



Quod

Call for Sites Submission

Cambridge South

07 MARCH 2025

Q230805

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1 Introduction

These submissions have been prepared on behalf of Lands Improvement Holdings ('LIH') and Pigeon Land ('Pigeon') in response to the call for sites held by the Greater Cambridge Shared Planning service ('GCSP') as part of the next stage of the preparing the Greater Cambridge Local Plan ('GCLP'). It provides details regarding 190 hectares of land known as Cambridge South located between Cambridge Road and the M11 and south of Addenbrookes Road, immediately south of Trumpington ('the Site'). LIH and Pigeon are promoting Cambridge South for development to deliver between 4000-4,500 new homes alongside supporting infrastructure and ancillary retail, amenity and commercial uses. The site's location means that it can have a particular and unique synergy with the nationally important Cambridge Biomedical Campus, as well as contributing to wider needs.

1.1 The Site has been the subject of previous submissions, which are detailed in Section 2 of this report. This report is intended to provide clarity on the basis on which the Site is being promoted for development as well as updates on transport elements and the site's housing offer. These submissions are set out as follows:

- Section 2: description of the Site;
- Section 3: Overview of previous submissions to GCSP;
- Section 4: A review of national policy and planning practice guidance
- Section 5: Summarises the government support for growth in Greater Cambridge;
- Section 6: Describes the relationship between Cambridge and CBC;
- Section 7: Describes the development proposals for Cambridge South;
- Section 8: Considers the Site grey belt guidance the 'Golden Rules'
- Section 9: Provides further detail on the transport offer; and
- Section 10: Summary.

1.2 Enclosed with this Call for Sites submission are the following:

- Site Location Plan; *prepared by Allies and Morrison*
- Local Context Plan: *prepared by Allies and Morrison*
- Indicative Development Zones Plan; *prepared by Allies and Morrison*
- Transport Approach and Strategy; *prepared by KMC Transport Planning*

2 The Site

- 2.1 The land in question comprises 190 hectares of agricultural land immediately south of Trumpington between the M11 and Great Shelford. The Site is bordered by the River Cam on its southwestern boundary and by the railway line between Foxton and Cambridge on its southern boundary. The eastern boundary is formed by the back of residential properties along Shelford Road / Cambridge Road, allotments and a rugby club. The south eastern corner of the Site is directly adjacent to the highway. The Site lies approximately 1m south west of Cambridge Biomedical Campus.
- 2.2 The Site is in the Green Belt. The Site is not designated as being within any other sensitive landscape or ecological designations. A portion of the south west of the Site contains a Scheduled Monument.
- 2.3 A Site location plan is enclosed with this submission. An extract of that location plan is provided below at Figure 1. A plan showing the Site in relation to CBC is also provided.

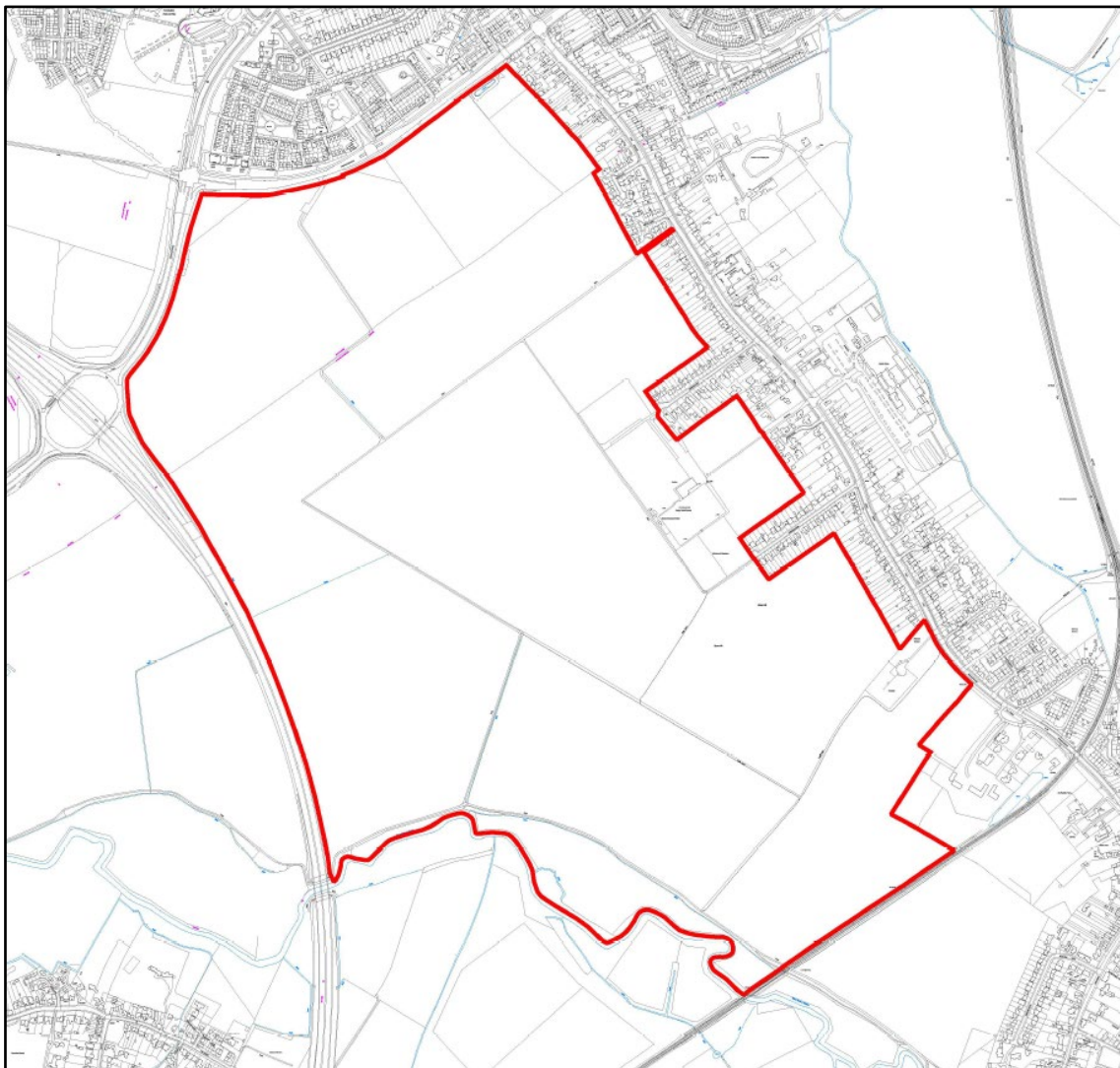


Figure 1 - Site Location Plan

3 History

2011

- 3.1 The site has been promoted through both the Cambridge City Council and South Cambridgeshire Local Plans since early 2011 as a suitable and sustainable urban extension the southern site of Cambridge, As set out below, most recently the site was promoted through the GCSP Local Plan process undertaken from 2019 until 2021.

2019 Call for Sites

- 3.2 A submission was made by Quod on behalf of the landowners to the Call for Sites that was undertaken by GCSP in March 2019. For clarity, the proposals for the Site have changed since that submission, though much of the background information about the Site remains valid.

2021 First Conversation

- 3.3 A submission was made in April 2021 to the GCSP Local Plan Issues and Options consultation on behalf of Jesus College, St John's College, Cambridgeshire County Council and Pemberton Family Trust promoting the delivery of homes on Cambridge South in parallel to the expansion of CBC as a holistic vision to deliver a world class Innovation District in southern Cambridge.
- 3.4 The submission comprised the following:
- CBC Vision 2050
 - Planning Report, prepared by Quod;
 - Building a World Leading Innovation District for the Life Sciences, prepared by Creative Places;
 - Spatial Masterplan Report, prepared by Allies and Morrison;
 - Environmental Appraisal, prepared by Quod;
 - Transport Strategy, prepared by Vectos; and
 - Utilities Appraisal, prepared by Buro Happold.



Figure 2 - Extract from joint submission to the 2021 Issues and Options consultation

- 3.5 The vision for Cambridge South was to provide housing predominantly to meet the identified needs of those working at Cambridge Biomedical Campus. This submission was made with an adjoining letter signed by the organisations making up Cambridge Biomedical Campus Ltd that made clear the need to secure the future of the Campus by addressing the challenges created by a lack of available and affordable housing in the area.¹ That letter was included in the previous submission and is not repeated, other than the following extract which makes the point:

*"We talk with Life Science research and development organisations regularly who tell us that Cambridge is a source of inspiring research, but not a place they feel they can develop because Cambridge appears to be 'full'. **Housing is expensive, transport is challenging, and there is no location space that provides what they need to call Cambridge their home... What does it take to fix this problem and deliver what Cambridge is uniquely placed to do for our own citizens, the UK and the world? We think our Vision 2050 addresses that conceptually, but the Cambridge South submission you have before you does so practically...** The four relevant landowners present you with a high-level outline of what is needed to deliver our Vision, based on models of what we believe is required. We endorse this approach with enthusiasm, recognising there is still work required to refine it to deliver the outcomes we seek."* [emphasis added]

¹ The members of CBC Ltd being: University of Cambridge, UKRI, Cambridge University Health Partners, Cambridgeshire and Peterborough NHS Foundation Trust, Abcam, NHS Royal Papworth Hospital, and Cambridge University Hospitals.

- 3.6 In November 2021 the GCLP First Proposals document was published for consultation and contained a draft Policy S/CBC, which had the effect (in draft) of removing part of the land from the Green Belt for the expansion of CBC into what is known as Phase 4. Despite the clear need for housing to support the growth and success of the Biomedical Campus, the reminder of the site being promoted at Cambridge South was not allocated in the draft Plan.

4 National Planning Policy Framework and Planning Practice Guidance

- 4.1 In December 2024 Government published an updated version of the National Planning Policy Framework ('NPPF').² It will be against the December 2024 NPPF that the Greater Cambridge Local Plan ('GCLP') will be considered.
- 4.2 The December 2024 publication contained numerous updates that are highly pertinent for the preparation of the GCLP and reflects Government's ambition to *"get on with building 1.5 million homes"* in this parliamentary term.
- 4.3 Alongside the changes to the NPPF the changes made to the standard method for calculating housing need had the effect of increasing the scale of land which needs to be found for housing. The housing that was previously 1,726 homes per annum has become 2,309 homes per annum; a 34% increase. Across t, this would equate to a need for 48,489 new homes across the 21 year GCLP period. GCSP will be well aware of course that there are significantly greater ambitions within Government for supporting growth in Cambridge, as detailed in Section 5 of this report. In any scenario, however, decisions about allocating land for housing need to be revisited.
- 4.4 The NPPF also now requires authorities to meet their objectively assessed needs in full. If an authority is not able to meet their needs in full on land outside of the Green Belt, paragraph 146 directs authorities to *"review Green Belt boundaries in accordance with the policies in this Framework and propose alterations to meet these needs in full, unless the review provides clear evidence that doing so would fundamentally undermine the purposes (taken together) of the remaining Green Belt, when considered across the area of the plan."* These are significant policy changes from the position when GCSP previously considered its response to the Call for Sites.
- 4.5 Paragraph 148 of the NPPF requires authorities that are reviewing their Green Belt boundaries to *"give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework."*
- 4.6 'Grey Belt' is then defined in Annex 2 of the Framework as *"land in the Green Belt comprising previously developed land and/or any other land then, in either case, does not strongly contribute to any of the purposes (a), (b), or (d) in paragraph 143."* Government published Planning Practice Guidance on 27th February 2025 that sets out guidance on how grey belt land should be assessed. This is returned to in Section 8 of this report. Whatever view is reached about the status of this site, its immediate connectivity and accessibility with

² Further minor changes were made on 7th February 2025, though the document has retained the December 2024 date and will therefore be referenced as such. For clarity any such references shall include those updates made in February 2025.

Cambridge and its immediate proximity to CBC make it a highly sustainable location at which to meet development needs.

- 4.7 The NPPF sets out expectations for major development proposals on land released from the Green Belt, which it refers to as the 'Golden Rules'. These are set out at paragraphs 156 and 157 and can be met at Cambridge South (see Section 8 of these submission).

5 Government support for growth in Cambridge

5.1 The consistent message from successive governments is that there is a strong backing for realising the true potential of Greater Cambridge, which the Government sees as a national priority. For instance:

- In September 2023, Michael Gove MP's written ministerial statement ('WMS') declared the Government's support for "*transformational change*" to address barriers caused by "*lack of new space for laboratories and the new housing necessary to attract and retain talent.*"
- In March 2024 Government published *The Case for Cambridge*, which seeks to "*give new life to the spirit of innovation and endeavour which has been the cornerstone of Cambridge's success.*" It set out how building 150,000 new homes by 2050 has the potential to add approximately £6.4 billion to the economy.
- Michael Gove MP issued a further WMS in May 2024, setting out unusually location-specific policy that directly acknowledged the critical role that the Cambridge Biomedical Campus plays in the regional and national economy and invited proposals for its expansion. That WMS also set out the Government's ambitions to:

*"address any barriers to the early expansion and coherent enhancement of the campus, including through the accelerated delivery of any associated housing development and the provision of appropriate levels of affordable housing to meet the housing needs of those working at the campus."*³

- Planning Minister Matthew Pennycook MP wrote an open letter to leaders and executives within GCSP in August 2024 to make clear that the current Government agrees that the "*recent focus on Cambridge and its untapped economic potential are entirely warranted.*"⁴

5.2 Ambitions for growth are being matched by investment in the infrastructure to support it. Government set out plans to invest £7.9 billion investment in the next 5 years for water companies across the Oxford-Cambridge corridor, including delivering the new Fens Reservoir serving Cambridge.⁵ This follows Government funding for the Cambridge South Train station in 2019, due for completion in 2025.⁶

5.3 Government has established the Cambridge Growth Company, which it has tasked with working alongside local leaders to address the barriers to growth and agglomeration to ensure that Cambridge continues to be the world's premier innovation district. This policy emphasis makes Cambridge South a very special candidate for growth.

³ Available online [here](#).

⁴ Letter from Matthew Pennycook MP, 23rd August 2024. Available [here](#).

⁵ MHCLG Growth Corridor Strategy Statement made, 29 January 2025

⁶ Cambridge South infrastructure enhancement: Transport and Works Order, 18 June 2021

6 Cambridge and CBC

- 6.1 GCSP clearly understands the importance of the life sciences industry to Greater Cambridge, which contributes £3bn gross value added to the economy and comprises 236 companies and over 16,000 employees.
- 6.2 GCSP also clearly recognise the role that CBC plays within this sector, having identified that exceptional circumstances may exist to justify reviewing the Green Belt boundary and allocating land for the Campus' holistic expansion and redevelopment via draft Policy S/CBC of the GCLP First Proposals document. The draft policy would remove a significant barrier to growth and the Campus' ongoing success, that being space to grow into.
- 6.3 The policy however does not address one of the key challenges facing the Campus which is the availability and affordability of housing in the area.
- 6.4 CBC Ltd carried out a [Housing Study](#) of those currently working on the Campus, which amounts to some 23,000 people. The Study summarises the issues facing the Campus as follows:

*"The Campus itself provides little in the way of housing or accommodation, with that provision limited to several hundred rooms and flats provided by Sanctuary Housing as key-worker accommodation for NHS employees and student accommodation for those studying/practicing at the Campus. Yet housing is a big issue for CBC and the scale of workforce creates a significant interaction with the wider housing market that the Campus sits within. Anecdotally, housing and its availability and affordability in Cambridge is creating issues for CBC occupiers, with CBC's Vision 2050, identifying: "CBC is a major employment site, with key workers, scientists, and business people commuting every day. Many travel long distances and are squeezed out of the city by high housing costs. These pressures can have detrimental effects on the institutions, who struggle to retain key staff, and communities: pushing up house prices, creating congestion and generally impacting the quality of life of local people.""*⁷

- 6.5 These are issues that the Campus is facing now. The expansion and regeneration of the Campus is nationally important and is rightly supported by GCSP, but it will significantly increase the workforce there – to as many as 44,000. Without a parallel strategy for delivering housing to support this expansion, existing issues caused by lack of housing will significantly worsen from what is already a less than ideal position. It is important not to see these issues as specific to the Campus; the ripple effects will radiate throughout the whole of the Greater Cambridge housing market and perpetuate the negative social and economic consequences it creates.
- 6.6 The CBC Housing Study seeks to suggest certain criteria for sites that could be effective in providing housing to meet the needs of the Campus. This is set out as a 'Specific Ask' of strategic sites as follows:

⁷ CBC Ltd, Cambridge Biomedical Campus: Housing Study 2024. Page 21.

1. “Sites closest to CBC, within our central catchment, should:

- meet our ‘basic ask’ for affordable housing, and if in the Green Belt, provide enhanced levels of affordable housing (i.e. a proportion in excess of local policy requirements and CBC’s minimum need of 43%) if the circumstances relied upon for development relate to CBC’s needs, reflecting the acuteness and intensity of Campus workers housing needs at lower and middle incomes;
- provide dedicated housing to meet (and be tied -to) one or more of CBC’s specific housing needs (e.g. affordable/social rent, co -living/shared accommodation, build -to -rent or market housing for sale to CBC workers); and •
- commit to meeting principles around placemaking, accessibility enhancements and planning obligations.

2. Sites well connected but further away from CBC, within our middle catchment, may be suitable to meet our central catchment asks, but otherwise should:

- reflect our ‘basic ask’ providing affordable homes suitable for CBC workers; • consider provision of housing to meet our specific housing needs of those in the biomedical sectors and professions; and
- reflect our principles on placemaking and enhance accessibility to CBC.

3. Sites within a wider catchment and beyond should consider how the homes provided could help meet the needs and housing preferences of CBC workers or those in the biomedical sectors, whilst supporting enhancements in accessibility to CBC .”⁸

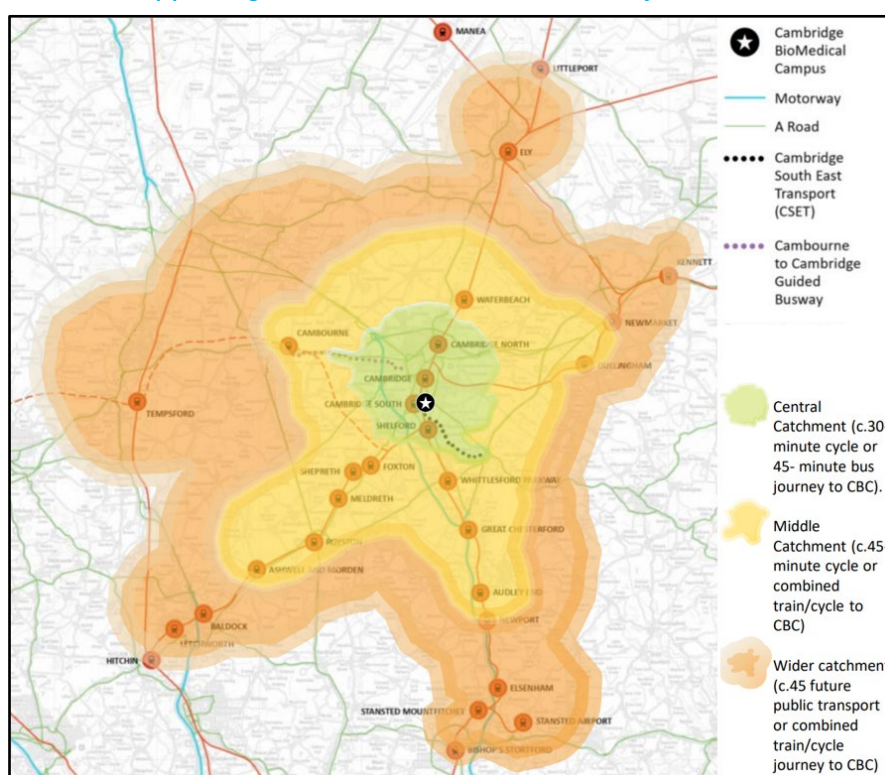
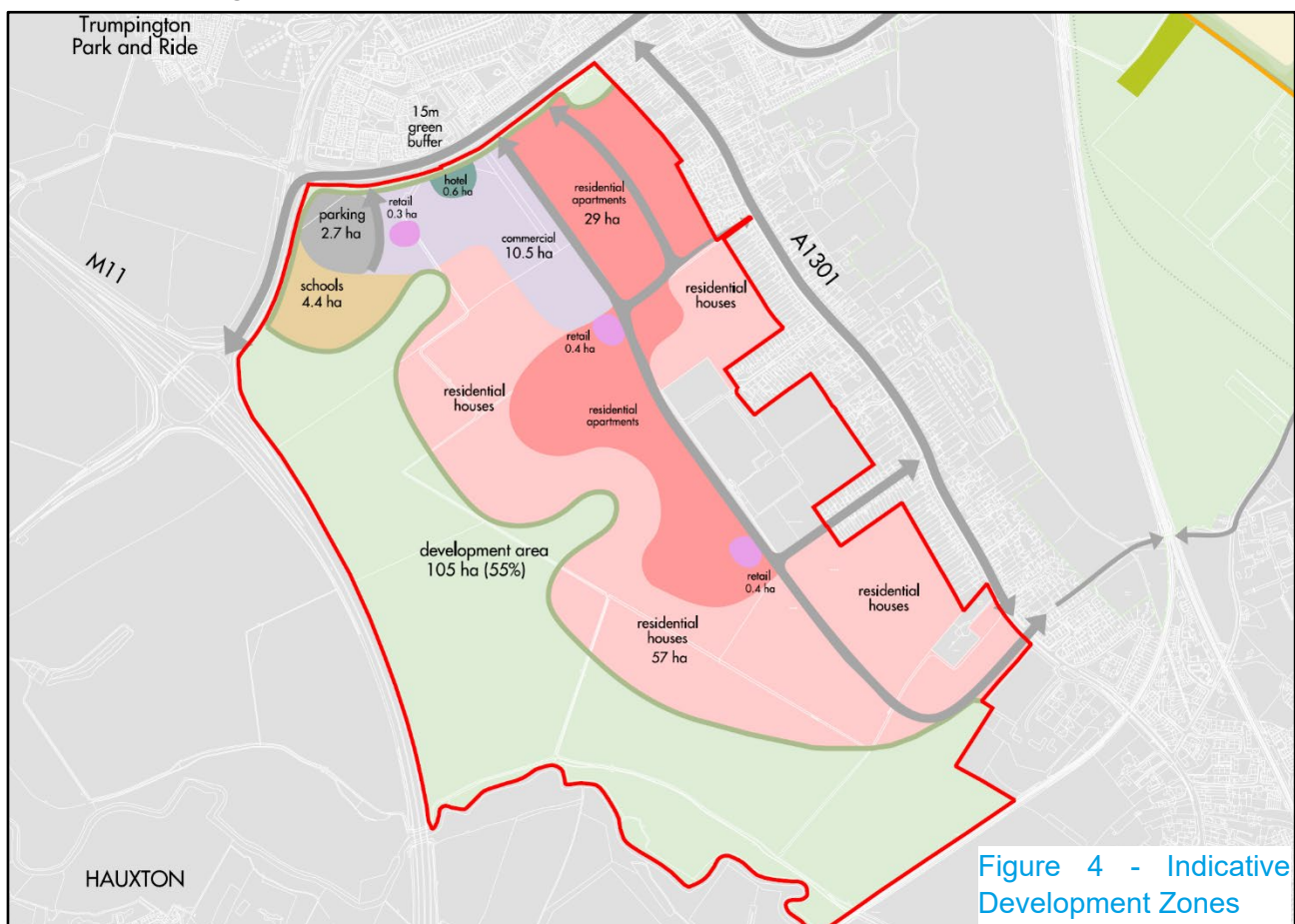


Figure 3 - Extract of CBC Ltd Housing Study

⁸ Ibid, page 6.

7 Cambridge South

- 7.1 Cambridge South was promoted as part of the holistic vision for fostering the growth of CBC by providing housing in a location that is easily accessible to/from the Campus and that provides a significant portion of housing that is specifically for Campus workers.
- 7.2 LIH and Pigeon remain committed to this vision and are promoting the development of Cambridge South to deliver between 4,000 and 4,500 new homes, half of which would be within affordable tenures as defined by the NPPF. The proposals for the Site remain broadly as they were in the 2021 submission. That is, Cambridge South would be a residential-led, mixed use new community with high quality supporting infrastructure of all kinds, including schools, local centres, active travel routes and dozens of hectares of publicly accessible, biodiverse open space.
- 7.3 The development would be broadly arranged as a natural extension to the linear development along Cambridge Road, comprising a mix of flats and dwelling houses in buildings ranging between 2 and 4 storeys. Higher density housing would be focussed on the north eastern part of the Site, with the density then lowering as it gradually eases into the open areas on the western portion of the Site. Commercial uses would also be clustered in the northern section of the Site, closest to the existing and planned transport connections. A plan showing the Indicative Development Land Use is provided with this submission, and an extract provided below at Figure 4.



- 7.4 All proposals remain illustrative at this point and will evolve through further detailed masterplanning work.
- 7.5 Cambridge South is uniquely positioned to support the growth of CBC and of Greater Cambridge more generally because it :
- Is situated very close to CBC, within the ‘Central Catchment’, allowing for direct pedestrian and cycle linkages;
 - Is of sufficient scale to make a meaningful impact in meeting the full range of housing needs of the CBC workforce;
 - Will be masterplanned to be able to deliver a more diverse mix of tenures and products with investment in placemaking, in turn speeding up delivery; and
 - Benefits from superb connections to the wider transport network – including proximity to the new train station at Cambridge South and the M11.

Fostering an Innovation District in Southern Cambridge

- 7.6 These attributes mean that Cambridge South is uniquely and ideally located to maximise the benefits of agglomeration, setting in motion the positive feedback loop of clustering economic activity, amenities, and homes in a compact, productive setting. In these circumstances, the benefits of growth are exponential, with evidence suggesting that agglomeration can have a 4.4% cent uplift on productivity as city size doubles, but in more knowledge intensive businesses it is much higher at 8.3%.

- 7.7 Government know this and have directed the Cambridge Growth Company accordingly.

“When it comes to the growth strategy, development on a more dispersed geographical footprint is perfectly acceptable, but one or more contiguous urban extensions of the city must be core components of the vision the Growth Company brings forward, in order to maximise the benefits of agglomeration.” – Matthew Pennycook open letter to Peter Freeman, 30th October 2024.

- 7.8 Cambridge South’s proximity to CBC means that it can benefit from excellent access to existing and planned infrastructure and can promote active modes of travel to create a 20 minute neighbourhood with high quality amenities and infrastructure to truly develop as an innovation district that enjoys diversity and vibrancy in line with the best in the world.
- 7.9 The size of Cambridge South means that it can deliver housing that makes a difference in both the medium and long terms – helping ease the existing pressure on the Cambridge housing market now and providing a reliable pipeline of supply that will support the Campus in realising the full extent of its Vision 2050 – a vision that has been backed by Government and could deliver an additional £2bn annual GVA by 2032 and £5bn by 2050.

The housing proposals

- 7.10 LIH and Pigeon have reviewed the CBC needs in detail and the more diverse needs identified by CBC fit well with the vision for Cambridge South – our commitment is to a mix of residential and non-residential uses, placemaking, delivery at pace, linkages and investment in

infrastructure. LIH and Pigeon are uniquely placed to embrace the diversity of needs compared to smaller sites or more traditional house builders.

- 7.11 LIH and Pigeon can achieve the CBC 'ask' of Central Catchment sites for a minimum 43% affordable housing of which c. 60-70% is for rent comprising affordability and types that respond to the needs of the CBC workforce.
- 7.12 Cambridge South can go further and deliver 50% affordable housing in accordance with the NPPF 'Golden Rules' amounting to 2,000-2500 homes sold or rented below market rates.
- 7.13 The proposals include social rent to meet the wider needs locally (including a higher proportion of family homes) alongside homes for rent at discounts needed by workers for the homes to be affordable, informed by the CBC Housing Study.
- 7.14 Alongside market housing for sale, there is a commitment to Build to Rent and other specialist housing, such as co-living, to meet specific identified needs of CBC workers that the market has failed to bring forward to date. This includes the infrastructure, amenities, and placemaking that are critical to these tenures. Approximately 1200 homes, 60% of the affordable homes, would be for rent at a range of price points that respond to the income and housing requirements of CBC workers. In addition, circa 800 homes could be delivered to provide affordable routes to home ownership including Rent to Buy, discounted market sale and shared ownership. Figure 5 demonstrates one potential mix of tenures and typologies that the Site could accommodate to respond to the needs of CBC workers and respond to local housing market demands.

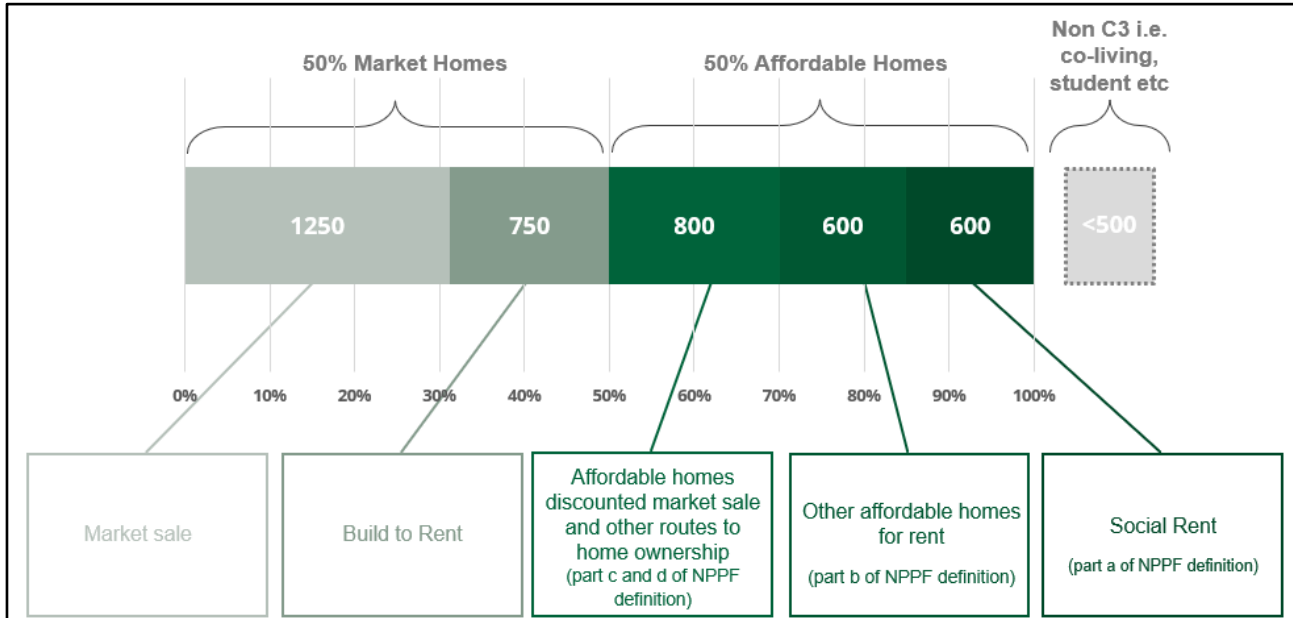


Figure 5 - Indicative housing offer

Wider benefits

7.15 Cambridge South would be able to deliver an array of other public benefits in addition to the provision of housing and affordable housing.

Access, pedestrian and cycle links

7.16 Addenbrooke's Road provides a key link between Cambridge South and CBC. It also provides onward connectivity to the South West Travel Hub and the Greenways that connect into it. An improvement scheme has been developed that would deliver full segregation of cyclists from pedestrians and vehicles and priority over vehicles at side road junctions. The provision will deliver infrastructure that meets the design guidance set out in Local Transport Note 1/20 and Active Travel England. There is also an opportunity to upgrade the footpath and bridge connection to the DNA / genome cycle route as part of the proposals.

7.17 A potential access from M11 Junction 11 and egress to Hauxton Road has been designed that would reduce traffic effects on Hauxton Road and Addenbrooke's Road and could function well with a potential consolidation/logistics hub.

Contribution to transport infrastructure

7.18 Cambridge South will be able to contribute proportionately to the delivery of onsite and offsite transport network improvements as indicated in Table 1 below.

Table 1 - Indicative transport network contributions

Type	Measure	Direct delivery or contribution
Walking and Cycling	Melbourn Greenway	Contribution
Walking and Cycling	Barton Greenway	Contribution
Walking and Cycling	Sawston Greenway	Contribution
Walking and Cycling	Haslingfield Greenway	Contribution
Public Transport	CSET2	Contribution
Multi Modal	South West Travel Hub	Contribution
Public Transport	Bus Service Enhancements	Contribution
Walking and Cycling	Possible improvements to bridge	Contribution
Walking and Cycling	Shelford Road	Contribution
Walking and Cycling	Wider improvements and crossings	Direct
Highways	Junction 11 works and access	Direct
Highways	Hauxton Road	Direct
Highways	Addenbrooke's Road access	Direct
Highways	Hauxton Road / Addenbrooke's Road	Direct
Highways	Shelford Road / Addenbrooke's Road	Direct
Logistics	Consolidation	Direct
Parking	CBC Parking	Direct
Management Plans	Travel Plan / DSP / TROs	Direct

Open space, green infrastructure and biodiversity net gain

- 7.19 The Site currently measures 190 hectares and is almost entirely private agricultural land. Access to and through it is currently limited to a few public footpaths. The development of the Site would open up the entirety of this land, including a substantial new parkland that will be biodiverse and open to all. The scale of this land means that it can provide meaningful green infrastructure that contributes to nature recovery in the local area.

Delivering development that has sustainability embedded

- 7.20 Cambridge South is ideally located to make the best use of use of existing and planned transport infrastructure and complement this with high quality active and public transport routes within the Site to a create a new community with sustainable travel embedded.
- 7.21 If CBC jobs are created, the trips are created. The only question is where they are coming from. Cambridge South as an origin is in easy walking and cycling distance of CBC. For every 100 homes that are Campus allocated, Cambridge South has the potential to remove 70 to 100 commuting trips from the wider area and thus support job growth in line with local and government ambitions.
- 7.22 There is an opportunity to intercept around 50-100 goods vehicles from CBC alone by delivering a consolidation centre for onward delivery to homes and businesses.
- 7.23 Further information on the sustainable approach taken to placemaking and transport infrastructure planning is set out in the enclosed Transport Approach & Strategy prepared by KMC Transport Planning.

8 Grey Belt and the Golden Rules

Grey belt

- 8.1 As previously noted, Government issued guidance on assessing Green Belt land to identify grey belt land on 27th February 2025. The NPPF directs GCSP to prioritise previously developed land within the Green Belt and grey belt land when consider alterations to the Green Belt boundary. However as the new Planning Practice Guidance makes clear:

“Where grey belt is identified, it does not automatically follow that it should be allocated for development, released from the Green Belt or for development proposals to be approved in all circumstances. The contribution Green Belt land makes to Green Belt purposes is one consideration in making decisions about Green Belt land. Such decisions should also be informed by an overall application of the relevant policies in the National Planning Policy Framework (NPPF).”⁹

- 8.2 On these terms alone, the sustainability of Cambridge South as a location and its ability to support the growth of CBC by providing a substantial pipeline of housing for its workers, including affordable housing, are considered to constitute the exceptional circumstances necessary to justify its release from the Green Belt.
- 8.3 A high level assessment of whether the Site contributes strongly to purposes (a), (b), or (d) of the Green Belt is set out below in Table 2 based on the recently published Government guidance.¹⁰ It suggests that the Site does not strongly contribute to any of the three purposes and therefore could be considered grey belt.

Table 2 - Grey Belt assessment

Guidance	Assessment
Purpose A – to check the unrestricted sprawl of large built up areas This purpose relates to the sprawl of large built up areas. Villages should not be considered large built up areas.	
Assessment areas that contribute strongly are likely to be free of existing development, and lack physical feature(s) in reasonable proximity that could restrict and contain development. They are also likely to include all of the following features:	The Site is free of existing development. It however is bound on its eastern boundary by existing development and on its western boundary by the M11. The Site is adjacent to a large built up area (Cambridge). The development could be seen as an extended finger of development into the Green Belt but it is not considered that this equates to an incongruous development pattern. Rather, this ‘finger’ pattern of development is already established development in Trumpington and by

⁹ Paragraph: 001 Reference ID: 64-001-20250225.

¹⁰ As against the guidance contained in Paragraph: 005 Reference ID: 64-005-20250225.

- be adjacent or near to a large built up area - if developed, result in an incongruous pattern of development (such as an extended “finger” of development into the Green Belt)	the existing development along Cambridge Road. In summary, whilst the Site is free of development and is adjacent to a large built up area, it is bordered by features that would restrict and contain development (M11, railway, existing houses) and would not result in an incongruous pattern of development. The Site therefore does not strongly contribute to this purpose.
Purpose B – to prevent neighbouring towns merging into one another This purpose relates to the merging of towns, not villages.	
Assessment areas that contribute strongly are likely to be free of existing development and include all of the following features: - forming a substantial part of a gap between towns - the development of which would be likely to result in the loss of visual separation of towns	The Site plays a role in separating Cambridge from Great Shelford, Stapleford, Little Shelford and other nearby settlements. However, none of these settlements are towns other than Cambridge and the PPG is explicit that this green belt purpose relates to the merging of towns, not villages. Therefore, whilst the Site does constitute a substantial part of the gap between these settlements, it does not prevent neighbouring towns merging into one another and so therefore does not contribute strongly to this purpose.
Purpose D – to preserve the setting and special character of historic towns This purpose relates to historic towns, not villages. Where there are no historic towns in the plan area, it may not be necessary to provide detailed assessments against this purpose.	
Assessment areas that contribute strongly are likely be free of existing development and to include all of the following features: - form part of the setting of the historic town - make a considerable contribution to the special character of a historic town. This could be (but is not limited to) as a result of being within, adjacent to, or of significant visual importance to the historic aspects of the town	The Site is free of existing development and it forms part of the setting of a historic town (Cambridge). However, it is considered that it does not make a ‘considerable contribution to the special character’ of Cambridge. It is not considered to be within, adjacent to or of significant visual importance to the historic aspects of the town. Therefore, the Site does not strongly contribute to Purpose D.

8.4 The Site does not fall into any category of land listed in footnote 7 of the NPPF (other than Green Belt).

8.5 To reiterate, the suitability of Cambridge South for development to deliver much needed housing, specifically for CBC workers, is not contingent upon it being identified as grey belt land. The above exercise is only intended to help suggest that the Site is capable of being identified as such in light of recently published guidance.

The Golden Rules

8.6 The ‘Golden Rules’ for development proposals on the Green Belt are set out in Section 4 of this report.

8.7 Table 3 below sets this out again and shows how each of these are met.

Table 3 - Golden Rules assessment

NPPF Paragraph 156	Cambridge South	Met?
<i>affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework; or (ii) until such policies are in place, the policy set out in paragraph 157 below [equating to a 50% affordable housing contribution];</i>	50% affordable housing across a range of tenures all in accordance with NPPF definitions – amounting to circa 2,000 new homes sold or rented at discount values.	
<i>necessary improvements to local or national infrastructure; and</i>	Contributions to emerging public transport improvements, plus direct delivery of high quality sustainable travel routes as set out in Table 1 above. The development would also deliver housing that is essential for the expansion and redevelopment of the Cambridge Biomedical Campus which itself will deliver improvements to local healthcare infrastructure.	
<i>the provision of new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces.</i>	Large areas of open, publicly accessible, biodiverse parkland will be provided within easy walking distance of the new homes. Residents of neighbouring properties will also have access to these areas, providing a public benefit.	

8.8 Paragraph 158 states “A development which complies with the Golden Rules should be given significant weight in favour of the grant of permission.” Whilst this paragraph is in relation to development proposals, it is nonetheless instructive as to how proposals that meet the Golden Rules should be regarded.

9 Transport

- 9.1 Please refer to the separate Transport Approach and Strategy document prepared by KMC Transport Planning for further information on this topic.

10 Summary

- 10.1 This report sets out the latest basis on which land known as Cambridge South is being promoted for allocation within the emerging Greater Cambridge Local Plan. It sets out the history of the Site's promotion to GCSP which in broad terms was based on the ability of Cambridge South to address the housing needs of Greater Cambridge and specifically of the nationally significant Cambridge Biomedical Campus in a high quality and sustainable manner.
- 10.2 That ability still exists and Cambridge South is singularly positioned to be able to deliver thousands of homes for Campus workers – half of which would be affordable – in a location where the Campus can be easily reached by either walking, cycling or public transport.
- 10.3 The previous Government have already identified that exceptional circumstances exist to justify the release of Green Belt land to support the expansion of CBC. So too have GCSP as set out in the GCLP First Proposals document. CBC Ltd are however clear that without a joined up approach to supporting the Campus' expansion with considerable levels of housing delivery, existing issues around the availability and affordability of housing and highway congestion will persist and get worse. Cambridge South offers a unique opportunity, which other sites can not do in the same way to address these barriers and support the long term sustainable growth of both CBC and of Greater Cambridge. On that basis, it is considered that exceptional circumstances exist to justify the release of the land from the Green Belt and for the Site to be allocated for development.