



NEW EAST CAMBRIDGE

CALL FOR SITES

MARCH 2019



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Glossary

AAP Area Action Plan

CAM Cambridge Autonomous Metro

CCC Cambridge City Council

CPIER Cambridge and Peterborough's Independent Economic Review

CPCA Cambridgeshire and Peterborough Combined Authority

LNCH Land North of Cherry Hinton

MADG Marshall Aerospace and Defence Group

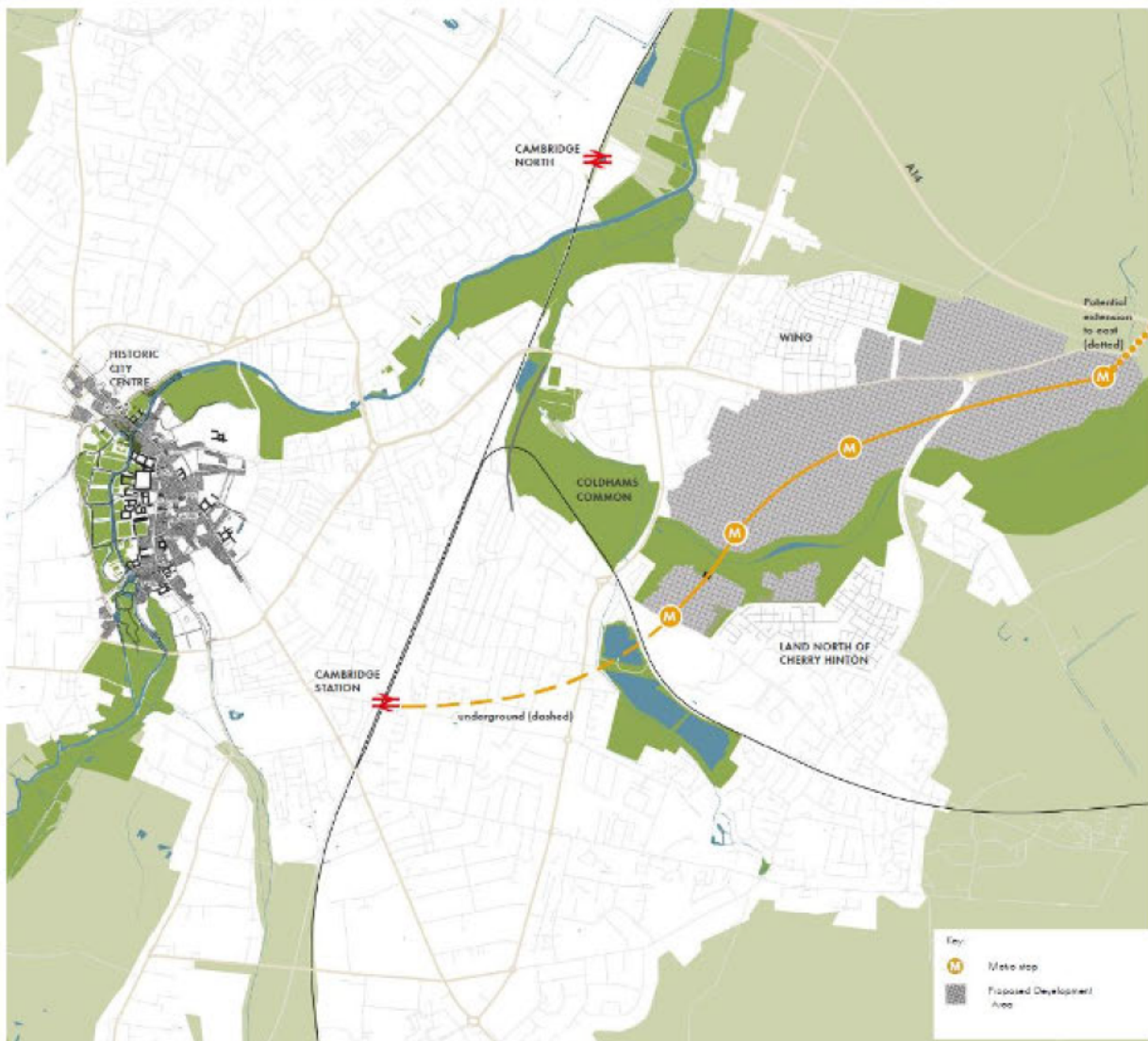
NPPF National Planning Policy Framework

SCDC South Cambridgeshire District Council

1 Introduction

- 1.1. New East Cambridge occupies approximately 300ha of land at the eastern edge of the city. The main part of New East Cambridge is Cambridge airport, owned and operated by Marshall Group. The Airport has been operational since 1937, providing jobs to local people and making a major economic contribution at a local, regional and national scale. Marshall Aerospace and Defence Group (MADG) also performs work which is critical to national security. The nature of that work is changing with developments in technology and customer requirements. Those changes present a challenge and an opportunity for the business and there is a need to invest in a new future. They also represent an opportunity to relocate the MADG business to another location.
- 1.2. The Marshall Group has taken the decision to explore options for relocation, with the intention of making a public announcement in May 2019. Funds from the development will be used towards relocation of the business.
- 1.3. Relocation of MADG will make Cambridge Airport available for redevelopment in the short to medium term, presenting an unparalleled opportunity for sustainable and well planned growth within the city of Cambridge. The scale of the opportunity creates the potential for the new Greater Cambridge Local Plan to focus its strategy around a sustainable new centre for growth in the east of the city.

Figure 1 – Plan showing New East Cambridge Site within the context of Cambridge



- 1.4. The Councils are already familiar with the Cambridge Airport site, having removed it from the Green Belt in 2006/2007 and developed the Cambridge East Area Action Plan (AAP) in 2008 in anticipation of its redevelopment. At that time, the relocation of Marshall did not prove possible for a number of reasons, including the non-availability of suitable sites. Consequently, the airport is designated as a site safeguarded for future development, outside the Green Belt in the recently adopted Cambridge City and South Cambridgeshire local plans, although significant housing proposals have been brought forward on non-operational land to the north and south east of the airport.
- 1.5. Detailed feasibility work in 2018/19 has confirmed the availability of realistic options for relocation, which Marshall wishes to share with the Councils as soon as possible. Marshall has instructed a professional team to test the capacity of the airport and adjoining land for comprehensive development which would create a New East Cambridge. The Marshall vision for New East Cambridge is explained in this submission and in the brochure submitted as part of these proposals.
- 1.6. Whilst the airport itself extends to 176ha, this response to the Call for sites also identifies adjacent land that might sensibly be considered for additional development as part of a comprehensive plan. The overall land area amounts to c. 307ha.
- 1.7. Whilst the airport is more than sustainable in its own right as a development opportunity, the planned inclusion of additional land creates even greater opportunity for growth, connected green infrastructure and sustainable transport connections. The combined density and critical mass are expected to be important in helping to fund the capital and operating costs of a proposed new transit link connecting the Site to Cambridge Station (Central), improving connectivity to the city centre, other key destinations within the city, and beyond.
- 1.8. As part of this, Marshall will be seeking a commitment from the public authorities to work with us to bring forward the funding and delivery of a rapid transit link between Cambridge Airport and Cambridge Station (Central). That link is made possible by the scale and nature of our proposals and is a pre-requisite for their delivery.
- 1.9. New East Cambridge can deliver a transformational redevelopment of Cambridge Airport to provide a new, integrated piece of city. The site presents an exceptional opportunity to allow the city to meet its ultimate potential by delivering new homes and jobs at a major scale in a connected, attractive and sustainable way. Undertaken well, development of the opportunity would meet the Councils' objectives for high quality, sustainable development in a way that no other site can.
- 1.10. This document provides details of the site itself, the scale of the development opportunity available and Marshall's vision for the site's contribution to the future of Cambridge. Following this introductory section, this submission is structured as follows:
 - 2) Marshall Group and plans to relocate the business
 - 3) The Site
 - 4) The scale of the opportunity
 - 5) Planning policy and assessment
 - 6) Enabling transport
 - 7) Delivery
 - 8) Conclusion.

2 Marshall Group and plans to relocate the business

Marshall Group

- 2.1 Marshall is a Cambridge company. Since its founding in 1909 as a chauffeur business run from a small lock-up garage in Brunswick Gardens, the company has grown into an internationally renowned business in aerospace and defence, a market leader in motor retail and a key investor in Cambridge tech and start-ups. Marshall employs approximately 2000 staff based in Cambridge. Marshall is committed to delivering positive change in this globally important University City by continuing to champion and enable research and technology, by triggering investment in joined-up transport initiatives, and by reinvesting in its core business, with Marshall maintaining a long-term presence in the city.
- 2.2 Marshall is entering a new era of dynamic growth, with ambitious growth plans for its future. In light of those, and in preparation for its next 100 years, it is committing to relocating the MADG business from Cambridge Airport. This will make Cambridge Airport available to meet the city's needs for high quality science, research and housing growth but also civic, sporting and cultural facilities. With its roots firmly in the city, Marshall is determined to ensure the delivery of a world class development that benefits and adds to the city to which it owes much of its success.
- 2.3 Land was first purchased during the 1930s allowing Cambridge Airport to open its doors in 1937. The Airport was a key training base for military air crew in the lead up to and during World War Two. Since then, MADG has been operating from the site. Marshall has supported globally important projects, for example the design and manufacture of the droop nose for Concorde and supported the Royal Air Force through maintenance and modification programmes for the Hercules transport aircraft for more than 50 years, a vital national service which Marshall continues to provide.
- 2.4 Marshall operates at the cutting edge of aerospace technology and is the partner of choice on complex, specialist projects for international aircraft manufacturers. The Group is committed to maintaining its industry leading position in a changing global market.
- 2.5 MADG has an objective to grow the business, and a new type of base is required to host the next phase in the company's future. The Group is well advanced in a process of short-listing alternative locations for the MADG business.
- 2.6 Relocation will allow MADG to continue to adapt and grow, whilst making available the site of Cambridge Airport for an exciting new future – providing many of the new jobs, homes, institutions and amenities that the city of Cambridge needs to continue to prosper.
- 2.7 Marshall has undertaken an extensive feasibility study to explore the options which are available for relocating the business, and it has carried out an assessment of viable options to understand how each would perform against Marshall's vision for its business. This work has demonstrated that a range of relocation options are available which would satisfy the requirements for the MADG business and enable it to fulfil its corporate vision.
- 2.8 Marshall is now in the process of undertaking the second phase of this work to assess the shortlisted potential sites in further detail, including engagement with airport operators and landowners in host locations to determine the potential to accommodate the MADG business. The work is expected to be sufficiently advanced by May this year that the Board will be ready to announce its intention to pursue relocation of the MADG business and to invest in state-of-the-art facilities.

- 2.9 At the same time Marshall is taking steps to agree the principle of relocation with relevant stakeholders (including customers, government departments and suppliers) and to ensure that appropriate briefings are provided in a co-ordinated fashion to staff across the business.

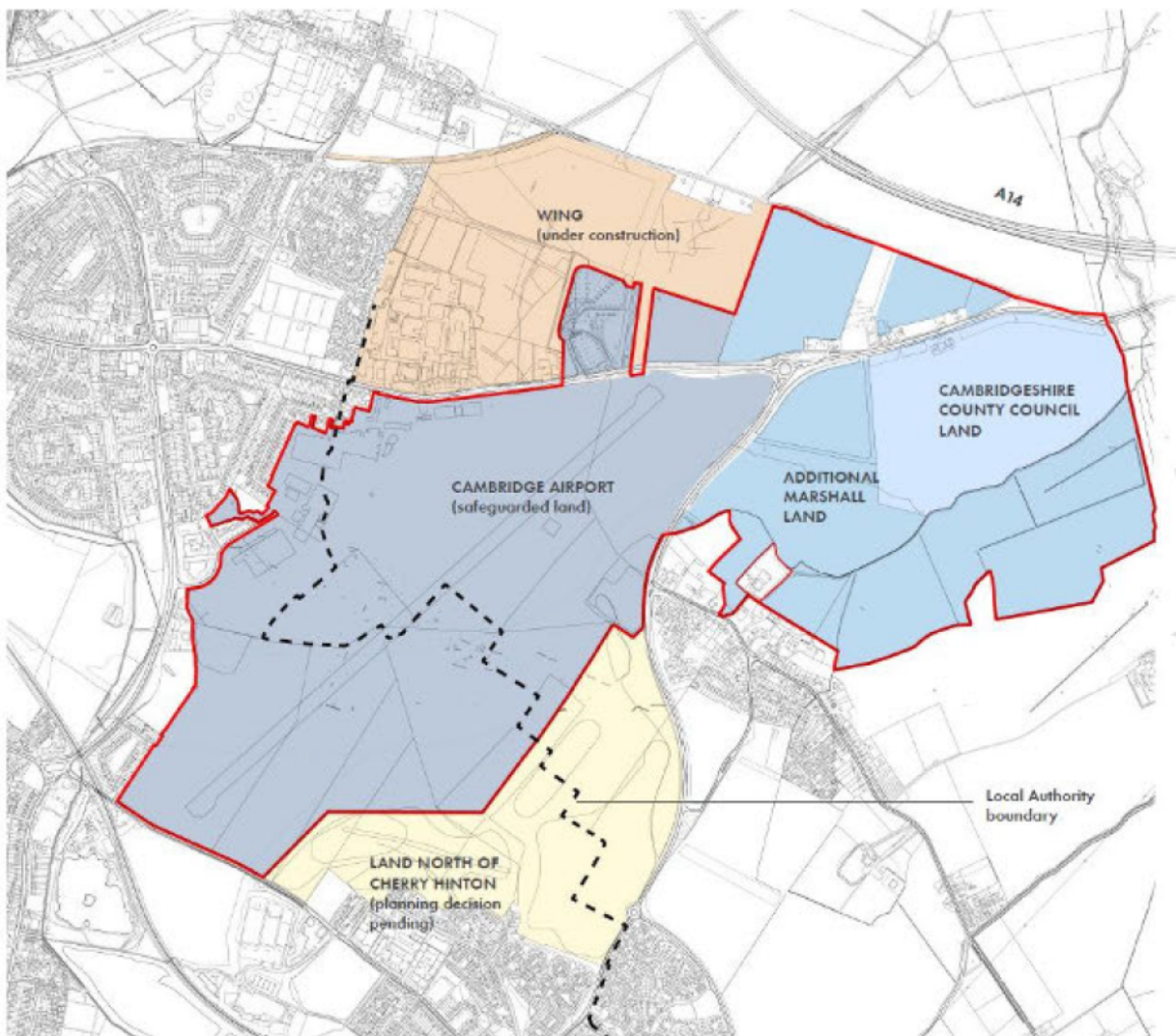
Confidentiality

- 2.10 Until that process is complete and announced these issues are confidential.
- 2.11 An appropriate allocation in the Greater Cambridge Local Plan is important to Marshall's overall strategy – hence this response within the required deadline. Marshall also recognises the need for the Councils and for the wider community to have confidence in a strategy which might form the centrepiece of the new local plan. Consequently, Marshall is moving swiftly to enable a public decision to be made, but these matters must follow a particular sequence.

3 The Site

- 3.1 The site subject of this call for sites submission comprises approximately 300 hectares of land at and adjoining Cambridge Airport and represents the most sustainable opportunity to meet Cambridge's planned housing and employment needs. The site straddles the local planning authority boundaries of Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC).
- 3.2 The centre of the Airport site is located 2.25 miles east of Cambridge city centre and 1.75 miles north-east of Cambridge railway station. The Site is easily accessible from the A14.
- 3.3 Figure 2 identifies the principal constituent parts of the New East Cambridge site along with the two development sites which adjoin it for context – namely Wing and Land North of Cherry Hinton. The darker blue land is owned by Marshall and predominantly comprises the current operational Cambridge Airport, which has been removed from the Green Belt and safeguarded for redevelopment in the adopted development plan. The Cambridge Airport site is bound by Newmarket Road to the north, by Airport Way to the east, by the Land north of Cherry Hinton (LNCH) allocation and Coldham's Lane to the south and by existing residential developments located on Barnwell Road.

Figure 2 – Plan illustrating constituent parts of New East Cambridge



- 3.4 The Cambridge Airport site largely consists of grassed areas either side of the runway, which itself bisects the site running south-west to north-east. Associated hangar and office buildings are located in the north-west corner of the site and fronting Newmarket Road. Figure 3 shows an aerial view of the site.

Figure 3 – Aerial plan of the New East Cambridge site



- 3.5 Additional land shown in light blue on Figure 2, to the east of Airport Way and north of Newmarket Road, is also within the Marshall's ownership. The figure also identifies land owned by the County Council which has agreed to include their land in this submission. There are other smaller areas of third party land, the owners of which Marshall has not approached due to the current confidentiality but whose land it appears to make sense to consider at the same time. As discussed further below, including this additional land to the north and east of the airfield could create enhanced opportunities for green infrastructure to connect through the airfield to a new country park as well as opportunities to tie development into the existing highway and public transport network. This additional area is largely undeveloped as shown on Figure 3 and is located within the Green Belt.
- 3.6 The site known as 'Wing' is located on the north side of Newmarket Road opposite the Airport. It is shown in light orange on Figure 2. The site currently comprises an industrial area that is owned and predominantly used by Marshall. In line with the existing allocation within the adopted development plan, the site has outline planning permission for up to 1,300 dwellings, a primary school, food store,

- 3.7 The site known as the Land North of Cherry Hinton (LNCH) is located to the south of the operational land, west of Airport Way. It is shown in yellow on Figure 2. As shown on Figure 3, this area currently comprises greenfield land that adjoins the Airport Site, but that can be brought forward for development without affecting the existing airport operations. In line with an existing allocation within the recently adopted Local Plans, an outline planning application for up to 1,200 dwellings (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure is currently being considered by CCC and SCDC (ref: S/1231/18/OL), with a decision expected later this year. This scheme is being promoted jointly with the adjoining landowner. Figure 5 shows the proposed masterplan for the site.

Figure 5 – The proposed masterplan for LNCH



- 3.8 The village of Teversham is located immediately to the east of Airport Way. Teversham is inset from the Green Belt and the majority of the village is designated as a Conservation Area.
- 3.9 To the south of the Site is the existing residential area of Cherry Hinton, which is contained to the west of Gazelle Way / Yarrow Road. Cherry Hinton is bisected by a single-track railway line which runs between Cambridge and Ipswich. Land between the railway line and Coldham's Lane to the south of the Site comprises a disused and redeveloped quarry which is now known as Coldham's Business Park. The park includes a David Lloyd Health Club, a Holiday Inn Express hotel, two car dealerships and three large business units. As seen on Figure 3, three small lakes are situated to the south of the Site on the

southern side of the railway line. The landowners of these lakes have ambitions to bring them into public use through delivery of a country park.

- 3.10 Coldham's Common, which is a Protected Open Space, forms part of the Green Belt and is a City Wildlife, County Wildlife and Local Nature Reserve. It is located to the west of the Site on the western side of Barnwell Road. Green Belt land stretches north of the Site beyond the allocated 'Wing' site.
- 3.11 Land through the centre of the airport is designated as Green Belt with the intention that it would form a green corridor through any future development of the Airport, create an open landscaped connection from Coldham's Common to the countryside to the east of Cambridge and provide a green buffer to protect the separate identity of Teversham village
- 3.12 This intention is illustrated in the extract from the Cambridge East AAP which is reproduced in section 5 of this submission.

4 The scale of the opportunity

- 4.1 The scale and location of the site and its exclusion from the Green Belt provide a unique opportunity to establish the next chapter in the remarkable story of Cambridge. Its unique location, substantially embedded in or inset from the urban area allows large scale development which can complete rather than extend the city.
- 4.2 Marshall has started making its contribution to the city's housing needs through the planned development of Wing and Land North of Cherry Hinton, which together will deliver c.2,500 homes. The relocation of the airport, however, provides an opportunity to deliver c.12,000 additional new homes, bringing the overall contribution of New East Cambridge to 14,500 homes.
- 4.3 The site which is the subject of this submission, comprises two main parts:
- (a) the Cambridge Airport site which is removed from the Green Belt and safeguarded for development in the current development plan; and
 - (b) land to the east and north of the Cambridge Airport site which presents an opportunity to augment and extend the Cambridge Airport site as part of a wider allocation.
- 4.4 Figure 2 shows the location of these two areas in relation to each other.
- 4.5 Marshall has undertaken initial feasibility work to better understand the scale of the site and its potential development capacity. This work has included an extensive programme of site analysis and initial master planning for the Cambridge Airport site itself and further development capacity testing for the land to the east and north. This work has drawn on a range of technical inputs, including planning and transport expertise, to ensure that the site's opportunities and constraints have been fully considered and that the vision is both aspirational and deliverable.
- 4.6 This has been initial feasibility work for the purposes of capacity testing at this early stage. Were the land to be identified for development Marshall would wish to engage closely with the community, the Councils and other stakeholders in order to develop a consensus around the most sustainable and optimal future.
- 4.7 The feasibility work shows that the New East Cambridge site has the capacity and capability to deliver:
- 500,000 sqm of commercial floorspace
 - 38,000 jobs
 - A major centre of innovation and research
 - Potential for a new academic research cluster
 - New cultural, leisure and sporting facilities
 - Conferencing facilities
 - 12,000 new homes
 - c. 25,000 residents
 - A rich mix of housing types, including houses, flats, student housing, retirement/older living, build-to-rent and co-living

- An extensive network of green infrastructure totalling over 120ha
- A new High Street with a mix of contemporary retail floorspace
- New schools and GP surgeries
- A connected framework of open space
- Sustainable connections, linking New East Cambridge to the wider area, including a dedicated rapid transit link to Cambridge Station (Central).

4.8 The estimated site capacity is a significant increase above the levels of potential development envisaged in the Cambridge East AAP (2008). This step change in development capacity could be enabled through a modern approach to higher density, mixed use sustainable living. That scale of development would offer the opportunity to sustain a new rapid transit link connecting the site with Cambridge Station.

4.9 Were the additional land to the north and east also to be designated for development, planning could consider an even greater scale of development and further opportunities would exist to add to the range of facilities proposed (for instance with sporting facilities serving the city). The further land would also enable enhanced green infrastructure and a closer connection between the proposed transport link and the A14 corridor.

4.10 Whilst the site is already identified in the adopted AAP, the delivery of a dedicated rapid transport link would facilitate the delivery of a more aspirational future for the site, which sees the area transformed into a functional, connected, thriving new centre in the east of the city, rather than a more traditional suburban development. So important is the transport connectivity to realising the overall vision for the land that Marshall will be seeking firm commitments from the public sector to promote and fund investments in transport to make this unique opportunity a reality and to maximise the full opportunity of the site.

4.11 Section 6 of this submission provides further information about the transport link.

A place to live

4.12 In arriving at the development capacities set out above, the early masterplanning work has explored the opportunity to combine high density, urban living at the heart of the development with distinct character areas which interact with the site's neighbouring villages and surrounding countryside.

4.13 The scale of the site provides a unique opportunity to tailor the mix and type of housing to meet market demands and to address local needs. A range of tenures, including affordable housing, and a variety of house types can respond to modern needs, while the integration of employment, sports, leisure, culture and open space together with a rapid transit link to the city centre would bring the site to life on an integrated scale which would create a new model for sustainable living.

A place to work

4.14 The size of the site and modern ways of working mean that the site can make a substantive contribution to the city's employment needs without compromising its housing potential. Initial studies relating to site capacity and advice on potential occupier demand suggest that at least 500,000 sqm of employment development could be delivered, supporting more than 38,000 jobs.

4.15 The opportunity exists to integrate rather than separate living and working and thereby to add to the quality of the employment and quality of life of residents and workers alike. Early thoughts, coupled with Marshall's vision for an enduring legacy, suggest that space exists to anchor the development with major learning institutions and to respond to the complementary demand for life sciences, technology and emerging sectors such as Artificial Intelligence - areas of research and development for which Cambridge is uniquely in demand. The site would be of interest to global investors and occupiers seeking to take advantage of Cambridge's internationally important standing and attracted by the unique lifestyle and accessibility offered by the site. The scale of the opportunity creates flexibility for growth and adaptation.

A place to enjoy

4.16 Culture, sports, open space and entertainment are key to the character of Cambridge and to successful new communities. An appropriately scaled new centre to the east of Cambridge would complement the city centre and provide for demand which simply cannot be met in the historic core, thereby strengthening the attraction of Cambridge as a whole.

4.17 New East Cambridge offers the opportunity to attract globally important cultural institutions in major new buildings for the city, complemented by accessible green space and sports facilities, building on and extending the traditions of Cambridge. Initial ideas include internationally significant arts institutions, a multi-use arena or stadium, exhibition and conferencing centre and a concert venue.

A sustainable place

4.18 The transport and connectivity model for New East Cambridge is simple but ambitious: a 'city-centre' model where the majority of trips (circa 75%) are made by walking, cycling and public transport, with comparably low private car use and ownership. To make this possible and deliverable, the site can integrate a suite of practical yet visionary measures:

- The **density and mixed-use character** of the development would establish sustainable travel patterns and minimise reliance on private car use, resulting in distinctly different transport implications from other satellite developments around Cambridge. Co-locating employment and housing at sufficient scale can dramatically reduce daily problems caused by commuting from more segregated 'science park' developments;
- The site can create a level of demand – approximately 2,500 passengers/hour in a single direction – which is sufficient to support the operation of a **high quality, rapid transit** connection linking the site with Cambridge Station to the west and a new, relocated Park & Ride to the east. The Park & Ride provides an immediate base load of demand, whilst New East Cambridge grows and the connection to a high quality, rapid transit link to the city centre would relieve demands on the Newmarket Road;
- The site would build upon Cambridge's existing tradition for walking and cycling, delivering **urban streets and a new green corridor** which connect into a wider network of active travel ways stretching beyond the site;
- Innovative shared transport solutions will form an integral part of the development's design, including car clubs, communal ride solutions and emerging transport technologies such as public transport on demand and autonomous vehicles.

4.19 New East Cambridge can deliver a transformational redevelopment of Cambridge Airport. It is more than simply an extension to the country's fastest growing and most progressive economy. It would

bring together jobs and homes, places to learn and play, a variety of outdoor spaces knitted together with sustainable transport networks.

- 4.20 The Marshall vision for the development involves making the very best of a world class opportunity. A site of 300 hectares in Cambridge would attract international attention. Globally significant institutions would be provided with a very rare opportunity to establish in the city, alongside University and other international research institutes. The eastern side of Cambridge would finally be able to play its part in the city's extraordinary international acclaim.

5 Policy

National Planning Policy Framework (NPPF) (February 2019)

- 5.1 The NPPF, published in February 2019, requires local planning authorities to prepare a strategy that makes sufficient provision for their own growth, including housing (including affordable housing), employment, retail, leisure, community facilities and other commercial development. This strategy should also plan for the infrastructure required to support growth (para 20 of the NPPF).
- 5.2 Local authorities are required to prepare strategic policies that provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period (para 23). The preparation of a new Plan should be underpinned by relevant and up-to-date evidence, focusing tightly on supporting and justifying the new policies and taking into account relevant market signals (para 31).
- 5.3 The NPPF requires local planning authorities to significantly boost their supply of homes by ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (para 59).
- 5.4 The NPPF recognises that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (para 72).
- 5.5 The NPPF also recognises that the creation of high quality places is fundamental to good planning. Good design is recognised as a key aspect of sustainable development, creating better places in which to live and work and helping to make development acceptable to communities (para 124).
- 5.6 The Government attaches great importance to Green Belts and their fundamental aim to prevent urban sprawl by keeping land permanently open (paragraph 133). Paragraph 136 of the NPPF directs that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation of plans. Before concluding the exceptional circumstances exist to justify Green Belt boundary changes, a local planning authority must demonstrate that it has examined fully all other reasonable options for meeting its identified need for development (para 137).
- 5.7 These policies provide a framework for planned growth – but growth in sustainable locations, undertaken to the highest standards.

Cambridgeshire and Peterborough's Independent Economic Review (CPIER) (September 2018)

- 5.8 The CPIER was published by the Cambridgeshire and Peterborough Independent Economic Commission in September 2018. The report was prepared to create a single strategic position to help the Greater Cambridgeshire and Peterborough area consider the case for greater fiscal devolution and powers to unlock the delivery of major infrastructure, which could deliver benefits to the rest of the UK.
- 5.9 The CPIER recognises the increasing economic importance of the Cambridgeshire and Peterborough area by identifying that its economic growth has outpaced both the East of England and the UK over the last decade, which is primarily the result of rapid business creation and growth in Cambridge (page 24).

- 5.10 In view of this, the report sets out 14 recommendations and 13 subsidiary recommendations which are intended to assist Cambridgeshire and Peterborough in sustaining their own economy, and supporting the UK economy, while providing a better and more fulfilling way of life for the people who live and work in the area.
- 5.11 The CPIER identifies that a shortage of housing and a deficit of infrastructure are in danger of stifling the ‘Cambridge phenomenon’. It presents a stark choice:

“Cambridge is at a decisive moment in its history where it must choose whether it wants to once again reshape itself for growth, or let itself stagnate and potentially wither. We believe the latter would be disastrous for its people and for the UK economy. Therefore, we conclude that improvements in infrastructure, and further development, must start in and around Cambridge.”¹

- 5.12 In terms of site specific locations – where growth should go, there is only one location identified in the CPIER, as follows:

“Looking at this in the round, some densification, particularly in Cambridge, is needed, though this should happen away from the historic centre, and more on the edges, as and where new development sites come forward. There should be some scope for expanding development around the city boundary, but intelligently planned transport links will be needed to avoid a worsening of congestion. In Cambridge specifically, though there are limitations to the growth of the city in other directions, the east side of the city offers significant scope for housing and commercial development. Such development would have the advantage of being close to the principal centres of employment and the existing rail infrastructure whilst also opening up opportunities for new transport links to connect the main centres of employment more effectively. Most significantly, it includes land which has previously been safeguarded for development and is within the boundaries of the existing urban area so would provide opportunities in line with the existing spatial strategy.”² [Our emphasis.]

- 5.13 We consider that this positive reference in the CPIER report can only be referring to the potential of the Cambridge Airport site.

Cambridgeshire and Peterborough’s Emerging Non-Statutory Strategic Spatial Framework

- 5.14 The Mayor has now published Part 1 of the Cambridgeshire and Peterborough Strategic Spatial Framework (the Framework). Part 1 of the non-statutory Framework effectively takes stock of the current planning landscape and scopes the role for Part 2: it sets out the current growth ambitions of the area, as planned for through the adopted and emerging local plans of the subsidiary local authorities and identifies how the Cambridgeshire and Peterborough Combined Authority (CPCA) will support the delivery of this planned growth.
- 5.15 Part 1 lists major strategic sites from adopted and emerging local plans (see Table 1 below), including both Cambridge East sites: land north of Newmarket Road (Wing) and north of Cherry Hinton. The document states that the CPCA will “consider, where necessary, how best it can support the delivery of these and other development sites, including addressing systemic or infrastructure challenges and using investment, influencing opportunities and other practical support as necessary,” (page 22).

¹ CPIER page 9.

² CPIER paragraph 42

5.16 Part 2 of the Framework is currently being developed and it will set out a strategy for long-term growth up to 2050. Consistent with the recommendations of the CPIER, which provides the evidence base for the plan, the Framework should plan for the growth of Cambridge and indicate spatially how the land at and around Cambridge airport can form a centrepiece of that strategy.

The Development Plan

5.17 Cambridge Airport occupies a strategic location on the immediate eastern edge of Cambridge and it is ideally suited to provide a large sustainable extension of the city. Planning policy has already recognised the suitability of the location for major growth. The delivery of a large mixed-use development on the Airport site has always been dependent on the relocation of the Airport.

5.18 Historically, the Airport land formed part of the Green Belt up until 2003 when the Cambridgeshire and Peterborough Structure Plan identified Cambridge East as suitable for a major urban extension. The Structure Plan concluded that the site should be released from the Green Belt, save for a green corridor across the site linking Coldham's Common to the countryside, which should be retained as Green Belt. The Structure Plan deferred drawing the precise Green Belt boundaries to the Local Plan process.

5.19 The Cambridge Local Plan (2006) and South Cambridgeshire Core Strategy (2007) formally released the site from the Green Belt and allocated Cambridge East for redevelopment up to 2016. These Plans identified the Airport as the largest part of East Cambridge and allocated the site for a new urban quarter to provide 10,000 - 12,000 new dwellings.

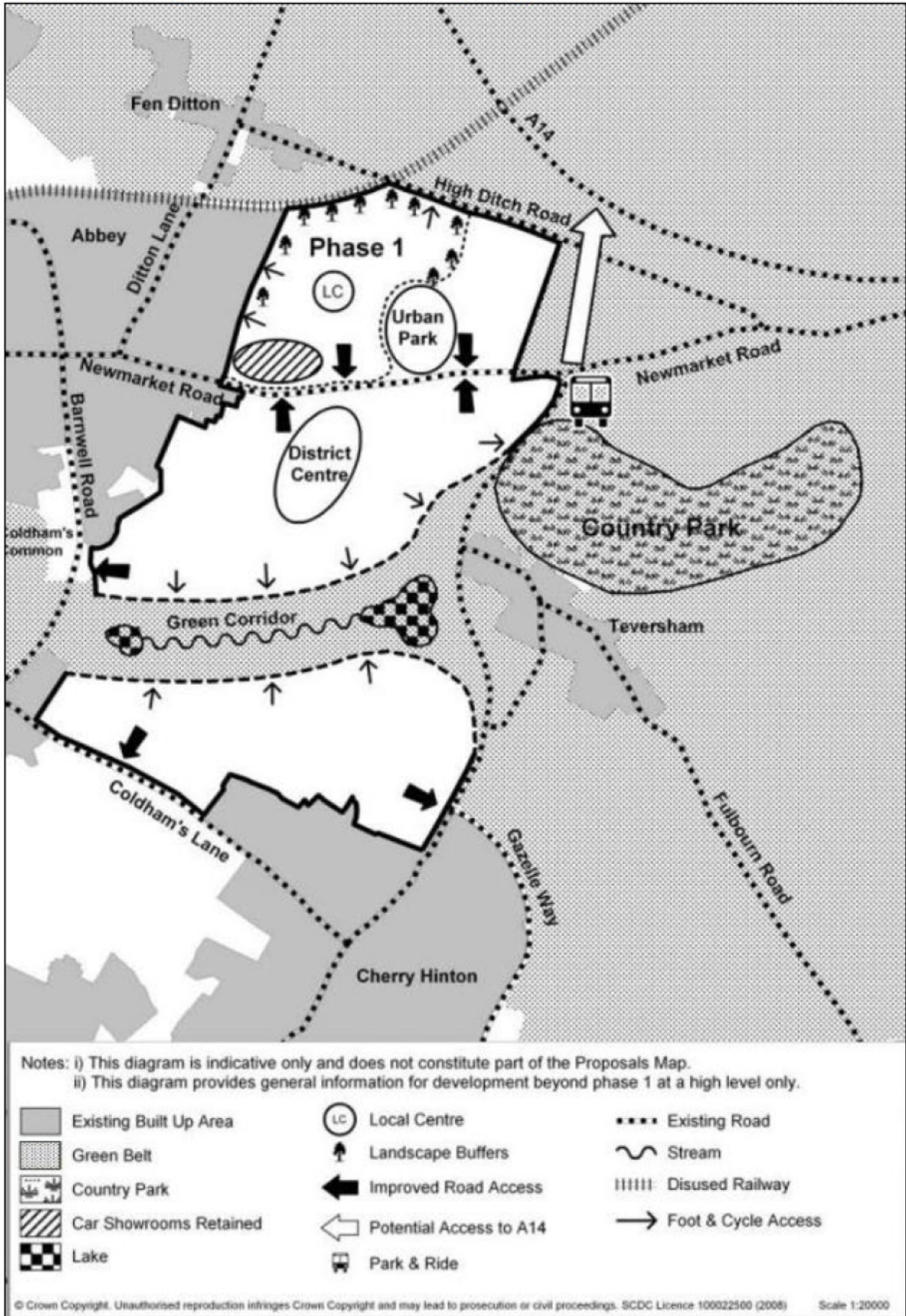
5.20 Green Belt boundaries and a confirmation of the development proposals for Cambridge East were set out in the Cambridge East AAP, which was jointly prepared by CCC and SCDC and adopted as part of their development plans in February 2008. The AAP was prepared to provide the policy framework for the first phase of development north of Newmarket Road and to set out a general policy framework for the rest of the Cambridge East land.

5.21 The Local Plans and the AAP recognised the need for prior relocation of the business based at the Airport and that this may defer development until later in the plan period, but the allocation was relied upon to contribute housing towards the end of the plan period.

5.22 Figure 6 below illustrates the key development principles for the site set out in the AAP, which include the following:

- 10,000 - 12,000 new homes (1,500 - 2,000 in 'Phase 1 north of Newmarket Road');
- 75 dwellings per hectare average density across the site;
- No specific building heights set out;
- Provision for 4,000 - 5,000 new jobs (net) (1,000 jobs per hectare);
- A new District Centre in the middle of the site, north of the green corridor, providing a range of shops, services and facilities;
- New local centres throughout the site, the exact number will be determined through a local centres strategy;
- Planning permission subject to sufficient highways capacity available in the A14 corridor;
- High-quality public transport services to be provided on specific routes; and
- A Country Park proposed on land east of Airport Way.

Figure 6 – Cambridge East Area Action Plan: Concept Diagram



5.23 CCC and SCDC adopted new Local Plans in 2018, which supersede policies contained within the Cambridge Local Plan (2006) and South Cambridgeshire Core Strategy (2007). The AAP remains part of the development plan for both local authorities, however, although some policies have been superseded by the latest Plans. The principal policy position relating to the Airport in the Local Plans is as follows:

- ii) land is allocated to the north of the airport (the development known as Wing) for up to 1,300 dwellings and to the south-east of the airport (known as land north of Cherry Hinton) for 1,200 dwellings;
- iii) those sites, together with the remainder of the airport, are shown excluded from the Green Belt with the exception of a green corridor across the centre of the airport between Cambridge and Teversham; and
- iv) the airport land is *“safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of both this plan and the Cambridge East Area Action Plan.”*

Planning Assessment

5.24 The New East Cambridge Site represents a significant and rare opportunity to deliver up to 12,000 new homes, up to 500,000 square metres of commercial space, a transit link connecting New East Cambridge to Cambridge Station and associated infrastructure and landscaping from a core of non-Green Belt Site (the airport land) to the east of Cambridge. The principles of a high quality designed, sustainable mixed-use development at New East Cambridge, supported by an integrated and modern transport network, are supported at all tiers of planning policy.

5.25 National and local planning policy reiterates the importance of protecting Green Belt land for its openness and permanence and it recognised that Cambridge’s capacity for growth is constrained by Green Belt designation. The New East Cambridge Site has predominantly been extracted from the Green Belt and now represents the largest non-Green Belt site on the edge of Cambridge that is safeguarded and can accommodate the scale of growth that the Greater Cambridge area requires to meet its identified housing and employment needs.

5.26 The Councils will need to look closely at the extent to which development needs can be met without taking Green belt land, even with the availability of the airport for development. Green Belt land can be released for development where that is necessary to meet the need for sustainable development. As part of that review, it is likely that Green Belt land will need to be released on the edge of Cambridge and land to the east of the airport shown in this submission is a primary candidate. The east of Cambridge is relatively less sensitive in Green Belt terms than other locations and the release of land here as part of a comprehensively planned urban expansion would secure additional benefits from the synergy which the land can have with development of the airport site. For example, extending development to the A14 junction could help to integrate the development with a sustainable transport spine and open up sufficient land to locate or relocate large uses and institutions from the city, including sporting facilities such as a multi-use arena or stadium. Cambridge United are very supportive of a new potential stadium within the site, to help support the Club’s growth and enhance its community work in the Abbey Ward and in the city more widely.

5.27 Because of the way in which it is largely embedded within the urban fabric of Cambridge, New East Cambridge already offers a sustainable location for new housing. The allocations of Wing and Land north of Cherry Hinton are testament to that. With a new rapid transit spine within the development,

providing fast, reliable connections to the railway station, New East Cambridge would offer an unparalleled opportunity for a higher density new community within the city. Housing will be a priority for the Local Plan. Opportunities may exist at East Cambridge to decentralise housing away from the city but a strategy based on decentralisation would add to the transport difficulties generated by commuting and opportunities at Cambridge can make the most meaningful contribution to addressing the chronic housing shortage in the city.

- 5.28 The Cambridge East AAP has established the principle of housing and mixed use development at the airport. Marshall's vision for New East Cambridge meets and exceeds the principles set out in the AAP. New East Cambridge is capable of exceeding the expectations of the AAP in terms of the numbers of new homes and the amount of employment floorspace. However, the AAP was conceived at a different time – for instance without rapid transit to the city centre and based on older models of sustainable development.
- 5.29 Joint working will establish the appropriate balance of uses across the site. Mixed use development offers the greatest potential for a high quality sustainable outcome and the proposed balanced mix of uses is likely to form a fundamental component of the case for funding the rapid transit connection needed to integrate the development fully with the city. The pace of take up of employment land in Cambridge is such that new opportunities for growth need to be established and market advice testifies to the real potential to attract major campus style institutions to Cambridge. The ability to plan on a sufficient scale would allow the integration of learning institutions, major employers and an integrated sustainable community which could provide a unique opportunity to fulfil the city's extraordinary potential.
- 5.30 Whilst some growth may be dispersed from Cambridge, the city has a unique critical mass and attraction for life sciences, research and technology. That type of knowledge intensive industry offers exceptional growth opportunities for the UK and, again, the CPIER urges plan makers to plan for growth at Cambridge in the national interest, as a 'strategic priority'.³ To do so, requires planning at scale, so that the appropriate environment for investment can be created. For example, scale enables the colocation of research institutes and innovation- rich firms. Without adequate provision in Cambridge, the CPIER is clear that such firms would locate abroad rather than elsewhere locally.⁴
- 5.31 This call for sites is not concerned with the detailed breakdown of uses but, if allocated, the land the subject of this submission offers the opportunity to plan for both housing and employment at a scale which would provide a substantial contribution to the future needs of the city.

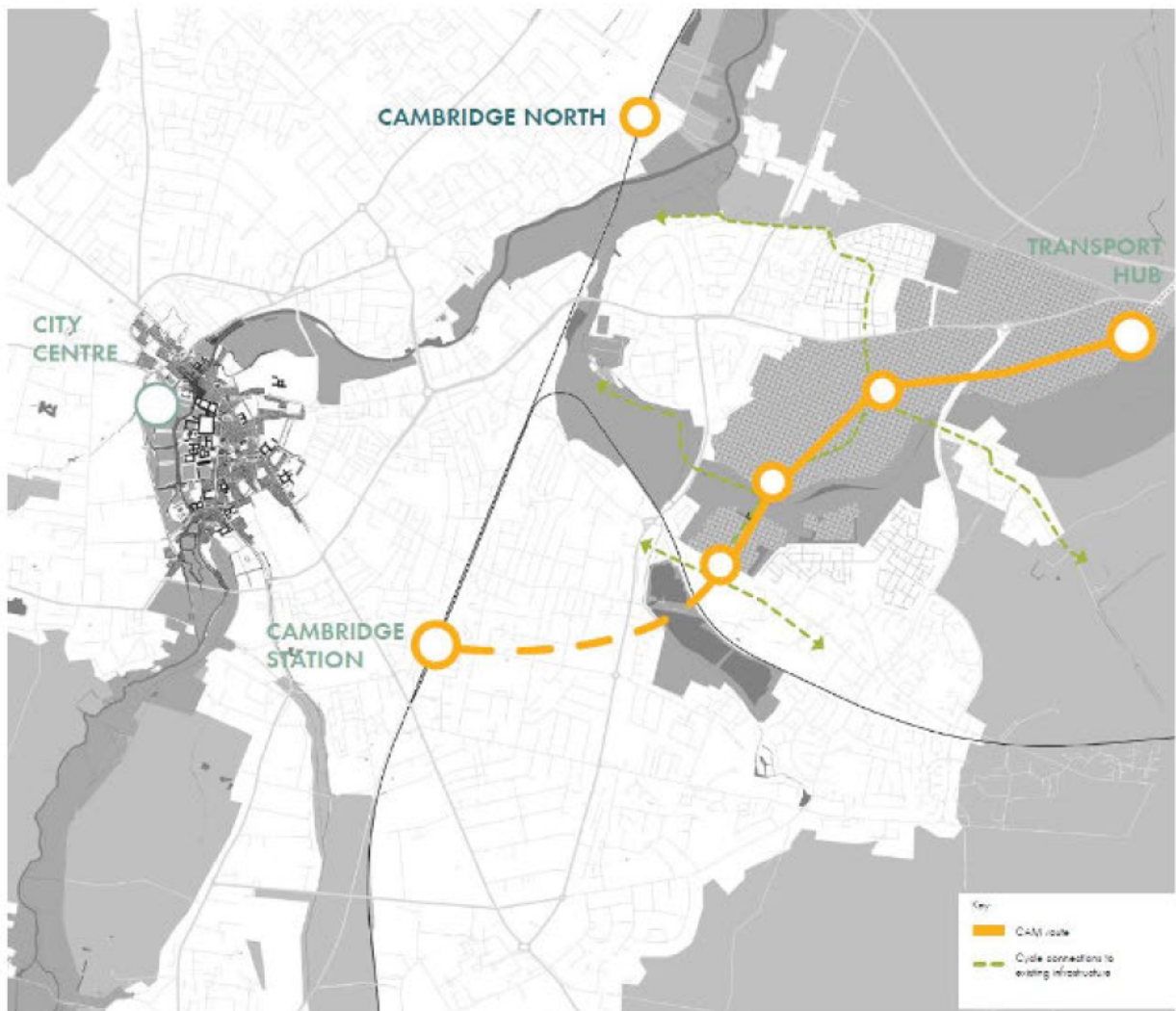
³ CPEIR Key Recommendation 3

⁴ CPEIR Key Recommendation 2

6 The transport link

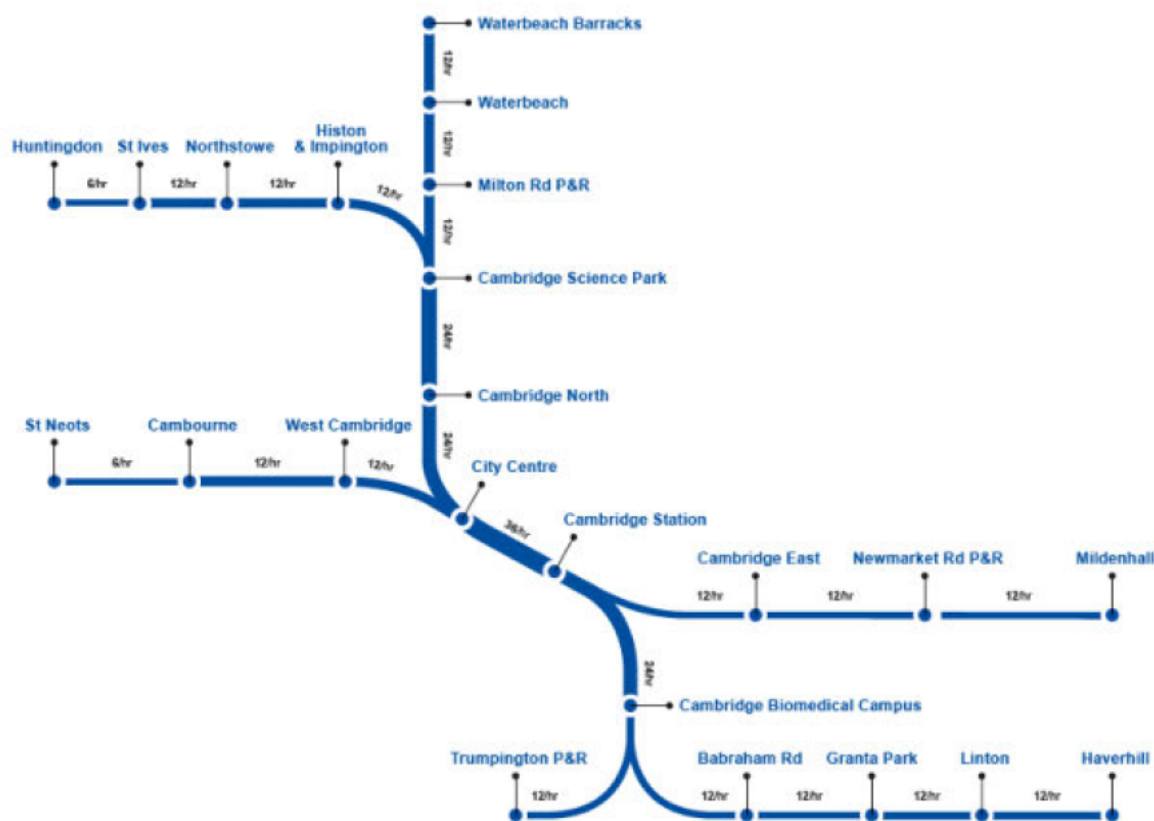
- 6.1 As set out in the NPPF, the supply of large numbers of new homes can often be best achieved through planning for large scale development, provided that this development is supported by the necessary infrastructure. Marshall recognise that, in order to maximise the scale of the opportunity at New East Cambridge in the long-term, full consideration needs to be given to the Site's connectivity and accessibility, so that the Site integrates with the wider Greater Cambridge transport network and thus can interact with the city as a whole.
- 6.2 Marshall commissioned Steer to work with a team of consultants to prepare a report to investigate potential technologies and alignments to provide a transit connection between the Site and Cambridge Station. Technology and alignment options were developed and assessed against criteria encompassing technical, planning, environmental and financial considerations and deliverability. A screening process was used to identify a short list of options that were taken forward for more detailed consideration. This exercise showed that there are a range of feasible options for delivering a rapid transit link between the Site and Cambridge Station (Central) and on to the city centre. The preferred option identified is a direct, tunnelled link as shown at Figure 7. The link would run on the surface through the site, bringing activity to a new High Street, and then underground from the southern end of the site to Cambridge Station.

Figure 7 – Indicative plan showing an underground transport link between the Site and Cambridge Station



- 6.3 Development at the scale suggested in this submission would create the opportunity to provide a high-quality rapid transit link, which could be brought forward as the first phase of the Combined Authorities' 'Cambridge Autonomous Metro' (CAM) network. It is recognised by the planning and transport authorities that the city of Cambridge now needs to look at contemporary forms of transit system to support further development in and around Cambridge, and the development of the CAM is the subject of ongoing studies.
- 6.4 The opportunity arises with New East Cambridge both to anticipate and to help bring to fruition an early phase of the emerging plans for the CAM. This can be done as a stand-alone first phase, in a way that insulates the development from the complexities and programme risks associated with implementing a city-wide scheme. Emerging proposals for CAM illustrate an eastern arm with stops at Cambridge Station, Cambridge East, Newmarket Road Park & Ride and beyond (see Figure 8 below for the latest proposed CAM route).

Figure 8 – Illustrative CAM Concept



- 6.5 The masterplan for New East Cambridge from the outset anticipates a CAM route eastward from the city centre and, as the Steer report confirms, there is an excellent opportunity to create a transit system to link the Site with Cambridge Station. Indeed, there are several options – each sharing a common design through the Site to terminate in a Park & Ride site – to provide eastern access both to the development and the city as a whole.
- 6.6 It is important that the Local Plan commits to a new transport network and directly supports the delivery of the CAM, including an eastern arm, of which the Airport's rapid transit link can form a first phase.

7 Delivery

- 7.1 The aerospace industry is fast changing. Given evolving customer needs, MADG needs to invest in a new, sustainable future. As part of this forward looking plan, Marshall commits to relocating the MADG business from Cambridge Airport. This presents an opportunity to relocate the elements of the business to another airfield, freeing up the safeguarded airport site for the delivery of New East Cambridge. Detailed work has identified a short list of feasible relocation options within the East of England and Marshall intends to publicly announce their plans for relocation in May 2019, with a view to confirming the preferred solution by 2020.
- 7.2 Relocation could be achieved by the late-2020s, releasing the full opportunity at New East Cambridge and enabling development to start on the core, safeguarded land. The interim period can be used to plan the development of the land and the delivery of the transport link.
- 7.3 The full development opportunity for New East Cambridge and the rapid transit link should be identified in the Local Plan. So important is the transport connectivity to realising the overall vision for the land that Marshall will be seeking firm commitments from the public sector to promote and fund investments in transport to make this unique opportunity a reality.
- 7.4 New East Cambridge presents an opportunity to meet the city's housing and employment growth needs together in a sustainable and attractive way – an unrivalled and truly exciting opportunity. The sustainable integration of employment and housing linked to the city centre would respond directly to the critical needs of the city identified in the recent CPIER.
- 7.5 It is anticipated that the rapid transit link could be delivered through a Transport and Works Act Order, which would be promoted in parallel with an outline planning application for at least the first phase of the New East Cambridge development. Marshall has instructed an extensive consultant team to test and prove the potential of the land and to work with the planning and transport authorities to co-ordinate delivery.
- 7.6 It will be necessary to secure appropriate funding mechanisms to bring forward the rapid transit link and other enabling infrastructure, but the scale of the development opportunity creates confidence that the development as a whole can attract the necessary investment, along with world class development partners and funding institutions.
- 7.7 The new Local Plan and the Cambridge local authorities have an important role to play in providing the necessary policy basis and support for this sequenced delivery model to be achieved.

8 Conclusion

- 8.1 This is an exciting time. For Marshall, the prospect of a new home to deliver an ambitious future. For Cambridge, the possibility of using the airport site to address its needs and dramatically reshape the city. A time that enables Marshall to continue to invest in Cambridge for generations to come. Discussions so far suggest that this may be one of the most significant and exciting development opportunities in the UK and Europe.
- 8.2 Scarcely ever can a site of 300ha which is largely already excluded from the Green Belt come forward for development within a city such as Cambridge. The site will be of interest to global investors and occupiers and developing it in the right way offers the unique potential to extend the character and traditions of Cambridge and to reinvigorate and complete the eastern side of the city.
- 8.3 Marshall's vision for the development involves making the very best of a world class opportunity and we look forward to engaging with local stakeholders to bring this to fruition.
- 8.4 Allocation of the site in the Greater Cambridge Local Plan is respectfully requested.