

Chapter 9

Site Options



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- 9.1. A technical assessment of a range of sites on the edge of Cambridge has been undertaken. This has had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge. The sites assessed are those that were submitted to the Councils as part of their ‘call for sites’ when preparing their respective Strategic Housing Land Availability Assessments (SHLAA) and any land identified through the new Green Belt review as fulfilling Green Belt purposes to a lesser degree.
- 9.2. A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments that inform the selection of the site options for consultation, including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in the Site Assessments for Edge of Cambridge Sites document supporting this consultation.
- 9.3. The outcome of the technical assessments of all sites in each broad location have been brought together in a summary format which can be found at Appendix 3. These use a traffic light system where Green (G/GG) indicates low impact/low significance; Amber (A) indicates medium impact/medium significance; and Red (R/RR) indicates high impact/high significance. These enable a quick visual comparison to be made between the merits of all the different sites assessed.
- 9.4. The following 6 site options have been identified on the edge of Cambridge as having potential for housing or employment development. They are shown on Map 2. The remaining sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other factors including planning constraints such as archaeological merit. The rejected sites are shown on Appendix 2 and listed for information in Appendix 4.

Question 2:

Which of the site options do you support or object to and why?

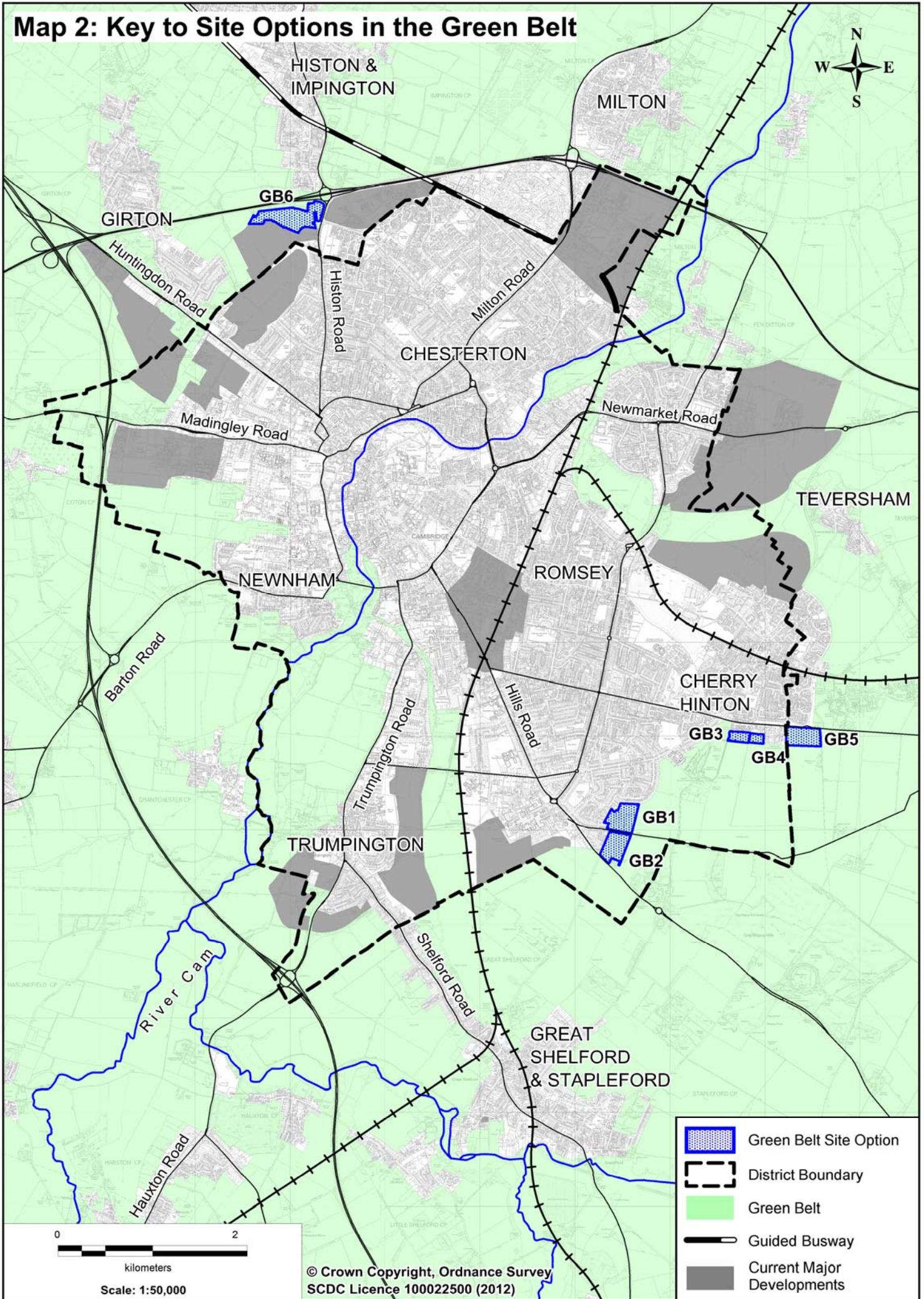
Please provide any comments.

Question 3:

Do you have any comments on the sites rejected by the Councils (see list in Appendix 4)?

Please provide any comments.

Map 2: Key to Site Options in the Green Belt



Site Option GB1: Land North of Worts' Causeway

District:	Cambridge
Ward / Parish:	Queen Edith's
Area:	7.33ha
Potential Capacity:	250 dwellings
SHLAA Reference(s):	CC930 (overlaps part of CC911 and SC111)

**Description:**

The site comprises locally listed farm buildings, a paddock and part of an open arable field. The field rises to the east beyond the boundary of the site towards Limekiln Hill. The site boundary encompasses the lowest part of the land and its northern boundary is anchored at the point where the field boundary starts to curve away to the north-east. Existing hedges and trees could be retained and a new landscaped boundary created to the east. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

Pros:

- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

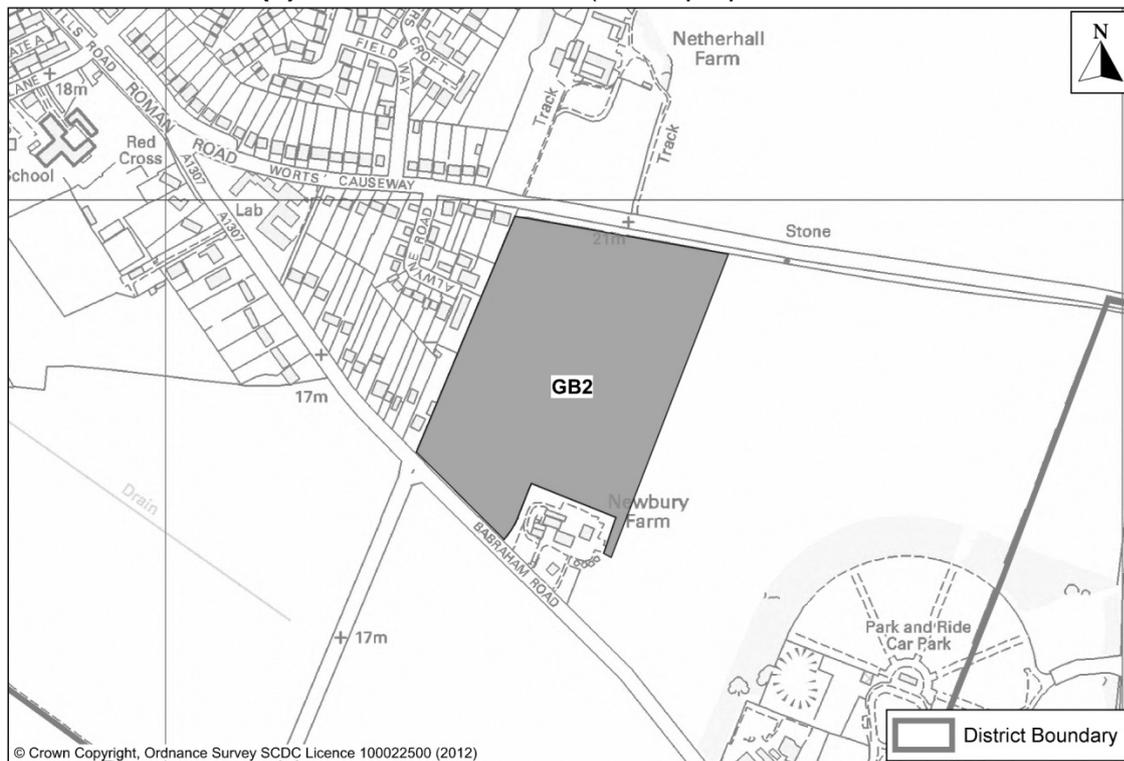
Cons:

- Minimal Impact on Green Belt purposes;
- Potential adverse impact on Netherhall Farm Meadow County Wildlife site but capable of mitigation;
- Small part of the site may not be available for development.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

Site Option GB2: Land South of Worts' Causeway

District:	Cambridge
Ward / Parish:	Queen Edith's
Area:	6.8ha
Potential Capacity:	230 dwellings
SHLAA Reference(s):	CC929 (overlaps part of CC911, SC284 and SC111)



Description:

The site comprises part of a flat open arable field bounded by hedgerows. Existing hedges and trees could be retained and a new landscaped boundary created to the east. The site boundary lines up with that of GB1 to the north, and is partly masked by the existing Newbury Farm to Babraham Road. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

Pros:

- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

Cons:

- Minimal impact on Green Belt purposes;
- Beyond 800m of local services and facilities;
- Beyond 800m of nearest primary school.

(For the technical assessment of this site, please visit <http://cambridge.idi-consult.net/ldf/>)

Site Option GB3: Fulbourn Road West (1)

District:	Cambridge
Ward / Parish:	Cherry Hinton
Area:	2.3ha
Potential Capacity:	75 dwellings. Alternatively, this site could be considered for employment to help to meet demand for quality employment development close to Cambridge.
SHLAA Reference(s):	CC931, CC933 (overlaps part of CC911 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park, residential and woodland. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site if developed for employment. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

Pros:

- Highly accessible by public transport and bicycle;
- Highly accessible to local facilities;
- Limited visual impact if well landscaped and any employment buildings are sunk into the ground;
- Ability to integrate with existing communities.

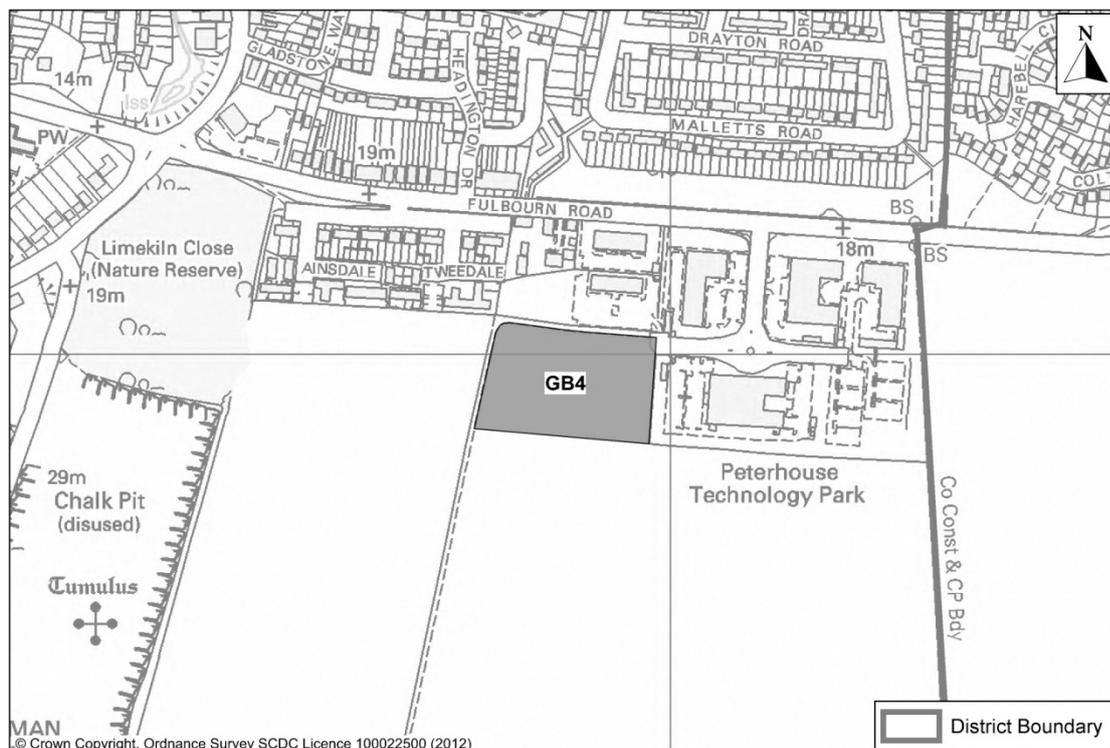
Cons:

- Minimal impact on Green Belt purposes;
- Abuts residential to the north which could constrain the form of development and the type of uses possible on site;
- Vehicular access to the residential development would depend either upon the existing access to Fulbourn Road through the Technology Park, or through the residential estate to the north.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

Site Option GB4: Fulbourn Road West (2)

District:	Cambridge
Ward / Parish:	Cherry Hinton
Area:	1.4ha
Potential Capacity:	Employment Development
SHLAA Reference(s):	CC932 (overlaps part of CC911 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park, and residential. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

Pros:

- Could extend existing employment area to help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

Cons:

- Minimal impact on Green Belt purposes;
- Partly abuts residential to the north which could constrain the form of development and the type of employment uses possible on site;
- Would depend upon the existing access to Fulbourn Road through the Peterhouse Technology Park.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

Site Option GB5: Fulbourn Road East

District:	South Cambridgeshire
Ward / Parish:	Fulbourn
Area:	6.92ha
Potential Capacity:	Employment development
SHLAA Reference(s):	SC300 (overlaps part of SC283 and SC111)

**Description:**

Land adjoining Peterhouse Technology Park. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south and east.

Pros:

- Could help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

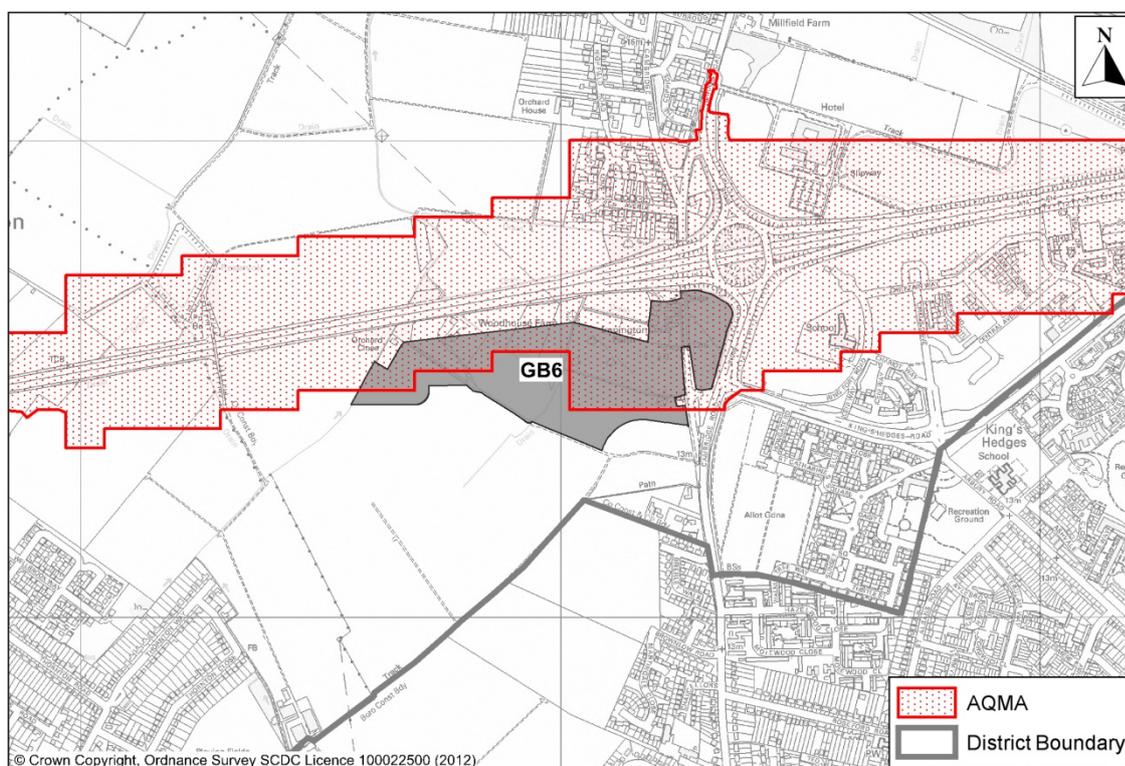
Cons:

- Some impact on Green Belt purposes;
- Loss of good quality agricultural land;
- Detailed surveys may reveal that only part of the site should be developed if visual impact is to be limited.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

Site Option GB6: Land south of the A14 and west of Cambridge Road (NIAB 3)

District:	South Cambridgeshire
Ward / Parish:	Impington
Area:	12.6ha
Potential Capacity:	Up to 130 dwellings, employment development and with the wider area of open countryside to the west wrapping round NIAB2 to become public open space. See also Site Option CS4 in Chapter 10 which identifies the eastern part of the site for a community stadium as an alternative.
SHLAA Reference(s):	SC298 (part)

**Description:**

Agricultural fields south of the A14 and west of Histon Road including hedges and small areas of woodland. Histon Road and the A14 slip roads are elevated on embankments close to the roundabout above the A14, which would partly shield development on the site from wider views. An Air Quality Management Area (AQMA) runs along the A14 to address an area of poor air quality, which is shown on the map above.

This proposed allocation assumes that all residential development is located on the southern part of the site outside the AQMA in the interest of public health, with employment development in the AQMA.

It also assumes the retention of hedges and woodland and a set back of the development from Histon Road and the A14 to provide effective visual separation between Cambridge and Impington.

The site adjoins the planned developments of NIAB1 and NIAB2 to the south and south west, and the streetpattern, and layout of landuses on the site would be masterplanned with the already allocated NIAB2 site

Pros:

- Opportunity to masterplan with the NIAB2 site;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped.

Cons:

- Some impact on Green Belt purposes
- Significant noise and air quality issues, no residential development possible in the AQMA
- Pylons cross the site.

(For the technical assessment of this site, please visit <http://cambridge.jdi-consult.net/ldf/>)

