A VISION FOR
South West Cambridge



Submitted on behalf of

NORTH BARTON ROAD LAND OWNERS GROUP (NORTH BRLOG)

UPDATE January 2026

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EXECUTIVE SUMMARY



This Vision Document sets out a vision for an exemplar, landscape-led, accessible, and highly sustainable new neighbourhood at South West Cambridge.

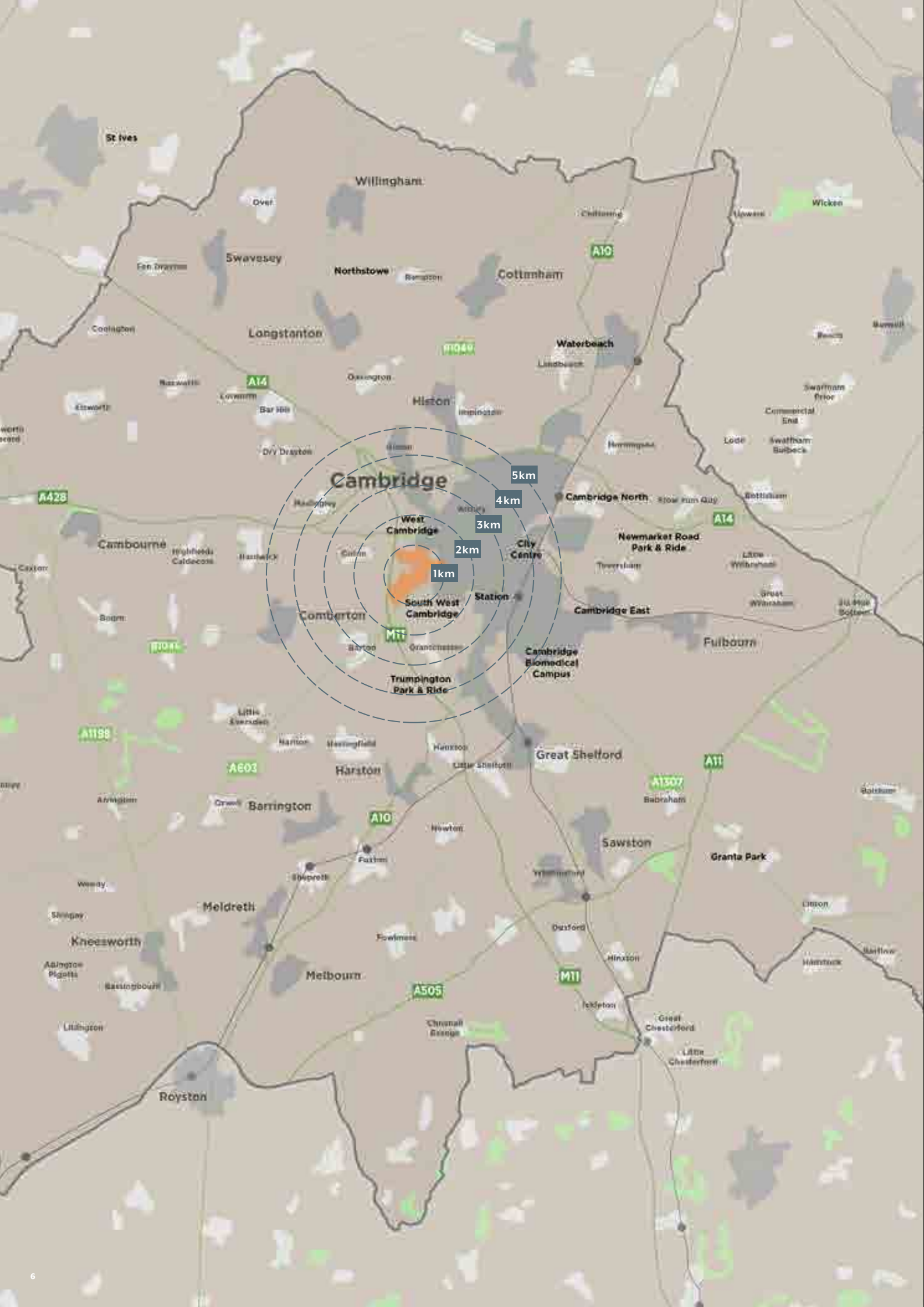
It is an updated version of the Vision Document first prepared in February 2020, and reflects the change in circumstances since then.

This Vision is based on the key site constraints and opportunities, and a detailed assessment of the following topics:

- Green Belt
- Landscape and topography
- Ecology
- Noise, Air Quality & Utilities
- Flood Management
- Archaeology
- Heritage and the setting of the site and the City
- Access and transport

The Vision is for a new neighbourhood at South West Cambridge that:

- Provides between 2,500 and 2,800 high quality new homes with a range of housing types, densities and tenures including market, affordable housing, build to rent, housing for University and/or College staff, housing for the elderly (including care provision) and potentially student accommodation. It will have a real sense of identity, with distinctive neighbourhoods arranged around significant areas of open space. It will also be viable and deliverable in the immediate term.
- Is in a highly sustainable location, which is readily accessible by walking, cycling and public transport, including existing bus and cycle routes, the proposed Cambourne to Cambridge Busway, and the Comberton and Barton Greenways. It is accessible to the wide range of services and facilities available in the City Centre. It is well-related to the current and future employment opportunities at Cambridge West and North West Cambridge, and to other employment opportunities available in the City. It can make a critical contribution to the delivery of a new public transport link connecting Cambridge West with the Cambridge Biomedical Campus. The needs of pedestrians and cyclists would be prioritised over car users.
- More than 55% of the site would be greenspace, and it is anticipated that a large proportion of this would be retained as Green Belt This would include a significant amount of accessible green infrastructure including open spaces and parks, sports pitches, green corridors, meadows, wetland habitat and the rewilding of Bin Brook.
- The green infrastructure within the development connects Cambridge with the countryside and Coton Countryside Reserve, and provides improved access to the site and opportunities for recreation and leisure for residents and neighbouring areas.
- Maintains the landscape setting of Cambridge and the character of the area, taking account of historic assets and views. A comprehensive landscape scheme would integrate the development, mitigate some of the more detracting elements currently present, and reinforce the character of the receiving landscape.
- Will provide important community facilities including a primary school, community centre, health centre, public square, mobility hub, and a local centre with a food store and other shops to meet the needs of the new community, and to serve other nearby residents. In addition, these facilities will be accessible for the Cambridge West campus and beyond serving the wider growth corridor, including research facilities and associated employment area
- Will focus on a high-quality built environment, with ambitious design standards for public realm and buildings, including high levels of energy performance that follow best practice in energy and carbon reduction.
- Will achieve net biodiversity gains, with the creation of a variety of habitat types, and a substantial focus on natural capital underpinning the entire development. Sustainability measures will be extensive and will embrace high standards for carbon neutrality, drainage and biodiversity and adopt low carbon construction techniques.


St Ives
Willingham
Over
Swavesey
Northstowe
Cottenham
A10
Waterbeach
Wicken
Longstanton
A14
Histon
Impington
Cambridge
5km
4km
3km
2km
1km
Cambridge North
West Cambridge
City Centre
Newmarket Road Park & Ride
A428
Cambourne
Highfields Caldecote
Caxton
Comberton
South West Cambridge
Station
Cambridge East
Fulbourn
M11
Cambridge Biomedical Campus
Trumpington Park & Ride
A1198
A603
Harston
Great Shelford
Barrington
Sawston
Granta Park
Babraham
Meldreth
Melbourn
Kneesworth
A505
Royston
Great Chesterford
Little Chesterford

VISION FOR SOUTH WEST CAMBRIDGE

The Vision for South West Cambridge is to create a high quality new neighbourhood for Cambridge applying the principles of a landscape-led approach. This will protect and enhance heritage assets, landscape and biodiversity, and provide an opportunity to connect various tenures of housing, including affordable housing, with employment in a highly accessible location that is well served by walking, cycling and public transport.

A landscape-led approach is appropriate for South West Cambridge as it acknowledges the current status of the site as being within the Cambridge Green Belt. Green Belt land should be planned positively to enhance its beneficial use, such as looking for opportunities to provide access, providing opportunities for outdoor sport and recreation, and retaining and enhancing landscapes, visual amenity and biodiversity. The open space and recreation areas, local centre, allotments and community orchard, and walking and cycling routes provided within the development and linking to the wider countryside would ensure that residents have the opportunity to lead healthy lifestyles. The development will create a high-quality environment that will accommodate a range of housing types and tenures which will serve the growing community and further support Cambridge's growth ambitions and its status as a Global City with world class institutions at its heart, including the University and its Colleges.

This Vision Document has been prepared to illustrate the full potential of delivering a new neighbourhood on the South Western edge of Cambridge by a consortium comprising a number of key institutions within the City. This Vision Document forms part of the submission for the promotion of the site through the emerging Greater Cambridge Local Plan and is being presented as part of the consortium's representations to the Regulation 18 consultation. The Vision Document is supported by a full suite of technical reports that demonstrate that a range of technical issues have been carefully considered and support the site as being suitable, available and viable for development. The masterplan can deliver between 2,500 and 2,800 homes along with the associated supporting infrastructure.

The Document has been structured into three main parts - Part One sets out the background and context for the site and its promotion and presents the outcome of the various technical studies which have been undertaken. Part Two looks at the "DNA" of what makes Cambridge special and what lessons can be applied to a new masterplan for South West Cambridge. Part Three presents the illustrative masterplan together with the emerging strategies to support the delivery of a new sustainable community.

The masterplan presented provides the current masterplan strategy and further design work will be undertaken to refine the proposition, in consultation with stakeholders. The masterplan presented to date complements the site's technical parameters and builds upon the site assets, showing that there are no immediate technical hurdles that would impede the site coming forward as part of the future City growth options.

In keeping with delivering an ambitious vision for the site, the client consortium have assembled an experienced and talented consultant team familiar with working on projects at this scale and complexity to advise on the masterplanning of this highly connected site to create a truly sustainable new community for the City of Cambridge.

LANDOWNERS ASPIRATIONS

This Vision Statement has been submitted by a consortium of landowners comprising Corpus Christi College, Jesus College, Downing College, St. John's College and the University of Cambridge. Collectively these institutions have a deep relationship with and understanding of Cambridge and have come together to promote their landholdings to the south west of Cambridge as being suitable for future development to meet the growing needs of the City, and of local employers, including their own institutions. They recognise that bringing their landholdings forward together as a whole supports a more sustainable, coherent and deliverable approach to development.

As custodians of the site, the consortium is acutely aware of the expectations placed upon them to deliver a high quality, sustainable development that responds to best practice in its approach to biodiversity and natural capital. The masterplan responds to the challenges facing Cambridge and the sub-region including housing delivery, economic prosperity, job creation, modal shift and climate change. The consortium accordingly remain committed to creating a lasting legacy for the City and intend to explore retaining an interest in the wider development through innovative ownership structures.

CARTER JONAS	*Planning*
DAVID LOCK ASSOCIATES	*Masterplanning*
BIDWELLS	*Heritage*
THE LANDSCAPE PARTNERSHIP	*Landscape & Ecology / Biodiversity*
STANTEC	*Flood Risk & Drainage*
WSP	*Transport, Noise, Air Quality & Utilities*
CAMBRIDGE ARCHAEOLOGICAL UNIT	*Archaeology*



Part One
BACKGROUND & CONTEXT



BACKGROUND & CONTEXT

The site is being promoted through the emerging Greater Cambridge Local Plan process for a new neighbourhood on the edge of Cambridge. The emerging Greater Cambridge Local Plan will need to deal with a wide range of issues including, but not limited to, the following: delivering sustainable development; meeting housing and affordable housing needs; supporting the local economy; providing essential infrastructure; delivering net biodiversity gain and enhancing natural capital; ensuring development is carbon neutral; and directing development to locations that are accessible by walking, cycling and public transport. A key consideration for the emerging Local Plan will also be to consider whether to release additional land from the Green Belt to meet future development needs.

In 2024 the Government established a Cambridge Growth Company to maximise Cambridge's full economic potential and to deliver nationally significant growth. The Growth Company will seek to unlock and accelerate development for Cambridge, and to deliver the homes, jobs and infrastructure needed for the long-term and sustainable growth of the City. It will seek to deliver more ambitious levels of growth than are proposed in the emerging Greater Cambridge Local Plan. In order to deliver more ambitious levels of growth, the Growth Company will need to tackle some of the barriers to growth including water and transport infrastructure, traffic congestion, and housing affordability. The site at South West Cambridge is an ideal location to support the Government's objectives for the sustainable growth of Cambridge.

The Greater Cambridge Partnership (GCP) are seeking to deliver two further transport projects that pass through land to the west of Cambridge, which are the Cambourne to Cambridge Bus Corridor (C2C) and the Comberton Greenway. These projects are to be delivered utilising Government 'City Deal' funding agreed prior to the adoption of the current Local Plans and aimed at supporting the growth proposed in those plans. The C2C project seeks to provide a high quality public transport corridor, and

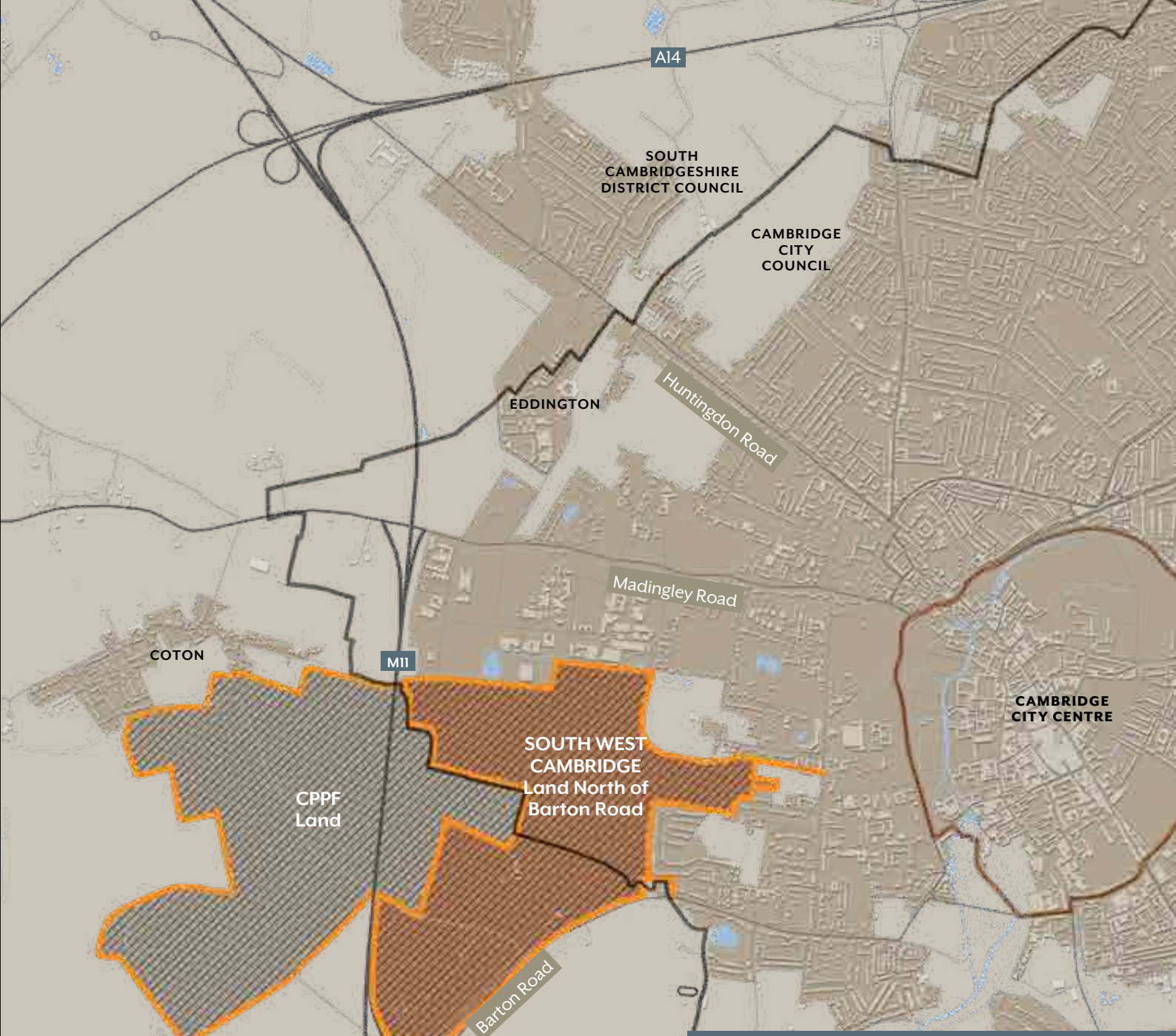


the preferred route passes the northern edge of the site. The Comberton Greenway project seeks to deliver improvements to the walking and cycling network, and includes improvements and route options through the site. The landowners supports the principle of improved transport links, and as shown on the submitted Masterplan the promoted development includes connections with these transport projects.

The University of Cambridge is also bringing forward two strategic developments to the north of the site; an intensification of the existing research and commercial-led development at Cambridge West and a residential-led development for the University and other local communities at Eddington (North West Cambridge). It is estimated that there will be around 14,000 jobs at Cambridge West by 2041, within the timeframe of the emerging Local Plan. The promoted development at South West Cambridge would be optimally related to these neighbouring developments, and in particular would be very accessible to the employment opportunities that will be provided at Cambridge West.







ADJACENT LAND

The adjacent area of land between the site and the M11 is owned by Cambridge Past Present & Future (CPPF), who are a local charity that seeks to protect the built heritage and landscape of Cambridge. CPPF manage Coton Country Reserve, which is located on the western side of the M11. As set out in this Vision Document, the masterplan has given thoughtful consideration to the CPPF land and the Coton Country Reserve. For example, the promoted development includes extensive areas of open space, parkland and a woodland country park, a wetland area and the rewilding of Bin Brook which could become an extension of an existing CPPF project. The masterplan retains green corridors into Cambridge that take into account the historic assets, views and landscape setting of the City. Crucially it provides enhanced public access to and through the area, opening up greater accessibility for the residents of Cambridge to access the countryside.

HOUSING **NEED**



Greater Cambridge is at the heart of the UK's knowledge economy. It is an economy which has been growing rapidly over a sustained period and has further growth potential, focused in particular on some key sectors such as bioscience, digital/ IT and AI. The evidence points to there being a fundamental imbalance between rates of economic growth and housing delivery, which has led to acute affordability issues locally.

The National Infrastructure Commission, the Cambridge and Peterborough Combined Authority and the Greater Cambridge Greater Peterborough Enterprise Partnership acknowledge that there is a need to substantially increase housing delivery in order to support the economic growth potential of the area and address the significant housing affordability issues. The undersupply of homes presents a fundamental challenge to the area's future economic growth. The Cambridge Growth Company will seek to increase the supply of housing and address housing affordability.

It is acknowledged in the emerging Greater Cambridge Local Plan that there will need to be a substantial increase in the housing requirements to reflect economic growth.

HOUSING **DELIVERY** & MARKET **ECONOMICS**

The emerging Greater Cambridge Local Plan will need to include realistic estimates of development lead-in times and housing delivery rates at the preferred strategic sites in order to maintain a sufficient housing land supply. It will also need to consider whether the preferred strategic sites can deliver policy compliant levels of affordable housing. The evidence of housing delivery and the delivery of affordable housing at Northstowe, Waterbeach and Cambourne West for example indicate that housing delivery rates are typically slower than originally predicted which has consequences for the housing land supply, and that these sites are not capable of providing policy compliant levels of affordable housing. In contrast, the strategic sites on the edge of Cambridge do deliver quickly once development has started and do provide policy compliant levels of affordable housing. It considered that strategic sites located on the edge of Cambridge are the most suitable option to increase the supply of housing, increase housing delivery, and ensure that the supply of affordable housing is met.







ONE

The Cambridge & Peterborough Independent Economic Review (CPIER) report identified aspirations for economic growth and housing in the area. This Review identified the benefits of 'fringe growth' on the edge of Cambridge in order to enable those that work in the City to live closer to their place of work, which would have positive benefits in terms of reducing car dependency and congestion, improving travel to work times, increasing patronage of public transport and other benefits which flow from sustainable transport choices [including health & well-being]. The promoted site could deliver these aspirations, and in particular the opportunity to provide additional housing close to employment opportunities in a part of the City which is highly accessible by walking, cycling and public transport.

TWO

National Infrastructure Assessment (NIA)
Final Report identified the site at South West Cambridge as a prime case study to illustrate the sustainable delivery of an urban extension while maintaining the concept of a compact city. The case study acknowledged the opportunity to deliver a design and landscape-led development to the west of Cambridge, which includes medium and high-density development around green wedges providing access to the countryside, in a location which is accessible to the City by walking and cycling.

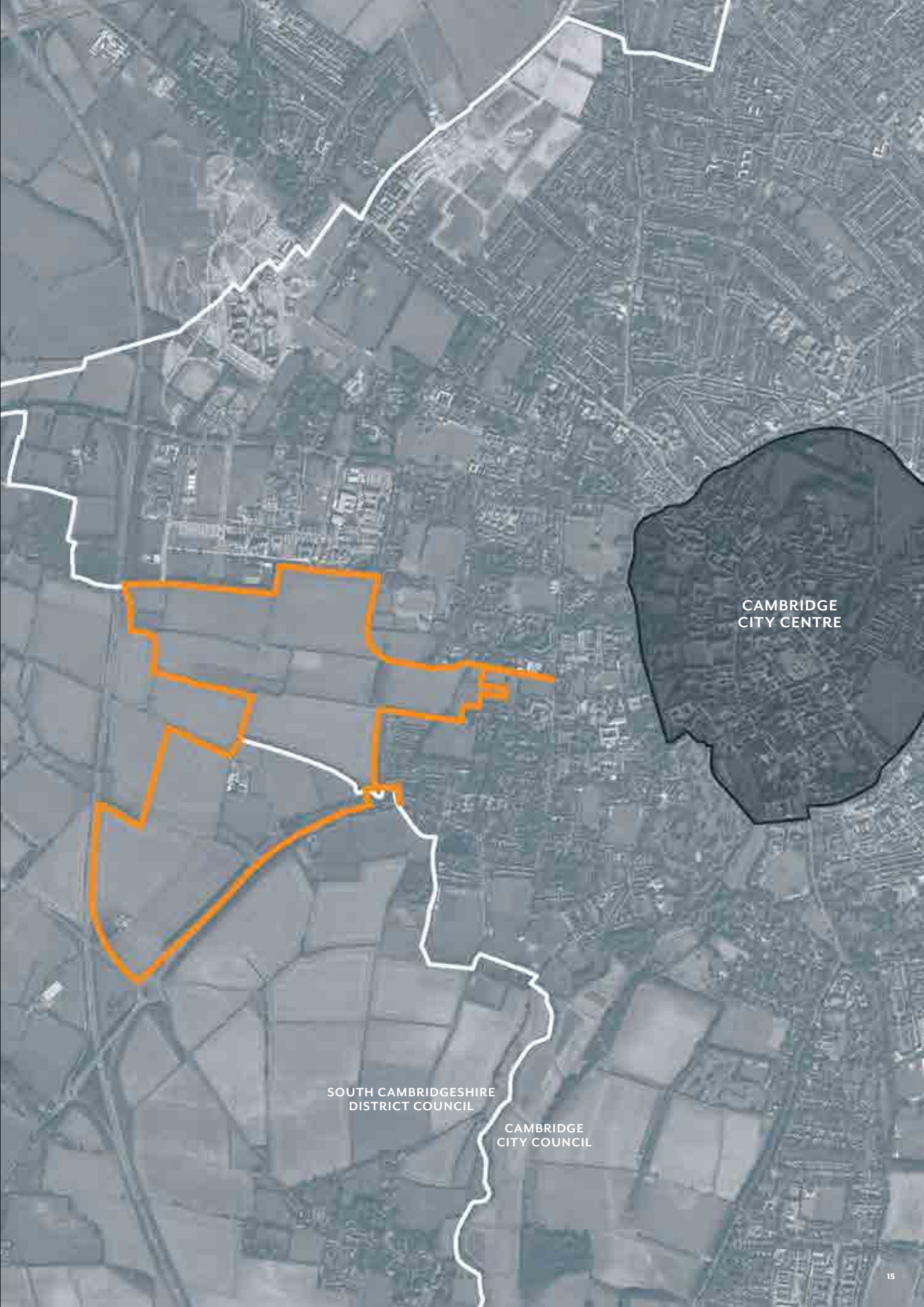
THREE

National Infrastructure Commission's (NIC)
(NIC) Final Report assessed the potential to make the Oxford to Cambridge Arc a functional and connected corridor, and assessed options to meet housing needs. The Report identified the site at South West Cambridge as a prime case study to illustrate the sustainable delivery of an urban extension while maintaining the concept of a compact city. The case study acknowledged the opportunity to deliver a design and landscape-led development to the west of Cambridge, which includes medium and high-density development around green wedges providing access to the countryside, in a location which is accessible to the City by walking and cycling. As set out in this Vision Document and the Masterplan, the promoted development would deliver the opportunities identified in the case study.

SITE ANALYSIS

To guide the masterplanning process, a rigorous assessment of the site and its surrounding environment has been undertaken by an experienced team of consultants, to help establish a physical and environmental overview of the site. These layers of analysis have revealed important constraints which need to be retained and incorporated into the masterplan, but it has also identified opportunities arising from the site and its location, building upon existing assets such as the landscape and pedestrian links. This process leads to establishing robust parameters that have been used to guide the design of the masterplan from the landscape structure, the public realm, the routes through to the scale and design of the built form. Crucially, the site analysis identifies the opportunities of how best to connect the promoted development into the fabric of the City.




CAMBRIDGE
CITY CENTRE
SOUTH CAMBRIDGESHIRE
DISTRICT COUNCIL
CAMBRIDGE
CITY COUNCIL



GREEN BELT

The Site is located in the Cambridge Green Belt as is the majority of the countryside around the City. The National Planning Policy Framework (NPPF) states 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'. The NPPF identifies five purposes of Green Belt including, 'to assist in safeguarding the countryside from encroachment' and 'to preserve the setting and special character of historic towns', the latter of which is of particular relevance to Cambridge. The adopted Cambridge Local Plan and South Cambridgeshire Local Plans provide further guidance with three specific purposes of the Cambridge Green Belt including: to 'preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre' and to 'maintain and enhance the quality of its setting.' The site currently contributes to these purposes and it is considered that it will continue to do so following development as proposed in this Vision Document.

It is widely accepted that Cambridge is tightly bound by Green Belt which constrains new development and expansion of the city. The NPPF guides that Green Belt boundaries should only be altered in exceptional circumstances, any changes to Green Belt boundaries should endure beyond the plan period. The priority for the release of land from the Green Belt should be previously developed land, grey belt land, and then other Green Belt locations. The need to promote sustainable patterns of development should also be considered when deciding on land to be released from the Green Belt. This approach would limit the need to travel, offer a choice of transport modes, reduce congestion and emissions, and improve air quality and public health.

The land at South West Cambridge would be consistent with the NPPF in terms of being an appropriate location for the release of land from the Green Belt. There are parts of the site that would also meet the definition of grey belt land as set out in national policy. In addition, in some locations, carefully considered landscape design and new planting associated with development could reinforce the effectiveness of the remaining land in delivering certain Green Belt purposes, particularly in terms of establishing defensible boundaries and strengthening the relationship between built development and the wider countryside.

The time to consider release of land from the Green Belt is through the preparation of the emerging Greater Cambridge Local Plan and the work of the Cambridge Growth Company. It is therefore appropriate at this point to consider how the site could be developed by including a mix of built form and substantial areas of retained Green Belt composed of strategic and publicly accessible open spaces. Development should be comprehensively planned to safeguard features of merit and value. The NPPF also 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.' Such positive measures have been considered as part of these proposal for the site to bring a range of benefits. The promoted development at South West Cambridge would provide these beneficial uses in the Green Belt. It is anticipated that the majority of the greenspace within the development would be retained as Green Belt.







LANDSCAPE & TOPOGRAPHY

The site lies within the Western Claylands Landscape Character Area, forming part of the gently undulating lowland landscape at the western edge of Cambridge. Land levels range between approximately 11–19m AOD, with subtle east–west ridgelines and shallow valleys shaping a coherent and legible landform. This softly varied topography provides a strong framework for a landscape-led approach to development that responds naturally to existing contours.

The site comprises a series of rectilinear arable fields defined by established hedgerows and drainage ditches, with a larger field to the south-west and smaller field parcels closer to Barton Road. Woodland cover is limited to a copse to the north-west of Gough Way and a woodland belt along Barton Road. Hedgerow trees are few and where present are concentrated following parish boundaries. These existing features offer structure and opportunities for enhancement



Two very shallow valleys flow across the site from west to east, with the southern valley accommodating the Bin Brook. These landform features provide a natural basis for a connected green infrastructure network, incorporating water management, biodiversity enhancement, and accessible open space. The eastern edge of the site is defined by an established tree belt that already filters views towards neighbouring residential areas, while the more densely vegetated southern boundary along Barton Road contributes to a sense of containment and transition.

Overall, the landscape is characterised by its openness and simplicity, deriving particular value from its relationship with the urban edge of Cambridge. The lowland agricultural landscape character is pleasant but unremarkable. Its value primarily relates to its position at the interface with the western edge of Cambridge. The site presents clear opportunities to strengthen landscape character through the retention and reinforcement of existing features, the creation of new woodland and meadow landscapes, and the establishment of a strong, multifunctional green framework that integrates development sensitively into its setting.









ECOLOGY

The site, whilst presently comprising arable farmland, does feature a number of County and City Wildlife sites within a network of ditches and the Bin Brook watercourse, all of which have been incorporated within the masterplan. Most of the hedgerows on the site are of high quality, being of diverse species composition, with good connectivity and a form and structure which provides significant benefit to farmland bird species in particular. The site supports a diverse arable weed flora, including a number of rare, local and declining species. Some of the field grass margins are also of botanical value. The proposed scheme delivers a number of opportunities for ecological enhancement, chief amongst which is the re-naturalisation and 'rewilding' of the Bin Brook, and creation of a dedicated arable weed reserve, which will include an area of allotments. Populations of invasive alien species, notably Himalayan balsam and giant hogweed would be eradicated as part of the proposals.

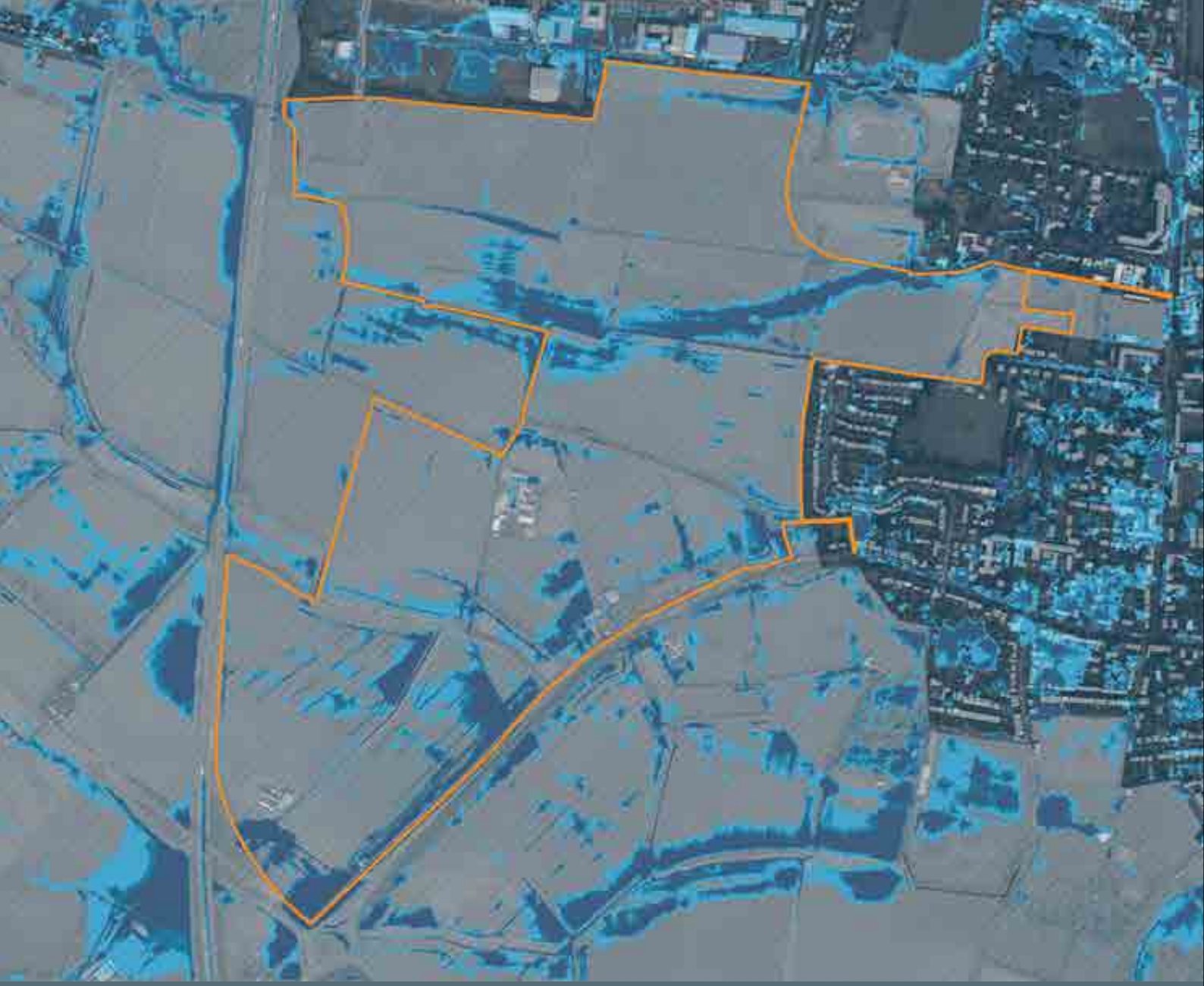




NOISE, AIR QUALITY & UTILITIES

To the west of the site lies the M11, a major road within the UK motorway network. To the south lies Barton Road, a major arterial serving the City. Accordingly, the masterplan has taken account to mitigate the likely impact the M11 may have on the site, with regards noise and air quality, primarily by locating a large landscaped linear park to the western edge of the site with new woodland planting and feature earth bunding. Lying within this 250m wide margin is also a major gas main which will remain insitu.





FLOOD & SURFACE WATER MANAGE

The site is impacted by both surface water flood risk, and fluvial (river) flood risk arising from Bin Brook watercourse which passes through the site. Following survey work carried out, the masterplan has responded to these primary sources of flood risk in terms of its layout and by the location of green spaces, sustainable drainage systems (SuDS) and the introduction of a proposed water meadow. Proposals for rewilding and potential widening of Bin Brook in key locations could improve not only its capacity and help mitigate future flood risk, but could also enhance its role within the masterplan as an ecology asset.

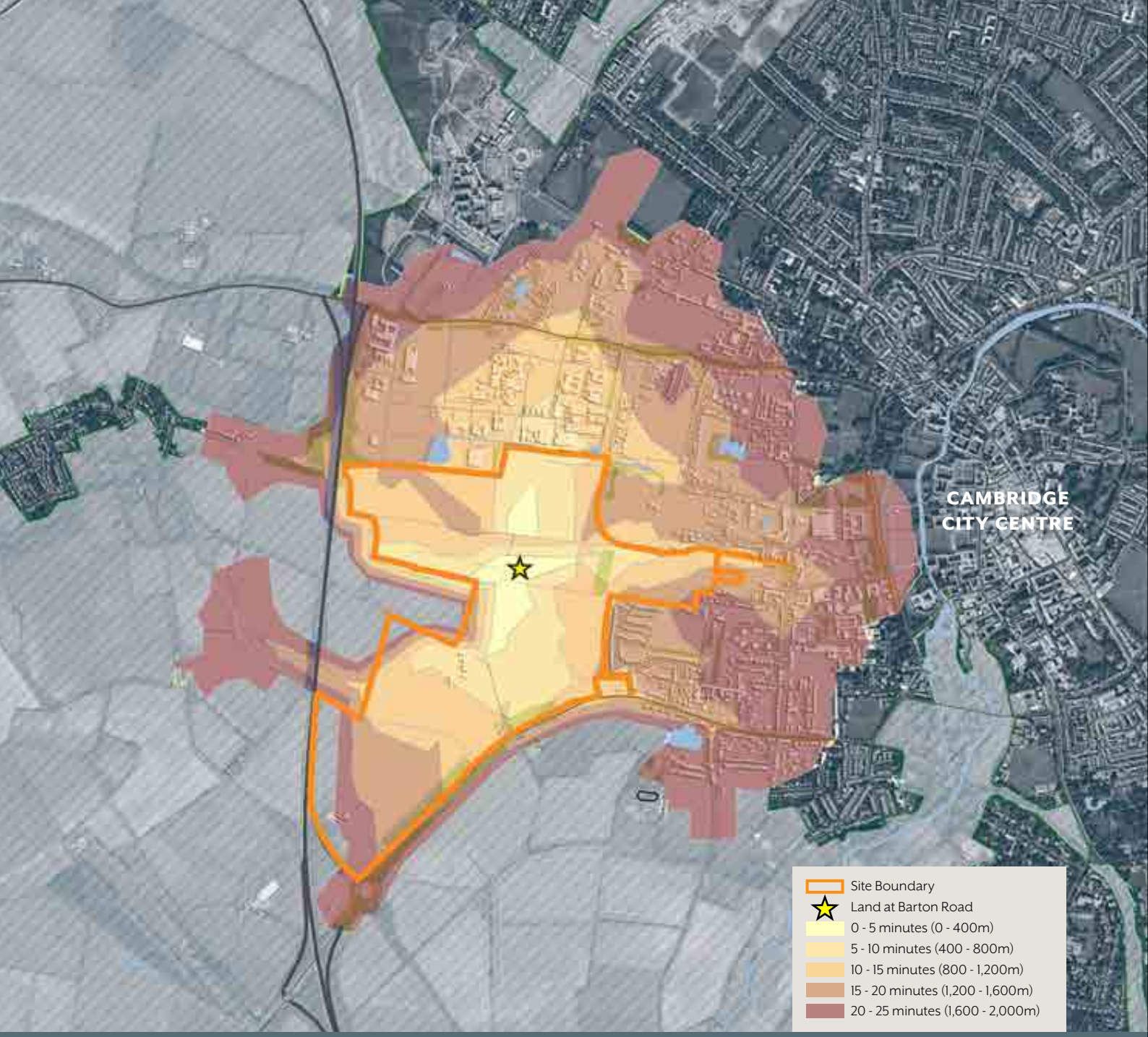


Flood Risk - Zone 2
Flood Risk - Zone 3

EMENT





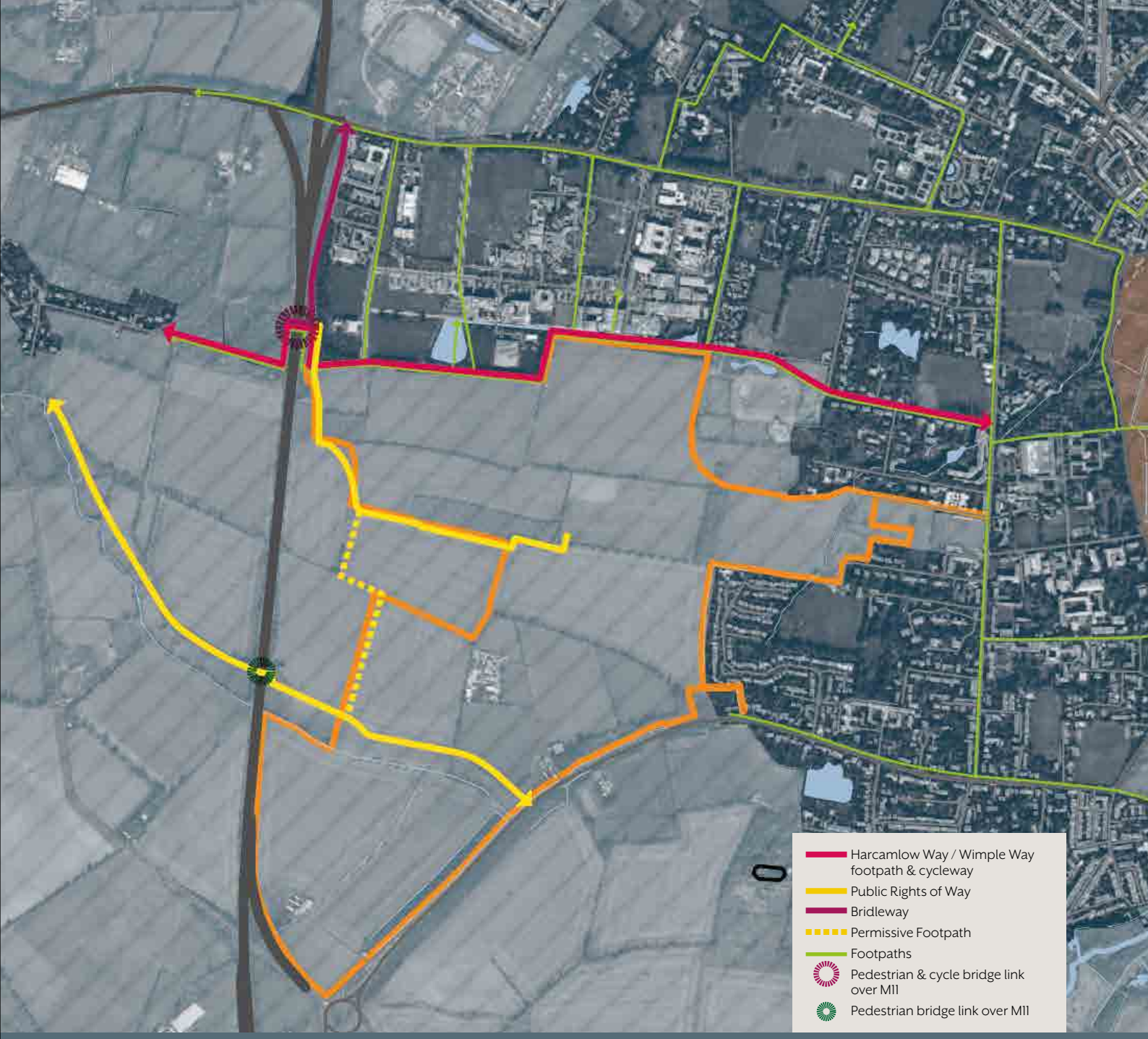


TRANSPORT

WALKING & FOOTPATHS

One of the key assets relating to the site is its excellent connectivity in terms of walking – a number of footpaths, bridleways and public right of ways link across the site and provide access to both the city and the countryside. Two long distance routes, Wimpole Way and Harcamlow Way pass to the north of the site offering important strategic connections. The walking isochrone shows that the City Centre is within a 25-30 minute walk from the centre of the site which places the site in a highly accessible location. There is also a significant existing employment area on the doorstep in the form of the Cambridge West site, where further intensification is proposed and which would take the number of jobs to around 14,000.

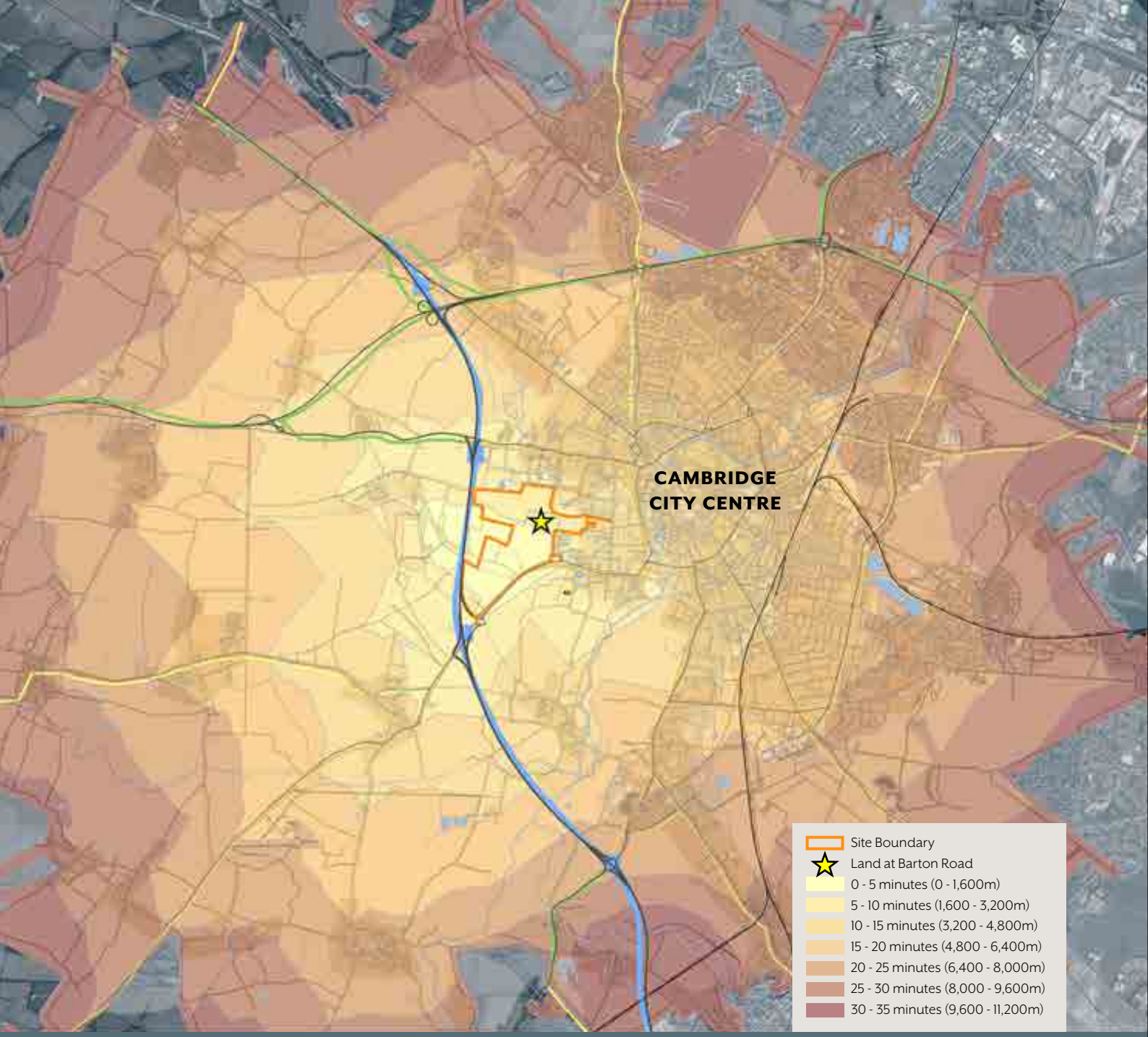



Harcamlow Way / Wimple Way footpath & cycleway
Public Rights of Way
Bridleway
Permissive Footpath
Footpaths
Pedestrian & cycle bridge link over M11
Pedestrian bridge link over M11


lic Footpath
Countryside Res 1½
1½


PUBLIC FOOTPATH
Wimple Way
GREENWICH MERIDIAN TRAIL
GMT



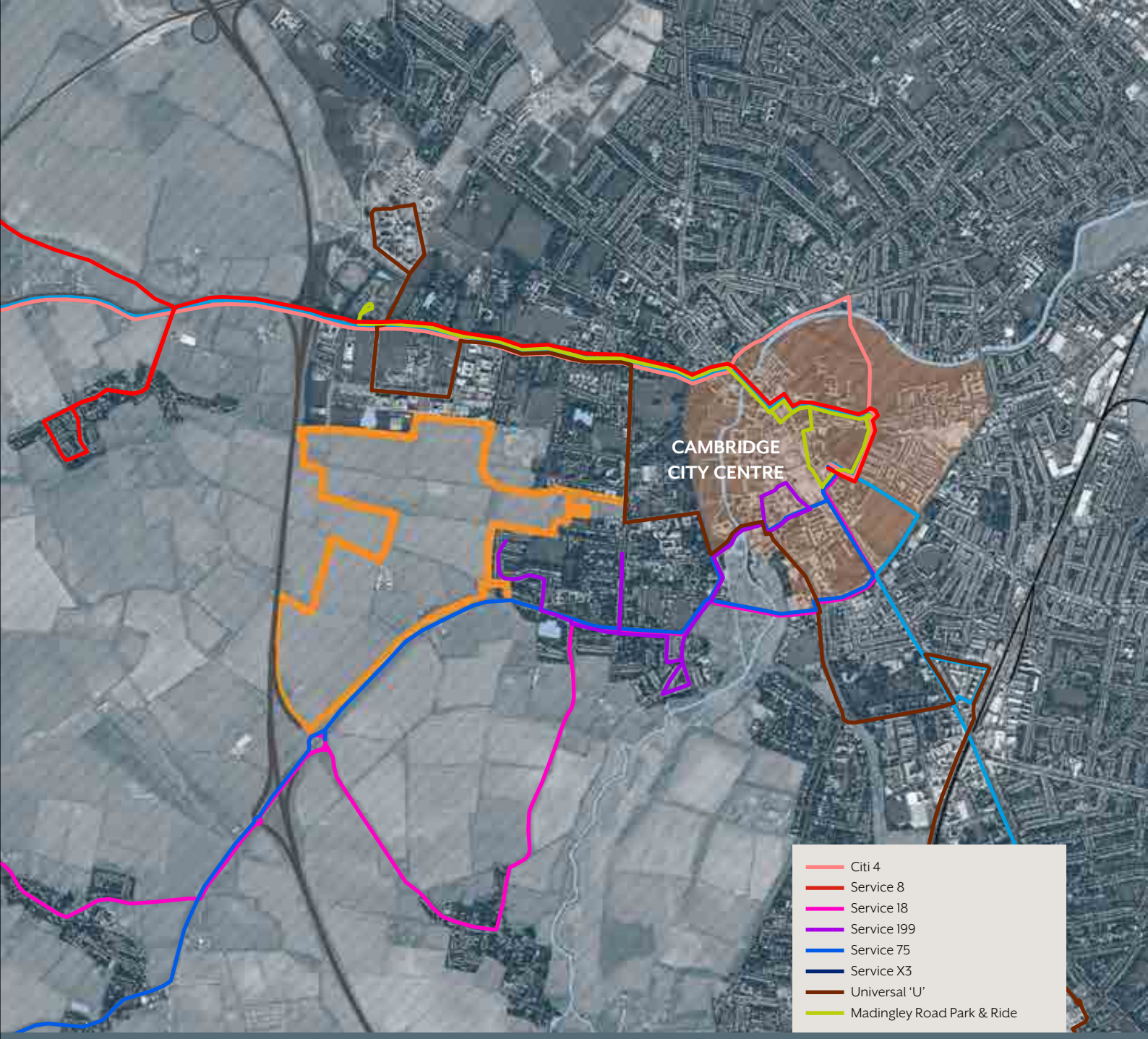


TRANSPORT

CYCLING

Cycling is an established mode of transport around the streets of Cambridge and the City has an extensive network of dedicated routes which provide wide coverage of not only the City Centre but also via important routes to outlying villages and settlements. The masterplan aims to build upon this with its own network of cycle routes that will link across the site and connect up with key routes on the site perimeter. A new route linking from Barton Road to the south to Madingley Road can become a part of the new City network of dedicated cycle routes and will bring significant benefits to the area.





EXISTING BUS ROUTES

The site, located between Barton Road to the south east, Grange Road to the east and the Cambridge West Campus [and Madingley Road] to the north is already well served by existing bus services which connect with the City Centre. There is an extensive service which serves the Cambridge West campus. The site and its proposed new street network have the potential to not only connect with these existing bus services but also to provide new services to new locations such as the proposed southern rail station, Addenbrookes Hospital and the Biomedical Campus.





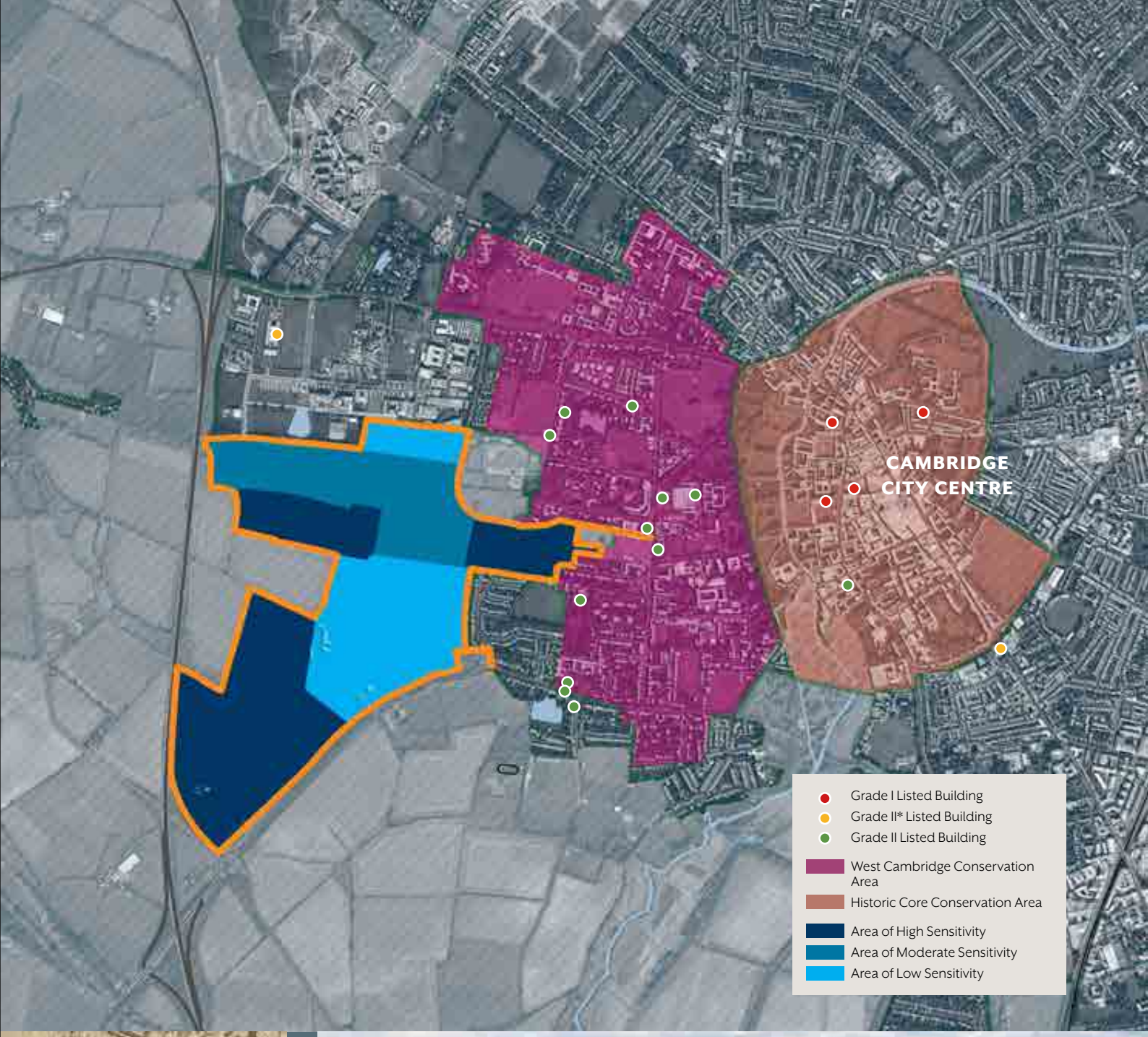
HERITAGE

The setting of the site and the role it plays in the appreciation of Cambridge is an important factor within the masterplanning process. Accordingly, an Initial Significance Assessment and Heritage Impact Assessment have been undertaken to evaluate the heritage assets which may be affected by the proposed development, including an assessment of the extent to which settings contribute to that significance. These assets include individual buildings, building groups, and Conservation Areas.

As a result of this assessment work, careful attention has been paid to the surroundings of these assets and to key views into and across the site, particularly from Red Meadow Hill, how the masterplan can respond to these views and mitigate the impact of development within the setting of the city. In addition, the masterplan has been developed in response to the immediate surroundings of the western side of the city, including assessment of the West Cambridge Conservation Area.

The conclusion of the Initial Heritage Impact Assessment is that proposed development of the site is likely to give rise to a number of impacts on heritage assets. Based on the amount of detail currently available within the masterplan, those impacts are considered to range from nil to moderate adverse. The effects arise from impacts on the setting of the assets, rather than directly to the assets themselves. Informed by the heritage assessment work from the outset, the masterplan has evolved to minimise potential impacts arising and demonstrates how the emerging scheme has responded to the presence of the heritage assets and the contribution made by their settings.







Extract from William Custance's 1798 plan of the west of Cambridge



View towards city from Red Meadow Hill



View of site from University of Cambridge Library Tower



ARCHAEOLOGY

A study of the landscape history and archaeology of the site has been carried out to inform the masterplan process. This report has identified significant historic field boundaries and hedgerows which are to be retained within the design of the masterplan, along with areas of the site which have remained uncultivated.

As key features of the existing site, these are retained to become integral to the extensive landscape structure that underpins the masterplan. The alignment of the former Roman Road is also an archaeological asset that has been incorporated within the masterplan in the form of a linear pedestrian route connecting through the site.

Part Two
"CAMBRIDGE CLUES"





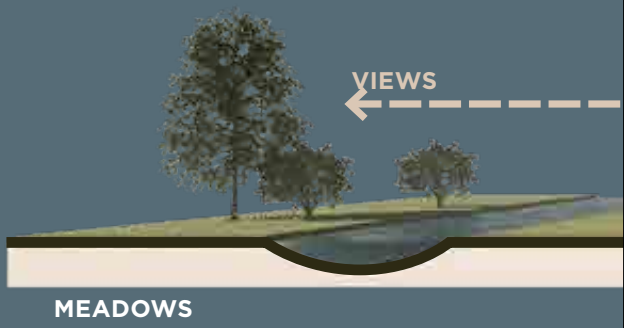
1888 Ordnance Survey extract



King's College: Extract from Hammond's Map of Cambridge, 1592

URBAN MORPHOLOGY:

The shape of cities in terms of their form, function, and layout

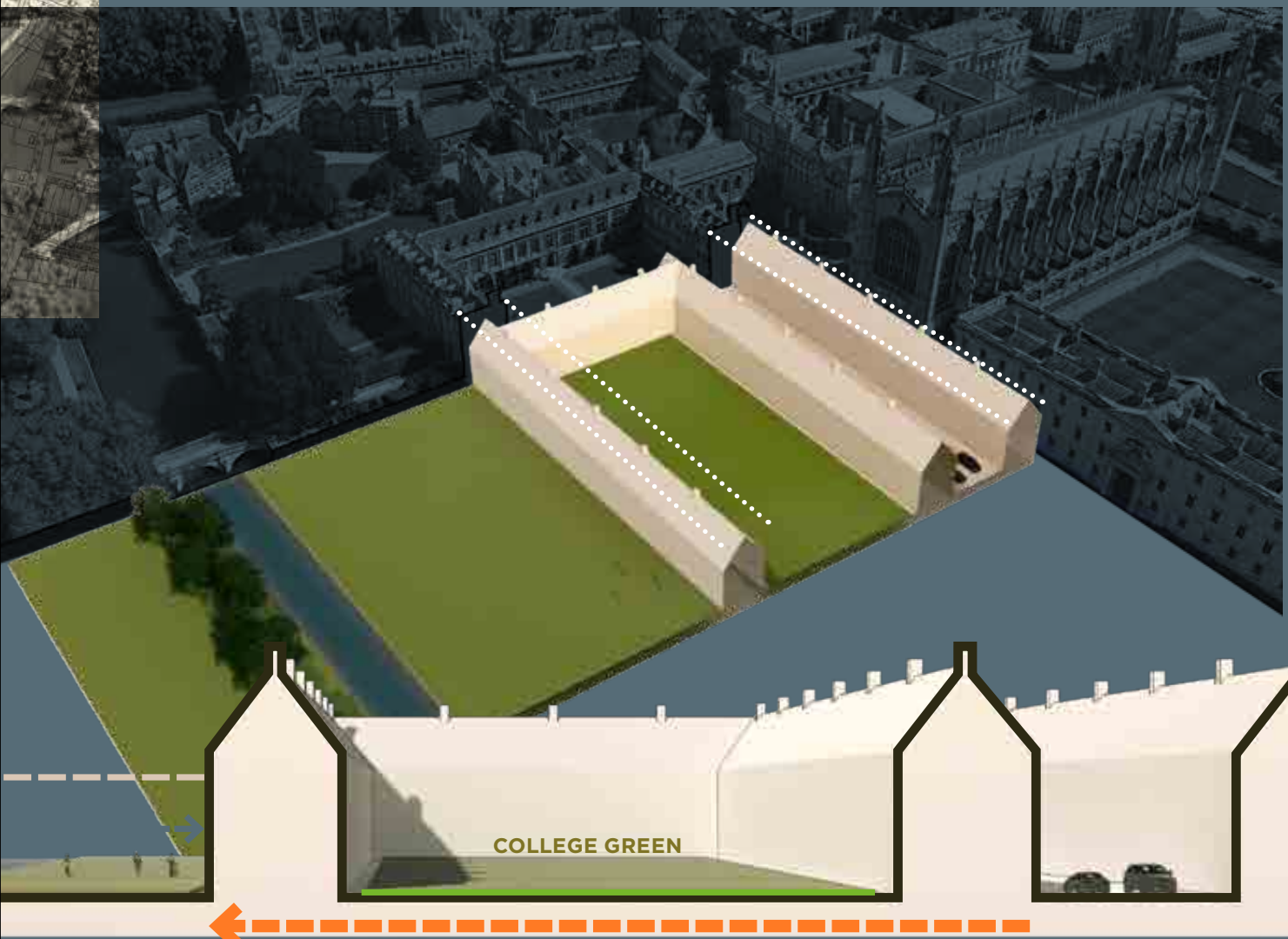


CAMBRIDGE CLUES

Cambridge is a unique World City and its form has grown over centuries to create the visually striking cityscape we see today in the 21st century. Accordingly, in designing a new area of growth for the City our starting point was what makes Cambridge so special – put another way what is its "urban morphology" - the shape of the City in terms of its form, function and layout.

The masterplan for South West Cambridge has taken its inspiration from a number of "City Clues" inherent in the "DNA" of Cambridge but which also reflect the unique qualities of the site's prominent location. The Colleges and University have understandably played a key role in shaping this character from the choice of stone to the variety of the building forms, to the courtyards and the varying street patterns and sizes which all combine to create the rich character represented in the City Centre we see today. But it is also how these urban forms gradually transform, from rich manicured college gardens into meadows and pastures as they move away from the City Centre and it is this gradual transformation and interplay which has provided a rich design language which has informed the design development of the masterplan.





DEVELOPMENT VISION

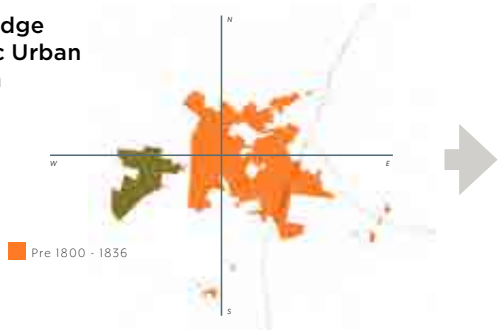
The growth of Cambridge has taken many forms over the centuries and South West Cambridge can contribute to the continued success of the City by providing a new vision for a 21st century sustainable community. The site, located on the edge of the City alongside the M11 corridor, can help reinforce the compact city concept by delivering significant housing numbers to support job creation and economic prosperity within a 2km radius of the City Centre.

The site is in a significant location – occupying the urban threshold between the edge of the City and where it meets the countryside, historically known as the West Fields of Cambridge. Responding to this, a primary aim in the Development Vision has been to deliver a significant area of green infrastructure allowing public access and enjoyment but also in helping the development mitigate the impact of climate change. The green infrastructure layer can also make a significant contribution to enhancing biodiversity and delivering important natural capital for the City and its residents.

The size of the site and its location between two main arterial routes entering the City – Madingley Road and Barton Road allows for a new network of routes that can be overlaid onto this green network that will bring significant enhancements for sustainable transport movements, particularly walking, cycling and bus movements. Similarly, the site allows for improved gateway access from the countryside and further afield from Coton Countryside Reserve into the City through a collection of green corridors, parks and meadows.

Finally, fitting within this matrix of green spaces and routes will be the new homes and supporting uses associated with the local centre. The density of development in this location will be carefully designed to ensure the most

Cambridge Historic Urban Growth



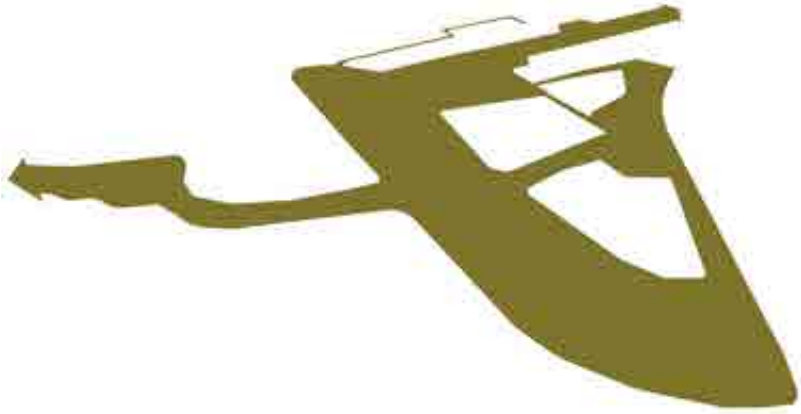
"Connecting to Cambridge"

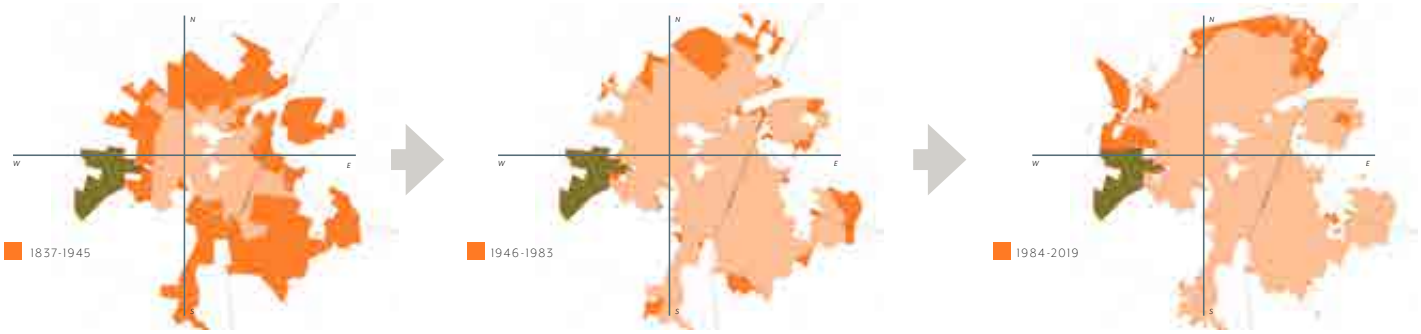


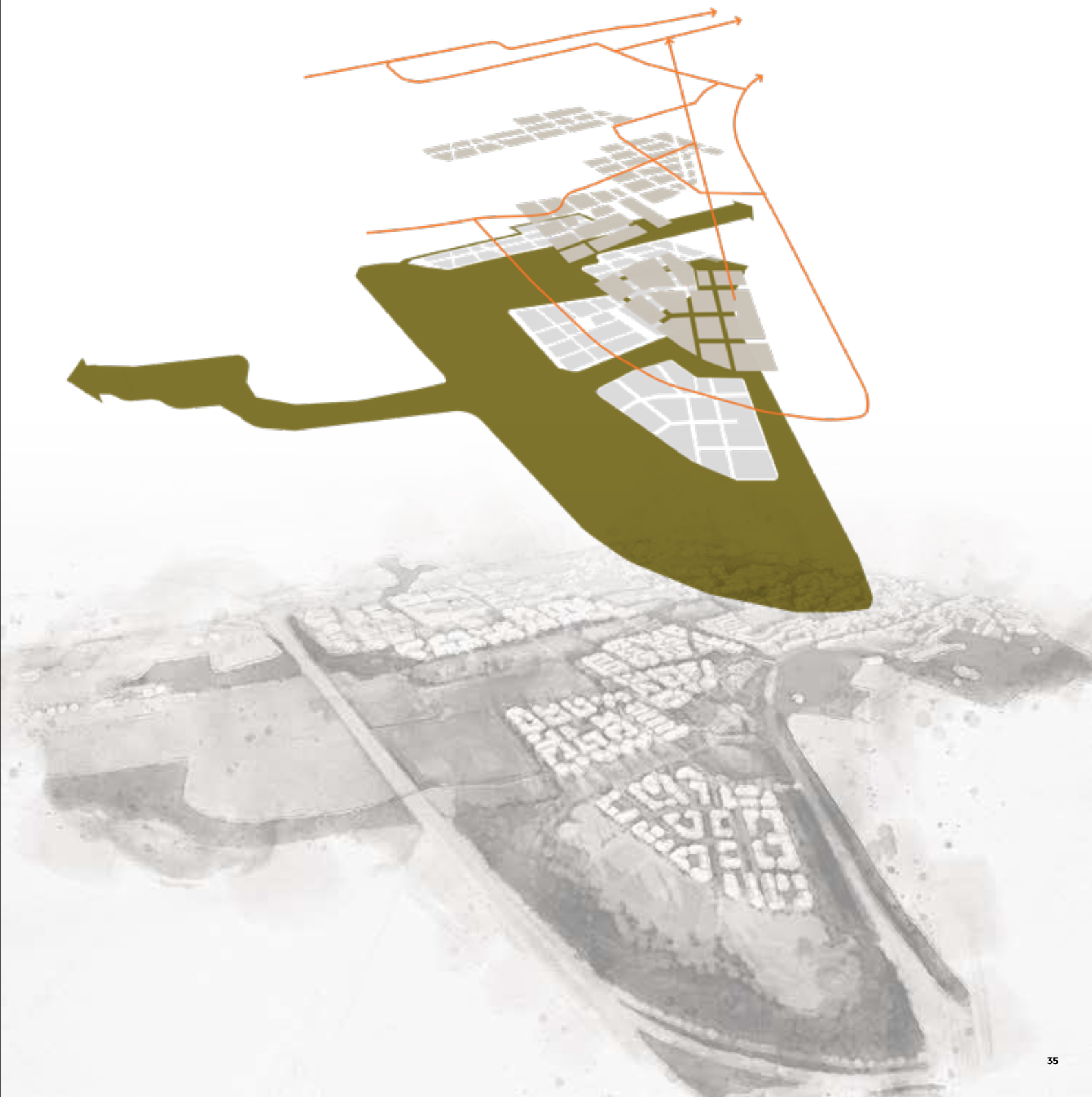
"Richness of form"



"Bringing the Countryside into Cambridge"




N
W
E
S
1837-1945
1946-1983
1984-2019



LANDSCAPE STRATEGY

At present, in the vicinity of the site, the transition between the city and the countryside is of mixed success. The M11 forms a significant physical barrier, slicing through the landscape, while other detracting elements include the West Cambridge campus to the north, floodlighting associated with Cambridge Rugby Club, and the utilitarian Laundry Farm complex. Despite these influences, there is considerable potential to create a more sympathetic and legible edge to the city that better reflects and reinforces the underlying landscape character.

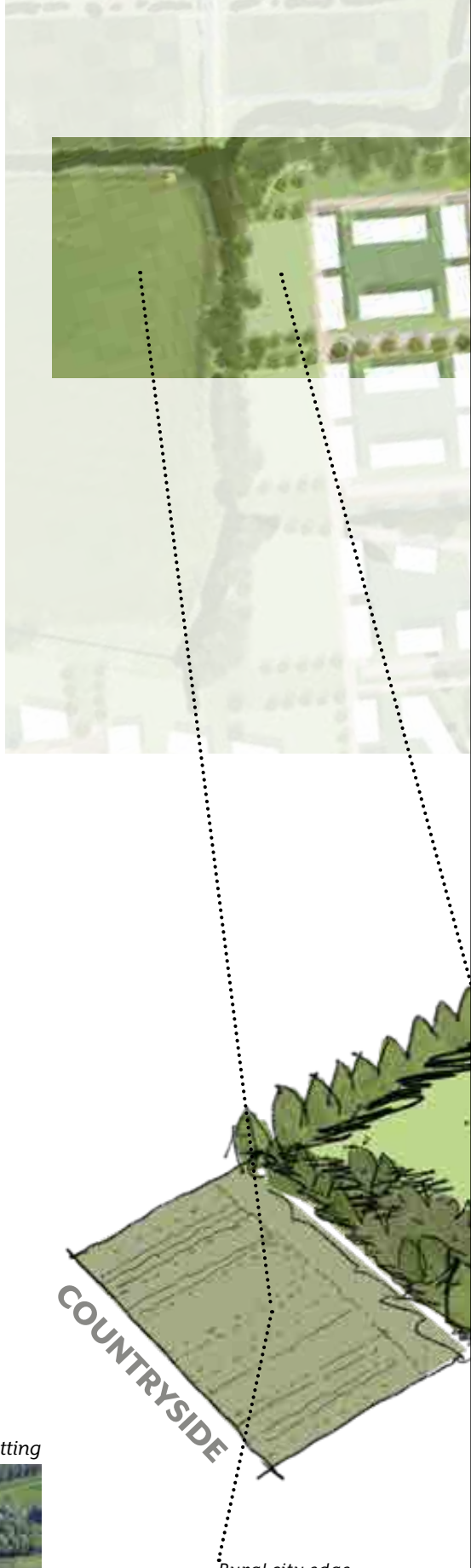
The landscape-led approach seeks to establish a sensitive transition between countryside and city, preserving Cambridge's distinctive character and its long-standing relationship with the surrounding rural landscape.

The design response is informed by Cambridge's historic patterns of growth, spatial typologies, and evolving relationship with the countryside. The primary structure of open space is formed by large-scale green 'fingers' of rural character extending into the city from the surrounding landscape. These green corridors play a vital role in safeguarding areas of Green Belt within the city, while also providing opportunities for recreation, leisure, food production, and small-scale agriculture.

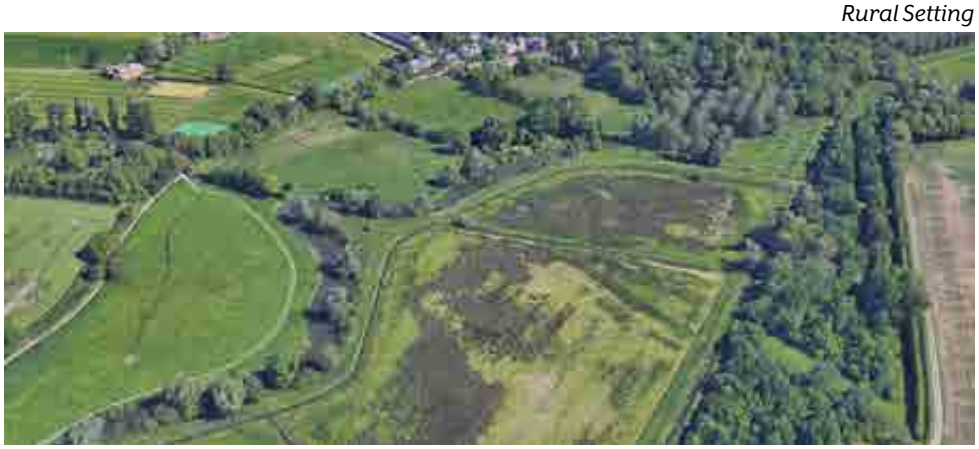
These rural spaces are complemented by a network of more urban open spaces that extend into and through the new development, providing a series of formal and informal spaces for movement, recreation, sport, and leisure. The interface between these differing character areas responds to their location within the masterplan, with a gradual westward transition from formality to informality, reflecting the progression from courts to the Backs in Cambridge today, achieved through careful modulation of hard and soft landscape elements.

The landscape strategy champions the importance of green infrastructure in contributing to a high quality of life through improved access, enhanced biodiversity, and strengthened landscape character. These objectives are embedded within the proposed strategy and include:

- Creating new areas of publicly accessible open space and strengthening connections to existing footpaths and green spaces
- Creating and managing multifunctional, accessible green corridors, including circular routes and pedestrian and cycle connections
- Protecting, managing, and enhancing existing habitats and species, alongside the creation of new habitats, particularly where these strengthen ecological connectivity
- Protecting and enhancing the existing landscape character

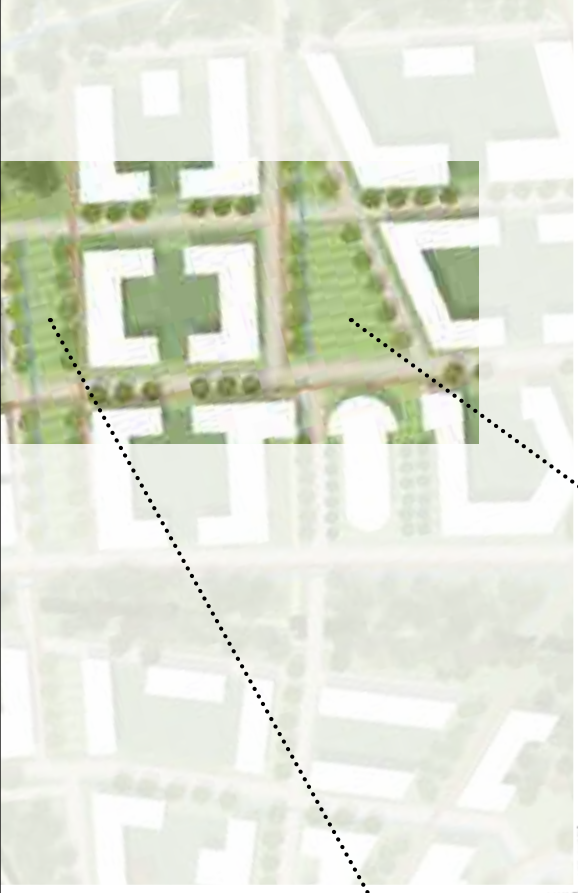


Rural Setting



Rural city edge







Urban Character



Garden Square

Lane



The Backs of the West Fields



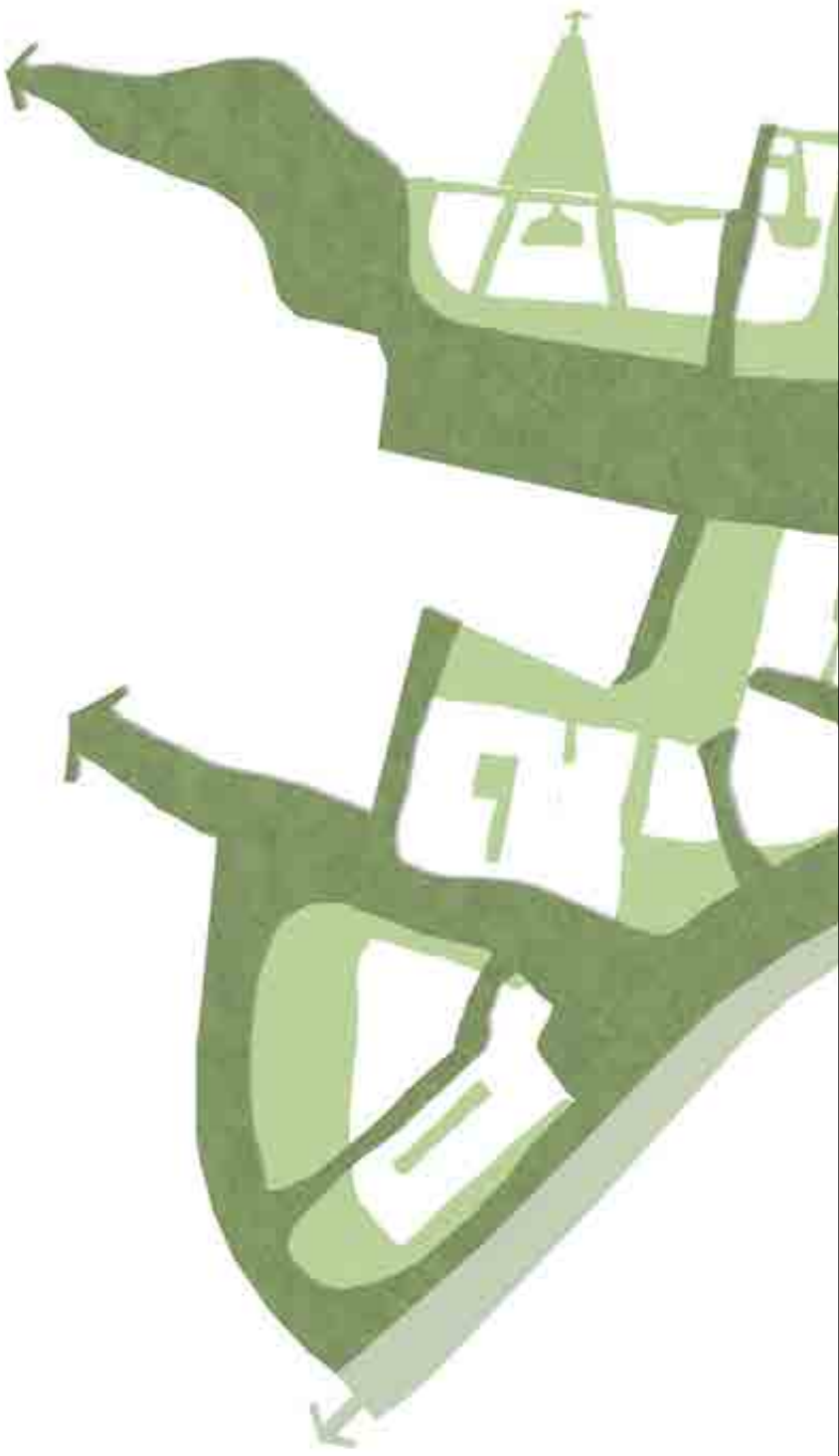


LANDSCAPE STRATEGY

LANDSCAPE AND GREEN INFRASTRUCTURE OBJECTIVES

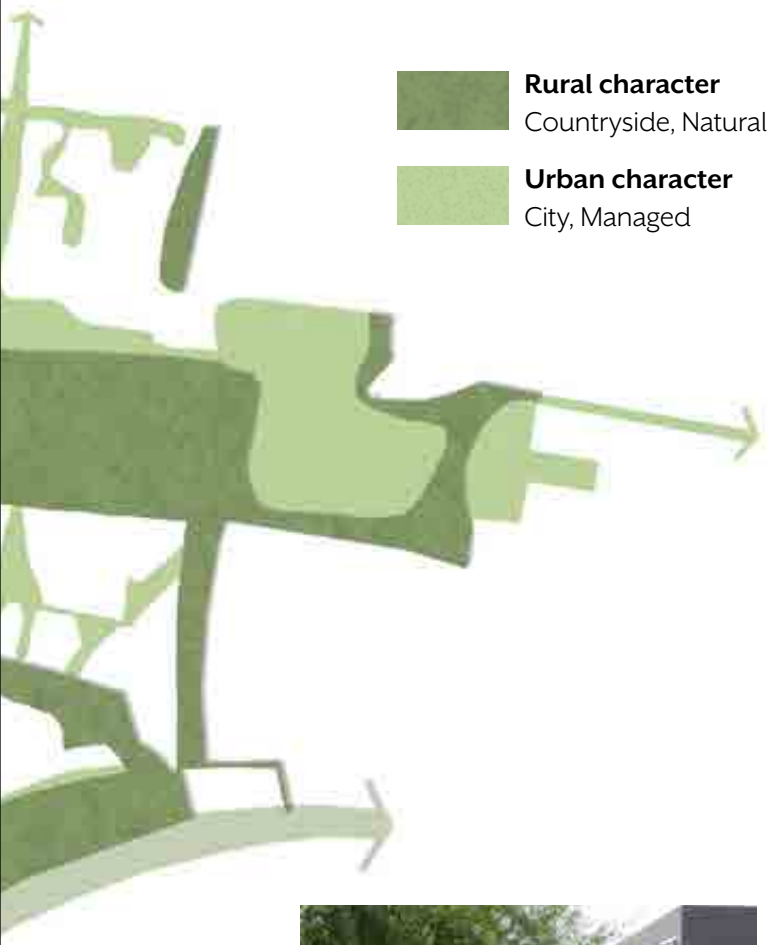
The landscape strategy is underpinned by a series of principles that respond to the Site's setting and seek to establish a robust landscape and open space framework for the urban fringe, benefiting both new and existing communities. Key principles include:

- **Responding to existing topography:** The proposals broadly follow existing landform and watercourses, with new green fingers and linear parks shaped by the site's natural contours.
- **Improved connectivity:** A hierarchy of streets, spaces, and pedestrian and cycle 'Greenway' routes facilitates movement through and around the site, improving permeability and strengthening connections between the city edge and the open countryside.
- **A green setting:** A network of public and private open spaces forms an integral part of the site layout, providing an attractive, landscape-led setting for new development and a series of green corridors for people and wildlife.
- **Conserving existing assets:** Existing hedgerows and boundary vegetation are retained and integrated into the green infrastructure framework, including green buffers along development edges and green fingers extending into the site to help integrate new development with the surrounding landscape.
- **Enhancing biodiversity:** Existing native habitats are conserved where appropriate and strengthened through linked open spaces and planting. A high proportion of native species is proposed, complemented by ornamental and semi-ornamental planting that provides nectar and berries to support pollinators and foraging species.
- **Sustainable Urban Drainage Systems:** A network of balancing ponds and attenuation basins, including wet meadow landscapes, forms part of the connected open space and linear park network.
- **Integrated water management:** Infiltration features such as basins, swales, conveyance ditches, and rain gardens are designed with shallow gradients and planted sympathetically to achieve an attractive, natural appearance without the need for fencing, while delivering biodiversity and amenity benefits.









Rural character
Countryside, Natural

Urban character
City, Managed













Prospect of Cambridge 1688

LANDSCAPE & **HERITAGE**

The wider setting contains elevated land to the west including Red Meadow Hill from where there are views over Cambridge. The University's expanding Cambridge West site to the north includes a number of large institutional buildings while to the east the established University and residential area is assimilated into a well treed landscape that presents a soft edge to the City. Occasional views to landmark buildings in the historic core are possible beyond the sylvan edge of west Cambridge.

The masterplan has been designed to respond to the existing character of the site, acknowledging these important features and to work within the parameters to create a scheme with is underpinned by a strong heritage and landscape component.
A network of substantive publicly accessible green spaces are provided throughout the development. These include: a linear park running along the western edge of the site, a corridor along the Bin Brook and a substantive central green corridor running from east to west connecting city to the rural countryside. These areas will combine accessible natural green space for the City as a whole as well as for occupiers of the site. The new strategic green corridors divide the site providing extensive pedestrian and cycle links as well as enhanced biodiversity corridors. The green spaces could also combine with the adjacent land and Coton Reserve managed by CPPF.



Outline of the West Fields of Cambridge overlaid onto proposed Masterplan showing incorporation of elements of historic West Fields. Extract of Corpus map of the West Fields: 1789 from The West Fields of Cambridge, 1976 by Catherine Hall & J.R Ravensdale



A guiding principle for the masterplan is to acknowledge the heritage of the site, most notably the presence of the West Fields which describes the former historical field boundaries and routes that connected into the City from the West. The masterplan has actively sought to respect this heritage by referencing their configuration in the positioning of strategic green corridors as well as the proposed buildings. The former Roman Road, which terminates at Colys Crosse, has been retained in the new masterplan structure as a key pedestrian route within the masterplan. A new ecology area and "Aldermanne Park", create an area of new parkland which forms a central green corridor within the masterplan. This strategic green corridor connects East-West from the M11 to Grange Road and seeks to create not only a strong green link through the site, but also maintains a visual openness through the proposed new development. Making direct reference to the "Edwyns Ditch", an historic track is re-established as a key route within the centre of the scheme connecting through parkland, providing a strategic route for residents and City dwellers to access the open countryside via Coton Countryside Reserve.

Aerial view looking North East





Part Three

THE MASTERPLAN & DESIGN STRATEGY



THE MASTERPLAN



"The Cambridgeshire Quality Charter for Growth is designed to help people understand the 'big picture' of housing growth in Cambridgeshire. It sets out a series of basic principles for achieving higher quality under four broad themes built up by learning from experiences elsewhere. Most important of all is building a sense of community through providing a greater choice of housing along with the active participation of people in the way their neighbourhoods are run. New developments should be located where people can benefit from high connectivity to jobs and services, and the infrastructure upgraded to match the pace of development. Climate change should be tackled through imaginative landscaping that treats water as a friend not an enemy, and through innovative approaches to transport, energy and waste. Finally, places of character should be created, with distinctive neighbourhoods and a first class public realm"

[extract from p6 of Cambridgeshire; Quality Charter for Growth 2008]

The masterplan's design evolution and the accompanying site wide design strategies have been driven with this Charter statement very much to the fore. The landowners are committed to creating a sustainable new community within a sensitive landscape setting that attains high design standards for both its public realm and buildings and which will provide a lasting legacy for 21st century Cambridge. This level of ambition and scale of investment reflected in the vision being proposed for the site, reflects the long standing commitment which the landowners have had in shaping not only Cambridge's past, but also as important stakeholders in defining its future by creating a new neighbourhood for the City which will stand the test of time.



THE MASTERPLAN





The masterplan has been designed to support a sustainable mixed-use community through the delivery of high quality buildings and landscapes which will also bring benefits not only for the wider area but also recognising the important role the development will play in supporting the long term future of the landowner institutions as well as for Cambridge.

- Provides between 2,500 and 2,800 high quality new homes with a range of housing types, densities and tenures including market, affordable housing, build to rent, housing for University and/or College staff, housing for the elderly (including care provision) and potentially student accommodation. It will have a real sense of identity, with distinctive neighbourhoods arranged around significant areas of open space. It will also be viable and deliverable in the immediate term.
- Is in an extremely sustainable location, which is highly accessible by walking, cycling and public transport, including existing bus and cycle routes, the proposed Cambourne to Cambridge Busway, and the Comberton and Barton Greenways. It is accessible to the wide range of services and facilities available in the City Centre. It is well-related to the current and future employment opportunities at Cambridge West and North West Cambridge, and to other employment opportunities available in the City. The needs of pedestrians and cyclists would be prioritised over car users.
- Includes a significant amount of accessible green infrastructure including open spaces and parks, sports pitches, green corridors, meadows, wetland habitat and the rewilding of Bin Brook. Over 55% of the site would be greenspace, and it is anticipated that a large proportion of this would be retained as Green Belt.
- The green infrastructure within the development would connect Cambridge with the countryside and Coton Countryside Reserve, and provide improved access to the site and opportunities for recreation and leisure for residents and neighbouring areas.
- Maintains the landscape setting of Cambridge and the character of the area, taking account of historic assets and views and the landscape of the City in order to minimise the impact of development.
- Will provide important community facilities including a primary school, community centre, health centre, public square, and a local centre with a food store and other shops to meet the needs of the new community, and to serve other nearby residents and the Cambridge West campus.
- Will focus on a high-quality built environment, with ambitious design standards for public realm and buildings, including high levels of energy performance that follow best practice in energy and carbon reduction
- Will achieve net biodiversity gains, with the creation of a variety of habitat types, and a substantial focus on natural capital underpinning the entire development. Sustainability measures will be extensive and will include water recycling, district heating, and underground waste collection.

A CITY-SCALE LANDSCAPE STRATEGY



Cambridge is of a scale that lends itself to being circumnavigated by a continuous network of green infrastructure, delivering recreational, landscape, and biodiversity benefits. This approach reflects the city's historic relationship with accessible green spaces, including the Backs and the River Cam corridor. The South West Cambridge development would deliver a critical component of this wider strategic objective.

In the vicinity of South West Cambridge, this green infrastructure 'halo' would provide enhanced pedestrian and cycle connections from Trumpington, through Grantchester, across Barton Road, and onward to Madingley. In doing so, it would connect with the Coton Countryside Reserve and provide onward access to the wider countryside. The network would also reinforce connections into the historic city, including via the River Cam corridor and the long-distance Harcamlow Way.

The strategy sees the creation of city-scale open spaces which connect to and enhance the existing network of green spaces within Cambridge. Safeguarding valuable Green Belt land, the new masterplan will create a variety of landscape types ranging from rural to urban in their location and informal to formal in their character.

The new open space corridors will play an important role in preserving the characteristic approach to and setting of Cambridge. Their existing treed character will be retained and where possible enhanced.

The location and size of the primary green corridors has been developed in response to the sensitive view corridors, public rights of way routes and ecological sensitivities. The new corridors will accommodate a variety of activities and landscape typologies contributing greatly to the social and ecological benefits of the masterplan.





LINEAR PARK

A biodiverse area of parkland accommodating formal play and sports pitches alongside informal recreation through woodland and meadows;

- Native woodland
- Meadows
- Sports pitches and play areas
- Sculpted earthworks







COUNTY WILDLIFE SITE







Rural character of paddocks, allotments and small-scale agriculture;

- Paddocks
- Allotments
- New Hedgerows
- Native woodland / orchard
- Recreation trails
- Meadows

THE BACKS OF THE WEST FIELDS

A sensitive transition between city and country, inspired by the Backs of Cambridge;

- Formal lawns
- Tree avenues
- Play opportunities
- Tree and hedgerow belts to field edges









BIN BROOK CORRIDOR

A rewilded river corridor drawing the rural landscape in towards the city;

- Public footpath corridor
- SuDS functions & attenuation basins
- 'Rewilded' water course
- Aquatic meadows and woodland
- Formal and informal paths







THE BOULEVARDS & SQUARES









Tree-lined streets and public realm promoting active travel and public transport;

- Tree boulevard
- Shared surface treatments
- Communal event space
- Segregated cycle lanes
- Public transport corridor
- SuDS functions

SPORTS & PLAYING FIELDS

Formal recreation and sports pitches within a biodiverse parkland setting;

- Sports pitches
- Areas of native woodland and meadows
- Sculptural earthworks for screening
- Playgrounds
- Network of formal and informal paths











GREEN FINGERS

Landscape corridors, rich in biodiversity, pulling the rural character into the city;

- Biodiversity and ecology links
- A variety of habitat types
- Network of new and existing hedgerows
- Access and view corridors
- Formal and informal path network
- SuDS functions





GARDEN COURTS









PARKLAND CROSSINGS

Public open spaces nestled within the network of development providing formal amenity opportunities;

- Lawns and areas of planting
- Opportunities for play and social interaction
- Visual and physical amenity value
- SuDS functions
- Urban ecology



Causeways through the landscape corridors providing vital connectivity through the site;

- Coordinated with the parkland layout
- Tree-lined boulevards
- Segregated cycle ways
- Public transport links
- Sensitive design to control visual impact

The Fen Causeway crossing Coe Fen and Lammas Land, Cambridge







Estate Road crossing Woburn Park

BIODIVERSITY STRATEGY

South West Cambridge can play an important role in contributing towards the Joint Local Plan target of doubling biodiversity through the realisation of the site's Natural Capital potential which will also bring about benefits for the economy and society as well as the environment.

A STRATEGIC APPROACH

There are significant opportunities to enhance the ecological value and biodiversity of the site through careful planning, coordination and design. The existing site is comprised primarily of intensively-worked arable farmland with ecological value concentrated to localised areas and features.

The masterplan employs a sitewide approach to improving and enhancing ecology through the creation of a variety of habitat types which can become part of the wider regional green infrastructure network extending far beyond the site's boundary.

Delivering biodiversity benefit through 'Biodiversity Net Gain', ensuring that development proposals not only mitigate and offset ecological impacts but also provide an overall benefit is a key deliverable of the emerging Local Plan. The masterplan provides extensive opportunities for the achievement of this across the site.

The masterplan safeguards significant green corridors between Cambridge and the countryside, linking sites of ecological value to create a connected mosaic of habitats.

The network of landscape spaces will contribute towards mitigating the impact of climate change through the reduction of the urban heat island effect and reduction of flood risk through the comprehensive integration of SuDS.









KEY OPPORTUNITIES

Rare plants found along some of the site's arable field margins and hedgerows will be protected through the careful planning and safeguarding of sensitive areas. New areas of allotments and cultivation will supplement these, providing opportunities for these plant populations to expand and increase long-term population security.

A number of the hedgerows on the site are species rich, and these would be retained within the development and efforts made to create further hedgerow linkages using a palette of species currently present on site, along with new hedgerow standard trees which would include native species (oak, hornbeam) already established as hedgerow standards and a number of the new Dutch Elm Disease-resistant elm cultivars.

Additional scrub and woodland planting would be included within the wider scheme to increase the woodland cover and provide additional benefits for habitat connectivity and visual mitigation.

Street trees would increase shading, biodiversity benefits and reflect the mature well-treed character of adjacent areas in west Cambridge.

A new community orchard would be created on the site, designed in accordance with the Traditional Orchards priority/S41 habitat type, and would be positioned so as to link to existing and proposed green corridors. Fruit trees would include traditional Cambridgeshire apple varieties such as Allington Pippin, Histon Favourite, Barnack Beauty and Emneth Early; and plums/gages including Cambridge Gage, Pershore, Burbank and Prince of Wales.

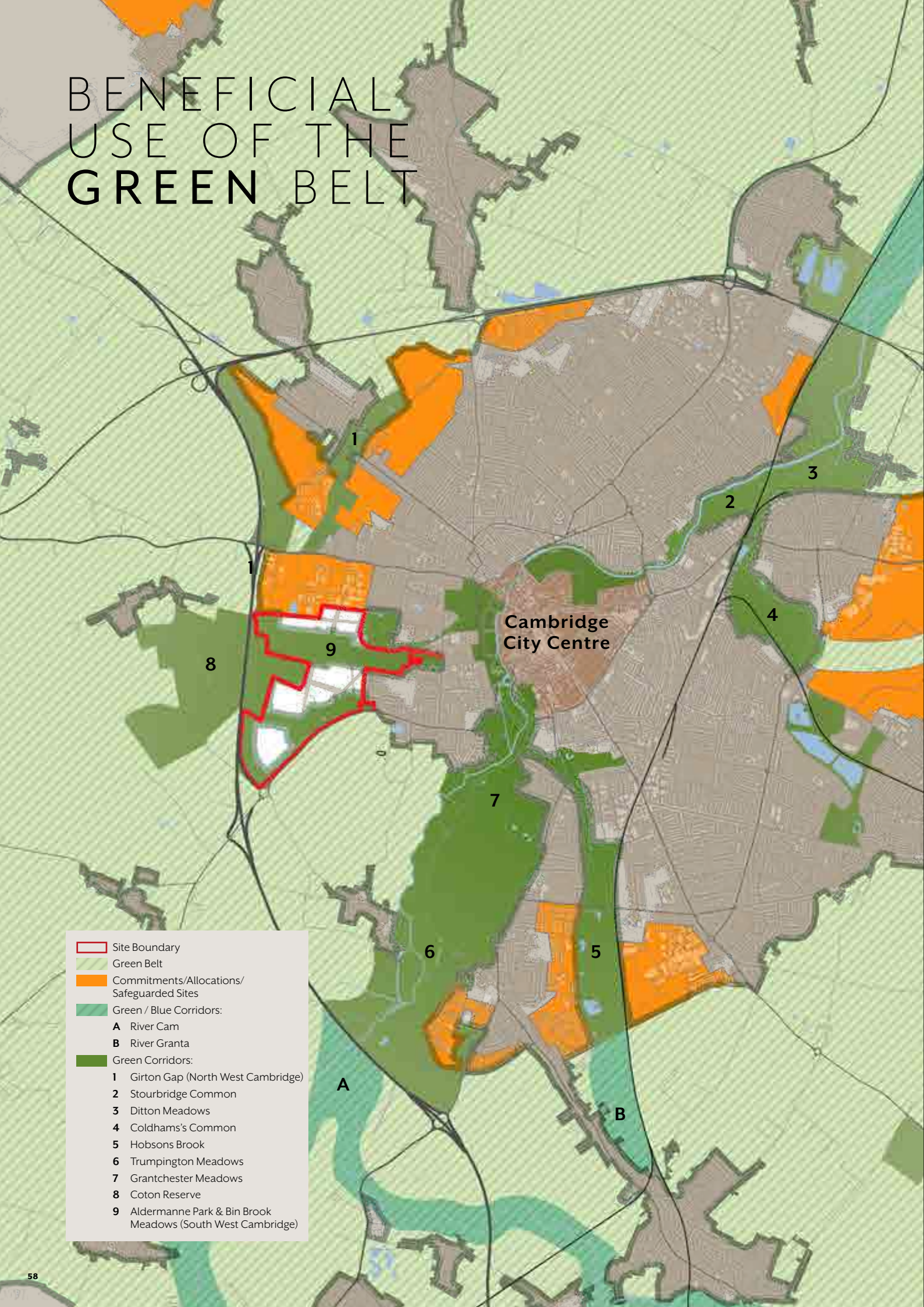
The Bin Brook City Wildlife Site where it flows through the site is heavily shaded with little bankside flora, and efforts would be made to open up the watercourse by selective removal or pollarding of the overhanging vegetation, and also to enhance the undesignated sections upstream, which have been heavily canalised, over-deepened and otherwise modified. These sections could be 'rewilded': returned to their former course on a shallow gradient, building in meanders which follow the natural contours of the land, and reconnected with the former floodplain, creating areas of public open space and a naturally-functioning washland in the form of an extensively-grazed wetland corridor which could provide ecosystems service benefits in the form of enhanced 'blue infrastructure', greater upstream floodwater retention and new wetland biodiversity habitat, with direct benefits to the plants, invertebrates, birds and animals which live on the banks and within the riparian zone. Culverted sections would be re-opened and, where access is required, spanned by bridges which are elevated above the channel. The ditches that drain to the Bin Brook would be similarly restored, and designed into the overall drainage scheme for the built environment.

The above measures create opportunity to deliver Natural Cambridgeshire's Vision of contributing to greater biodiversity and at least 10% biodiversity net gain and a doubling of the nature conservation value of the local area by 2050. Specifically, the Bin Brook provides connectivity between the site and the Coton Countryside Reserve which lies immediately adjacent to the west of the M11 and there are also walking routes which link the Coton Reserve to the site. The proposed biodiversity strategy seeks to enhance these linkages.

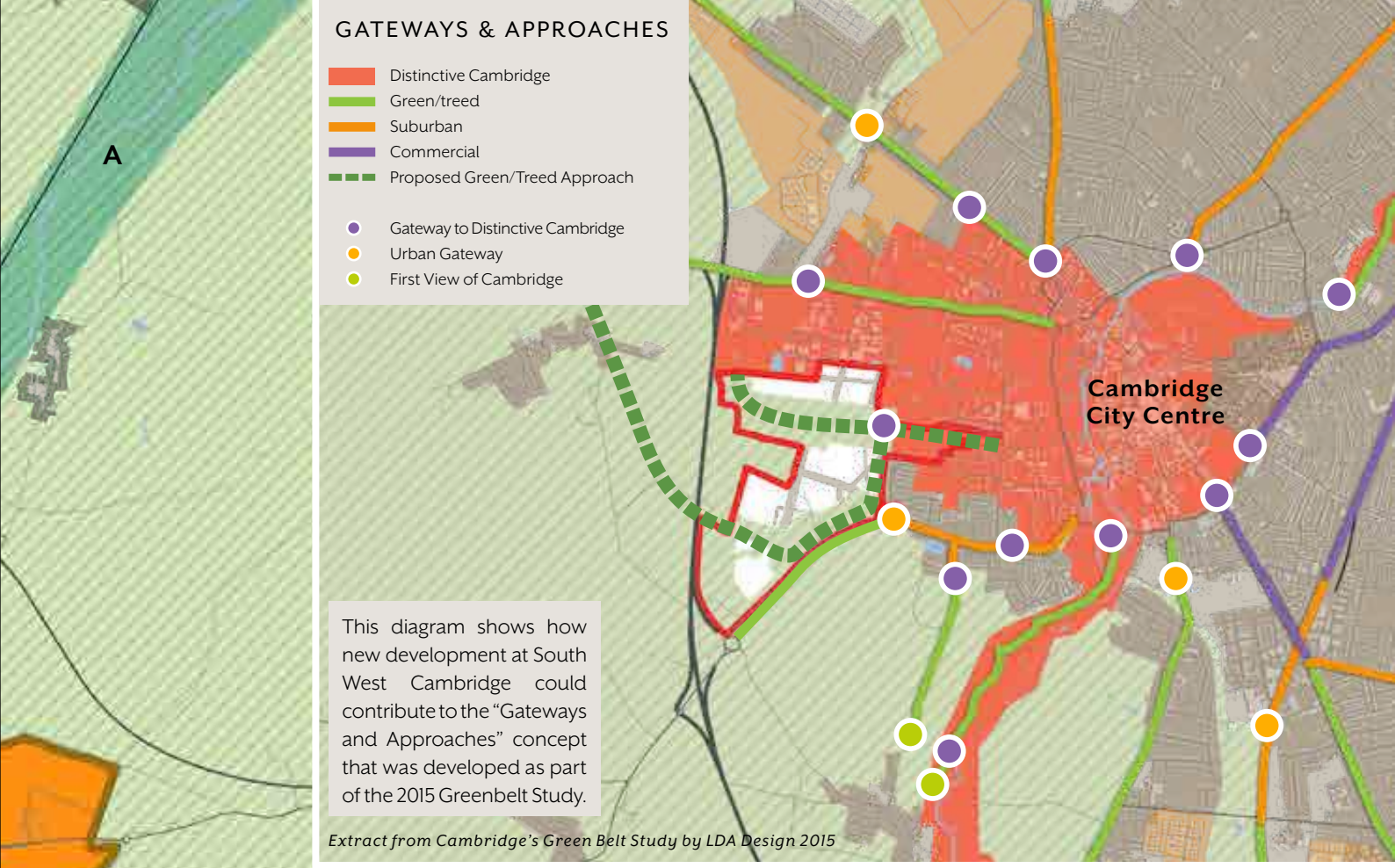
The proposed new wetland habitat within the promoted development at South West Cambridge would represent a continuation of the environmental work that CPPF undertakes at Coton Countryside Reserve; subject to discussions, the landowners would be amenable to the possibility of CPPF taking on the management of the wildlife and countryside areas within the promoted development.

South West Cambridge can play an important role in contributing towards the Joint Local Plan target of doubling biodiversity through the realisation of the site's Natural Capital potential which will also bring about benefits for the economy and society as well as the environment.

BENEFICIAL USE OF THE **GREEN** BELT



- Site Boundary
- Green Belt
- Commitments/Allocations/ Safeguarded Sites
- Green / Blue Corridors:
  - **A** River Cam
  - **B** River Granta
- Green Corridors:
  - **1** Girton Gap (North West Cambridge)
  - **2** Stourbridge Common
  - **3** Ditton Meadows
  - **4** Coldhams's Common
  - **5** Hobsons Brook
  - **6** Trumpington Meadows
  - **7** Grantchester Meadows
  - **8** Coton Reserve
  - **9** Aldermanne Park & Bin Brook Meadows (South West Cambridge)



This diagram shows how new development at South West Cambridge could contribute to the "Gateways and Approaches" concept that was developed as part of the 2015 Greenbelt Study.

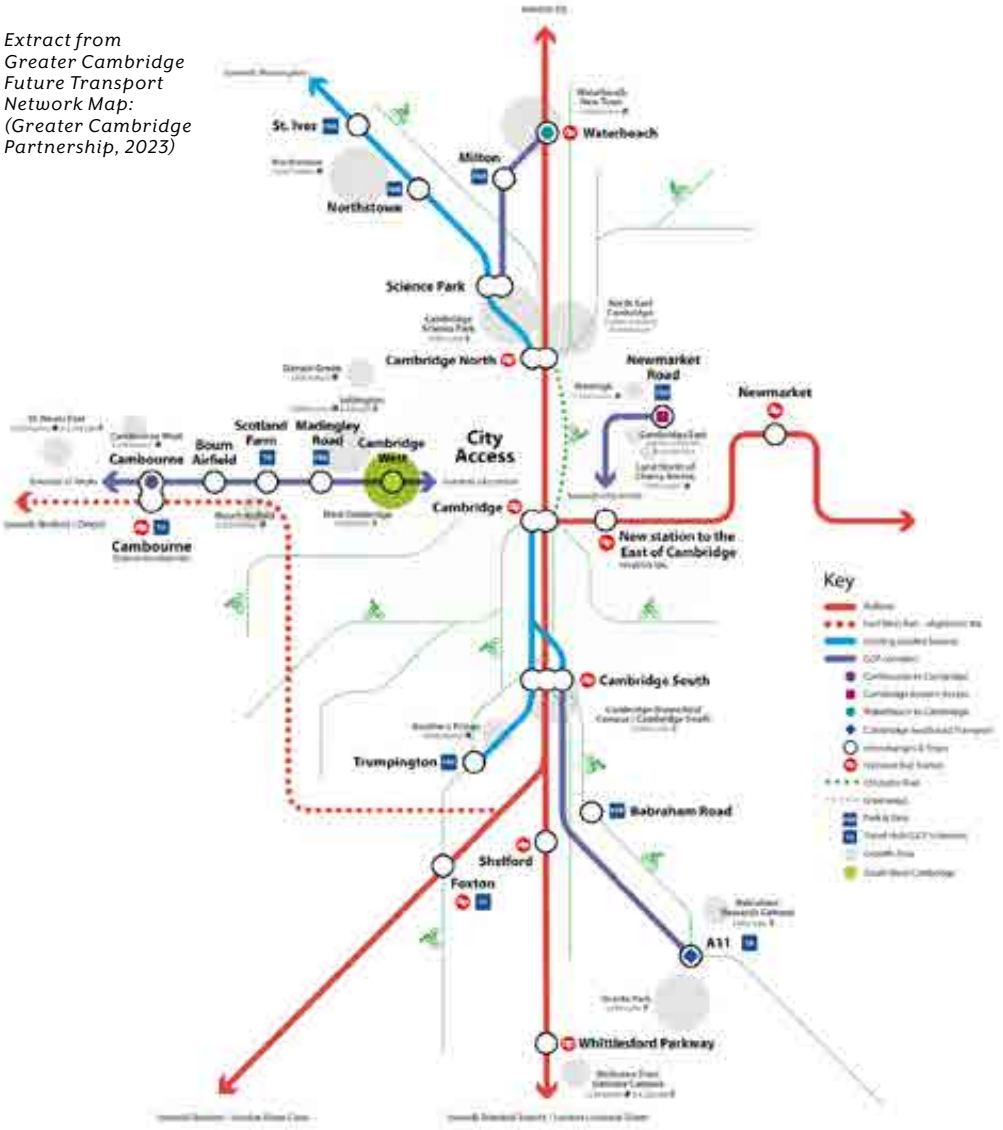
Extract from Cambridge's Green Belt Study by LDA Design 2015

South West Cambridge sits within the Green Belt and as such has a particular role to play in the urban structure of the City. Key views are afforded from Red Meadow Hill across the site and into the City and a number of footpaths and public rights of way either circumnavigate or cross the site providing access from the City into the surrounding countryside through the Cambridge Past, Present and Future [CPPF] landholdings including Coton Reserve.

The development of the masterplan had been guided by these important parameters and a key component of the masterplan structure is the introduction of substantial green corridors which pass through the site. These not only allow for key views and movement through the site matching with the visual connections but also preserving and enhancing the links between City and countryside. They also perform an additional function of creating discrete neighbourhoods for the proposed development, each with their own identity. Significantly, 3 new areas of strategic green open space are proposed, the first the Country Park which runs along the western edge of the site. This could potentially be combined with the CPPF land in order to create a much larger resource for the City. The second major green space to be provided is Bin Brook Meadows. This stretches from the pedestrian bridge crossing over the M11 within the CPPF land and stretches across to Barton Road, providing a strong physical link across the site but also reinforcing the green parkland frontage to Barton road when viewed from the approach into the City. A new water meadow is proposed within this new park, helping to enhance the biodiversity ambitions for the site as well as helping deliver some of the CPPF's priorities. Finally, Aldermanne Park forms the main strategic green space within the development and will connect East-West from the M11 and CPPF landholdings all the way to Grange Road. This will be a diverse environment with retained hedgerows, new flora and woodland planting and will include the existing copse and will become a recognisable green route into the City. Collectively these green corridors within South West Cambridge represent 55% of the site area and will work as part of a City-wide strategy of providing retaining openness and green links from the countryside to the City. It is anticipated that most of the greenspace within the development would be retained as Green Belt.



Extract from Greater Cambridge Future Transport Network Map: (Greater Cambridge Partnership, 2023)



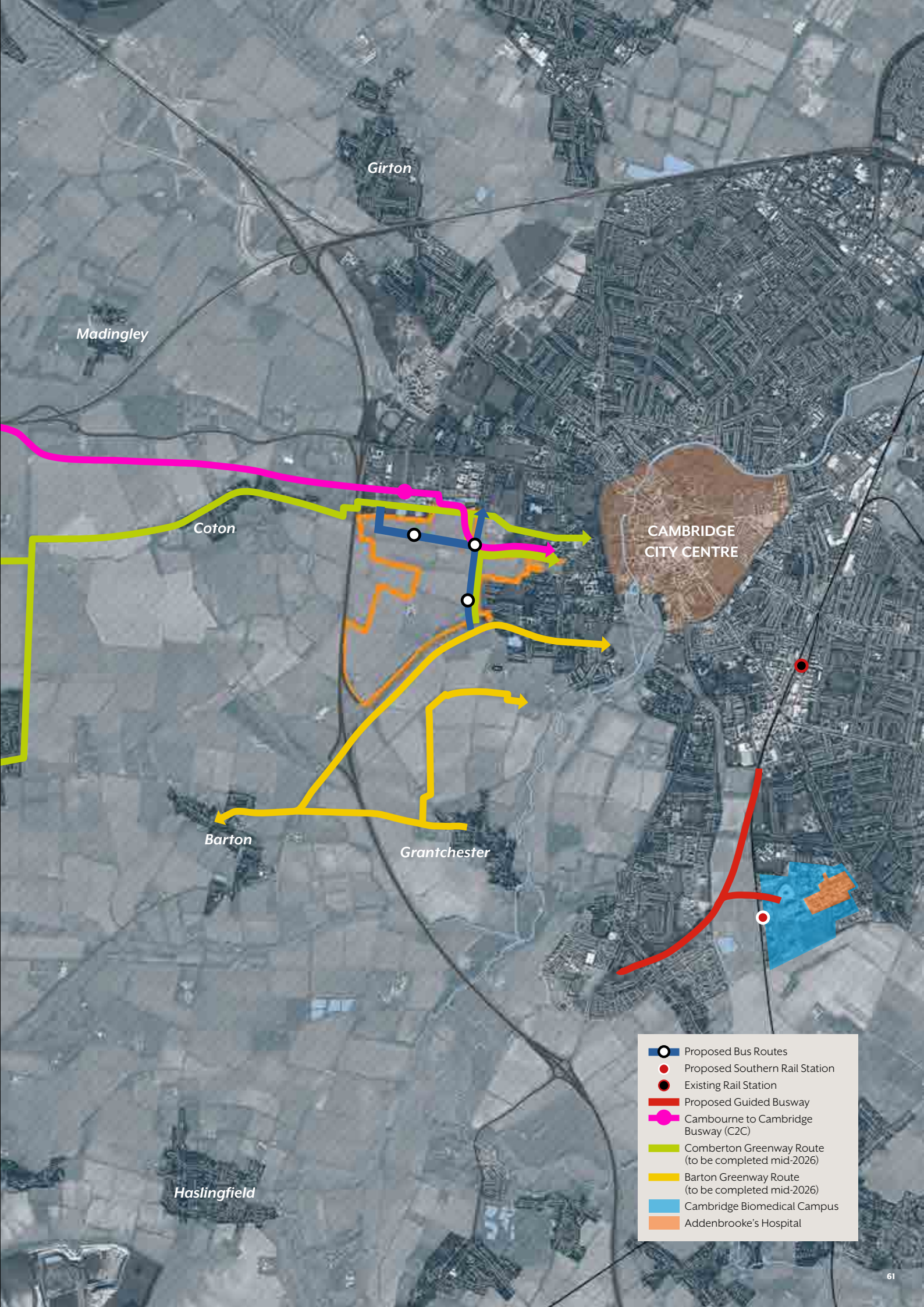


TRANSPORT OPPORTUNITIES

Notwithstanding the site's excellent walking and cycling links into Central Cambridge, South West Cambridge is strategically located to not only connect into existing proposals such as the Comberton and Barton Greenways, and communities into the City, but it is also well placed to support the delivery of the C2C busway.

The Greenways, located to the north and south of the masterplan, are designed to enhance links from nearby villages and communities into the City. Furthermore, the route for the C2C busway which crosses the M11 from Cambourne, will pass through the University of Cambridge's Cambridge West campus and make its way through the South West Cambridge site to Grange Road. The design of the masterplan seeks to facilitate this link from the campus to Grange Road and will place future residents in an excellent location to benefit from
C2C services.

The site is also optimally placed to deliver additional north-south public transport and cycle routes in the future, that could connect North West Cambridge, Cambridge West and the Cambridge Biomedical Campus via a route that avoids the City Centre. This would help to deliver a bus route linking major employment areas with a rapid and reliable service.


Girton
Madingley
Coton
CAMBRIDGE
CITY CENTRE
Barton
Grantchester
Haslingfield
Proposed Bus Routes
Proposed Southern Rail Station
Existing Rail Station
Proposed Guided Busway
Cambourne to Cambridge Busway (C2C)
Comberton Greenway Route (to be completed mid-2026)
Barton Greenway Route (to be completed mid-2026)
Cambridge Biomedical Campus
Addenbrooke's Hospital

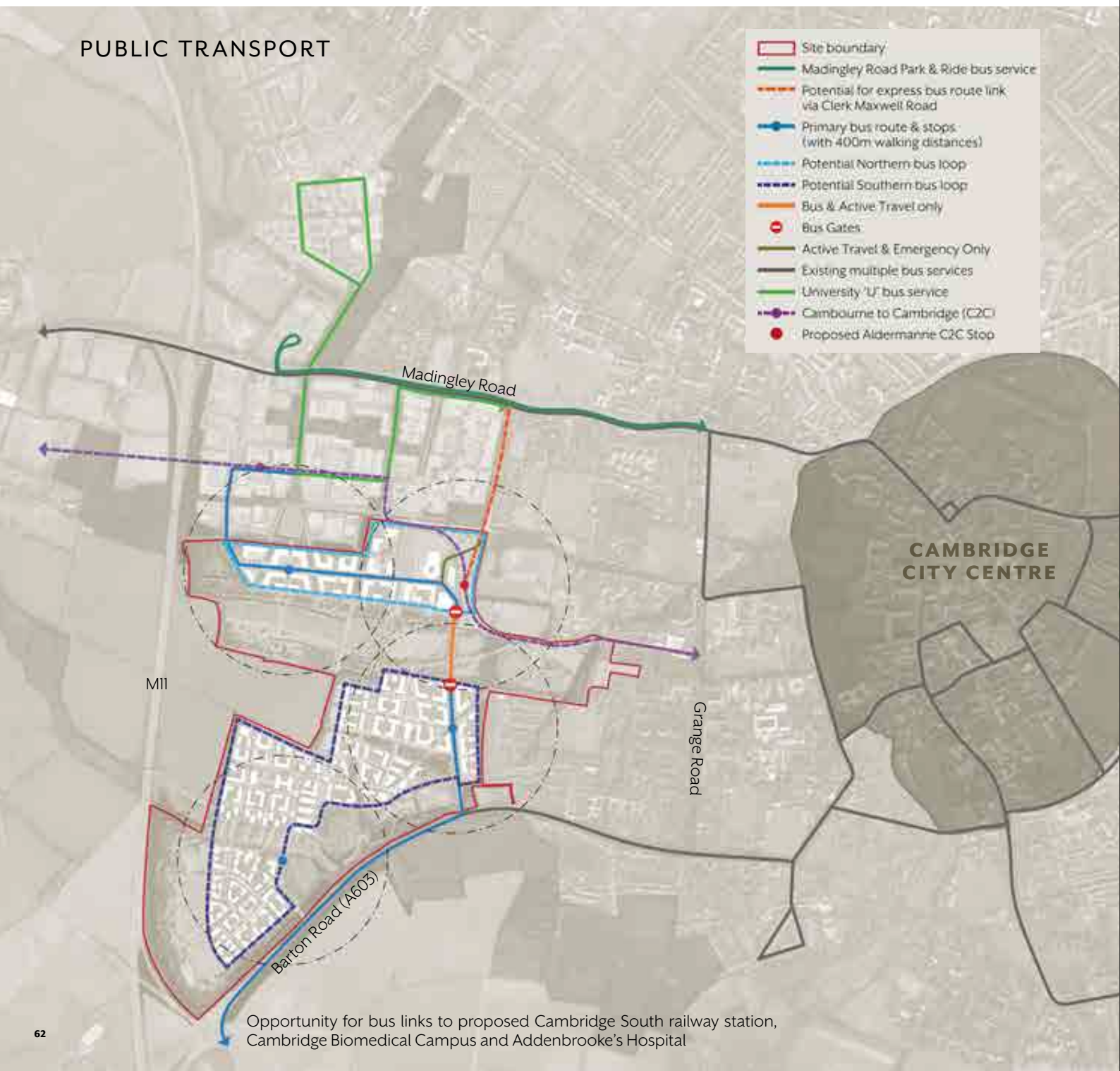
MOVEMENT STRATEGY



Active travel provision and access to well-connected bus services are a fundamental component of the masterplan. The masterplan has been designed with a network of connected streets and footways to make these forms of movement the most desirable for residents to access the City Centre and employment opportunities around the City. The proposed route for the Cambourne to Cambridge busway [C2C] through West Cambridge and along Rifle Range Road places the South West Cambridge residents within close proximity to planned bus stops within the West Cambridge Campus opening up even further public transport benefits.

To support bus provision, bus gates are proposed within the masterplan, where the C2C route crosses internal access roads, and bus stops for C2C will be advocated adjacent to the site. To further encourage the uptake of sustainable travel, access to micromobility (e-scooters and e-bikes) will be considered within the masterplan, such that greater flexibility of travel options is offered to residents.

PUBLIC TRANSPORT



Opportunity for bus links to proposed Cambridge South railway station, Cambridge Biomedical Campus and Addenbrooke's Hospital



C2C



Wimpole Way looking eastwards

WALKING & CYCLING



SUSTAINABILITY

The landowners are highly committed to the environmental sustainability and long-term stewardship of the new development. South West Cambridge will embrace the high standards for carbon neutrality, drainage and biodiversity net gain set by the Cambridge Local Plan, and considers its impact on the environment at the four key stages of development: Design, Build, Operation and Change. This 'full-cycle' approach ensures that carbon neutrality through the full life of the development can be attained, and with sensitive design, can contribute positively to biodiversity and environmental sustainability of the landscape.



DESIGN

The masterplan envisages a compact, walkable development, sustainably located and comprehensively linked by cycling and public transport routes to the wider city. The orientation of the site means that houses can be oriented to maximise sunlight exposure, and dual aspect buildings ensure mechanical ventilation is possible. Wildlife and biodiversity corridors, linked with natural drainage features are woven throughout, complemented by urban drainage features within streets.

BUILD

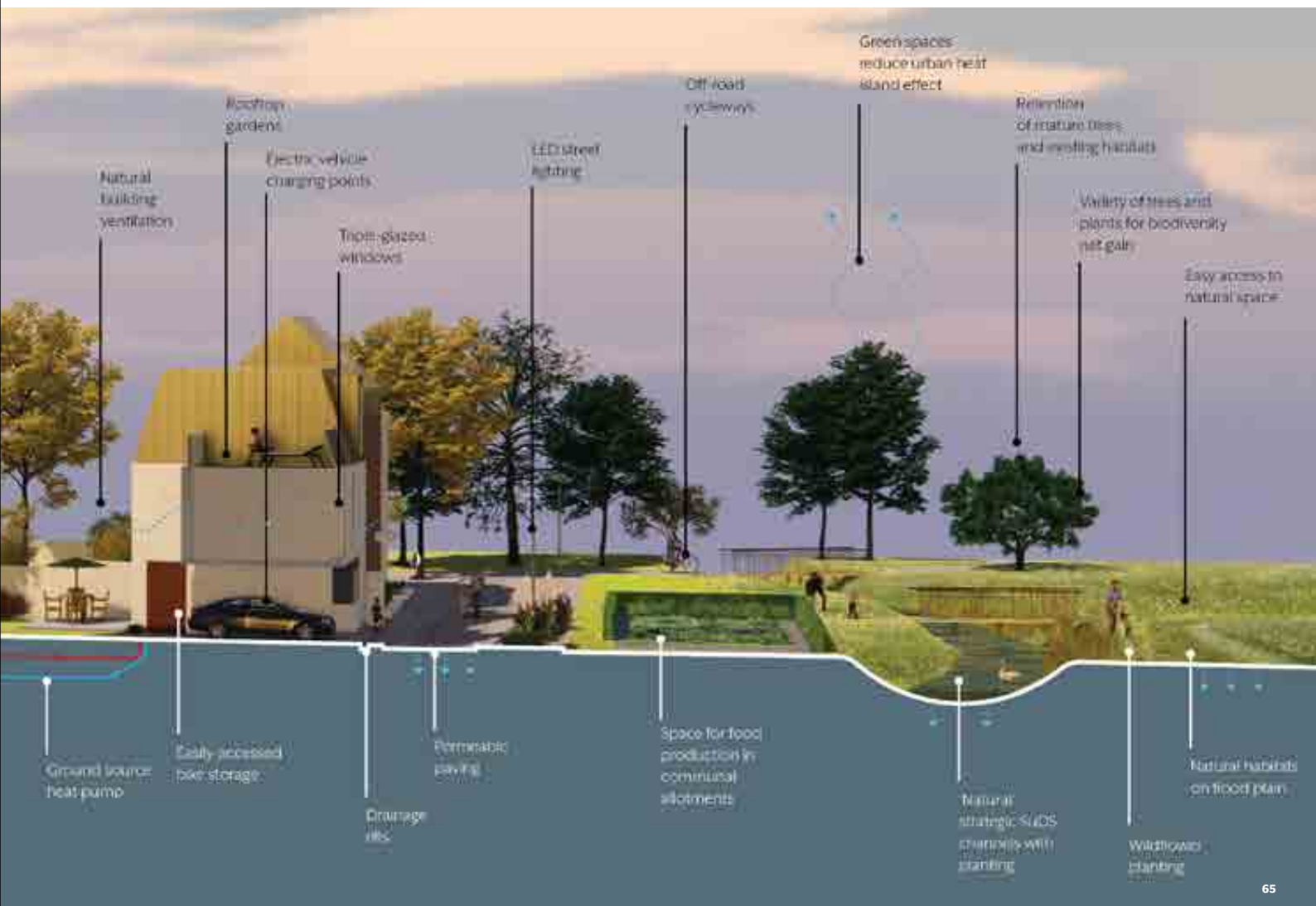
The phased construction stage will aim to reduce the embodied carbon within buildings and infrastructure, using materials and construction techniques that have a low carbon footprint. These include buildings created through modular methods of construction (MMC) and the use of locally sourced or recycled materials. The landscape-led approach to masterplanning South West Cambridge looks to retain high quality natural assets.

OPERATE

Minimising ongoing consumption of energy is the top priority for the new development, and South West Cambridge embraces the highest standards. All buildings will be constructed to a high environmental standard. Measures will be taken to weave environmental sustainability into daily life, along with easy access to natural open space integrated with low maintenance strategic drainage systems.

CHANGE

The life-cycle approach means long-term change must be considered. By incorporating flexible building typologies, adaptable ground floors and plots that could be reconfigured to support changes in use, the need for future demolition and rebuilding as needs change is reduced. Reusable materials and modular approaches that can be reconfigured make efficient use of the embodied carbon. Flexibility will be incorporated into the public realm design, with future-proofed utility channels to minimise the need to dig up streets.



A SENSE OF IDENTITY

With character being the fourth principle of the Cambridge Quality Charter (2010) – a charter to guide the design of new development in Cambridgeshire – creating a sense of place and identity has been an intrinsic factor in the development of the masterplan. The Charter outlines how landscape, a range of house types and open space can play their role in forming an overall vision that creates distinctive neighbourhoods. The South West Cambridge site has many varying characteristics and the masterplan has built upon these with a design that responds to help create a new and diverse environment.

Each neighbourhood will be defined by its mix of uses and building types, layout and design of streets and importantly the landscape features that have either been retained or created as part of the new development. The neighbourhoods are arranged around significant areas of open space which provide amenity, ecology and environmental benefits, as well as being places to socialise and be used for sports and recreational activities.

In order to connect these neighbourhoods, road links are required, one crossing Aldermanne Park, the other crossing Bin Brook Meadows. These routes will be sympathetically designed to respond to their locations. The route crossing Aldermanne Park, linking Aldermanne and Colys Crosse neighbourhoods will be designed in the form of a country estate road, whilst adhering to highway requirements. This is a primary street and will accommodate the main bus and cycle routes. The secondary route which crosses Bin Brook Meadows, connecting West View with South West Meadows, will take the form of a causeway, referring to the Fen Causeway in central Cambridge which crosses the floodplain. Whilst crossing the new park, the links will be designed to ensure ecology corridors are maintained and enhanced.

The local centre will become the main destination for the new community, strategically located at the junction of a key primary street with key pedestrian, cycle and bus routes. It will accommodate a range of uses including community and social facilities, local retail and small food store, a restaurant /café, healthcare and education facilities in the form of a new primary school. In addition a Mobility Hub is also proposed to maximise the benefits of close proximity to the C2C route as it passes through the site.

Residential accommodation, on upper floors, will also form part of the mix ensuring the centre is active and vibrant throughout the day and evening. The layout ensures that the development will provide activity to two new civic spaces, an urban square will straddle the main primary street and a new civic garden will provide a transition zone between the local centre and Aldermanne Park.

The location is well placed to maximise access, being at the confluence of an extensive network of green spaces and routes, including overlooking Aldermanne Park, the site's biggest green area. Also, the positioning of the local centre lies at a crossroads, leading north to West Cambridge and beyond, and Rifle Range Road leading eastwards, which is the most direct route into the City Centre. The centre's visibility on a public transport corridor and overlooking the main public open space will help support the Local Centre commercially.




"LOCAL CENTRE"
"COLYS CROSSE"
"SOUTH WEST MEADOWS"

ALDERMANNE

Taking its name from the 1789 West Fields Corpus plan – Aldermanne Hill is cited as the high point of West View and, as such, new residential properties to the south of the neighbourhood, lining Aldermanne Park, will benefit from fantastic views southwards over West View and beyond. A vibrant mixed-use local centre will be built, alongside anew primary school to serve the new neighbourhood, but also be accessible to existing residents along Adams Road and those working within the Cambridge West campus. Seeking to maximise the benefits of the C2C route which will pass through the site a Mobility Hub is proposed creating a focus for the new development.

The primary street network will be lined with 4-storey buildings, to create a civic presence, and accommodate the proposed new bus route that will connect through the site. Alongside the tree-lined street will be wide footways and cycleways to encourage sustainable modes of transport. Development will overlook and provide security to those using the Wimpole / Harcamlow Way and provide North-South green corridors to provide pedestrian access between the new neighbourhood and the Cambridge West Campus.

New buildings will be suitably scaled, between 3 storeys overlooking Aldermanne Park rising to 4 – 6 storeys to the north to match with the scale of development at Cambridge West.





Perspective view of local centre, mobility hub and primary school focussed around public transport connections


East Pond
Primary School
Active Travel Link
University of Cambridge Wilberforce Sports Ground
Mobility Hub and potential for C2C stop
C2C route
"Edwin's Ditch"
Roman Road Park

COLYS CROSSE

Colys Crosse sits at the centre of the site; on its eastern boundary is the existing residential neighbourhood of Newnham and the primary street which carries the main public transport route. To the north lies Aldermanne Park, a strategic green space which stretches east-west to Grange Road and will be framed - north and south - by new development benefitting from views across the parkland.

A network of pedestrian routes criss-crosses this park connecting Colys Crosse with Aldermanne, including, in the immediate north, Edwins Ditch, a new reinstated pedestrian route and drainage feature that replicates a route listed in the Corpus plan of 1789. To the west lies the West Fields, which is managed by the Cambridge – Past, Present and Future [CPPF] charity. Bin Brook Park lies to the south, a new linear park which will be rewilded and form the centrepiece of this new green space and provide a green frontage to Barton Road.

Linking the three areas of parkland will be green corridors – comprising a mixture of streets and pedestrian routes; one of the new pedestrian routes will cut across the site diagonally and create a new route referencing the former alignment of the Roman Road, connecting Bin Brook Park with Roman Road Park. Building heights will be typically 2 storey but with elements of 3 storey to define the main streets and facing onto Aldermanne Park.





Primary tree- lined boulevard and public transport corridor


New square and play park
New pedestrian route following alignment of Roman Road
New development to respond to existing building scale
Newnham
Primary street and public transport corridor
Access point onto Barton Road
Bin Brook Park



WEST VIEW

The West View neighbourhood adjoins the West Fields area of open space managed by Cambridge: Past, Present and Future Charity [CPPF] and, as such, the design of this new neighbourhood has focussed upon the sensitive transition between Country and the City.

Defining the edge between new buildings and the CPPF land will be a series of lawns and gardens, interspersed with play areas and pedestrian routes referencing the relationship between Cambridge's colleges, The Backs and the River Cam. Within the heart of the new neighbourhood will be a series of intimate streets and spaces, some green, others more urban to create a varied character, with a formal square reminiscent of a college court sitting at its centre.

Movement through the site will be along the secondary street network which enters the site on the eastern edge into an arrival square and exits to the south across the Causeway which crosses Bin Brook Meadows. Crossing – west to east – along the southern edge of this neighbourhood is the public right of way that connects Coton Reserve to Barton Road. This will be overlooked by "fingers" of development which project into the new water meadow, Bin Brook Meadow. New buildings will be 2 storeys respecting the view corridors back into the City.





Neighbourhood street looking out towards the West Fields


New square signifies arrival into West View neighbourhood
Barton Road
Bin Brook Park: River green space fronting Barton Road
The Causeway: Bridge link over Bin Brook Meadows



SOUTH WEST MEADOWS

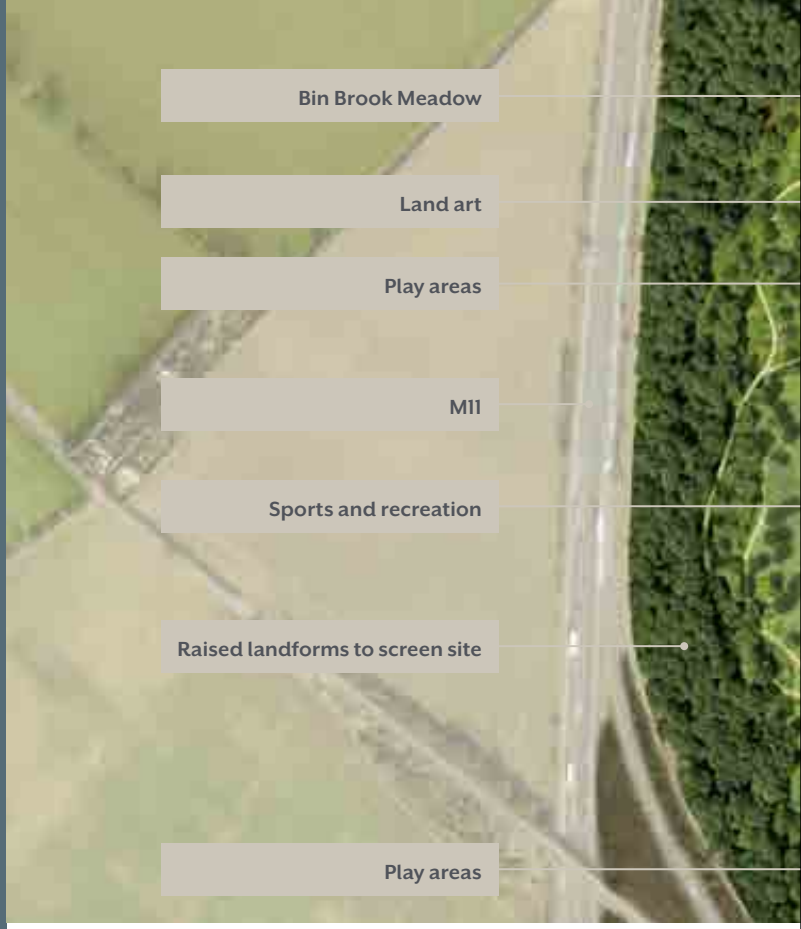
The South West Meadows will be the new neighbourhood located to the south of the site. Access is proposed off Barton Road, which would also serve as a potential bus route linking up the rest of the site. In addition, the neighbourhood will be connected to the remainder of the site by a feature Causeway that will provide a street link – for pedestrians, cyclists, buses and cars - across Bin Brook Meadows.

The design of the Causeway will draw on references to the Fen Causeway Crossing in Cambridge; it will celebrate the movement from one neighbourhood to another, offering views either side as one crosses to new parkland and water meadows, which also form part of the strategic drainage system for the site. Bin Brook Meadow has been conceived as an extension to Middle Green and Long Green which run through the heart of Coton Country Reserve, with the new parkland setting continuing the existing public right of way and a strategic green corridor.

The neighbourhood will be framed by both new and existing woodland as well as areas of open space. To the west will be a new linear park that will link up with Bin Brook Meadow as well as the public right of way and bridge link over the M11 into Coton Country Reserve. To the east existing woodland planting, which lines Barton Road, will be retained and extended to provide a green frontage on the approach to the City.

The linear park will provide new sports and recreation facilities as well as providing a sufficient setback from the M11. There are also proposals for land art features to provide subtle viewpoints within the landscape, allowing elevated views across the site, into the City and outwards to the countryside. The buildings which form the northern edge of the neighbourhood will create a dialogue with the buildings which line the opposite side of Bin Brook Meadows with building form, height and materials to be coordinated helping frame the new parkland setting.

Building heights will be predominantly 2 storeys, with potential for key 3 storey buildings closer to the Barton Road frontage and at the gateway off Barton Road, framing the Causeway from West Fields.





New housing overlooking Bin Brook Meadows boardwalk


"The Causeway": new bridge crossing
Re-wilding of Bin Brook
Bin Brook Park
Access into site
Existing woodland
Barton Road



WIDER **BENEFITS**

The wider benefits derived from developing a new community at South West Cambridge would include the following:

- the provision of housing and affordable housing for key workers and others, including but not limited to University and College staff;
- the provision of residential accommodation for the elderly, including care provision;
- the provision of new tenures such as 'Build to Rent', co-living and intra-generational housing;
- accessible parkland with potential connections to Coton Countryside Reserve offering significant scope for biodiversity enhancement;
- delivery of a green infrastructure in the form of publicly accessible open space providing access from the City to the countryside to the west of Cambridge;
- other green infrastructure and strategic landscaping, including new woodland planting to address visual impact and provide a buffer with the M11 to address noise and air quality impacts;
- improvements to walking and cycling routes to encourage travel by non-car modes of transport, which is far more attainable for an edge of City Centre site;
- potential to support the Cambourne to Cambridge Busway (C2C) with additional passengers and bus stoprs;
- the creation of additional north south public transport and cycle routes, connecting Barton Road to Madingley Road and the provision of connections to existing developments at North West Cambridge, Cambridge West with Addenbrooke's and Cambridge Biomedical Campus;
- the provision of a new local centre for the west Cambridge area as well as additional health and education facilities.





SUMMARY AND CONCLUSIONS



The Vision for the South West Cambridge is an exemplar, landscape-led, and highly sustainable new neighbourhood.

The landowners - Corpus Christi College, Jesus College, St John's College, Downing College and the University of Cambridge - have a long-standing commitment to Cambridge and its future and will continue to be neighbours of the promoted development.

It is acknowledged that the site is currently located within the Green Belt. It is considered that exceptional circumstances exist to release land from the Green Belt through the Greater Cambridge Local Plan process, which are related to housing and affordable housing needs and economic growth. South West Cambridge includes more than 55% of greenspace, and it is anticipated that most of this would be retained as Green Belt. For example, the green corridor connection into the City, the wetland habitat corridor along the Bin Brook, the existing wildlife areas, and the open space and recreation areas would all remain in the Green Belt.

A network of publicly accessible green spaces is provided throughout the development. These include: a linear park running along the western edge of the site, a corridor along the Bin Brook and a substantive central green corridor running from east to west connecting the City to the rural countryside.

A guiding principle of the promoted development is the heritage of the site. The most sensitive parts of the site remain undeveloped and key views across the site into the City have been taken into account. The former historical field boundaries and routes that connect into the City from the west are retained within a strategic green corridor. In addition, the alignment of the former Roman Road has been retained as a key pedestrian route. Furthermore, an historic track, entitled Edwin's Ditch which is referenced in the West Fields is re-established within the new masterplan.

The site includes protected wildlife sites, hedgerows, a network of ditches, and the Bin Brook watercourse. All of these habitats have been incorporated into the promoted development. The development includes biodiversity enhancement including a new wetland habitat and rewilding of Bin Brook. The proposed new wetland habitat within the development would represent a continuation of the environmental work that CPPF undertakes at Coton Countryside Reserve.

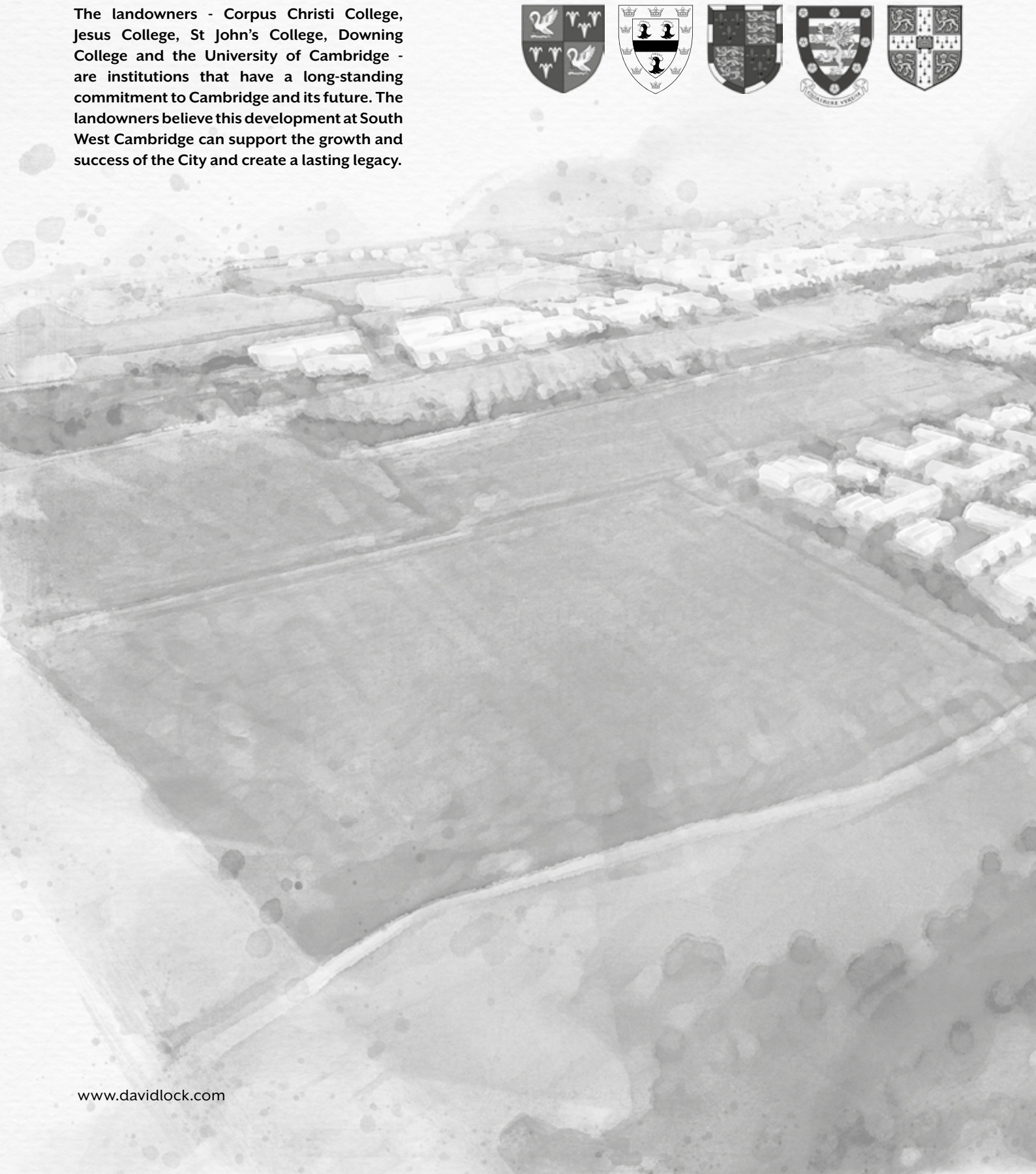
The site is a very sustainable location in transport terms. It is highly accessible by walking, cycling and public transport, including existing bus and cycle routes, the proposed Cambourne to Cambridge Busway, and the Comberton and Barton Greenways.

The development would provide new community facilities including a primary school, community centre, health centre, public square, and a local centre with a food store and other shops. These facilities would meet both the needs of the new community, and provide for other nearby residents and the Cambridge West campus. Surrounding these facilities will be distinctive neighbourhoods which will exhibit their own character and landscape response.

The design and layout of the promoted development has been informed by a detailed assessment of the constraints and opportunities at the site, and which reflects the special character of Cambridge. It seeks to deliver a high-quality built environment, with ambitious design standards for public realm and buildings, including high levels of energy performance that follow best practice in energy and carbon reduction.



The landowners - Corpus Christi College, Jesus College, St John's College, Downing College and the University of Cambridge - are institutions that have a long-standing commitment to Cambridge and its future. The landowners believe this development at South West Cambridge can support the growth and success of the City and create a lasting legacy.



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