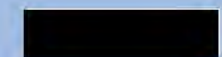


Landscape and Green Belt Study

Cambridge Science Park Extension

on behalf of



 2019

Quality Control

Landscape and Green Belt Study

for

Cambridge Science Park Extension

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The Landscape Partnership Ltd is a practice of Chartered Landscape Architects, Chartered Ecologists and Chartered Environmentalists, registered with the Landscape Institute and a member of the Institute of Environmental Management & Assessment & the Arboricultural Association

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1 INTRODUCTION

1.1 This Study has been prepared on behalf of [REDACTED] by The Landscape Partnership to assess the suitability of extending the existing Cambridge Science Park (CSP) to land north of the A14 and west of Mere Way (hereafter referred to as the 'Site') on the northern edge of Cambridge. The report will set out: the existing baseline; identify relevant content from supporting evidence base documents and how they apply to the Site; assess potential effects of future development; and provide guidance and recommendations regarding suitability, development options to minimise harm, and opportunities to provide mitigation and enhancements. The Study draws from a report prepared by Bidwells in October 2018 setting out the need for a mid-tech facility within Cambridge and the concept for its delivery as part of an extension to the CSP. Bidwell's report defined an area of land to be promoted that incorporated two elements: 'Proposed CSP Expansion' (69.86ha) as future development land (hereafter referred to as Parcel 1); and 'Green Infrastructure with Public Access to Support CSP Expansion' (hereafter referred to as Parcel 2) as land to provide associated landscape mitigation and enhancements to support the delivery of the future mid-tech development (refer to Figure 1 below, an extract from the Bidwells report, which shows these two areas).

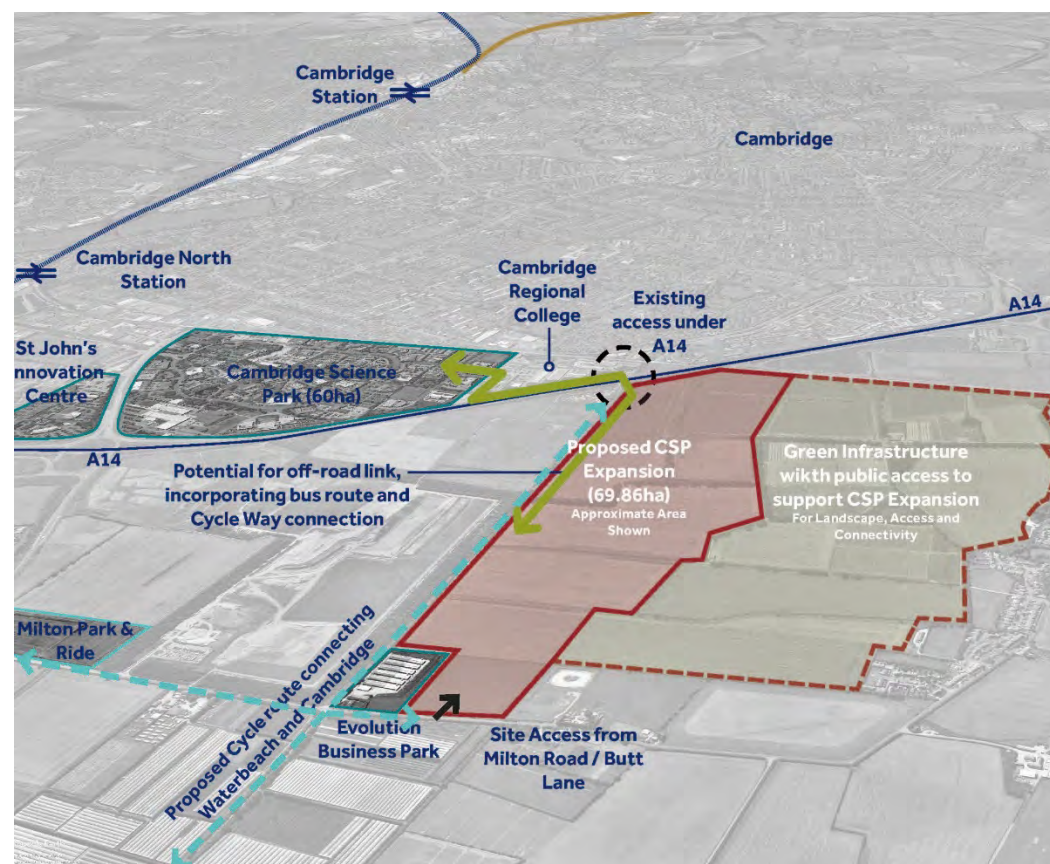


Figure 1: Extract from Bidwell's Study (NB image oriented south/north)

1.2 In particular, the Study will set out the following:

- ◆ the settlement pattern and character of the northern part of Cambridge and adjoining settlements, and the relationship with the surrounding landscape;
- ◆ the presence of relevant designations, in particular the Green Belt, what is of value and the contribution to the context of the Site, and whether and how this would be affected by future development;
- ◆ defining the key landscape features and characteristics of the Site and local landscape, how this may change, and guidance for retaining key features and characteristics;
- ◆ identifying key views, the visual influence of the Site and potential future development, and defining how these influences would affect the perceived change to the openness of this part of the Green Belt; and
- ◆ provide recommendations and guidance on development layout and treatment.

2 SITE AND LOCAL SETTING

2.1 The Site is located to the north of Cambridge and the east of the village of Impington and approximately 1km west of the village of Milton. It also lies with the parish of Histon & Impington. The Site covers an area of arable farmland with the farm buildings of Farmstead Farm located within the centre of the southern part of the Site.

2.2 To the south, a short length of the Site boundary is shared with the A14 corridor, where the road is set on an embankment of approximately 8m height to enable the presence of two underpasses. The eastern of the two underpasses provides access from road network around Cambridge Regional College linking to a travellers site to the north of the A14 and located immediately adjacent to the eastern boundary of the Site. It also provides access to a public byway that follows Mere Way adjacent to the eastern edge of the Site. Currently the A14 is being widened and is partly under construction. This has resulted in the removal of vegetation of the road embankment and a new embankment to be formed. It is not known whether new planting will be planted on the embankment. The more westerly underpass provides access for the Cambridgeshire Guided Busway, linking Cambridge to Huntingdon. The busway forms the remainder of the south-western Site boundary, along which there are three areas of woodland, interspersed with three open sections. Between the busway and the A14 lies: Cawcutts Lake (a former gravel pit that is now used a fishing lake for carp by Embryo Angling); Holiday Inn; and grass fields adjacent to Millfield Farm. To the south of the

A14, between J32 and J33, lies: Orchard Park, an area of high-density residential development; Cambridge Regional College; and the existing Cambridge Science Park. These areas of development form the northern fringe of Cambridge.

- 2.3 The north-western Site boundary is shared with the edges of: Histon & Impington Recreation Ground; Cambridge Lea Hospital; grounds of Impington Village College; residential properties along Percheron Close, Woodcock Close, and St Andrews Way; grounds for informal recreation and camping; and Medivet Impington. The north-eastern Site boundary is formed by Evolution Business Park and adjoining grass field, and a further a further field of grassland and a small arable field. These lie adjacent to Milton Road, along which are the individual neighbouring residential properties of Green Gates Farm and North View. The large soft fruit growing facilities of Sunclose Farm, with extensive areas of polytunnels, lies to the north of Milton Road. Along the south-eastern Site boundary is the public byway that follows Mere Way, the route of a former Roman road. This is a wide route contained by hedgerows, scrub and woodland. To the east of Mere Way are the Blackwell Travellers Site, and adjoining grass fields used for horse grazing by the travellers, and Milton Landfill site (largely completed and restored) and associated Milton Recycling Centre accessed off Butt Lane. Milton Road Park and Ride facility lies to the north-east of the landfill site, abutting Butt Lane and the A10, which forms the western boundary of Milton.

Settlement Pattern

- 2.4 At the turn of the 19th century, the northern edge of Cambridge was approximately 2.3kms to the south of its current location. The northern edge of the city beyond the collegiate historic core of Cambridge was then defined by dispersed groups of terraced properties, with small holdings extending northwards. The main route leading into Cambridge from the north was Histon Road. This connected Cambridge with the settlements of Histon and Impington to the north. At the end of the 19th century, these were hamlets that were well separated and with their own identity and character. Histon was a nucleated settlement located further to the north-west and set around The Green, whilst Impington was a small collection of scattered well dispersed buildings. These included several key buildings, namely: Manor Farm; St Andrew's Church; and Impington Hall. The Hall was a country house built by John Pepys in 1579, and lay on the northern edge of Impington Park, which extended to cover land to the south and east. The eastern part of the parkland lay within the western part of Parcel 2 (of the site) with remainder in what is now the grounds of Impington Village College and Cambridge Lea Hospital. In the first part of the 20th century, 1926-27 OS maps (refer to Figure 2 in

Appendix 1) appear to indicate that Impington Park was extended further to the south and east to cover much of the Parcel 2 land and what is now Histon Stadium and adjoining recreation ground. Although not clear from the OS maps, it is considered likely that the Park also extended further east to cover the southern part of Parcel 1. Tree belts were established along the boundaries of the fields that were accommodated into the Park, which are still present within the Site. The OS maps indicate that the fields were planted with an informal arrangement of parkland trees. However, if they were, none remain today. The main gardens were located around the Hall and incorporated a small ornamental lake to the front of the house, and a canal to the south of the Hall with lake and fish ponds, with a double tree avenue extending the axis of the canal into the Park. To the north-east of the Hall was a walled kitchen garden with a glasshouse and rustic summer houses.

- 2.5 Further to the east lay the small nucleated village of Milton. Between these settlements lay extensive farmland, with the main notable features being the Roman Road of Akeman Street (now Mere Way); King Hedges Road that connected to Kings Hedges (now the location of a travellers site), formerly known as Albrach dating from as early as the 13 century, and is believed to be the site of the ancient King's warren or game reserve; and Cambridge & St Ives Branch, a railway line connecting Cambridge to St Ives (now the route of bus way).
- 2.6 In the first half of the 20th century, Cambridge began to expand, mainly to the north-east. Histon also noticeably expanded to the south-east to link with the railway line, with the junction of Histon Road and the railway being the site for Orchard Factory, a large industrial complex of buildings. Milton and Impington largely remained unchanged, with the exception that part of Impington Park was sold in 1930 to enable the building of Impington Village College. The Hall itself remained until the middle of the 20th century, when it was demolished to become the site for Impington Hall Farm (subsequently developed for housing along Percheron Close at the end of the 20th century), and the remainder of the Park reverting to farmland.
- 2.7 During the 1940s and 1950s, a large area of land to the east of the Site was requisitioned by the US Army to prepare vehicles and tanks for D-day, and incorporated barracks (refer to Figure 3: OS 1959 Map in Appendix 1 and Figure 4: 1945 Aerial Image below), which was later used as a Prisoner of War camp, with a further area of land used as a railway depot (currently occupied by Cambridge Science Park, the A14 and extending up to the landfill site). This consequently removed a large area of farmland, and whilst buildings were removed, the form and layout for the camp and depot remained up until the 1970s. During this period of time Cambridge also expanded to the north with

new residential developments being created. Histon also continued to expand and by the 1960s and 1970s had largely merged with Impington. By comparison Milton had only expanded a comparatively small amount, retaining a contained nucleated form, although the large sewage works for Cambridge was constructed to the south during this time.



Figure 4: 1945 Aerial Image

2.8 Significant expansion and residential development continued to take place to the north of Cambridge during the latter half of the 20th century. In 1976/77 the A14 Cambridge northern bypass was constructed, and the Cambridge Science Park (established in 1970) supported 25 companies by 1979. During the latter part of the 20th century and beginning of the 21st century, the land to the north of the former US Army camp (east of the northern part of Parcel 1) extending to the south-east up to J13 of the A14, progressively infilled a former clay pit extracted during the 1970s. This has created

a landfill site incorporating household waste, industrial and commercial waste, and transfer station waste. At the commencement of the extraction works, a wide belt of trees was planted around the extraction site, which has subsequently grown into a substantial belt of woodland. In 2007 the Milton Park and Ride facility was constructed to the east of the extraction site. At the beginning of the 21st century, large areas of polytunnels were increasingly used for market gardening around Fieldstead Farm within the Site and as part of Sunclose Farm to the north of the Site.

3 DESIGNATIONS

- 3.1 The Site is not located within or in proximity to any statutory or local landscape designations. The Site is fully located within the Green Belt that extends around Cambridge. There are a number of ecological and heritage designations covering parts of Cambridge and the settlements and land to the north of Cambridge. These are illustrated on Figure 5 in Appendix 1. Milton Country Park is located to the south-eastern edge of Milton.
- 3.2 Cambridge is an important historic university city. The historic core is defined by the large Conservation Area covering the centre of the city and extending to the north-east along the River Cam. A large area of 20th century residential development, forming the suburbs of Chesterton and Kings Hedges, and modern educational and commercial development lies between the historic core of Cambridge and the Site. These are identified with Cambridge Inner Green Belt Boundary Study (CIGBBS), published in November 2015, as Townscape Character Types: 1900-1945 Suburban Housing; Post-war Suburban Housing; 21st century mixed used development; and large scale commercial, industrial and service development. Consequently, the landscape to the north of Cambridge, between Histon / Impington and Milton and the central part of Cambridge, has long since lost its association with historic areas of Cambridge.
- 3.3 The northern settlements of Milton, Landbeach, Histon and Impington also have Conservation Areas. Due to the influence of distance and other intervening more recent development, there is no physical or visual association between the Site and the Conservation Areas of Milton, Landbeach and Histon. Impington Conservation Area does have a physical and visual association with the Site, lying immediately to the west of the Site. This covers the historic part associated with Manor Farm, St Andrew's Church, and Impington Hall. The nearest part of the Conservation Area to the Site, is associated with the location of the former Impington Hall, which has now been replaced by 20th century housing on Perchernon Close and consequently has significantly changed in terms of its built

character and historic associations. As no Conservation Area Appraisal has been prepared, it is unclear why this area of residential development has been included within the Conservation Area.

Guidelines/Considerations for Future Development

- 3.4 The following are key points and considerations for future development within the Site:
- ♦ the main effect on designations, would be in relation to the Green Belt, which is considered in Section 6;
 - ♦ there is a possible effect on the Impington Conservation Area, but the proposal to incorporate an area of green infrastructure with public access within Parcel 2, should avoid any harm to the retained historic core around St Andrew's Church;
 - ♦ creating a parkland character within Parcel 2, to re-establish the character of the former Impington Park. This area of land could be used to create a country park; and
 - ♦ extending the parkland character of Parcel 2 within the proposed mid-tech development of Parcel 1.

4 LANDSCAPE CHARACTER

- 4.1 The Site is located on the eastern edge of the National Character Area (NCA) 88: Bedfordshire and Cambridgeshire Claylands. This covers a large area of landscape extending from Buckingham in the south-west to Peterborough in the north and Cambridge in the east. It is a landscape of gently undulating lowland plateau divided by shallow river valleys that comprises predominantly open arable farmland with regular fields bound by open ditches and trimmed hedgerows and scattered woodland. Statement of Environmental Opportunities (SEO) 3 advises that *'plan and create high-quality green infrastructure to help accommodate growth and expansion, linking and enhancing existing semi-natural habitats'*.
- 4.2 No detailed landscape character assessment has been undertaken that covers the whole of South Cambridgeshire. The District Design Guide Supplementary Planning Document, prepared in March 2010, does provide an overview of the broad definition of landscape character and settlement character that covers South Cambridgeshire. This identifies that the northern part of the District, to the north of Cambridge, lies within the Landscape Character Area (LCA) E: Fens Edge. Reference is made to the following relevant characteristics: *'a mostly flat, low-lying landscape with open views. However, scatterings of clumps of trees, poplar shelterbelts and occasional hedgerows sometimes*

merge together to give the sense of a more densely treed horizon'. Settlement character describes how the villages on the low fen islands are characterised by their long linear form, with some villages such as Cottenham having a well wooded character, with hedgerows and mature trees concealing buildings, whilst other settlements are more open. Design principles include the following relevant guideline: *'ensure new developments on the edges of villages are integrated by thick hedgerows, copses and shelterbelt planting reflecting the local mixes. Ensure a transition between Fen and Fen Island by retention and creation of small hedgerowed paddocks'*.

Cambridge Inner Green Belt Boundary Study

- 4.3 The Cambridge Inner Green Belt Boundary Study (CIGBBS) identified the Site as lying within the Landscape Character Type (LCT) 2: Fen Edge and within the LCA 2A: Western Fen Edge (refer to Figure 6 in Appendix 1). The Study describes the LCT as being *'a transitional landscape type, situated between the Fens and the higher land beyond. It is relatively low lying, but not as low as the Fens. It still appears generally flat, and contains a variety of land uses, including arable and pastoral agriculture, roads and settlements'*. It also notes that *'the building of the A14 has severed the link between the city and the Fen Edge landscape to the north'*. This is an important point in understanding the relationship and role of the landscape to the north of Cambridge and the setting of the city, in particular the historic parts of Cambridge and the consideration of Cambridge as a whole being an historic city. LCA 2A is further defined as being a relatively low-lying landscape and gently undulating between 5 and 20m above sea level and primarily characterised by arable farmland divided into medium-sized regular fields. It notes that *'hedges and shelterbelts between fields, plus several orchards, add a distinctive pattern of vegetation into the landscape. Views to Cambridge are restricted by the low-lying topography and the A14. Therefore, the only key views to Cambridge from the western fen edge are from the A14 itself. The A14 also acts as an artificial edge to the city, and undermines the gentle transition between the city and the fen edge'*. Again, this reinforces the intrusive effect of the A14, and its artificial definition of the northern edge of Cambridge. The development of the Site provides the opportunity to redefine the northern edge of Cambridge through the creation of a more sympathetic transition from the wider countryside.

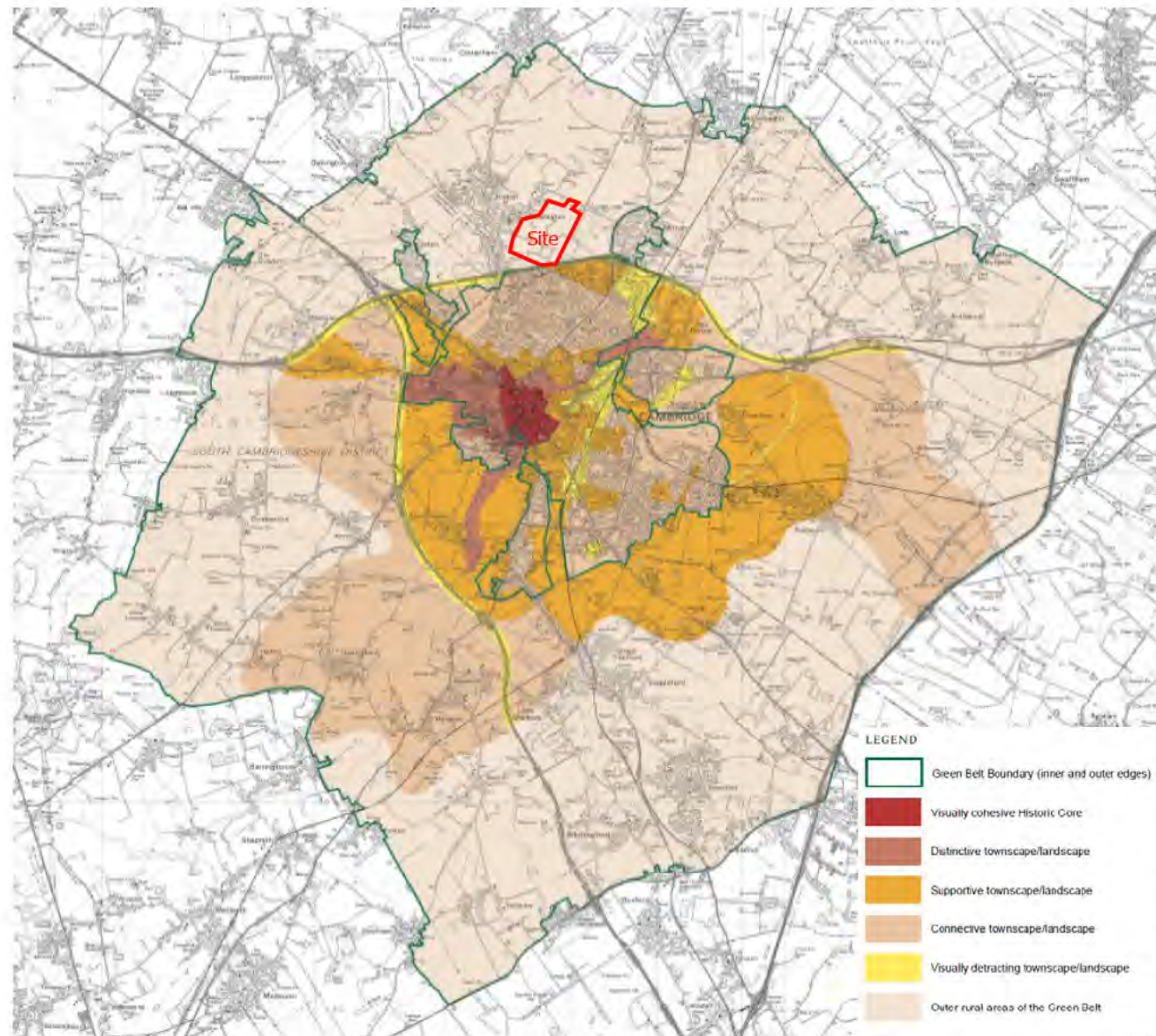


Figure 7: CIGBBS Figure 11: Townscape and Landscape Role and Function

4.4 The CIGBBS also assesses the role of the different areas of townscape/landscape in supporting the historic core and distinctive areas of the city. This includes the contribution which the surrounding landscape makes where the city is visible or where it forms part of the foreground of views from more distant viewpoints. The CIGBBS assessment also considered the contribution a particular character area makes to the 'essence' of Cambridge, providing a unique sense of place, both within the city and its rural setting. Consideration was given to connective areas which may include significant landscape and townscape features. However, the Site is not located in any of the key landscape or townscape areas that contribute to the distinctiveness of Cambridge, but rather lies within the remainder of the Green Belt, defined as 'outer rural areas of the Green Belt' (refer to Figure 7 above).

4.5 Therefore, the Site falls within part of the broader rural context and not within to the Connective, Supportive and Distinctive areas of townscape or landscape. The Site does not relate to any of the key functions and points described in the CIGBBS i.e. it does not form a backdrop in views of the city, nor provide a setting for the approaches to the Connective, Supportive and Distinctive areas. The Site is therefore not relevant to the description of: 'supportive landscape around most of the west, south and east edges of the city, where the relationship of the city to the adjacent rural landscape is an important aspect of the setting'.

4.6 Reference is also made to the villages such as Histon and Milton having expanded considerably during the 20th century, and are now perilously close to being linked to Cambridge by suburban routes. Nevertheless, the villages have retained their individual village character, although the CIGBBS notes that the scale and form of the villages has radically changed, altering the character and identity of the villages, making much less distinctive. Future development within the Site, should limit any further merger with Cambridge and retain the individual character of Histon, Impington and Milton.

4.7 Policy NH/2 of the adopted South Cambridgeshire Local Plan 2018 states that the development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the local landscape and the individual NCA in which it is located.

Local Landscape

4.8 Landscape character can be further defined at a localised scale. This Study considers that the landscape between the A14 to the south, Histon and Impington to the west, Milton Road to the north, and the A10 and Milton to the east (hereafter referred to as the Impington Fen Edge) has a different character the remainder of the Western Fen Edge landscape. In contrast to much of the Western Fen Edge (which has a more open and expansive arable character, where the sky and horizon form dominant features) the Impington Fen Edge is noticeably more contained, due to the influence of woodland and shelterbelts forming strong landscape features. This reinforces the regular recti-linear landscape pattern and limits views to a localised context. In terms of land use there is a more diverse pattern within Impington Fen Edge, incorporating a mix of arable farmland, market gardening, landfill, horse grazing, and urban edge type development. The latter includes the Evolution Business Park, Milton Recycling Centre, and Milton Road Park and Ride. This creates a more urban fringe character to the landscape. The effect of 20th century land uses has had particular influence on the eastern part of the landscape, with the removal of much of the original field pattern and hedgerows, and the formation of a new structure of recti-linear woodland belts. The western part of the landscape has

been mainly influenced by the former Impington Park, although there is little remaining evidence of the former use. The exception is the formation of the strong linear shelterbelts that contain many of the fields. The A14 and A10 create dominant road corridors along the southern and eastern edges, with significant amount of traffic movement and presence of noise affecting the local tranquillity. These create intrusive features within the landscape forming hard edges. The transition with the more built up areas of Histon and Impington is more gradual, with the large grounds of Impington Village College, Histon & Impington Recreation Ground, and Cambridge Lea Hospital, with their wooded edges creating a soft and sympathetic transition. The north-western part of Impington Fen Edge is more open, with field boundaries being contained by mature and continuous hedgerows.

- 4.9 The CIGBBS identifies the main gateways and approaches into Cambridge, as well as a number of important green corridors. The Site would not be located on any of these corridors and would not be close enough for any future development to affect them.

Site Features

- 4.10 The Site comprises arable fields, woodland, tree belts, hedgerows and farm buildings and structures. To the north of the Site, the arable fields are bound by largely continuous and dense hedgerows, with gaps only occurring to allow for farm tracks and connections between the fields. Hedgerows are in average to good condition and typically 3m in height, formed of mainly hawthorn and blackthorn, but also including elm and dog rose. Scattered hedgerow trees are present, mainly within the more central part of the Site. The short boundary with Milton Road is predominantly open, with just bramble demarcating the boundary. Blocks of woodland are present within the centre and peripheral southern parts of the Site, connecting to an extensive network of tree belts. The tree belts vary in width between approximately 15-25m width. The average height of the tree belts and woodland is approximately 15m, extending up to 18-20m in some parts, and have a good form and condition. Species content varies within different parts of the Site, but typically includes: sycamore; ash; oak; lime; horse chestnut; pine; elm; and field maple. A hedgerow defines the south-western boundary along Mere Way, which varies in condition and form along its length. To the north, the hedgerow is in good condition, providing a continuous length and approximately 3-4m height and incorporating a number of trees that enclose the public byway. To the south, the hedgerow varies in condition, with gaps and a more scrubby form, with heights varying from 3m up to 8m in the more scrubby sections.

Guidelines for Future Development – Landscape Character

- 4.11 The key points in relation to landscape character and future development within the Site are:
- ◆ the landscape is largely flat and largely well contained by woodland and shelterbelts, thereby enabling development to be more contained and easier to integrate into landscape;
 - ◆ the woodland and shelterbelts form important landscape features and should be retained wherever possible. These will also enable the creation of a mature landscape setting for future development to be set within and provide an attractive setting. The belts also provide an important role in terms of green infrastructure providing a strong network of wildlife corridors;
 - ◆ the A14 creates a visual intrusive and artificial northern edge to Cambridge. Future proposals for the Site enable the creation of a more sympathetic transition between the city and the Fen Edge, in a similar way to the transition of the Histon and Impington settlement/rural edge;
 - ◆ the modified nature of Impington Fen Edge, results in the local landscape being less sensitive to change from future development, so long as much of the strong landscape framework of woodland and shelterbelts is retained; and
 - ◆ the northern part of the Site is more sensitive to change than the southern part, partly due to the greater distance of the northern part from the existing urban edge of Cambridge and the visual and audible effects of the A14, but it is also less well contained by vegetation. Therefore, consideration should be given to limiting development to the more southerly parts of the Site or if extending further north creating new shelterbelts / woodland belts at an advanced stage to form the northern edge of any future built development.

5 VIEWS

- 5.1 Due to the extensive framework of tree belts and woodland within and neighbouring the Site, combined with the flat low lying nature of the landform, the Site is visually well contained. The elevated A14 prevents views from the site further to the south into Cambridge. The tree belts, woodland and tall hedgerows along the fringes of Histon and Impington contain much of the views into the Site (refer below to View 1 from within the Site).



View 1: Internal view of Site



View 2: View from Impington Village College looking towards the Site



View 3: View towards the Site from Milton Road



View 4: View from Mere Way public byway



View 5: View from Cambridgeshire Guided Busway looking into the Site

- 5.3 There are some small sections in this vegetation which are lower, which allow views into the Site from the grounds of Impington Village College (refer to View 2), and from the rear of some of the residential properties along Percheron Close and Woodcock Close, but these views don't extend as far as Parcel 1, being mainly restricted to the adjacent arable field. Views from the rear of most of the properties along the eastern edge of Woodcock Close are restricted to the approximately 10m high tree belt along the north-western Site boundary. The properties on the eastern end of St Andrews Way are bungalows, where views are contained to the east by tall hedge along the north-western boundary of the Site. Most of Histon and Impington has no views of the Site, due to the presence of intervening buildings and mature vegetation. This includes St Andrews Church and churchyard in Impington.
- 5.4 The wide woodland belts around Milton Landfill contain much of the views from the west, preventing views from Milton Park and Ride, the A10 and the village of Milton. The Site is more open to the north-east. However, the only publicly accessible locations to the north are Milton Road and the continuation of the public byway along Mere Way, beyond Milton Road. The latter is contained by tall mature hedgerows and trees, with adjoining fields containing polytunnels, and Evolution Business Park preventing views of the Site. Milton Road has the properties of North View and Green Gates Farm on the eastern edge of the road, with adjoining grass fields that are contained by tall hedgerows. However, the remainder of Milton Road, immediately to the north-east of the Site, has open views over the adjoining fields to the northern fringes of the Site (refer to View 3). From these locations, future development would be expected to be visible. There are a number of scattered farm buildings to the north, some of which contain farmhouses which appear to have views of the Site prevented by the adjoining barns and mature vegetation. Green Gates Farm is contained by tall leylandii hedges preventing views of the Site. Consequently, the only residential property to the north that would potentially have views of any future development is North View.
- 5.5 Much longer distance views are possible from the edges of the village Landbeach and from open sections of Landbeach Road to the south (refer to View 4). However, views are contained in the mid-distance by the mature hedgerows and trees around Sunclose Farm and along Mere Way, and the woodland belts around Milton Landfill. It is expected that views from this location would not be affected by any future development or would result in a minor / negligible effect.
- 5.6 From Mere Way the main views would be experienced as filtered views through the adjoining hedgerow and scrub, and within gaps in the vegetation. The existing maturity of the vegetation

would limit the effect on users of the public byway (refer to View 4), but there would be an evident awareness of the introduction of new built form into the countryside. This could be addressed by providing a buffer along this edge of the Site and strengthening the existing vegetation with new native planting.

- 5.7 The only other notable views into the Site from publicly accessible locations would be from the Cambridgeshire Guided Busway, where gaps in the woodland along the south-western Site boundary allow views into the Site (refer to View 5), and along the A14. Much of the views from the A14 neighbouring the Site are largely contained by vegetation along the A14 and around Cawcutts Lake, and the woodland along the south-western boundary of the Site. The exception is where the A14 abuts the Site, and where the A14 highways works have resulted in the removal of the vegetation along the embankment. From these locations there are open views into the Site, and therefore likely views of any future development. The future design layout would need to take account of these views, allowing for positive engagement and framed views into the Site from the south. This approach could provide a softer transition from the existing northern edge of Cambridge and remainder of the fen edge landscape.
- 5.8 The CIGBBS identifies a number of Key Elevated Views and Key Low Level Views, none of which are from the north of Cambridge or would incorporate views of or across the Site. There are no views of the historic Cambridge skyline or of any key Cambridge landmarks or distinctive / memorable features from within the Site or which incorporate views of the Site.

Guidelines for Future Development - Views

- 5.9 The key points in relation to views and future development within the Site are:
- ◆ retention of woodland and tree belts, wherever possible, to retain the visual character of the Site and help visually integrate any future development;
 - ◆ consider limiting built development to the more enclosed central and southern parts of the Site. This could include changing the boundaries of Parcel 1 and 2, so that built development extends slightly further to the west and less to the north;
 - ◆ if development extends to the north, provide additional tree belt and woodland planting to extend the landscape framework that contains areas of built development; and
 - ◆ retain framed views into the Site from the guided busway and A14, providing a positive engagement and demonstrate a transitional edge from urban to rural.

6 GREEN BELT

6.1 The National Planning Policy Framework (NPPF), published in February 2019, sets out the protection of Green Belt land in Section 13, in which it identifies that the *'fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'*. It sets out the five purposes of the Green Belt as:

- ♦ *'to check the unrestricted sprawl of large built-up areas;*
- ♦ *to prevent neighbouring towns merging into one another;*
- ♦ *to assist in safeguarding the countryside from encroachment;*
- ♦ *to preserve the setting and special character of historic towns; and*
- ♦ *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land'* (paragraph 134).

6.2 The NPPF highlights that, by definition, inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 136 sets out that *'once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period'*. Paragraph 138, highlights that where it is deemed necessary to release land from the Green Belt, the impact of removing the land *'can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land'*. This also relates to paragraph 141, which states that *'once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land'*. Where new Green Belt boundaries are formed, paragraph 139, notes the need to *'define boundaries clearly, using physical features that are readily recognisable and likely to be permanent'*.

6.3 Policy S/4 and NH/8 of the adopted South Cambridgeshire Local Plan 2018 sets out that Green Belt will be protected in line with the NPPF and that any development must be located and designed not have an adverse effect on the rural character and openness of the Green Belt. Policy NH/10 allows

for the provision new buildings for outdoor sport and recreation, so long as they do not harm the openness and purposes of the Green Belt.

6.4 There have been several recent appeal decisions that have further interpreted the openness of the Green Belt and the potential harm to the purposes of the Green Belt. This includes the High court challenge brought by Samuel Smith Old Brewery (Tadcaster) and Oxton Farm against North Yorkshire County Council and Darrington Quarries Ltd which considered the visual dimension of openness, and requires that the decision maker is required to consider how the visual effects of a development would affect the openness of the Green Belt and whether these effects are likely to be harmful or benign. As openness is not defined in the NPPF, different factors are capable of being considered as relevant to the concept. This is now considered to include both visual as well as spatial factors. This was considered in the case Turner v Secretary of State for Communities and Local Government and Another [2016] EWCA Civ 466 – land at Barrack Road, West Parley, Ferndown, Dorset. In this case the judge found that the Planning Inspector had been correct in assessing that the impact of openness by comparing the existing and proposed position of a dwelling compared to a mobile home and storage yard. The judge stated openness is *'not narrowly limited to [a] volumetric approach'* but *'is open-textured and a number of factors are capable of being relevant when it comes to applying it to the particular facts of a specific case'*. The judge went on state that *'the question of visual impact is implicitly part of the concept of "openness of the Green Belt"... There is an important visual dimension to checking "the unrestricted sprawl of large built-up areas" and the merging of neighbouring towns, as indeed the name "Green Belt" itself implies. Greenness is a visual quality: part of the idea of the Green Belt is that the eye and the spirit should be relieved from the prospect of unrelenting urban sprawl. Openness of aspect is a characteristic quality of the countryside, and "safeguarding the countryside from encroachment" includes preservation of that quality of openness. The preservation of "the setting ... of historic towns" obviously refers in a material way to their visual setting, for instance when seen from a distance across open fields'*.

6.5 The CIGBBS (2015) provides an update of the previously prepared Inner Green Belt Boundary Study, December 2012. The CIGBBS identified 19 sectors of the Inner Green Belt, which were assessed to understand their importance to the performance of the Green Belt purposes. Most of the sectors were also divided into sub-areas, where there were differences within the sector. The Site lies beyond the Study Area and was not included in any of the assessed sectors and does not lie adjacent to any of assessed sectors. The Study Area covered nearly the entirety of the Green Belt surrounding Cambridge, with the exception of the Green Belt between Histon/Impington and Milton.

Consequently, the assessed sectors bear no relationship with the Site. The CIGBBS concludes that *'whilst virtually all areas of land within the study area have been assessed as being of importance to Green Belt purposes, consideration has been given as to whether it may nevertheless be possible for certain areas of land be released from the Green Belt for development without significant harm to Green Belt purposes. This has been assessed for each sector and a number of areas have been identified around the south and south-east of the city where limited development, if handled appropriately, could take place without significant harm to Green Belt purposes. In each case, parameters are set for any such development to avoid significant harm to the purposes of the Green Belt'*.

6.6 Given the presence of Green Belt around Cambridge, accommodating future development needs of the city will be challenging. If growth is to be achieved this will need to be by i) redevelopment of existing developed areas in Cambridge, ii) development beyond the Green Belt, or iii) release of the Green Belt. This will be a key decision for Cambridge in the future. If Cambridge is to accommodate developments, such as a mid-tech development in its best location to maximise the benefits of being near to Cambridge University and benefit from its international reputation for research and design, it will be very likely that further land will need to be released from Green Belt. Consequently, it will be necessary to find parts of the Cambridge Green Belt, where there is less of a contribution to the purposes of the Green Belt in comparison to other parts around Cambridge. The CIGBBS also indicates that it is possible to find parts of the Green Belt where development could take place without significantly harming the purposes of the Green Belt, if designed appropriately and working within specific parameters. Therefore, this may also apply in parts of the Green Belt that have not been assessed.

6.7 The CIGBBS describes that the Study Area was broadly based on the 2012 Inner Green Belt Boundary Study, but extended to include additional areas, so as to *'ensure comprehensive coverage of all undeveloped Green Belt land around the edges of the city'*. It is not stated why the part of the Green Belt north of the A14, which the Site falls within was not included within the Study Area. Within the 2012 Study, the Green Belt beyond the A14 was excluded from being assessed, because it provided a major physical barrier that confined the edge of Cambridge. As the CIGBBS identifies elsewhere, that the A14 is an artificial boundary that prevents a more sympathetic transition from city to fen edge, there is seemingly the potential for sympathetic development that extends beyond this artificial boundary to provide a better transition.

6.8 In the absence of an assessment of the Green Belt that the Site falls within, this Study has prepared an assessment of the Site and the potential effects of future development within the Site, based on defining of 16 qualities of the Green Belt used within the CIGBBS. These qualities provide a greater level of understanding of the Green Belt as it relates to Cambridge, with each quality relating to one of the NPPFs five purposes of the Green Belt. Each of the qualities is considered in the CIGBBS equally important to the Green Belt, so no weighting is applied.

Table 1: Site Green Belt Assessment

	Assessment Criteria	Description
1	A large historic core relative to the size of the city as a whole	The A14 has acted as a barrier to the growth of Cambridge, defining the current northern extent of the city. The Green Belt to the north has little or no association with the historic core, with the intervening modern development having removed this association. There is little sense in which it is connected to the historic character of Cambridge. The northern part of Cambridge is one of the parts of the city which has experienced greater expansion beyond the historic core. Expansion beyond the A14 might be considered to extend the scale of Cambridge so that the balance between the historic core and the city as a whole is harmed. This would probably be more a perceptual and subjective judgement, due to the perceived influence of the A14 containing the edge of the city. If the whole of the Site was to be released from the Green Belt, this potentially could reach a tipping point in terms of the scale of the city in comparison to the historic core. There is also the potential that development within the Site could cause urban sprawl. It is consequently, important that any future development within the Site is carefully considered and designed, so that it does not result in perceived urban sprawl or undue expansion to the north. A well planned development with an appropriate scale, could avoid a harmful expansion that affects the overall scale of the city relative to the scale of the historic core. If the full extent of Parcel 1 was developed, it is considered that this would result in a linear expansion that notably expands the city beyond the historic core. In this circumstance, the form of expansion would be more akin to the settlement pattern of Histon and Impington, and consequently would have less of an association with Cambridge. It is therefore recommended that development does not extend as far north as the Evolution Business Park, even though there is a logic to integrating this area of development with any future mid-tech development within the Site. A development that was focused more on the central and south-eastern part of the Site would be more appropriate and avoid the perception of urban sprawl. This could extend partly into Parcel 2, as far west as farmstead of Fieldstead Farm. Whilst this part of the Green Belt does provide a role in relation to Criteria 1, which the release of Green Belt would affect, it is not considered that future development would cause significant harm, if expansion was relatively contained and did not expand too far north.

	Assessment Criteria	Description
2	A city focussed on the historic core	There is a connection between this part of the Green Belt and Histon and Impington, but these have their own community cores, and would not be affected by any future mid-tech development within the Site. The proposals would connect with the existing Cambridge Science Park and accordingly would form part of a commercial area of Cambridge, but not compete with the historic core.
3	Short and/or characteristic approaches to the historic core from the edge of the city	The Site does not form part or lie adjacent to any short and/or characteristic approaches between the open countryside and the Distinctive Cambridge. Consequently, the Site provides a very limited role in relation to Criteria 3. Visitors approaching Cambridge from the north through Histon following the B1049 experience a largely a sub-urban approach that is not distinctive. On this route, there is some very limited awareness of the open countryside within the Site when travelling along Bridge Road and crossing the bridge of the guided busway. As long as the south-western part of Parcel 2 retains its current character, any future development within the Site, would not affect the perception of entering an historic city nor effect the perceived scale of the city. The Green Belt would retain the sense of being an historic city dominated by the historic core.
4	A city of human scale easily crossed by foot and by bicycle	The CIGBBS identifies that the Histon Road is 3.5kms from the city centre, which Bridge Road connects to. The Cambridgeshire Guided Busway also provides a cycleway forming part of Sustrans Route 51, which would connect the Site to Bridge Road, via Cambridge Road, a distance of 4.5km. Route 51 also provides a designated route into the city centre, following a longer route that passes through Chesterton, a distance of approximately 5.5km (close to the national average cycle journey identified by the National Travel Survey 2014, as stated in the CIGBBS). This would still enable Cambridge to be perceived as having a human scale that could be easily crossed by bicycle. In any case, it is likely that most cycle journeys would occur between residential areas and any future mid-tech development and Cambridge Science Park.
5	Topography providing a framework to Cambridge	The landform is typical of the low lying landscape beyond the floodplain of the River Cam where development has historical occurred to form Cambridge. Consequently, development within the Site would retain Cambridge's relationship between built development and the landform.
6	Long distance footpaths and highways providing access to the countryside	There are no public rights of way within the Site. The only route within the vicinity of the Site, is the public byway that follows Mere Way. As this is the only public right of way that provides access to this part of the countryside to the north of Cambridge, it provides an important route and link between the city and countryside and Waterbeach. This would be retained, but also provides the opportunity for any future development proposals to link with it and enhance connectivity. The lack of public access within this part of the Green Belt also provides an opportunity to improve accessibility, and meet the objectives of the NPPF. The public byway is also the only way to

	Assessment Criteria	Description
		appreciate this part of this countryside and its relationship with Cambridge. Future development within the Site should seek to retain a strong green corridor along the public byway and sense that any adjoining development has a parkland character providing a transitional character between the evidently urban character to the south of the A14 and the strong rural character further to the north.
7	Key views of Cambridge from the surrounding landscape	As set out above, the Site does not contribute to any key views. The historic core and Cambridge landmarks are not visible from within the Site or from locations beyond the Site, where the Site contributes to the visual setting of the historic core and landmarks. Views from the A14 are of modern development, with no awareness of the historic core or views of an historic skyline and landmark features.
8	Significant areas of Distinctive and Supportive townscape and landscape	The Site does not form part of the identified Distinctive and Supportive townscape and landscape, which have been defined as being the most essential areas to be safeguarded from the adverse effects of development. However, the CIGBBS considers all areas of the Green Belt (with the exception of Visually Detracting Townscape/Landscape) to be provide a crucial role in the setting and perception of the city. Nevertheless, the Distinctive and Supportive townscape and landscape provide an important distinction, in determining which parts of the Green Belt play a greater role and contribution to the distinctiveness of Cambridge and its setting. Furthermore, the Site is located within the Outer Rural Areas of the Green Belt, where the primary function is described as <i>'providing a backdrop to views of the city and in providing a setting for approaches to Connective, Supportive and Distinctive areas of townscape and landscape'</i> . However, the Site provides little contribution in this function.
9	A soft green edge to the city	The Site does form part of the countryside surrounding Cambridge, and consequently does contribute to providing a soft green edge to the city. Development of part of the Site would affect its contribution to the soft green edge. However, there are several factors which differentiate it from other parts of the Green Belt or would limit effects / provide an opportunity. The CIGBBS identifies that: the Green Belt to the west of Cambridge provides the greatest contribution; Cambridge has a densely treed character, which is reflected in the Site's mature tree belts and woodland; the A14 creates an abrupt and hard edge that does not contribute to the setting and special character of Cambridge, thereby enabling the opportunity for future development to provide a more appropriate transition; and the role of planting in forming future city edges. The retention of the existing tree belts and woodlands would form an important part of any future development proposals, as this already provides a strong landscape framework that forms a defining feature within this part of the Green Belt and thereby would continue to provide a soft green edge to the city. If development extends beyond the existing tree belts, further tree belts could be created.

	Assessment Criteria	Description
10	Good urban structure with well-designed edges to the city	The A14 has contained the growth of Cambridge and defined its northern edge. However, it has also created a linear and harsh edge to the city, particularly due to its elevated nature of the road, increasing its prominence on the edge of Cambridge and in the landscape to the north. As described elsewhere within the CIGBBS, this has resulted an artificial, abrupt and hard edge that does not provide a sympathetic and well designed edge to the city. Any future development within the Site would need to be designed to ensure that it provides a good urban structure and well designed edge.
11	Green corridors into the city	There are no 'Green Corridors' within the vicinity of the Site.
12	The distribution, physical and visual separation of the necklace villages	20 th century development has already led to the coalescence of Histon and Impington, and almost connected with Cambridge, and Milton which has already coalesced with Cambridge. Whilst there is a degree of retention of individual identity within these villages, they have been significantly compromised. The Site would not have an influence in further accentuating this existing coalescence between Histon and Impington, and between Milton and Cambridge, but does provide an important contribution to limiting further coalescence with Cambridge. It also provides a contribution to the separation of Histon/Impington and Milton. At their closest points, the gap between Impington and Milton is 2km and there is no intervisibility between the settlements. The intervening landscape between the settlements and Cambridge is heavily influenced by the presence of woodland and tree belts, further accentuating the sense of separation between the settlements. Parcel 1 is sufficiently distant from Histon/Impington and Milton, that if developed there would be no sense in which one settlement was expanding, drawing closer to the other settlement, and would still enable the retention of their own identity. There would, however, be an awareness of the expansion of Cambridge. It is therefore important that most of Parcel 2 remains undeveloped to retain the sense of identity and separation with Cambridge, and prevent further coalescence. If development is limited to the eastern part of the Site, a perceptual sense of separation with Cambridge would be retained that is no worse than the existing situation, as currently experienced along Bridge Road. The existing tree belts and woodland within the Site provide an important role in this regard by assisting in physically and visually containing any future development.
13	The scale, character, identity, rural setting of the necklace villages	Histon and Impington have already coalesced, having experienced significant 20 th century growth and therefore less distinctive to those villages that have experienced little growth. Consequently, the Green Belt around these settlements is less significant in comparison to other parts of the Green Belt where villages have experienced limited change. Nevertheless, the Site does contribute to the rural setting to the east of Histon and Impington. It is therefore important that Parcel 2 is left largely undeveloped to retain this

	Assessment Criteria	Description
		setting. Development with the parts of Parcel 1 that have a network of tree belts and woodland would have little perceptual awareness to a change in the wider rural setting of the two villages. Consequently, the Green Belt would retain this function.
14	Designated site and areas enriching the setting of Cambridge	The Site does not incorporate any environmental, cultural and access designations. It does lie adjacent to the Impington Conservation Area, but the closest part of the Conservation Area has already been significantly changed through the presence of residential development. Exclusion of development within the adjoining part of Parcel 2 would retain the setting of the Conservation Area.
15	Elements and features contributing positively to the character & structure of the landscape	The tree belts and woodland provide an important contribution to the character and structure of the landscape, and should be retained wherever possible as part of any future development. Development within this part of the Green Belt would have limited effect on this criteria, if these features are retained.
16	A city set in a landscape which retains a strongly rural character	The Site does provide an important contribution to the rural character surrounding the city. Whilst the adjoining area of landscape has been notably influenced by a number of land uses, creating a more disturbed landscape, the landscape of the Site retains an evident arable character with a strong landscape framework of tree belts, woodland and hedgerows. Built development by its very nature would result in the encroachment into the countryside and consequently would cause harm to this criteria. However, whilst there would be an evident physical introduction of built form into the rural context of the Site, the perceptual influence could result in a much reduced effect, by avoiding it being seen as a change from publicly accessible locations and settlements. Through limiting development to the central and southern part of Parcel 1 and the south-eastern fringe of Parcel 2, a combination of physical separation and the visual containment provided by the tree belts and woodland would largely prevent a perceptual awareness of the encroachment into the countryside from the settlements of Histon/Impington and Milton Road. This would also apply in the context of the perception of those approaching the city using the communication routes. The exception would be for users of the Public Byway along Mere Way, where there would be an awareness of the encroachment. However, this can be reduced by strengthening the existing boundaries of Mere May to provide a strong green corridor.

6.9 The Site provides an important contribution to the NPPF purposes of the Green Belt. The CIGBBS considers that almost all parts of the Green Belt around Cambridge provide a 'crucial' role, but

nevertheless there are large parts of the Green Belt around the edges of Cambridge which provide a more 'essential' role. The Site does not form part of these more essential parts of the Green Belt. Whilst development of the scale proposed would have a significant effect in terms of 'openness' i.e. the lack of any physical presence of development, through careful location and design of future development within the Site, the perceptual effect on openness could be much reduced and the perception that the purposes of the Green Belt are largely retained. Recent case law has indicated the importance of applying a visual understanding of the Green Belt and the effect of development on openness. Accordingly, perceptual considerations are an important element in determining how the purposes of the Green Belt are affected. This is picked up in the CIGBBS within a number of the 16 qualities/criteria, where 'perception' forms an important part of the qualities.

- 6.10 Minimising the perceptual effect on openness and the purposes of the Green Belt within the Site can be achieved by locating development away from Histon/Impington, as currently envisaged through limiting development to Parcel 1. However, we consider that by developing the whole of Parcel 1 up to Milton Road would create a linear development that extends too far north, such that it could be perceived as resulting in urban sprawl and also cause a perceived significant encroachment into the countryside. It is therefore recommended that development is contained to the central and southern parts of Parcel and extend partially into the western edge of Parcel 2 (refer to Figure 8 below). The Site also benefits from being low lying and strong framework of mature tree belts and woodland that would enable any future development that is set within this framework to be well integrated and limit the awareness of a change to the rural setting and openness.
- 6.11 If it is proved justifiable to release part of the Site from the Green Belt, future development also has the potential to offset some of the adverse effects of locating development within the Site i.e. the southern and central part of Parcel 1 and eastern edge of Parcel 2, through enhancing the environment and public access (as referred to in the NPPF paragraph 138) within Parcel 2. Similarly, there is the opportunity to enhance the beneficial uses of the retained part of the Green Belt (as referred to in the NPPF paragraph 141).

Green Infrastructure

- 6.12 The Cambridgeshire Green Infrastructure Strategy, published in June 2011, promotes and assists in the shaping, co-ordination and delivery of green infrastructure in the county. The primary objectives are to: reverse the decline in biodiversity; mitigate and adapt to climate change; promote sustainable growth and economic development; and support healthy living and well-being. The Strategy sets out

a Strategic Network of green infrastructure, defined as different themes and factors relating to green infrastructure. Cambridge and a wide area of surrounding landscape lies within the Strategic Green Infrastructure Network, referred to as 'Cambridge and Surrounding Areas'. The Strategy sets out five Strategic Area Projects and six Target Areas for this Strategic Area. The Site is located in a broad Target Area of Cambridge. None of the Strategic Area Projects relate to the location of the Site. The Strategy identifies the following opportunities for the Target Area of Cambridge:

- ◆ **Biodiversity:** enhanced management and links with existing green corridors in the wider countryside, and opportunities to address the deficit of parkland habitat in the north of Cambridge;
- ◆ **Climate Change:** remediation of the urban heat effect and flood alleviation, in particular addressing surface water drainage needs and planting regimes in open space;
- ◆ **Green Infrastructure Gateways:** enhanced links between the city and the surrounding countryside;
- ◆ **Heritage:** protection and enhancement of the historic built and natural environment;
- ◆ **Landscape:** ensuring that the growth of Cambridge enhances the setting and character of the historic city, through maintaining and contributing to green corridors linking the wider countryside with the heart of Cambridge;
- ◆ **Publicly Accessible Open Space:** there is a deficiency for 2ha+ and 20ha+ areas of public open space to the north of Cambridge and the majority of Cambridge has a deficit of 500ha+; and
- ◆ **Rights of Way:** ensuring that communities have access to sustainable modes of movement and enhanced links to the wider countryside. It is noted that there is a limited Rights of Way network to the north of the city, and identifies that there are opportunities to provide linkages between growth areas, the city, river, nearby villages and the surrounding countryside.

- 6.13 Future development within the Site could help deliver all of these opportunities providing an important contribution to the Target Area of Cambridge.

- 6.14 Policy NH/4 of the adopted South Cambridgeshire Local Plan 2018 requires that conservation and enhancement of biodiversity should be a primary objective of any development proposal, providing a positive gain through the form and design of the development. Priority for habitat creation should

be given to the achieving targets within the Biodiversity Action Plans and Cambridgeshire Green Infrastructure Strategy. Policy NH/6 sets out the proposals should not cause loss or harm to the green infrastructure network and should contribute to its enhancement. The Council will support proposals that deliver the priorities of the Cambridgeshire Green Infrastructure Strategy and local green infrastructure.

Guidelines for Future Development – Green Belt

6.15 The key points in relation to Green Belt and future development within the Site are:

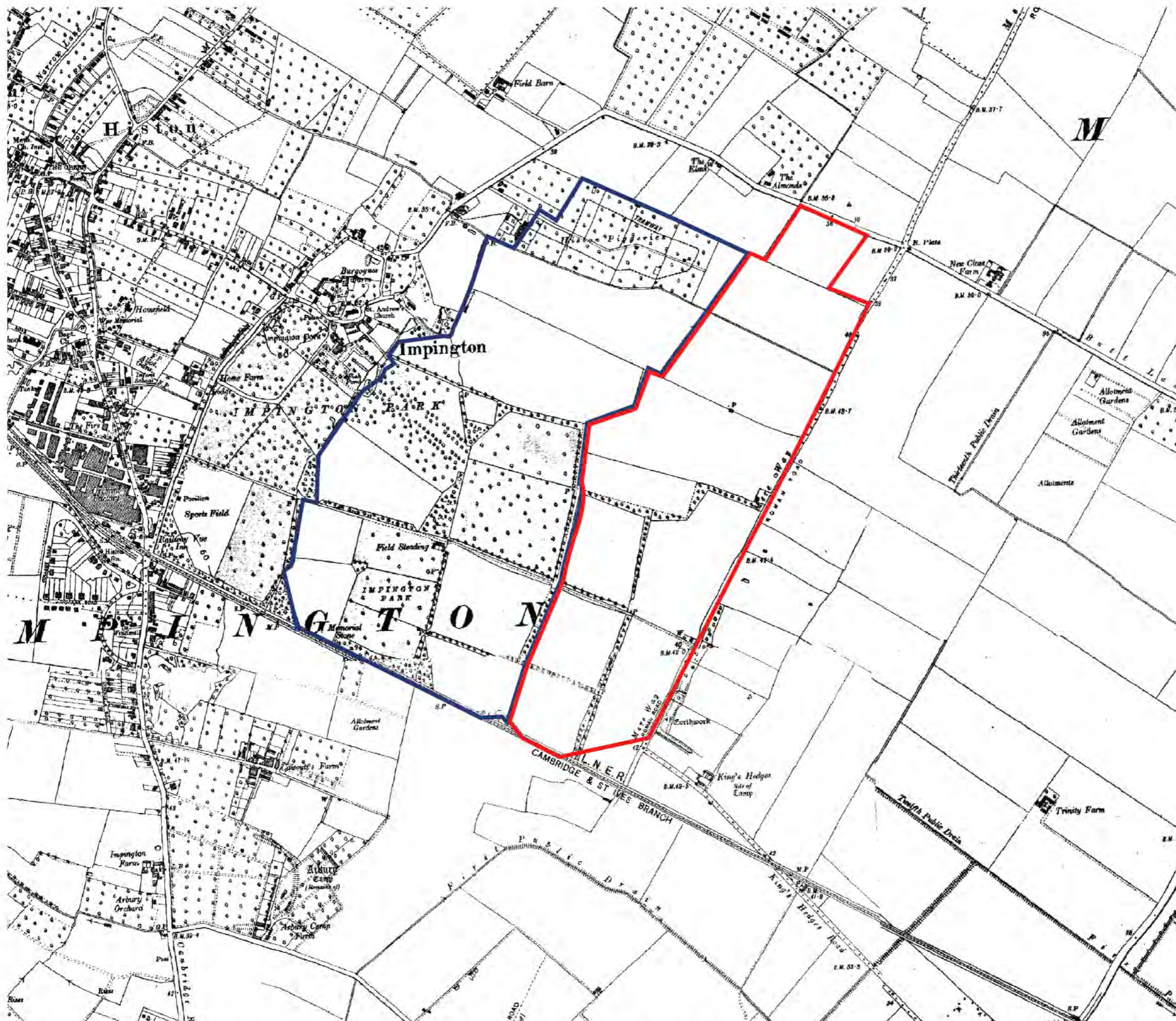
- ◆ retention of the existing tree belts and woodland. Some internal loss may be necessary to achieve the best layout to meet other objectives, but should be minimised wherever possible;
- ◆ location of built development within the central and southern part of Parcel 1 and extend partially into the eastern edge of Parcel 2. Figure 8 shows the Preferred Area of Development and potential further Extended Area of Development to meet the proposed quantum of development. The latter could be done as a later phase, but allowance for undertaking advance tree belt planting along the northern fringes to enable sufficient time for the planting to establish;
- ◆ a more nucleated development would also provide a more focused development, creating a more cohesive layout that encourages the creation of a community and collaborative working. This may help overcome a sense of being isolated at the peripheries, within a more elongated development. A central focal area for meeting gathering with café and restaurant facilities and open space would further assist with bringing people together and engendering a sense of belonging. This also help meet the objectives of Criteria 10 of CIGBBS;
- ◆ set the development within a parkland setting with a strong treed character;
- ◆ strengthening the boundaries along Mere Way with additional planting and buffer to provide a green corridor adjacent to the public byway, and/or locating open space adjacent to Mere Way that positively engages with the byway by connecting physically and visually;
- ◆ provision of a country park within the western part of Parcel 2 (refer to Figure 8). It is not considered necessary to extend further north (although could be done if a more extensive commitment was considered necessary). The remainder of the land to the north could be retained as farmland with some habitat and ecological enhancements undertaken; and
- ◆ the country park could incorporate sporting and recreational facilities that benefit both the mid-tech park and the local community, where this is not currently provided or cannot be shared with

Histon & Impington Recreation Ground. Additional provisions could include opportunities to improve health and well being, informal recreation, creation of parkland, wetland and meadow grassland habitats, parkland tree planting, and heritage interpretation of Impington (in particular the link and association of the Site with Impington Hall and Park). Public footpath and cycleway access should be provided that connects with and through the country park with: Histon and Impington through the existing vehicular access to the farm, but may also be possible at other points; the Cambridgeshire Guided Busway; Mere Way public byway through the mid-tech park; and the wider countryside.



Figure 8: Proposed Development Areas

Appendix 1: Figures



Key

-  Proposed CSP Expansion Boundary (Parcel 1)
-  Proposed Green Infrastructure/Public Access Boundary (Parcel 2)

B19074 - Cambridge Science Park Extension

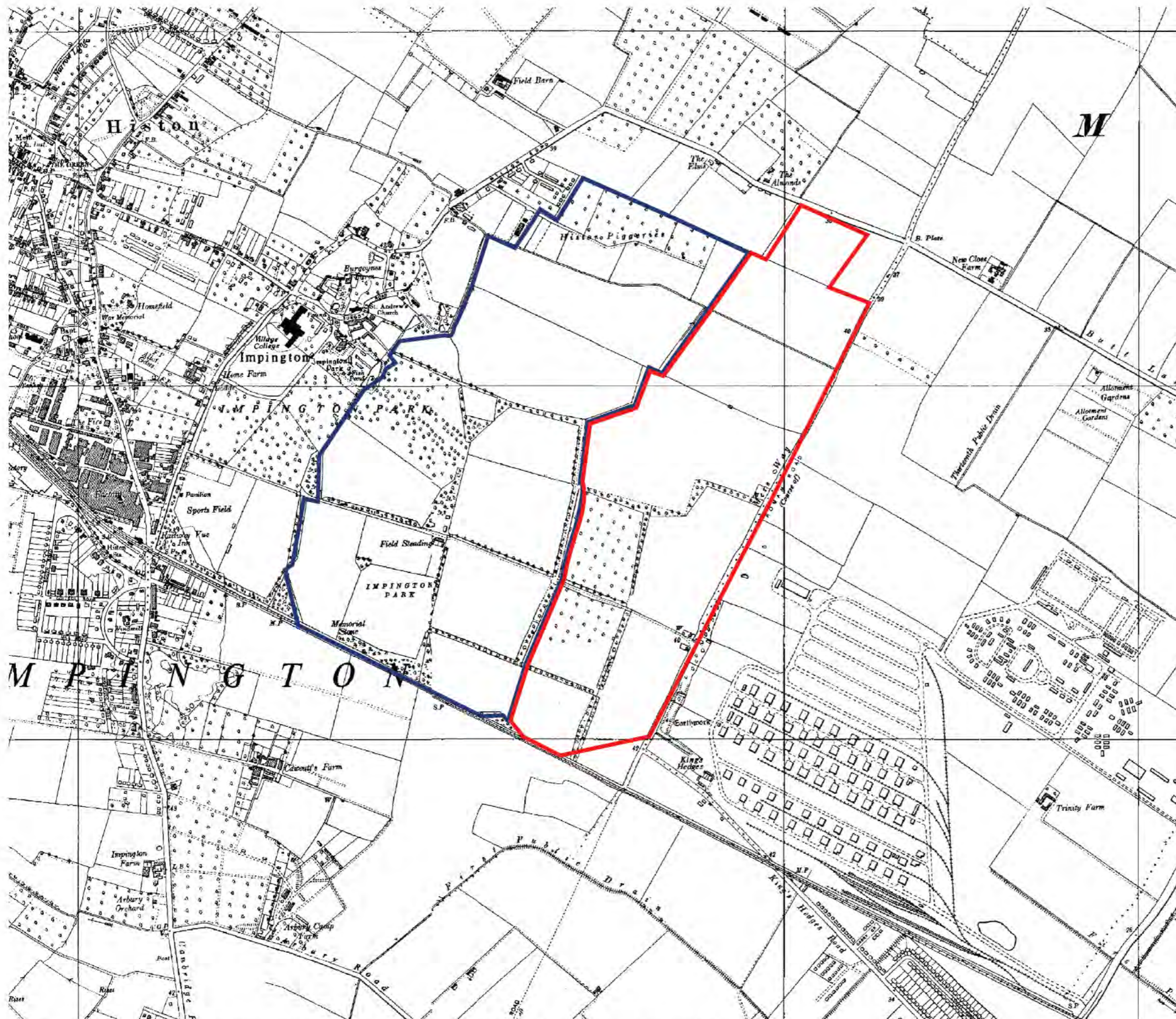
1927 OS Map

Figure 2

Scale: 1:10,500 @ A3

September 2019





Key

-  Proposed CSP Expansion Boundary (Parcel 1)
-  Proposed Green Infrastructure/Public Access Boundary (Parcel 2)

B19074 - Cambridge Science Park Extension

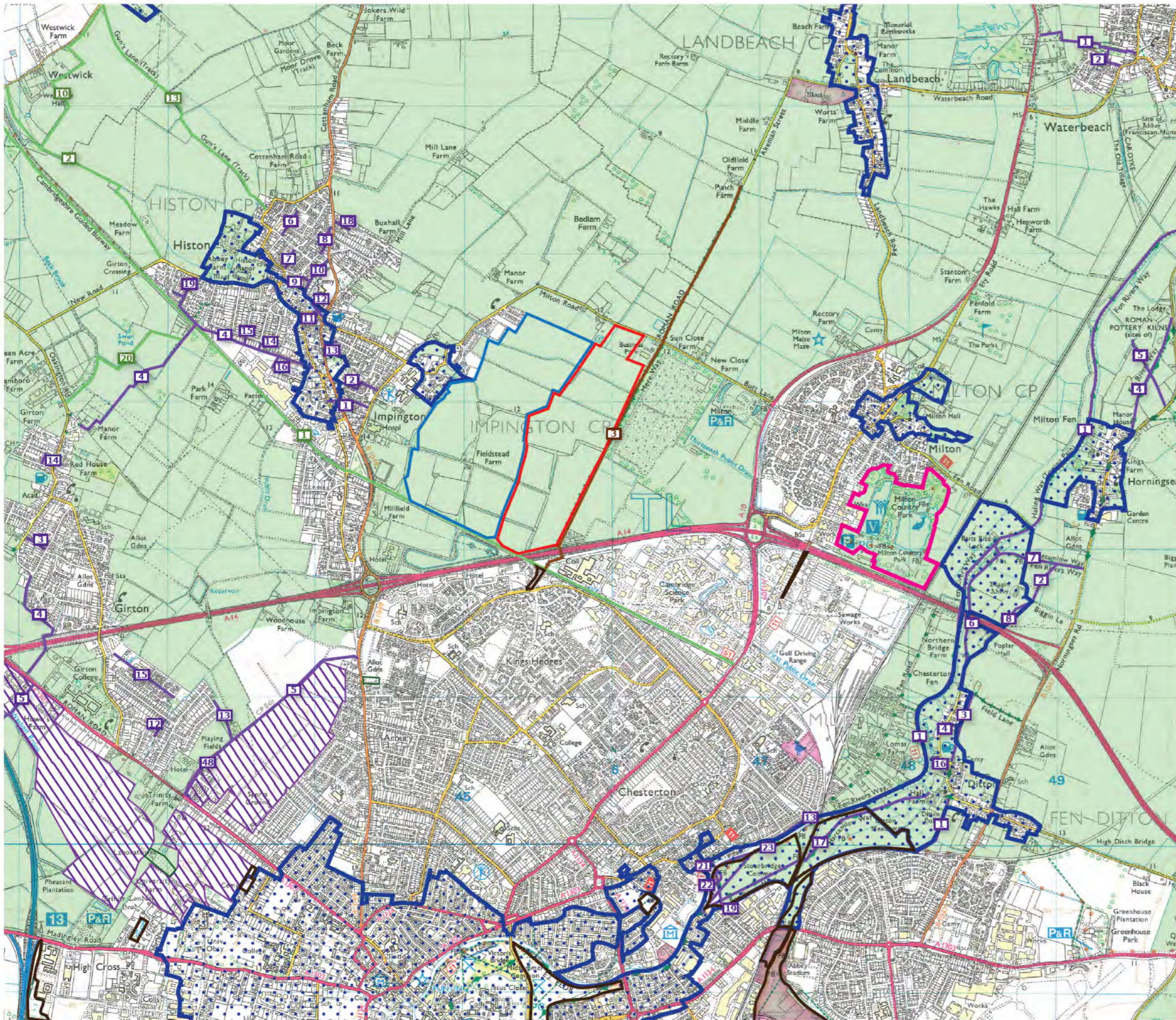
1959 OS Map

Figure 3

Scale: 1:10,500 @ A3

September 2019





- Key**
-  Proposed CSP Expansion Boundary (Parcel 1)
 -  Proposed Green Infrastructure/Public Access Boundary (Parcel 2)
 -  County Wildlife Site
 -  City Wildlife Site
 -  Public Footpath
 -  Public Bridleway
 -  Public Byway
 -  Conservation Area
 -  Local Nature Reserve
 -  Development Site Under Construction
 -  Site of Specific Scientific Interest
 -  Country Park
 -  Green Belt

B19074 - Cambridge Science Park Extension

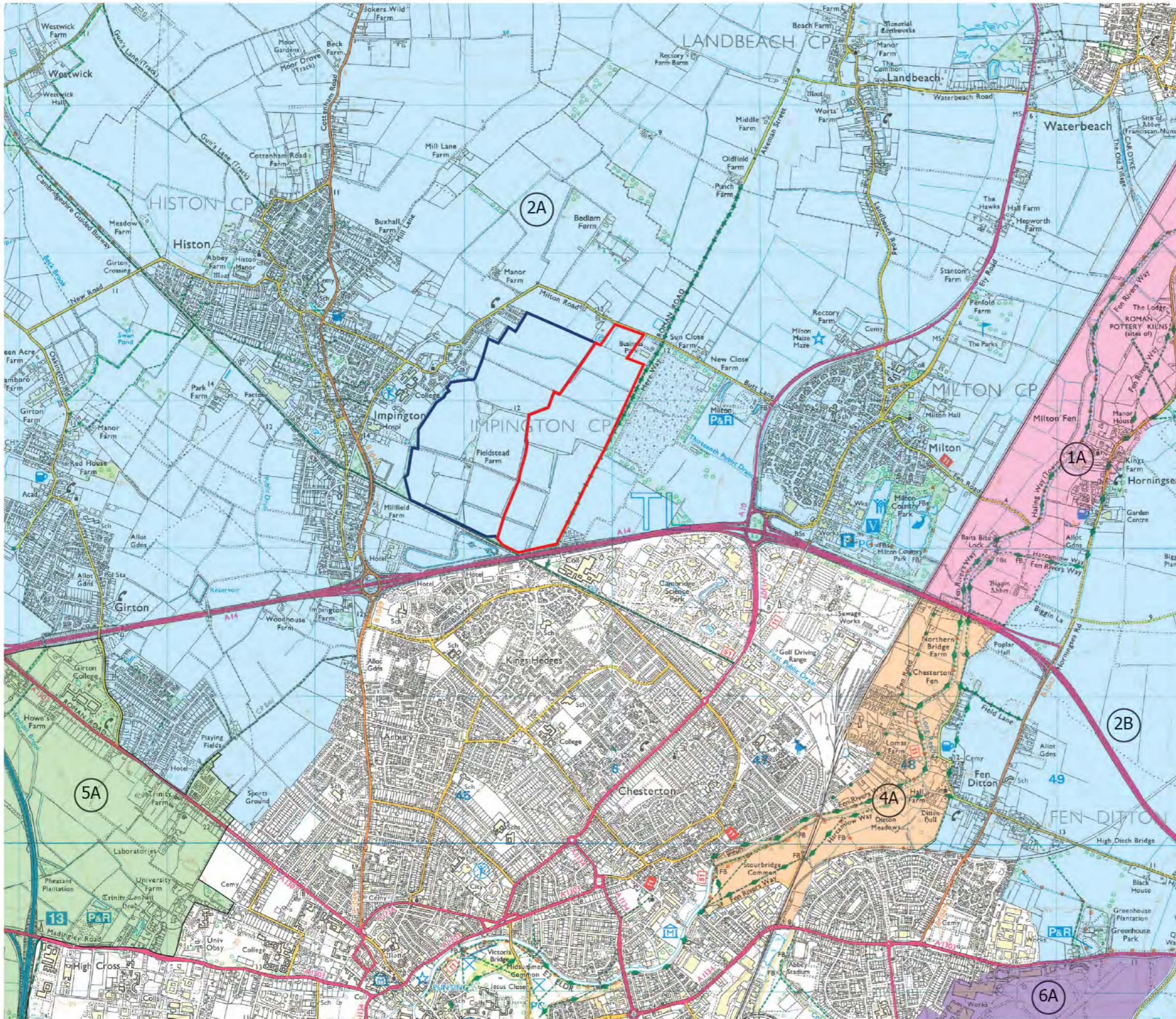
Designations & Public Rights of Way








Figure 5

Scale: 1:25,000 @ A3

September 2019





- Key**
-  Proposed CSP Expansion Boundary (Parcel 1)
 -  Proposed Green Infrastructure/Public Access Boundary (Parcel 2)
- Landscape Character Types**
-  Fen
 -  Fen Edge
 -  Airfield
 -  River Valleys
 -  Claylands
- Landscape Character Areas**
- 1A - Waterbeach - Lode Fen
 - 2A - Western Fen Edge
 - 2B - Eastern Fen Edge
 - 4A - River Cam Corridor
 - 4B - Granta Valley
 - 4C - Rhee and Bourn Valleys
 - 5A - Western Claylands
 - 6A - Cambridge Airport

B19074 - Cambridge Science Park Extension

Landscape Character

Figure 6

Scale: 1:25,000 @ A3

September 2019

