitigated if the whole site were to be developed. The Cambridge Green Belt Study (2026) 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.
208853	Land West of High Street, Trumpington, Cambridge CB2 9LP	Residential	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40142	Land west of Trumpington Road, Cambridge	Residential	Whilst the site has the proximity benefits of an 2. Edge of Cambridge location, development would result in significant negative landscape impacts. The Cambridge Green Belt Study (2026) 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40058b	North of Wort's Causeway and West of Limekiln Road, Cherry Hinton, Cambridge. CB1 8PU	Residential	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
208800	Rectory Farm, Madingley Road, Cambridge CB23 7PG	Residential	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
52643	South West Cambridge - Land north of Barton Road and Land at Grange Farm, Cambridge	Residential	New information provided by the promoters has been considered but the assessment is unchanged. There are still notable concerns regarding the large number of important heritage assets that are highly or moderately sensitive to development of the site and the potentially considerable harm to heritage assets in West and Central Cambridge. There are also strong concerns over the irreversible harm development of any sort on this site would cause to the setting of Cambridge and to long distance views to the west and central part of the City, including the historic core. The development proposals encompass a number of land parcels identified by the Cambridge Green Belt Study (2026). It identifies that release of land in this area would result in a high to 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.
40325	Thorpe, Huntingdon Road, Cambridge	Residential	The site is within the Green Belt and follows a similar pattern of built form to nearby sites along the west side of Huntingdon Road. The southern part of the site could be developed on a small scale but options would need to be explored for the retention and re-use of the house which has some heritage merit. Landscaping mitigation would also be required, including the retention of existing trees and new planting to create a buffer along the southern boundary. These considerations would reduce the capacity of the site. While the Greater Cambridge Green Belt Study (2026) identifies the land as potential grey 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.
40396	Triangle Site, Stacey Lane, Cambridge	Residential	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40141	Land at Chandos Farm, Cherry Hinton Road, Shelford Bottom, CB22 3FB	Employment	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.
200844	Land at Fulbourn Hospital, The Drive	Residential	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt, though considers the area to be potential grey 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.
200790	Land to the south of Peterhouse Technology Park, Cherry Hinton, Cambridge CB1 9NJ	Employment	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 (2026) identifies that release of land in this area would result in a very high level of harm to the Green Belt, though a small part of the site is considered to be potential grey 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.
200795	Land to the rear of Westbourn Farm, Cambridge CB1 9NJ	Employment	The site has been assessed as unsuitable in terms of site access as there is no evidence that the site boundary connects to the adopted highway. This site would require a landscape strategy and Landscape and Visual Impact Assessment to mitigate impacts. The Cambridge Green Belt Study (2026) 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.

Growth around transport nodes – Cambourne Area

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
208867	Land at Crows Nest Farm, South of Stirling Way Industrial Estate, Papworth Everard (Papworth South Proposal)	Residential	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 impact 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. Additionally, the site is not well located in relation to the proposed railway station. The site is therefore not proposed for allocation. There are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North.
208858	Land to the east of Ermine Street and north of the A428	Employment	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 particular site is not well located to the proposed railway station and would have significant adverse impacts upon the landscape character that could not be adequately mitigated. It would also result in coalescence of development between Cambourne North and Papworth village and is not well related to existing Cambourne. The site is therefore not proposed for allocation. There are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North.
208859	Land West of Cambourne, Easting: 528254 ,Northing: 260066	Residential	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 particular site is located south of the A428, does not relate well to existing Cambourne and is located a significant distance from the proposed railway station. It would result in significant adverse impacts upon the landscape character that could not be adequately mitigated. There are other sites considered more appropriate in the area, and an area to the north of the A428 is proposed for allocation at Cambourne North.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
56461	Land at Crow Green, north-east of Caxton Gibbet	Employment	Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers the greatest proximity to the proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. This site falls partly falls within the proposed allocation for Cambourne North, including the proposed Strategic Enhancement Area. The preferred site boundary optimises the long-term development opportunity balanced against mitigating local adverse impacts. This includes providing a significant landscape/GI buffer between Cambourne north and nearby villages, to avoid coalescence and mitigate landscape and heritage harm. A standalone allocation for this part of the site is therefore not proposed.
48096	Land at Crow's Nest Farm, Papworth Everard	Mixed Use	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.
51668	Land north and south of Cambridge Rd, Eltisley	Mixed Use	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
51601	Land south of A428 and west of the A1198, Caxton	Residential	Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to the proposed station location, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access to it from all parts of the development. However, this site would have poor to moderate proximity to the proposed railway station, such that the major transport node and existing town centre would not be accessible via active travel and sustainable modes of transport. Furthermore, if developed in full, the site would have a significant adverse impacts on landscape character and archaeological assets, risking coalescence of development between Cambourne North, and Caxton / Eltisely, also adversely affecting the character of these rural villages. Even with a significant reduction in residential numbers with landscape mitigation measures, the harm would still be significant adverse and permanent. This site is not proposed for allocation. However, there are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North, focused on sites to the east of the A1198 that are in closer proximity to the proposed station.
40076	Land south west of Caxton Gibbet	Mixed Use	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.

Expanding a market town – Royston

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
47799	Land north of A505 Baldock Road, Royston	Mixed use	Residential 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.
40511	Land to east of A505 and south of A10, Melbourn	Mixed use	Housing development at this site would be relatively distant from Cambridge – serving at least in part the Stevenage Housing Market Area, such that it would not provide easy access to jobs arising within Greater Cambridge. The site is relatively distant from Royston town centre services including the railway station, which would limit opportunities for sustainable travel options. Development form would have a significant adverse effect on landscape character. There are other sites considered more appropriate for allocation.
40106	Two parcels of land on the north and south sides of Ashwell street, Kneesworth and Land and buildings on the south side of Ashwell Street, Kneesworth	Residential	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.

New Settlements

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
200785	Land north of A505, extending between Station Road and land west of Royston Road Ashwell & Morden, Royston, SG8 9NR	Mixed use	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.
200785	Land north of A505, extending between Station Road and land west of Royston Road Ashwell & Morden, Royston, SG8 9NR	Mixed Use	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 5. New Settlements elsewhere, that are considered more appropriate for allocation.
40317b	Land to the west of Scotland Road, Dry Drayton	Mixed Use	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
56252	Scotland Farm (East & West), Scotland Road, Dry Drayton	Mixed Use	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.
51608	Scotland Farm, Dry Drayton (Non-residential Only)	Mixed Use	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.
40317a	Scotland Farm, Dry Drayton	Mixed Use	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.

Integrating homes and jobs – Southern cluster

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
OS216	Land between Hinton Way and Mingle Lane, Great Shelford	Residential	The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While the site is also considered to be potential grey 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.
40534	Deal Farm, Cambridge Road, Sawston	Employment	The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While the site is also considered to be potential grey 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.
200751	Dernford Reservoir, Dernford Lane, Stapleford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40095	Duxford IWM	Employment	Based upon the up-to-date HELAA assessment, this site is relatively isolated, located some distance from other services and not benefitting from public transport connections. Notwithstanding this, there is an opportunity for a masterplanned redevelopment of the wider Imperial War Museum Duxford site, supporting intensification of aviation and other complementary uses to support the future of the museum and enabling coordinated infrastructure planning to serve the site. The site forms part of the proposed Area of Major Change (Policy S/AMC/IWM: Imperial War Museum, Duxford), and therefore is not proposed for allocation.
OS261	Former Spicers Site, Sawston	Employment	This 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 through careful mitigation and long-term management. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation (Policy S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston). The boundary has been amended at Proposed Submission stage to incorporate additional land to the south of this site, to enable more comprehensive mitigation of impacts on the nearby Scheduled Monument.
52694	Fosters Field, Hill Farm Road, Whittlesford, Cambridge	Mixed Use	Development could impact on the edge of village character of this site which falls outside of the Whittlesford Development Framework but inside the Green Belt. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a high level of harm to the Green Belt. Landscaping mitigation in the form of additional trees and open spaces will be required which will reduce capacity. It is not considered that there are exceptional circumstances for a Green Belt release in this location and there are other sites considered more appropriate for allocation.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40117	Land at 120 Cambridge Road, Great Shelford	Residential	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 (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers the area to be potential grey belt. However, there are other sites considered more appropriate for allocation.
200848	Land at Home Farm, Newton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40558	Land at Maarnford Farm, Hunts Road, Duxford	Residential	Land at Maarnford Farm, Duxford is being proposed for allocation under Policy S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford. This site is an iteration of the proposed allocation that contains Maarnford Farmhouse and the associated residential curtilage, which the landowner has confirmed is now not available for development. Therefore, as this iteration of the site contains unavailable land and does not accurately reflect the preferred site boundary, it has been superseded by the proposed allocation.
40373	Land east of M11, Hill Farm Road, Whittlesford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200773	Land east of M11, west of Duxford, Duxford	Mixed Use	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
59406	Land east of Whittlesford Highways Depot	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
51660	Land north of A505 - Site A2 (east of M11 and west of Hill Farm Road), Duxford	Employment	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 (2026) 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.
51661	Land north of A505 - Site A3 (west of M11 and north of A505), Duxford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40413	Land off Cambridge Road, Gt Shelford	Residential	This greenfield site is located in the Green Belt and outside of the Great Shelford Development Framework. The site is bordered on three sides by residential dwellings. Development of the site would result in harm to important local amenity views and the proposals would be incongruous with the existing settlement pattern and edge of village location. While the Greater Cambridge Green Belt Study (2026) identified part of the site as grey belt, it is not considered that there are exceptional circumstances for a Green Belt release in this location and there are other sites considered more appropriate for allocation.
40256	Land on the north side of Pampisford Road, Great Abington	Residential	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.
52726	Land Rear of 1 Wren Park, Whittlesford, CB22 4LY	Mixed Use	This greenfield site is partially outside of the Whittlesford Development Framework and within the Green Belt. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a high level of harm to the Green Belt and the need to retain mature trees and maintain the village edge character mean that capacity is likely to be constrained. It is not considered that there are exceptional circumstances for a Green Belt release in this location and there are other sites considered more appropriate for allocation.
45040	Land south of Bourn Bridge Road, Little Abington	Residential	Additional development at this 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.
200808	Land south of Pampisford Road, Great Abington	Residential	This site forms part of the of the Great Abington Land Settlement Estate Association Neighbourhood Plan. The proposal would be in conflict with this and harm the settlement's character by eroding the historic land use and settlement pattern. Furthermore, 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.
40441	Land to east of A1301, Hinxton and north of A505, near Whittlesford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
52057	Land to the east of the A1301, south of the A505 near Hinxton and west of the A1301, north of the A505 near Whittlesford, CB10 1RG (Option 1)	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
52058	Land to the east of the A1301, south of the A505 near Hinxton and west of the A1301, north of the A505 near Whittlesford, CB10 1RG (Option 2)	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
52059	Land to the east of the A1301, south of the A505 near Hinxton and west of the A1301, north of the A505 near Whittlesford, CB10 1RG (Option 3)	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200765	Land to the east of the A1301, south of the A505 near Hinxton and west of the A1301, north of the A505 near Whittlesford.	Mixed Use	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200783	Land to the north of A505, Duxford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40509	Land to the south of Babraham Road and east of site H1c, Sawston	Residential	Further information provided by the site promoter has reduced the size of the site, addressing some of the previous concerns. 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 (2026) 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 notwithstanding the reduction in scale of the current proposal 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.
208857	Land west of A1301 at Sawston, Cambridgeshire, CB22 3JG	Mixed Use	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40118	Land west of High Street, Great Abington	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40374	Land west of M11, Hill Farm Road, Whittlesford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200842	Station Road, Pampisford	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
51604a	The Babraham Research Campus, Cambridge	Employment	Babraham Research Campus is being proposed for allocation under Policy S/BRC: Babraham Research Campus. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
51604	The Babraham Research Campus, Cambridge	Mixed Use	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 (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers part of the site to be potential grey belt, although the detached parts of the site are in an area identified as high harm.
200836	The Oval, Newmarket Road	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40165	Whittlesford Highways Depot, Station Road, Whittlesford	Residential	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.
40264	Land east of Maple Rise and south of Pampisford Road, Great Abington	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40013	Land south of Horseheath Road	Residential	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.
200843	Newmarket Road, Abington	Employment	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.
200849	Station Road, Pampisford	Employment	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.

Dispersal – Villages/Transport corridor

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40382	19a Fowlmere Road, Foxton	Residential	This 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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt, though also considers the site to be potential grey 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.
200772	Barn 3, Park Farm, Villa Road, Impington	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40389	Bedlam Farm, Milton Rd, Impington	Employment	The site, currently in commercial use, is in an isolated location within the Green Belt. The Cambridge Green Belt Study (2026) 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.
47529	DB Group (Holdings) Ltd, Wellington Way, Bourn	Employment	The site currently comprises factory and storage space on areas of hardstanding within the Bourn Airfield SPD site. The site has planning permission for change of use of the site and buildings to a B2 use with ancillary B1 (a) B1 (b) and B8 use. It is considered more appropriate as a windfall development.
OS219	East of bypass, Longstanton	Mixed Use	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.
40479	Former GoCold building, Station Yard, High Street, Meldreth	Residential	This previously developed site is close to Meldreth railway station. Development of the site may result in harm to the village character and would require measures to suppress noise from railway line and the retention of existing trees. This may reduce the site's capacity. While the site could potentially come forward as a windfall, there are other sites considered more appropriate for allocation.
40102	Land at 93 Impington Lane, Cambridge CB24 9NJ	Residential	Whilst relatively contained and adjoining existing and planned development, further intensification of development to the rear of Impington Lane would require releasing Green Belt land, which is not considered desirable. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. While the site is considered to be potential grey 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40260	Land at Evolution Business Park, Milton Road, Impington	Employment	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 (2026) 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.
40277	Land at Fenny Lane Farm, Meldreth	Residential	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.
51599b	Land at Highfields, Caldecote	Residential	Land at Highfields, Caldecote is being proposed for allocation under Policy S/RRA/H: Land at Highfields (phase 2), Caldecote. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
40190a	Land at Mansel Farm, Station Road, Oakington	Residential	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt, though also considers the site to be potential grey 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.
52688	Land at Phypers Farm, Oakington	Employment	Development of the site would extend into the countryside and have a significant adverse impact on landscape character and views. 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.
40432	Land at Rose and Crown Road, Swavesey	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40191	Land at Thorpes Farm, Tipplers Road, A14, Swavesey	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40550	Land between A428 and St Neots Road, Hardwick	Mixed Use	Additional information provided by the site promoter 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 nearby 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40042	Land east of Boxworth End, Swavesey	Residential	The site lies some distance from the centre of Swavesey and landscape constraints which would require mitigation. The site promoter has reduced the scale of the proposal from 100 to 70 dwellings, but achieving site access is likely to result in loss of trees and the eastern boundary remains sensitive to panoramic views. Whilst these constraints could be mitigated there are other sites considered more appropriate for allocation.
200764	Land East of the River Mel, Melbourn	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40061	Land north of Impington Lane, Impington	Residential	Additional information has resulted in this Green Belt site assessment for landscape impacts being changed from Red to Amber. However, mitigation requirements would restrict the amount of the site that could be developed. While the Greater Cambridge Green Belt Study (2026) identifies the site as potential grey 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.
40236	Land north of Villa Road	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40418	Land off Royston Road, Foxton	Residential	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.
40274	Land off Water Lane, Melbourn	Residential	This site on the southern edge of Melbourn would extend development into the countryside. Landscape mitigation measures would be required to preserve the countryside character. There are other sites considered more appropriate for allocation, including other sites in Melbourn.
40338	Land off Whitecroft Road, Meldreth	Residential	Additional information 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.
59398	Land off Whitecroft Road, Meldreth SG8 6ND	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40549	Land off Bourney's Manor Close, Willingham	Mixed Use	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40071	Land on the south side of Cambridge Road, Waterbeach	Residential	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 (2026) 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.
40188	Land south of Dry Drayton Road, Oakington	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
47945	Land to the east of Caxton Gibbet Services, Caxton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40478	Land to the north west of Ely Road, Milton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
56132	Land to the rear of 124 High Street, Meldreth	Residential	Garden site to rear of existing properties and heavily treed. Would create an undesirable form of back land development.
40184	Land to the south of Cardyke Road, Waterbeach	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
56211	Land to the south of Denny End Road, Waterbeach	Residential	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 (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers parts of the site as grey belt. However, it is not considered exceptional circumstances exist to release Green Belt in this location. There are other sites considered more appropriate for allocation.
200787	Land to the South of the A14 Services	Employment	Land to the south of Cambridge Services, A14 is being proposed for allocation under Policy S/RRA/SCS: Land to the south of Cambridge Services, A14. This site falls within the boundary of that allocation, and it is therefore not considered necessary to allocate this site in isolation.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40490	Land to the west of Cambridge Road, Melbourn	Residential	Land west of Cambridge Road, Melbourn is being proposed for allocation under Policy S/RRR/CR: Land to the west of Cambridge Road, Melbourn. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
40159	Land West of Challis Close, Foxton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40273	Land West of Howells Way, Old St Neots Road, Hardwick, CB23 7QL	Residential	This edge of village greenfield site contributes to the countryside character and although landscape and visual impacts could be limited through sensitive design, they could not be mitigated fully. There are other sites considered more appropriate for allocation.
40282	Land adjacent to St Georges Way, Impington, CB24 9AF and Land adjacent to Woodcock Close, Impington	Residential	The site is on the edge of the village, in the Green Belt and some distance from local services. While the Greater Cambridge Green Belt Study (2026) identifies part of the site as potential grey 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.
40409	Land r,o no. 7 St Georges Close, Impington	Residential	Development would add to the existing development in the area, limiting wider impacts, but consolidating this form of back land development is not considered desirable. It is located some distance from the guided busway (around 1.5km away) and is also located in the Green Belt. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt, and considers the site to be potential grey 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.
OS058	Longstanton: N of Hattons Road (Policy E/4(1))	Employment	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).
208851	NIAB Park Farm, Villa Rd, Histon	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
51607	Scotland Farm, Dry Drayton	Employment	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 (2026) 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40248	Slate Hall Farm	Employment	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. This site is proposed for allocation in combination with site 200800 as S/RRA/SHF: Land at Slate Hall Farm, Bar Hill, and as such is not preferred on its own. Combining these sites provides more scope to mitigate the constraints identified and enable flood risks to be avoided (such that the preferred allocation boundary would not be considered a "dry island").
200800	Slate Hall Industrial Estate Lolworth	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development alone as it forms a dry island. There are no additional considerations that would alter this conclusion. This site is proposed for allocation in combination with site 40248 as S/RRA/SHF: Land at Slate Hall Farm, Bar Hill. Combining these sites will enable flood risks to be avoided (such that the preferred allocation boundary would not be considered a "dry island").
40090	Stirling House, Denny End Road, Waterbeach	Employment	This brownfield site currently in employment use is proposed for a densification of employment uses. It is considered more appropriate as a potential windfall development.
40533	Temporary site compound, Land at Boxworth Road, Swavesey	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
47535	Willow Tree Stables, 110-112 Whitecroft Road, Meldreth	Residential	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.
40218	Cottenham Sawmill, Histon Road, Cottenham	Residential	This Green Belt site is a mix of greenfield and brownfield land and is located outside of the Cottenham development framework, some distance from the village centre. Landscape mitigation could enable some development whilst ensuring the settlement edge character of the site is retained. While the site is considered by the Greater Cambridge Green Belt Study (2026) to be potential grey belt, it is not considered that there are exceptional circumstances for a Green Belt release in this location. There are a number of sites recently developed or committed on the edge of Cottenham and there are other sites considered more appropriate for allocation.
56169	29 Station Rd, Shepreth	Residential	Existing employment development. There are other sites considered more appropriate for allocation.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40286	Bird Farm, Cambridge Road, Fulbourn	Residential	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 (2026) 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.
40555	Cockerton Road, Girton	Residential	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 (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt. While part of the site is considered to be potential grey 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.
40556	Dataracks, Stagwood House, Beach Road, Cottenham	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200743	Etex Exteriors UK, Whaddon Road, Meldreth, Royston SG8 5RL (PDL Only)	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
208871	Evolution Business Park, Milton Road, CB24 9NG	Employment	This site is in a relatively isolated location, close but not adjacent to the Milton Park & Ride. The Cambridge Green Belt Study (2026) 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 and there are other sites considered more appropriate for allocation.
208813	Field adjacent to CPC Cambridge Pet Crematorium A505 Main Road, Thriplow Heath SG8 7RR	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
59402	Flint Cross, Newmarket Road, Royston	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40163	Gamlingay First School, Green End, Gamlingay	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40344	Grange Farm, Huntingdon Road, Girton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40416	Hauxton House, o2h SciTech Park, Cambridge	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40113	High Street, Horningsea	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
200799	Land adjacent to Cambridge Road Hauxton	Employment	The proposed site stretches out at a right angle from the edge of the Hauxton development framework into the rural landscape. Development of the site would disrupt the settlement pattern and encroach into the countryside. It would have a significant adverse impact on the landscape character which could not be mitigated, due to the extent and form of the parcel. There are other sites considered more appropriate for allocation.
40180	Land adjacent to Norman Way, Over	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40187	Land at A10 & Green End, Landbeach	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40177	Land at Ashley Farm, west of Cow Lane, Rampton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40515	Land at Barton Rd, Comberton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40251	Land at Beach Road, Cottenham	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40253	Land at Bennell Farm (west), West Street, Comberton	Residential	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.
40198	Land at D'Engaynes Farm, Newmarket Road, Stow-cum-Quy	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40197	Land at D'Engaynes Farm, south of A14, Newmarket Road, Stow-Cum-Quy	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
208865	Land at Haden Way, Willingham, Cambridge CB24 5HB	Residential	This site on the edge of Willingham is relatively enclosed by built form and garden vegetation. Some development could be accommodated with a sensitive design but would need to be guided by a Landscape Visual Impact Assessment. Almost a third of the site falls within Flood Zone 2 which would further reduce its capacity. A decision is pending on an outline planning application (24/04119/OUT) for a 65 bedroom care home which differs from the Call for Sites proposal for 35 to 65 dwellings. There are other sites considered more appropriate for allocation.
200812	Land at Hall Farm, High Street, Teversham, CB1 9AP	Employment	This site on the edge of Teversham falls partly within the Development Framework but more substantially within the Green Belt and contributes to the rural character of the area. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a high level of harm to the Green Belt. The scale and quantum of development proposed would result in harm to the landscape and the area's rural character and it is not considered that there are exceptional circumstances for a Green Belt release in this location. Development of the part of the site within the development framework would significantly reduce its capacity. There are other sites considered more appropriate for allocation.
52680	Land at Hazlewell Farm, Lolworth	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40544	Land at Potton Road, Gamlingay	Employment	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40268	Land at Swavesey Road, Fen Drayton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
48059	Land at Teversham Road, Fulbourn	Residential	This site on the edge of Fulbourn has detailed planning permission for 110 dwellings (S/3290/19/RM). At March 2025 the site was well underway with over half the development completed and only 20 per cent of dwellings yet to commence. An allocation is therefore unnecessary.
40179	Land at Belsar Farm, Sponge Drove, Willingham	Residential	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.
40130	Land east of A11, Mill Road, Great Wilbraham	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40433	Land east of Cambridge Road, Fen Drayton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
51650	Land east of Shortacre Works, Stagwood House, Beach Road, Cottenham	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40272	Land east of Balsham Road, Fulbourn	Residential	This Green Belt site is on the edge of the village and would extend development along Balsham Road. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate level of harm to the Green Belt. While part of the site is considered to be potential grey 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.
40271	Land east of Balsham Road, Fulbourn	Residential	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 (2026) identifies that release of land in this area would result in a moderate / moderate high level of harm to the Green Belt, though part of the site is considered to be potential grey 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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
208818	Land Lying to the East of Mill Road, Willingham, CB24 5LA	Residential	This site is outside of the Willingham development framework and makes a significant contribution to the rural setting of the village. The capacity of the site would be limited by the need for sensitive design and buffering, to preserve its rural character and setting, and the need to mitigate surface water flooding issues. There are other sites considered more appropriate for allocation.
40244	Land north of A14, Bar Hill	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40355	Land off Fulbourn Old Drift, Fulbourn	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40230	Land off Poplar Farm Close, Bassingbourn	Residential	Part of the boundary of this greenfield site is designated as an Important Countryside Frontage and the site is also very close to Poplar Farmhouse (Grade II listed building). These constraints and the site's limited capacity for development mean it would be better suited to coming forward as a windfall development. There are other sites considered more appropriate for allocation.
40336	Land off Balsham Road, Linton	Residential	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.
51583	Land on the South West side of Short Drove, Cottenham, CB24 8RW	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40024	Land south of Whitehall Farm, Arrington	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40320	Land to the east of Oakington Road, Dry Drayton	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
51649	Land to the north of Meadow Road, Willingham	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
60826	Land to the south of the A11 and west of Mill Road, Great Wilbraham	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
OS250	Land to the south of the A14 Services	Employment	Land to the south of Cambridge Services, A14 is being proposed for allocation under Policy S/RR/SCS: Land to the south of Cambridge Services, A14. This site is an iteration of the proposed allocation which does not accurately reflect the preferred site boundary and has therefore been superseded by the proposed allocation.
40296	Land to the south of Oakington Road, Cottenham	Residential	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 (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt, and considers the site to be potential grey 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.
40489	Land to the west of Cambridge Road, Melbourn	Residential	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.
40429	Land to the west of Stirling Way, Papworth Everard (Parcel C)	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40329	Land to the west of Oakington Road, Girton	Residential	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.
OS009	Land To The South Of Station Road, Gamlingay, Sandy, Beds SG19 3HE	Mixed Use	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.
40196	Land west of Newmarket Road, Stow cum Quy	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40164	Land west of South End, Bassingbourn	Residential	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.
OS154	Land adj (north) to 69 Long Road, Comberton	Residential	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 the impacts of development are likely to be low as a result of its small scale, it would place development on the edge of the village, some distance from village facilities and services. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate level of harm to the Green Belt, though the site is also considered to be potential grey belt. However, It is not considered that there are exceptional circumstances for a Green Belt release in this location and there are other sites considered more appropriate for allocation. There is also no evidence that it is available for development.
40014	Oakington Road, Cottenham	Residential	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.
208854	Quy Tech, Land to the north of the A14, Stow cum Quy. CB239AF	Mixed Use	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.
40151	Ramphill Farm, Rampton Road, Cottenham	Mixed Use	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.
51603	Wyndmere Farm, Steeple Morden	Employment	Based upon the up-to-date HELAA assessment, this site is not considered to be suitable for development. There are no additional considerations that would alter this conclusion.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
40466	Bannold Road, Waterbeach	Residential	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, which would result in 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 landscape from red to amber, however this site is largely within the Green Belt. The Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a low/moderate level of harm to the Green Belt and considers the area to be potential grey belt. However, 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 that are considered more appropriate for allocation.
47353	Brickyard Farm, Boxworth	Employment	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 provide a limited amount of additional land for HGV parking in a location that is well located for the adjacent A14 Services. 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.
40121	Land North of A14, J25, Bar Hill	Employment	Additional information provided by the site promoter has been considered through the HELAA but the assessment has not fundamentally changed the overall suitability score of the site. 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 adverse impacts on the landscape which could not be mitigated through design or conditions.
47903	Land south of Cambridge Road, Melbourn	Residential	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.
59349	Land south of Newington, Willingham	Residential	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.
200757	9 Doggets Lane Fulbourn Cambridge CB21 5BT	Residential	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.

HELAA Reference Number	Site Name	Proposed Use	Reasons why site is not preferred
59381	Cambridge Bar Hill Hotel Bar Hill CB23 8EU	Mixed Use	New information provided by the site promoter has been considered through the HELAA, and some aspects of the assessment have been updated. 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. The Vision Document and other information provided demonstrate how the retention of significant buffers from the A14 and Dry Drayton can supported and new green infrastructure delivered. However, the site is largely within the Green Belt and the Cambridge Green Belt Study (2026) identifies that release of land in this area would result in a moderate high level of harm to the Green Belt, though a small part of the site is considered to be potential grey 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.
200846	Former Dealership, Land at St Neots Road, Hardwick	Residential	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.
200767	Land at 92,98 and 100 West Drive Caldecote Cambridge CB23 7NY	Residential	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.
200784	Land to rear of 28a Cinqes Road, Gamlingay, SG19 3NW	Residential	This site is on the north eastern edge of Gamlingay, in an area behind ribbon development along Cinqes Road. Development of this site would result in back land development, and landscape buffer planting would be required to mitigate the additional visible impacts. The access has been assessed as only being able to serve 5 dwellings. There are other sites considered more appropriate for allocation.
40108	Land to the rear of 38 Histon Road, Cottenham	Residential	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 (2026) identifies that release of land in this area would result in a low level of harm to the Green Belt and considers the area to be potential grey belt. The site has outline planning permission for a rural exception scheme and it is therefore not appropriate to allocate.

Appendix F

Options considered for site allocation policies at First Proposals stage

F.1 This Appendix sets out the additional options considered by the Councils for the site allocation policies at the First Proposals stage. For each policy approach included in the First Proposals Local Plan the alternative options considered are set out. Where an option is considered a reasonable alternative, this is explained and an appraisal of that option is included.

F.2 The appraisal findings were originally presented in the SA Report for the First Proposals Local Plan (2021). Given the large number of options considered, the findings presented in this report relate to the alternative options only. The findings for the preferred approach at the First Proposals stage are not represented in this report but can be found in the previous iteration of the SA Report.

F.3 At the end of this appendix the SA recommendations made in relation to the First Proposals Local Plan are reproduced. These were for the Councils to consider while preparing the Draft Local Plan, in order to minimise negative sustainability effects and maximise positive sustainability effects. An explanation from the Councils about how they were addressed in the Draft Local Plan (Regulation 18) is also provided.

Cambridge urban area

Options

- B. Alternative option – Reduce developable area by retaining a consolidated Waste Water Treatment Works on site as either an indoors or outdoors facility. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because evidence shows that it would not be deliverable or viable.
- C. Alternative option – Higher quantum of development. This alternative is not the preferred approach due to placemaking implications, including open space provision, building heights and development mix as well as delivery of the Trip Budget **[See reference 1]**.

- D. Alternative option – Lower quantum of development. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because evidence shows that it would not be deliverable or viable.

Table F.1: Policy S/NEC: North East Cambridge

SA Objective	B	D
1. Housing	0	++/-
2. Access to services and facilities	0	++/--
3. Social inclusion and equalities	0	+/-
4. Health	0	++/--
5. Biodiversity and geodiversity	0	--?
6. Landscape and townscape	0	++/-
7. Historic environment	0	0
8. Efficient use of land	0	++
9. Minerals	0	++
10. Water	0	-?
11. Adaptation to climate change	0	+?
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	0	++

B. No policy

F.4 This option would not result in any sustainability effects as it would not alter the likely future baseline without the plan. Nevertheless, it is recognised it would not provide the positive outcomes that option A would bring in terms of a major new city district to Cambridge.

D. Higher quantum of development

F.5 Option C would provide a higher quantum of development than the preferred policy and contribute significantly to housing delivery and new jobs, which would be located within close proximity to each other and ensure easy access to employment opportunities. Therefore, significant positive effects are expected in relation to SA objectives 1: housing, 14: economy and 15: employment. However, the effects

against SA objective 1 are mixed with minor negative effects because providing a higher quantum of development would involve the development of taller buildings, which may result in a higher proportion of flats and therefore not provide as large a range of housing types. The effects for SA objective 14 are uncertain, as it is unclear whether there will be a net loss of industrial floorspace.

F.6 The development would be very high density and due to the fact it would be on previously developed land, would be an efficient use of land. It would also not result in the sterilisation of mineral resources. Therefore, significant positive effects are expected in relation to SA objectives 8: efficient use of land and 9: minerals.

F.7 The high density development would ensure the city district is walkable, which would reduce reliance on the private car. People would also be located within walking distance of a number of amenities as the option supports a range of different uses. This would help minimise emissions associated with use of the private car, in addition to minimising air pollution. NEC is already well served by public transport (e.g. Cambridge North Station and the Cambridgeshire Guided Busway) and according to the proposed policy approach, enhanced and new walking and cycling connections into and through NEC would be provided. This would encourage more active travel choices and promote higher levels of physical exercise. However, a higher quantum of development could place increased strain and pressure on services and facilities (e.g. GP surgeries), as it is unlikely they would have capacity to accommodate the additional growth, reducing people's overall accessibility to them. A higher quantum of development could also result in a relaxation in standards for open space provision. This is particularly concerning following the COVID-19 pandemic, which has highlighted significant inequalities in access to open space. Therefore, mixed significant positive and significant negative effects are expected in relation to SA objectives 2: access to services and facilities and 4: Health. Mixed significant positive and minor negative effects are expected in relation to SA objectives 12: climate change mitigation and 13: air quality because although this option supports sustainable and active travel modes, the scale of the proposed development would still be likely to generate car journeys from new residents, particularly if they need to travel further away to reach certain amenities due to capacity issues.

F.8 Mixed minor positive and minor negative effects are expected in relation to SA objective 3: Social inclusion and equalities because housing provision will include a proportion of affordable housing but due to the density of development, may result in a higher proportion of flats and therefore not provide as large a range of housing types.

F.9 It is not clear whether the Milton Road Hedgerows City Wildlife Site in NEC would be conserved under this option. There is also a Local Nature Reserve (Bramblefields)

located adjacent to the NEC development area, which could be affected by changing uses in the surrounding area. The development of Chesterton Sidings and the surrounding area could also have adverse effects on biodiversity because the area mainly consists of young trees and open mosaic habitats on previously developed land and a priority habitat. There is also uncertainty as to whether improvements in access to surrounding development could affect the priority habitats at the site. Therefore, significant negative effects with uncertainty are expected in relation to SA objective 5: Biodiversity and geodiversity.

F.10 The development of NEC would regenerate the area by providing a mix of uses, which is likely to improve the existing landscape and townscape, which already comprises built development. However, this option supports a higher quantum of development than the preferred option and would therefore involve the development of taller buildings, which could alter the character of the adjacent urban area. This option could also result in losses of open space to development, which otherwise form important physical landscape features. Therefore, mixed significant positive and minor negative effects are expected in relation to SA objective 6: Landscape and townscape. Negligible effects are expected in relation to SA objective 7: Historic environment because there are no designated heritage assets within NEC and although there are some located to the southeast and east of the site, the site already comprises built development and is therefore expected to have a limited effect on the historic environment, as well as archaeology.

F.11 Minor negative effects with uncertainty are expected in relation to SA objective 10: Water because although there are no Source Protection Zones at or near the site, there are a small number of water bodies present and the First Public Drain. Therefore, development of the site could potentially cause a deterioration in water quality through sediment runoff during construction.

F.12 The development of NEC presents an opportunity to address issues such as flood risk, although this is not made clear by the wording of this option. Therefore minor positive effects with uncertainty are expected in relation to SA objective 11: Adaptation to climate change.

Policy S/AMC: Areas of Major Change

Policy options

- B. Alternative option – No Policy. This was rejected as it was considered that this would not provide sufficient guidance for planning in important areas of the

city. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/OA: Opportunity areas in Cambridge

Policy options

- B. Alternative option – No policy. This option was rejected as it is considered that this would not provide sufficient guidance for planning in important areas of the city. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/LAC: Land allocations in Cambridge

Options

- B. The Councils considered a range of alternative sites within the Cambridge urban area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment.

Policy S/CE: Cambridge East

Policy options

- B. Alternative option - Carry forward the safeguarded land and more limited allocations in the adopted plans. This is not the preferred option given the suitability of the safeguarded land. Marshall's have confirmed that the site will be available during the plan period, and the evidence suggests that could fit with the themes and vision for the plan.
- C. Alternative option - A larger land release reflecting the proposal by Marshall. This is not the preferred option due to the level of harm to Green Belt and landscape that is not justified by exceptional circumstances or a need to meet housing or employment provision in the plan period.

Table F.2: Policy S/CE: Cambridge East

SA Objective	B	C
1. Housing	+	++
2. Access to services and facilities	0	++
3. Social inclusion and equalities	0	+
4. Health	0	++
5. Biodiversity and geodiversity	0	--?/+
6. Landscape and townscape	0	--?
7. Historic environment	0	-?
8. Efficient use of land	-	--/+
9. Minerals	0	--?
10. Water	0	-?
11. Adaptation to climate change	0	+/-
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	+	++

B. Carry forward the safeguarded land and more limited allocations in the adopted plans

F.13 This alternative would not result in development at the site (other than that already permitted) and would therefore largely reflect the baseline without the plan. A minor positive uncertain effect is identified for SA objectives 1: Housing and 15: Employment, as safeguarding the site would likely allow these uses to come forward if need could not be met elsewhere in the plan period, and land would be earmarked for such development in the longer term. Minor negative effects are identified for SA objective 8: Efficient use of land, as not allocating this site when it is expected to become available would not make best use of brownfield land in a sustainable location. It is also recognised that safeguarding the land, rather than allocating the site, would not bring forward the positive effects in terms of development recognised in the assessment of Option A, particularly with regards to providing new services and facilities for the wider area.

C. A larger land release reflecting the proposal by Marshall

F.14 This option would have similar effects to the preferred option, given that development would come forward as set out in the preferred approach, but with additional housing and employment, over a larger area.

F.15 The only differences from Option A, are that Option C would have significant negative effects on SA objectives 5: Biodiversity and geodiversity (mixed with minor positive effect), 6: Landscape and townscape, and 8: Efficient use of land, as the extended site includes Grade 3 greenfield land beyond the airport, effects on biodiversity are less likely to be easily mitigated and landscape impacts are also not likely to be easily mitigated. In addition, minor negative uncertain effects are recorded for SA objective 10: Water, as the extended site intersects with a Source Protection Zone.

Policy S/NWC: North West Cambridge

Policy options

- B. Alternative option – Carry forward guidance in the North West Cambridge Area Action Plan subject to any updates provided by policies in the new Local Plan, and not enabling additional development. This is not the preferred option due to the opportunities the area presents to meet future needs for the area by building upon an emerging new “place” in the city located in a highly sustainable location.

Table F.3: Policy S/NWC: North West Cambridge

SA Objective	B
1. Housing	0
2. Access to services and facilities	0
3. Social inclusion and equalities	0
4. Health	0
5. Biodiversity and geodiversity	0
6. Landscape and townscape	0
7. Historic environment	0
8. Efficient use of land	0
9. Minerals	0

SA Objective	B
10. Water	0
11. Adaptation to climate change	0
12. Climate change mitigation	0
13. Air quality	0
14. Economy	0
15. Employment	0

B. Carry forward guidance in the North West Cambridge Area Action Plan subject to any updates provided by policies in the new Local Plan, and not enabling additional development

F.16 Carrying forward guidance in the North West Cambridge Area Action Plan represents the likely future baseline without the plan. While this option makes reference to any updates provided by other policies in the Local Plan, such policies are subject to separate assessment. As such, negligible effects are identified for all SA objectives.

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

Policy options

- B. Alternative option – No release of Green Belt or additional allocation outside the existing Campus. This alternative is not the preferred approach, as it would not respond to the needs of the campus.
- C. Alternative option - A larger land release reflecting the proposal (referred to as Cambridge South) by a group of landowners with the support of the Cambridge Biomedical Campus. This alternative is not the preferred approach, due to the level of harm to Green Belt, landscape and biodiversity.

Table F.4: Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

SA Objective	B	C
1. Housing	0	+

SA Objective	B	C
2. Access to services and facilities	0	++/-?
3. Social inclusion and equalities	0	0
4. Health	0	+++?
5. Biodiversity and geodiversity	0	+/-?
6. Landscape and townscape	0	--?/+
7. Historic environment	0	--?
8. Efficient use of land	0	--
9. Minerals	0	--?
10. Water	0	-?
11. Adaptation to climate change	0	+/-
12. Climate change mitigation	0	++/-
13. Air quality	0	++/-
14. Economy	0	++
15. Employment	0	++

B. No release of Green Belt or additional allocation outside the existing Campus

F.17 This option reflects a 'do nothing' approach and the baseline without the plan. As such, negligible effects are expected for all SA objectives. However, it is recognised that without this policy, the additional support for the life sciences sector, and associated positive effects on economy and employment, may not occur.

C. A larger land release reflecting the proposal (referred to as Cambridge South) by a group of landowners with the support of the Cambridge Biomedical Campus

F.18 Effects are similar to the preferred option, given that much of the policy and allocated area remain the same. However, mixed significant positive and minor negative effects are expected for SA objective 2: Access to services and facilities, as the additional land lies closer to an existing centre and education facilities. The larger site has potential for significant effects on archaeology, therefore a significant negative effect is expected for SA objective 7: Historic environment. Minor negative effects are expected for SA objectives 10: Water and 11: Adaptation to climate change (mixed with a minor positive effect for SA objective 11), as the larger site coincides with a Source Protection Zone and is at a higher risk of flooding than

Option A. Whilst there is no difference in the significance of the other SA effects when compared to Option A, it is noted that the larger scale of this option will likely lead to effects of greater magnitude.

Policy S/WC: West Cambridge

Policy options

- B. Alternative option – No policy. This alternative has not been appraised as it is not considered to be a reasonable alternative. This is because it would not provide a context for the future evolution of the site, and would fail to ensure the site is available to contribute to the University's and the City's future needs or provide a policy framework for planning decisions.

Policy S/EOC: Other Existing Allocations on the Edge of Cambridge

Options

- B. Alternative option – No Policy – not considered a reasonable alternative as this would not provide a context for the future development of these sites whilst they are still being developed.

Policy S/CB: Cambourne

Policy options

- B. The alternatives to allocating development around Cambourne were considered as part of consideration of alternative Strategic Spatial Options (see **Error! Reference source not found.**).

Policy S/NS: Existing new settlements

Policy options

- B. Alternative option – No Policy. This was rejected as it is considered that area specific detail needs to be included in the new plan. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/GC: Genome Campus, Hinxton

Policy Options

- B. Alternative – No policy: This has been rejected as without a policy designation the area would be within countryside policies, which would not reflect the scale of change taking place in the area or provide suitable context for future proposals within the site. This option has not been appraised as it was not considered to be a reasonable alternative.

Policy S/BRC: Babraham Research Campus

Policy Options

- B. Alternative option – No policy. This alternative is not the preferred approach as without a policy, the area would remain in the Green Belt and additional land would not be allocated for development.

Policy S/RSC: Village allocations in the Rural Southern Cluster

Policy Options

- B. The Councils considered a range of alternative sites within the southern cluster area having regard to the overarching development strategy and conclusions of the Housing and Employment Land Availability Assessment.

Policy S/SCP: Policy areas in the rural southern cluster

Policy Options

Whittlesford Parkway Station Area, Whittlesford Bridge

- B. Alternative option – No policy. This is not the preferred approach as this would not support the redevelopment opportunity that exists in this location.
- C. Alternative option – Allocate the area for specified development amounts and use. This alternative is not the preferred approach as the Council does not currently have evidence that the whole area is available for development.

South of A1307, Linton

- D. Alternative option – No policy. This alternative has not been appraised as it was not considered to be a reasonable alternative. This is because it is necessary to set out within a policy that Land south of the A1307 is not a suitable location for new residential development due to it being severed from the services and facilities within the village.

Table F.5: Policy S/SCP: Policy areas in the rural southern cluster

SA Objective	B	C
1. Housing	0	+
2. Access to services and facilities	0	++
3. Social inclusion and equalities	0	0
4. Health	0	0
5. Biodiversity and geodiversity	0	0
6. Landscape and townscape	0	++
7. Historic environment	0	+
8. Efficient use of land	0	++
9. Minerals	0	++
10. Water	0	0
11. Adaptation to climate change	0	0

SA Objective	B	C
12. Climate change mitigation	0	+?/-?
13. Air quality	0	+?/-?
14. Economy	0	+
15. Employment	0	+

B. No policy

F.19 This option would not result in any sustainability effects as it would not alter the likely future baseline without the plan. Nevertheless, it is recognised it would not provide the positive outcomes that option A would bring in terms of the redevelopment of Whittlesford Parkway Station Area and restricting residential development at Land south of the A1307 due to it being severed from the rest of Linton by the A1307.

C. Allocate the area for specified development amounts and use

F.20 Option C would allocate the Whittlesford Parkway Station area for specified development amounts and uses, whilst restricting development in the south of the village of Linton, which is severed from the rest of the village by the A1307. Therefore, the effects identified in the appraisal of the preferred policy would also apply to this alternative option. Specifying development amounts and uses would provide more certainty to the effects identified but due to the fact the Council does not currently have evidence that the whole area is available for development, the same effects apply.

Policy S/RRA: Allocations in the rest of the rural area

Policy options

- B. Alternative option – The Councils considered a range of alternative sites within the rest of the rural area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment.

Policy S/RRP: Policy areas in the rest of the rural area

Policy options

- B. Alternative – No policy. For the majority of policy areas, the alternative of no policy was not considered the preferred approach, as a specific policy context is required so that on these sites development responds to specific local circumstances.
- C. Alternative – Allocate hospital area for residential development. This is not considered a reasonable alternative due to the desire to maintain employment levels in the village with the loss of the hospital. This option has not been appraised as it was not considered to be a reasonable alternative.
- D. Alternative – Allocate hospital area for employment without the preference for healthcare uses. This is not considered a reasonable alternative due to the opportunities provided by the current site, and local workforce. This option has not been appraised as it was not considered to be a reasonable alternative.

Table F.6: Policy S/RRP: Policy areas in the rest of the rural area

SA Objective	B
1. Housing	0
2. Access to services and facilities	0
3. Social inclusion and equalities	0
4. Health	0
5. Biodiversity and geodiversity	0
6. Landscape and townscape	0
7. Historic environment	0
8. Efficient use of land	0
9. Minerals	0
10. Water	0
11. Adaptation to climate change	0
12. Climate change mitigation	0
13. Air quality	0
14. Economy	0
15. Employment	0

B. No Policy

F.21 This option would not result in any sustainability effects as they would not alter the likely future baseline without the plan for the area to which they relate.

Nevertheless, it is recognised that it would not provide the positive outcomes that option A would bring, particularly in terms of social and economic benefits in the rural area. In addition, relying solely on other local plan policies may hinder the evolution of the Imperial War Museum at Duxford and not having a policy relating to East of Bypass Longstanton, Papworth Everard West Central, Papworth Hospital, Fen Drayton and Histon and Impington Station Area could hinder provision of a balanced mix of development in these areas.

Recommendations

F.22 Many of the appraisals for the site allocation policies at the First Proposals stage identified similar negative effects, particularly with regards to the environmental objectives. As such, general mitigation recommendations were set out to the Councils for site allocation policies (the SA Report that accompanied the First Proposals Local Plan noted that some of the site allocation proposed policy approaches already included mitigation measures but others did not):

- Where negative effects are identified for SA objective 5: Biodiversity and geodiversity, policies could commit to conserving and enhancing designated and priority habitats and species on or near the site. In addition, site allocation policies could promote biodiversity enhancements appropriate to the location, or cross-reference Policy BG/BG: Biodiversity and geodiversity and Policy BG/GI: Green infrastructure.
 - Where relevant, site allocation policies require the protection of designated and priority habitats on or near the site, and require biodiversity enhancements appropriate to the location. Policy BG/BG requires that all development protects and enhances habitats and species.
- Where negative effects are identified for SA objective 6: Landscape and townscape, policies could commit to conserving and enhancing the landscape and townscape setting of the site, and ensuring design is complementary to the local area. Policies could also cross-reference Policies GP/PP: People, place and responsive design, and GP/LC: Protection and enhancement of landscape character.
 - Where relevant, site allocation policies require the conservation and enhancement of nearby landscape and townscape. Policies in the Great

Places chapter require that all development conserves and enhances the landscape and townscape.

- Where negative effects are identified for SA objective 7: Historic environment, policies could commit to conserving and enhancing heritage assets on and near the site and their settings, making references to the specific assets this relates to. Where development could damage archaeological assets, archaeological investigations should take place prior to development, with assets retained in-situ if possible, otherwise fully recorded and preserved for education and research. Policies could also cross-reference Policy GP/HA: Conservation and enhancement of heritage assets.
 - Where relevant, site allocation policies require the conservation and enhancement of specified heritage assets on and near the site and their settings. Where features of archaeological significance have been identified on sites, the relevant policy requires further investigation prior to development.
- Where negative effects are identified for SA objective 9: Minerals, the Councils could consult with the Minerals Planning Authority and consider the potential for prior working of minerals at the site and require this, where practical/viable to do so.
 - Where relevant the Draft Local Plan makes reference to the protection of infrastructure relating to minerals resources.
- Where negative effects are identified for SA objective 11: Adaptation to climate change, particularly in relation to potential for development to be at risk of flooding, policies could require site-level flood risk assessments and appropriate flood management on site, including SuDS that also provide green infrastructure. Policies could also cross-refer to Policy CC/FM: Flooding and sustainable water management.
 - Where evidence demonstrates that allocations are at risk from flooding, site allocation policies require site-level flood risk assessments and appropriate flood management on site. Policy CC/IW: Integrated Water Management, Sustainable Drainage and Water Quality requires provision of sustainable drainage systems.

F.23 As set out above, the Councils considered the recommendations made in relation to the site allocation policies included in the previous iteration of the SA Report as part of the work for the Draft Local Plan. However, it is important to recognise that since the 2021 First Proposals Plan, the HELAA has considered some changes to data, amendments to sites including their boundaries and additional information provided, and additional sites in order to identify the proposed allocation

sites in the Draft Plan. Therefore, the previous SA recommendations relating to the site allocation policies may no longer be applicable in some cases.

F.24 The HELAA accompanying the Draft Local Plan, was used by the Councils to develop the site allocation policies and has been used to identify particular issues that may need specific attention in the development of the site in order to avoid and mitigate negative impacts and enhance positive impacts. These are set out in the site allocation policies and may include references to the points referred to in the previous SA such as biodiversity, landscape, historic environment, minerals and flooding.

F.25 Furthermore, the Plan must be read as a whole. Therefore, the recommendation to make cross references to other policies in the Local Plan was not considered necessary by the Councils.

References

- 1 The Trip Budget is calculated to ensure there are no additional vehicle trips on Milton Road at peak times (from 2017 levels) and subsequently not result in queuing on the A14 at Milton Interchange (Junction 33).

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