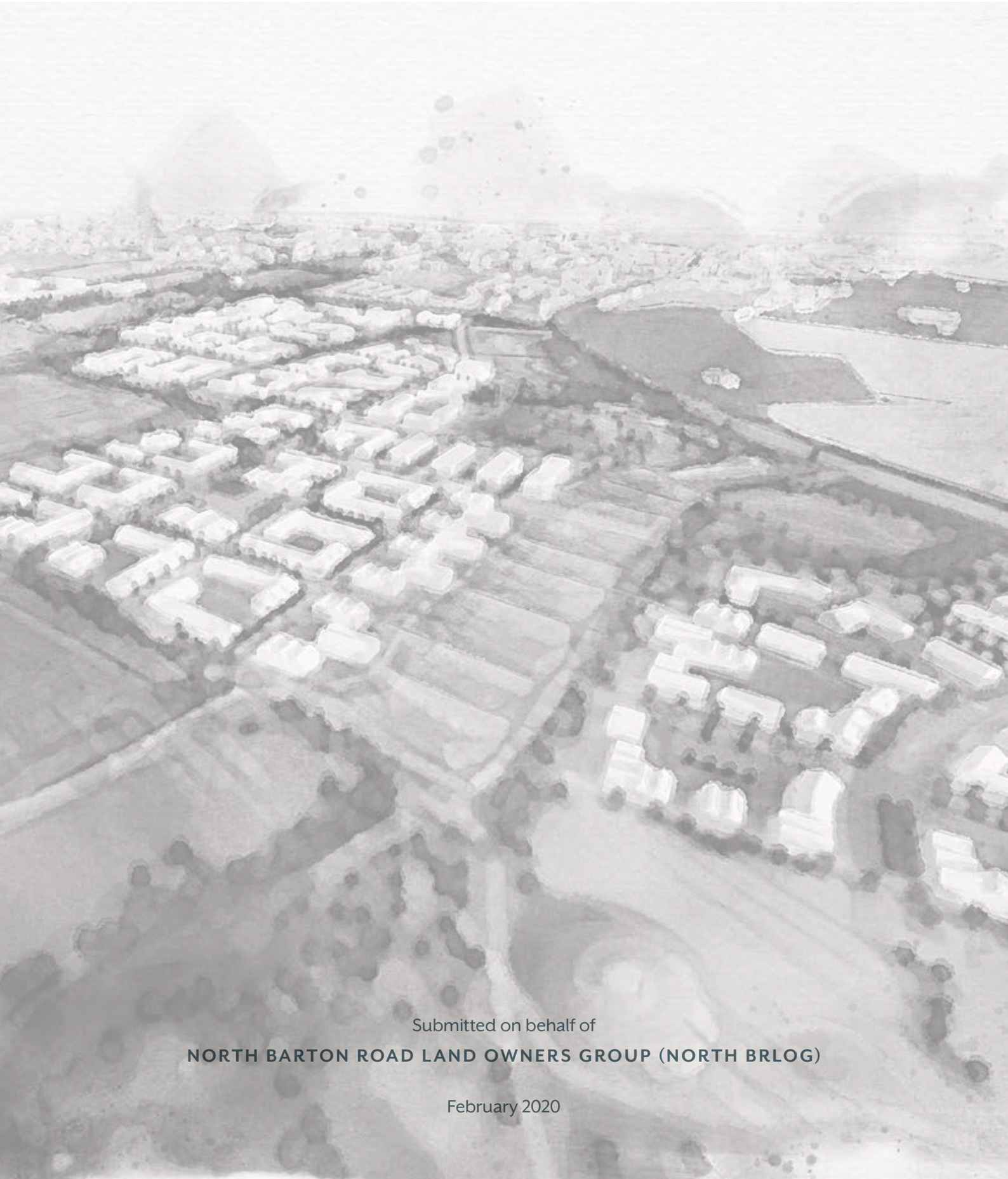


A VISION FOR **South West Cambridge**

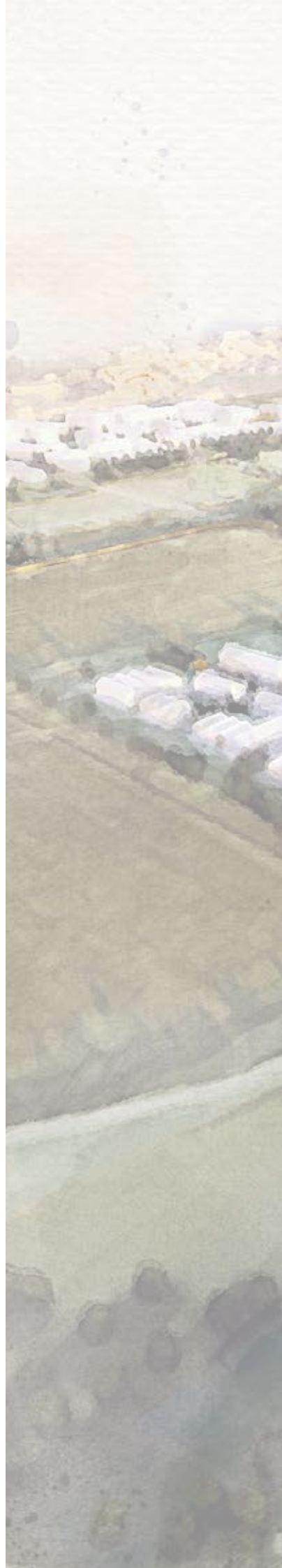


Submitted on behalf of
NORTH BARTON ROAD LAND OWNERS GROUP (NORTH BRLOG)

February 2020

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EXECUTIVE SUMMARY

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

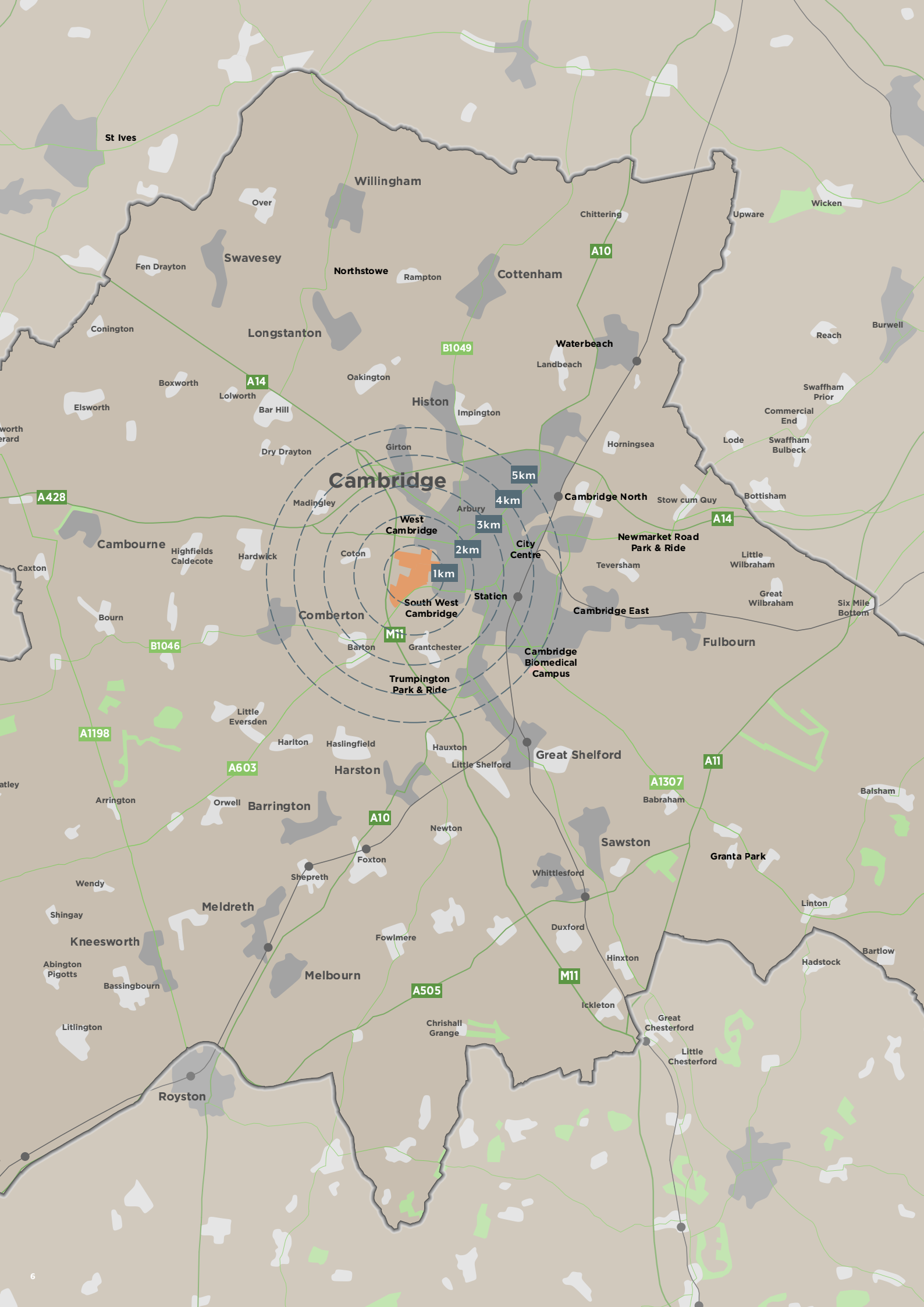
This Vision is based on the key site constraints and opportunities, and a detailed assessment of the following topics:

- 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, housing for University and/or College staff, housing for the elderly (including care provision) and student accommodation.
- 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, the Comberton and Barton Greenways, the potential new Cambridge Autonomous Metro, and a potential Western Orbital Route (if reconsidered in the future). 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 West Cambridge 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.
- Has a real sense of identity, with distinctive neighbourhoods arranged around significant areas of open space
- Is viable and deliverable.





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 provides 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 their 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 would ensure that residents are provided with 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 Issues and Options 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 over the coming months 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 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 retain an interest in the wider development through innovative ownership structures.

CARTER JONAS
DAVID LOCK ASSOCIATES
BIDWELLS
THE LANDSCAPE PARTNERSHIP
STANTEC
WSP
ICENI
CAMBRIDGE ARCHAEOLOGICAL UNIT

Planning
Masterplanning
Heritage & Residential Advice
Landscape & Ecology / Biodiversity
Flood Risk & Drainage
Transport, Noise, Air Quality & Utilities
Housing & Economic Development
Archaeology



Part One

BACKGROUND & CONTEXT



BACKGROUND & CONTEXT

The site was promoted through the recent call for sites process for the Greater Cambridge Local Plan, and will be promoted through the remaining stages of the plan-making process. The 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.

The Mayor of Cambridgeshire and Peterborough, via the Combined Authority, is preparing a Non-Spatial Strategy which will deal with housing, employment and transport at a strategic scale, a key part of which is the planned Cambridge Autonomous Metro project (CAM), which includes a route from the west into Cambridge; the preferred route passes within close proximity of the South West Cambridge site, opening huge opportunities to connect the site with CAM.

The Government and local partners (including Cambridge City Council and South Cambridgeshire District Council) have agreed a Joint Declaration for the Cambridge – Milton Keynes - Oxford Arc (CaMKOx) which recognises the economic strengths and opportunities within this corridor. It is acknowledged in the Joint Declaration that in order to meet the economic potential of the corridor, there is a requirement for additional housing in appropriate, sustainable locations including extensions to existing settlements, the provision of new infrastructure including new transport links, and the protection of and improvements to the natural environment. The promoted site would contribute towards the aspirations for the Oxford to Cambridge Arc.

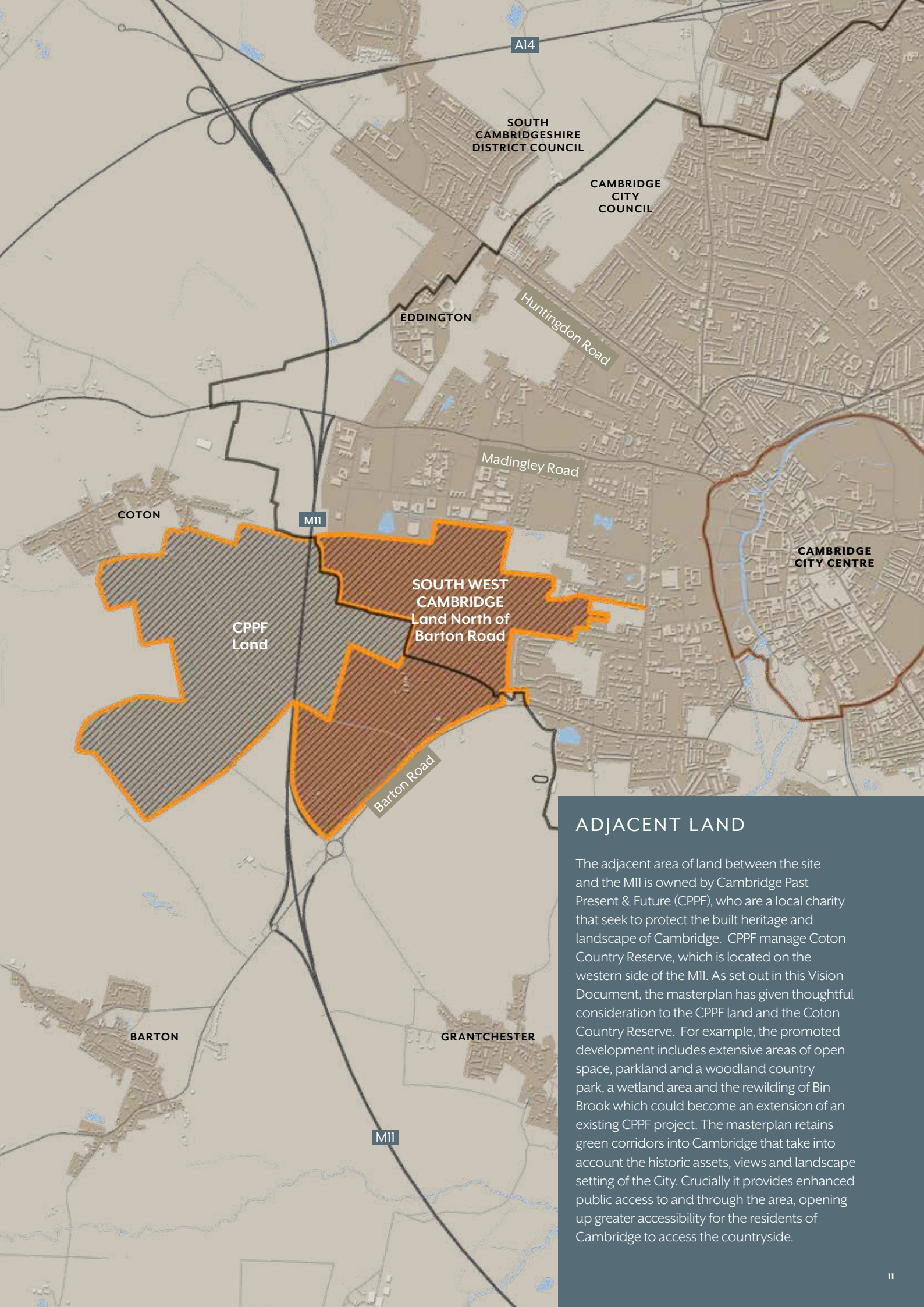


It is of note that the site and its potential development feature as one of the exemplar case studies in the Cambridge – Milton Keynes – Oxford Corridor Study prepared by 5th Studio on behalf of the National Infrastructure Commission.

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 support the purpose and aims of these projects, and as shown on the submitted Masterplan the promoted development includes connections with these transport projects. In addition, the GCP have previously considered options for a Western Orbital route, providing a bus route from the northern part of Cambridge to Addenbrooke's Hospital and to the Cambridge Biomedical Campus; if this transport project is reconsidered in the future then the landowners would in principle support and facilitate a bus route through the promoted development.

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 West Cambridge and a residential-led development for the University and other local communities at Eddington (North West Cambridge). The promoted development at South West Cambridge would be well-related to these neighbouring developments, and in particular would be very accessible to the employment opportunities that will be provided at West Cambridge.





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 seek 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.

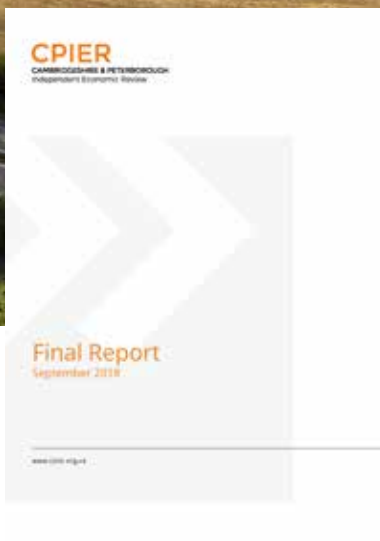
It is acknowledged in the Greater Cambridge Local Plan Issues & Options consultation document that there will need to be a substantial increase in the housing requirements to reflect economic growth. A Housing and Economic Development Needs Assessment (prepared by Icen Projects Ltd) has been undertaken on behalf of the landowners to inform our assessment of the housing requirements. It is considered that a transformational scale of growth is required.



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 strategic sites in order to maintain a sufficient housing land supply. It will also need to consider whether 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 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. A Housing Trajectory Assessment and Housing Market Economics Assessment (prepared by Bidwells) has been undertaken on behalf of the landowners and it is 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.

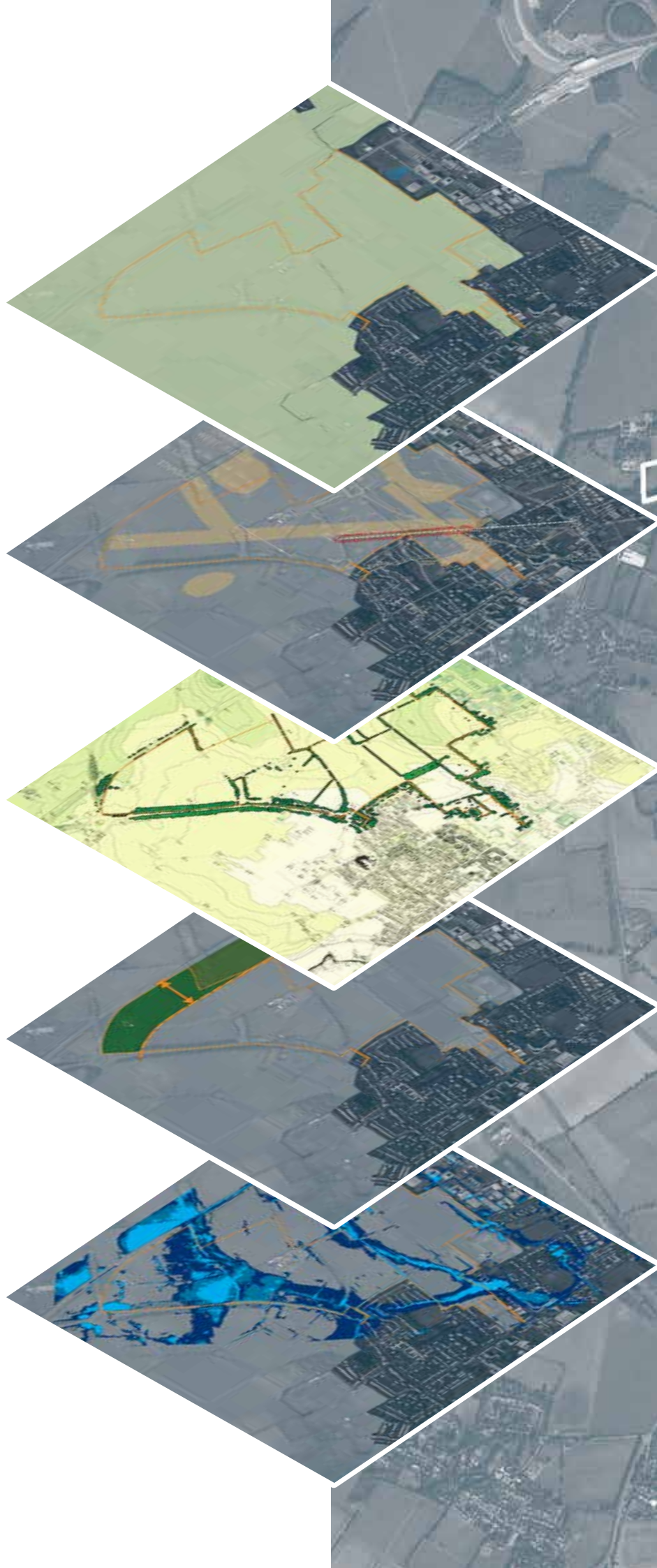


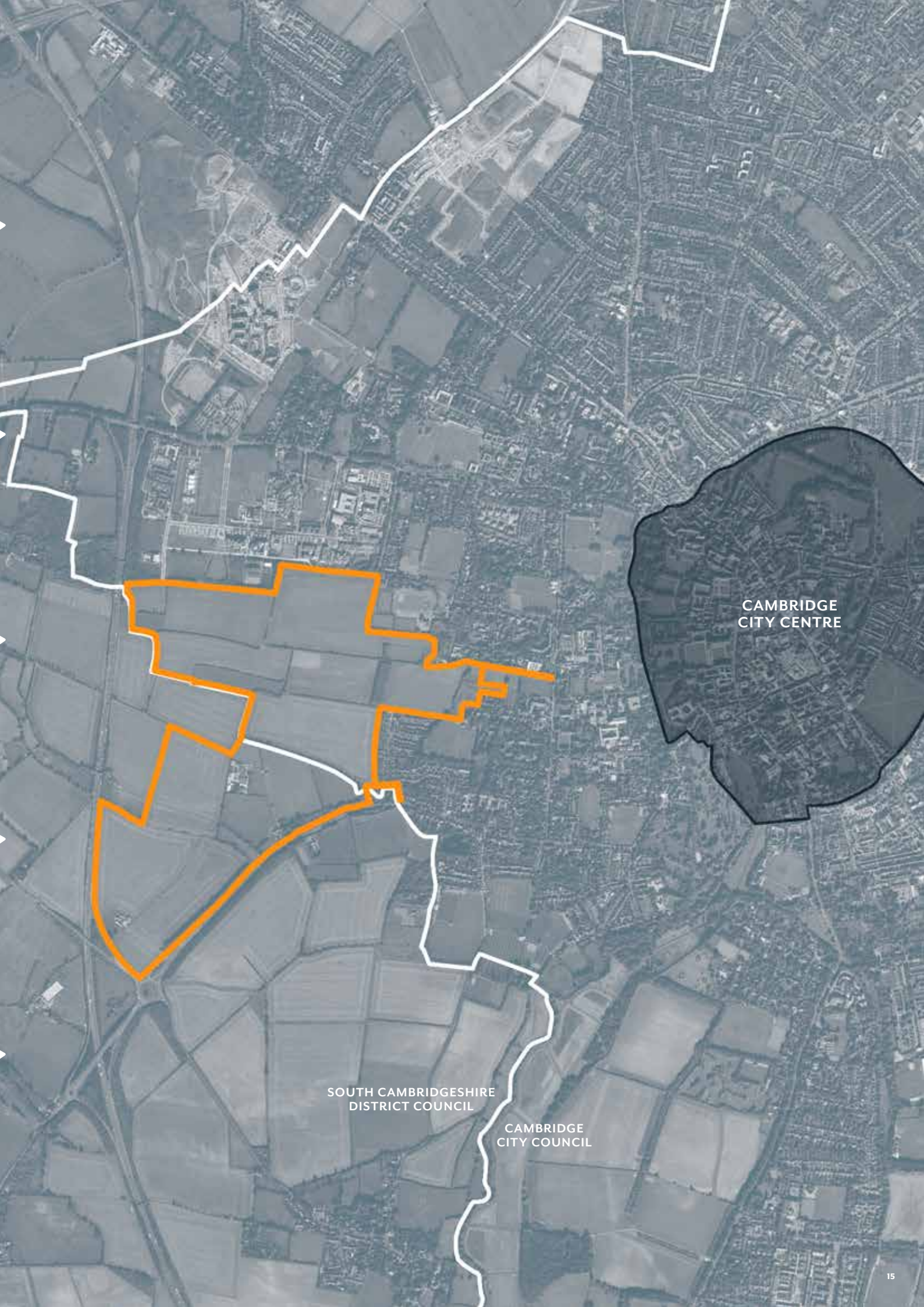
THREE

National Infrastructure Commission's (NIC) 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 masterplan into the fabric of the City.





CAMBRIDGE
CITY CENTRE

SOUTH CAMBRIDGESHIRE
DISTRICT COUNCIL

CAMBRIDGE
CITY COUNCIL

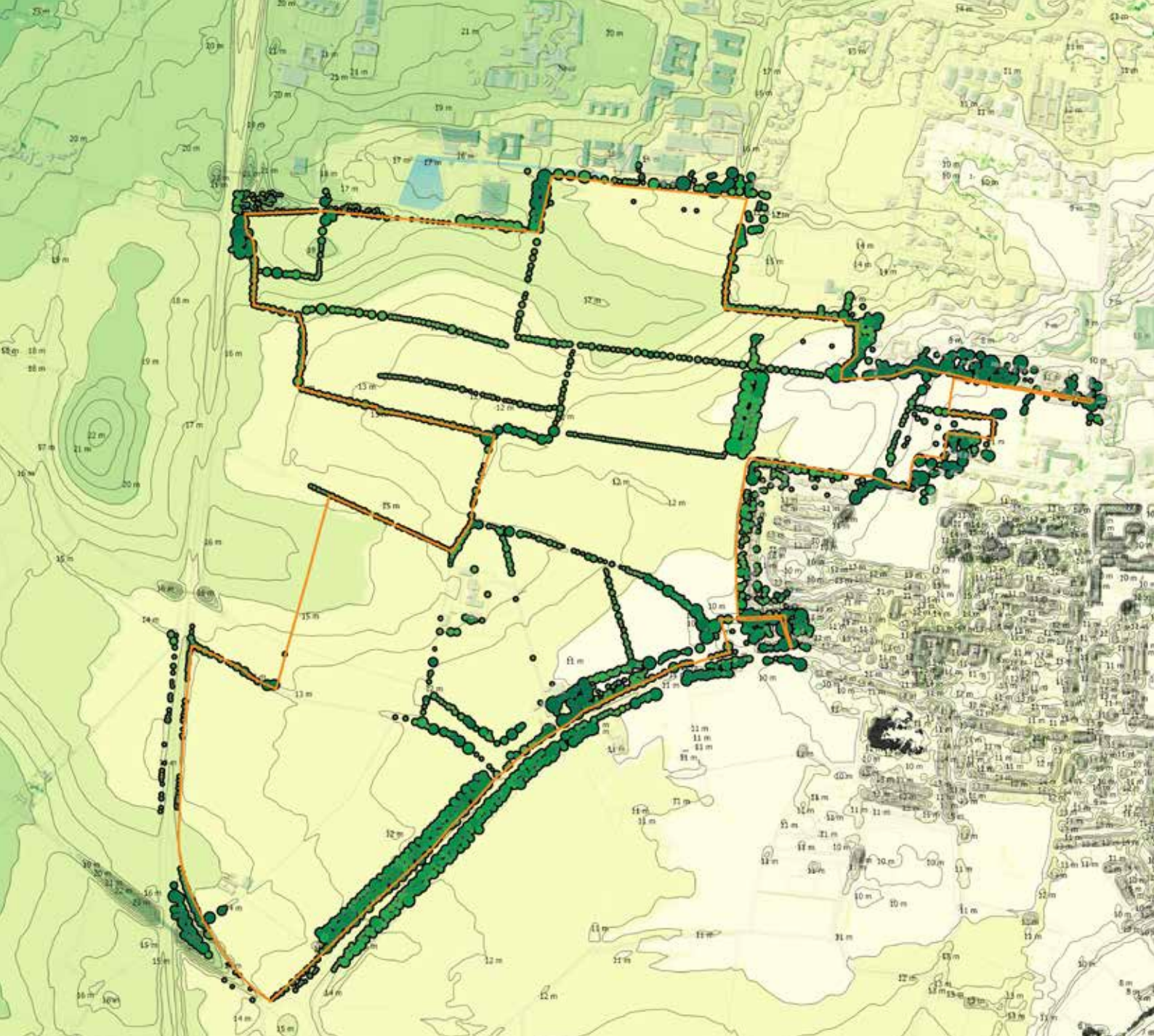


GREEN BELT

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 which applies 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 any new development and expansion of the city. The NPPF guides that, 'once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating

of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period'. The time to consider release of land from the Green Belt is through the preparation of the Greater Cambridge Local Plan. 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 where it is deemed necessary to release land from the Green Belt, the impact of removing the land 'can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land' and 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. It is anticipated that the majority of the greenspace within the development would be retained as Green Belt.



LANDSCAPE & TOPOGRAPHY

The existing land is used primarily for arable agriculture with a network of existing treed hedgerows and ditches delineating field boundaries. The landform is gently undulating, rising to the north. Levels fall away moving eastwards, towards the City Centre. Two very shallow valleys run west to east across the site with the southern depression accommodating the Bin Brook in a profiled channel. The eastern edge of the site is defined by an established tree belt, filtering views to the adjacent properties. The southern edge is more densely vegetated with a woodland belt and meadows running parallel to large sections of the Barton Road.





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.

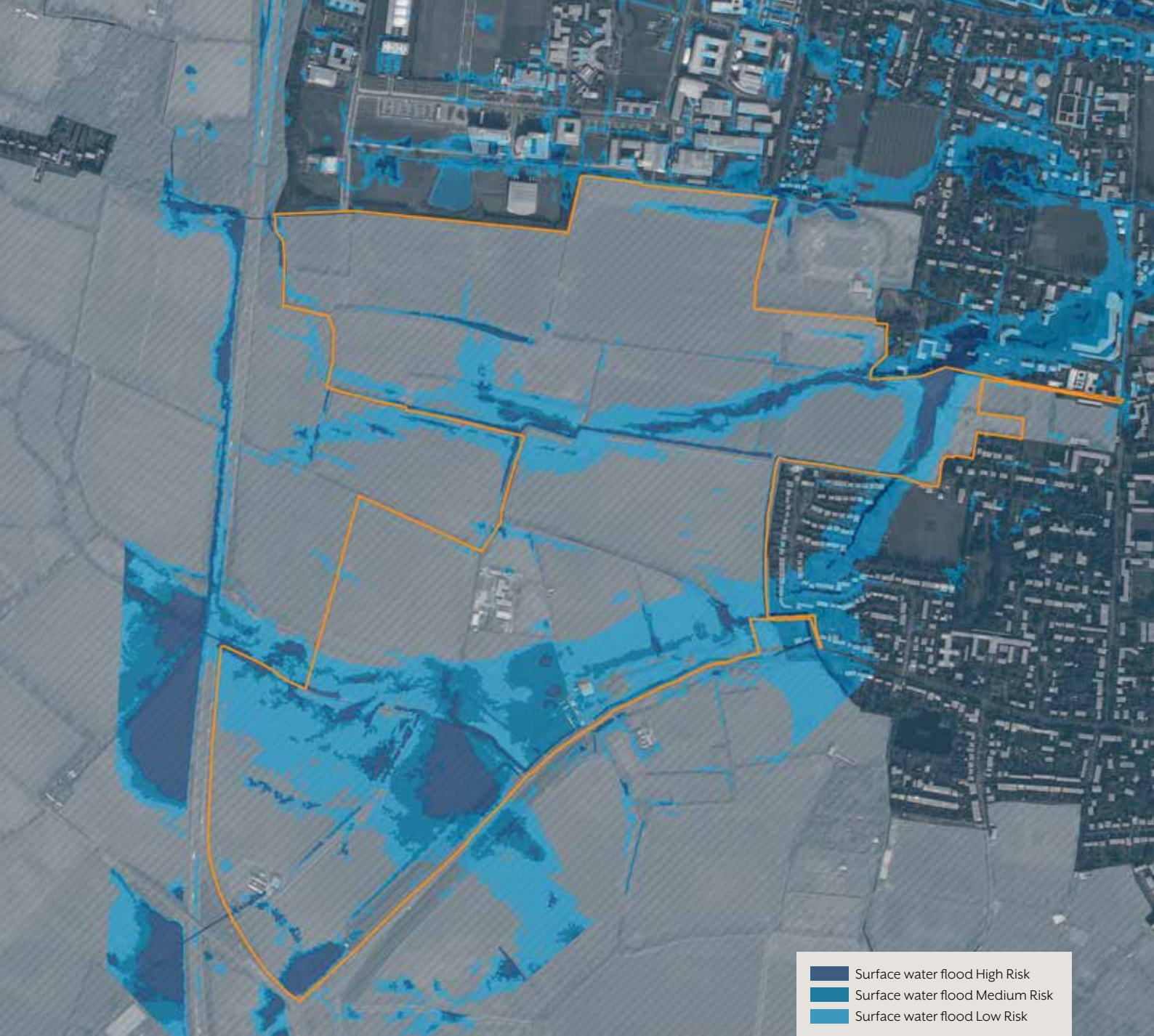




NOISE, AIR QUALITY & UTILITIES

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 MANAGEMENT

The site is impacted by flood risk arising from Bin Brook watercourse which passes through the site. Following survey work carried out, the masterplan has responded to this in terms of its layout and by the location of green spaces, sustainable drainage systems 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.





Boundaries:

- Significant
- Moderately significant
- Archaeological Potential
- Fields unploughed since 1945
- Approximate alignment of Roman Road

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.



HERITAGE

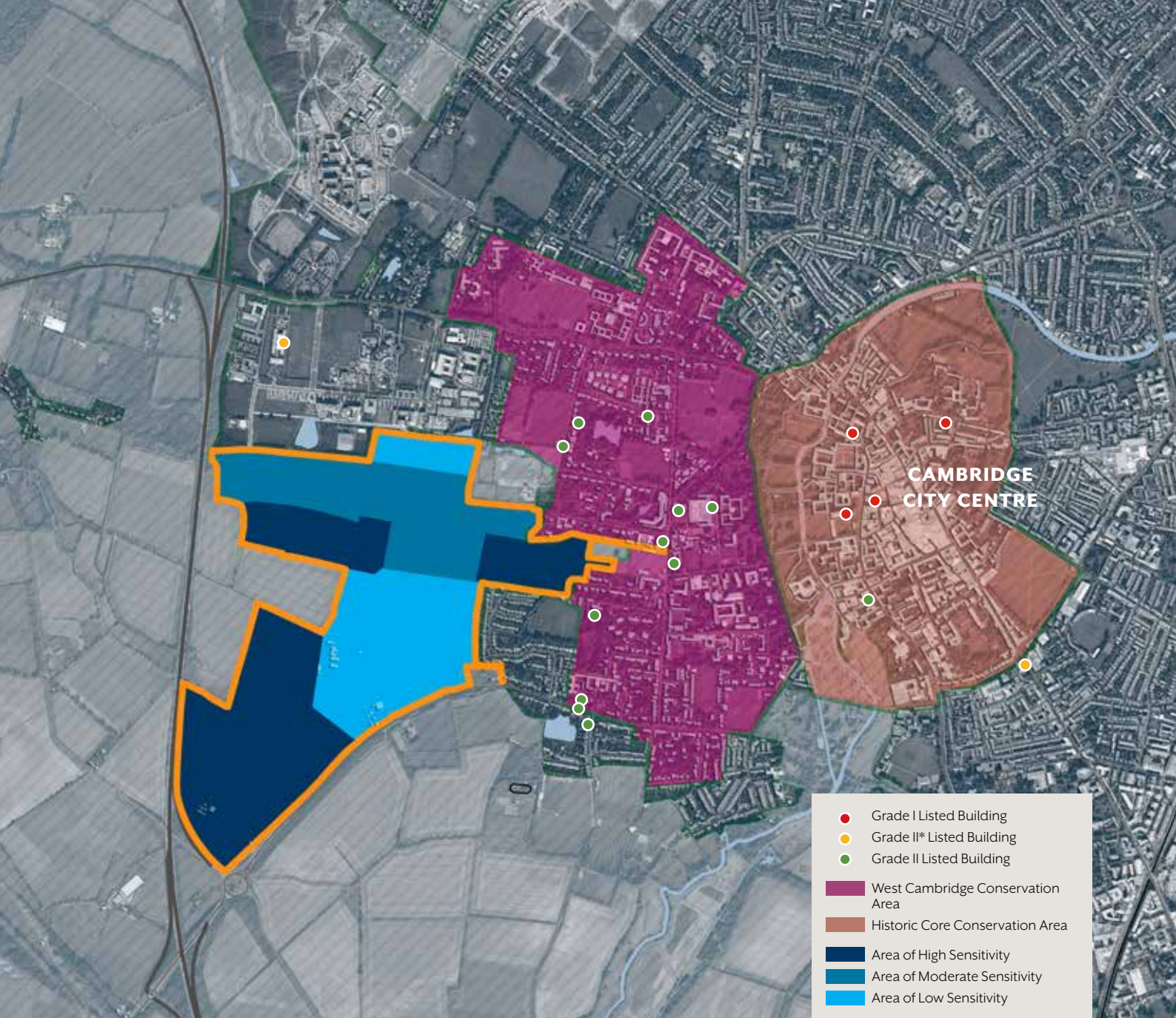
The setting of the site and the role it plays in the appreciation of Cambridge is an important factor within the masterplanning process. Accordingly, an Initial Significance Assessment and Heritage Impact Assessment have been undertaken to evaluate the heritage assets which may be affected by the proposed 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.





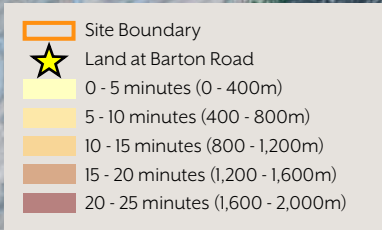
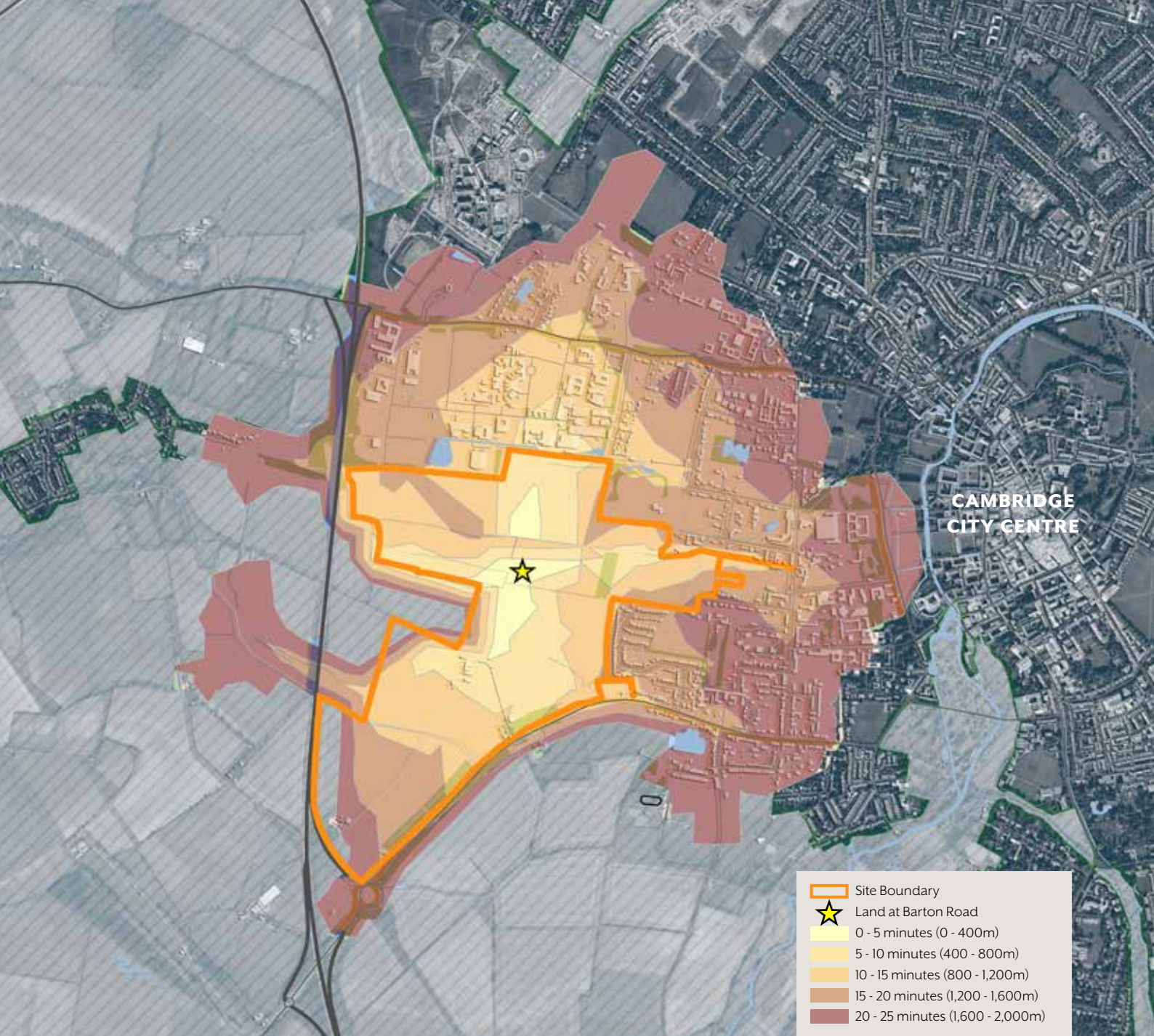
Extract from William Custance's 1798 plan of the west of Cambridge



View towards city from Red Meadow Hill



View of site from University of Cambridge Library Tower



TRANSPORT

WALKING & FOOTPATHS

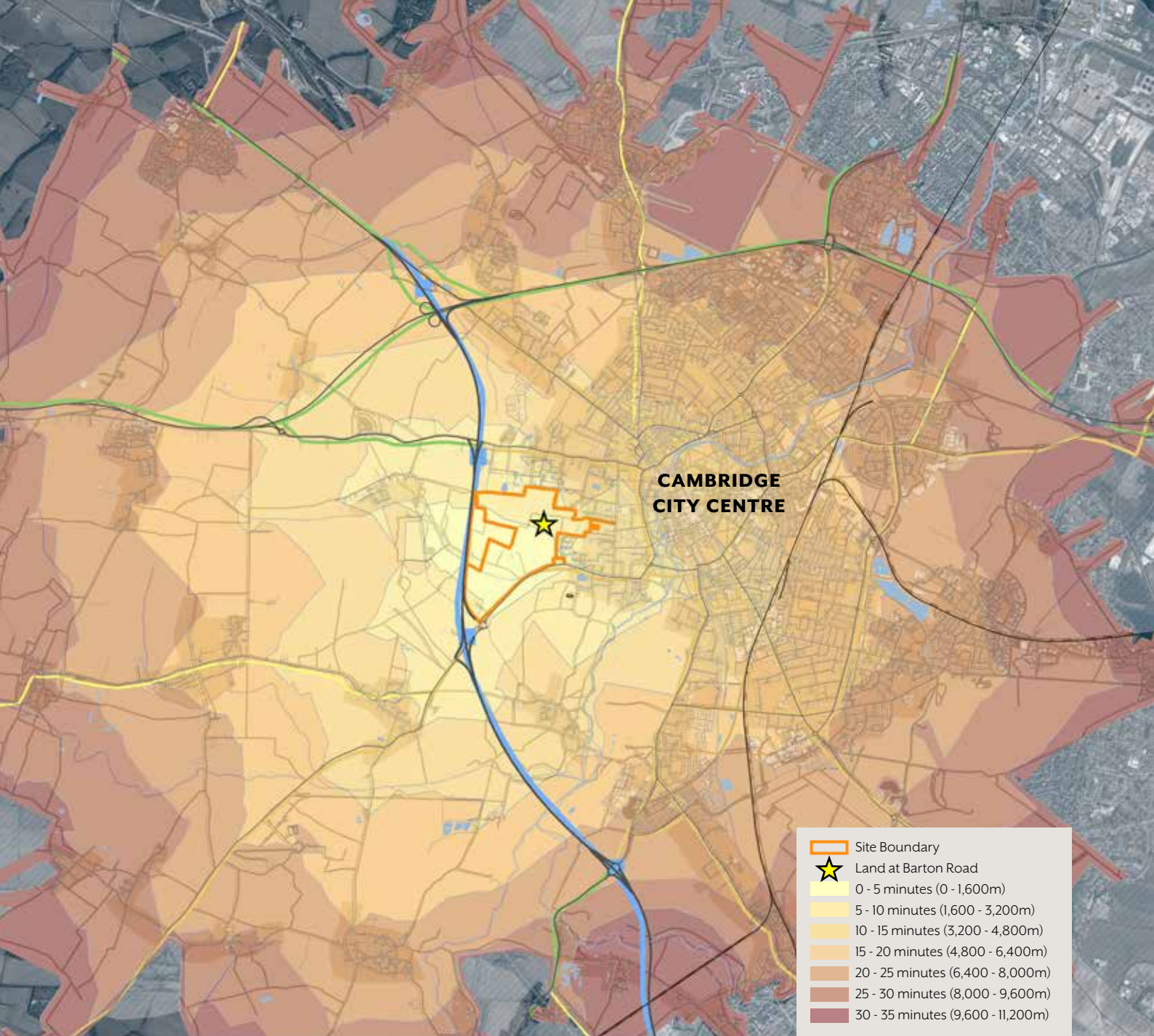
One of the key assets relating to the site is its excellent connectivity in terms of walking – a number of footpaths, bridleways and public right of ways link across the site and provide access to both the city and the countryside. Two long distance routes, Wimpole Way and Harcamlow Way pass to the north 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 West Cambridge site, where further intensification is proposed and which would take the number of jobs to around 14,000 (as detailed in the supporting Planning Application documentation).





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

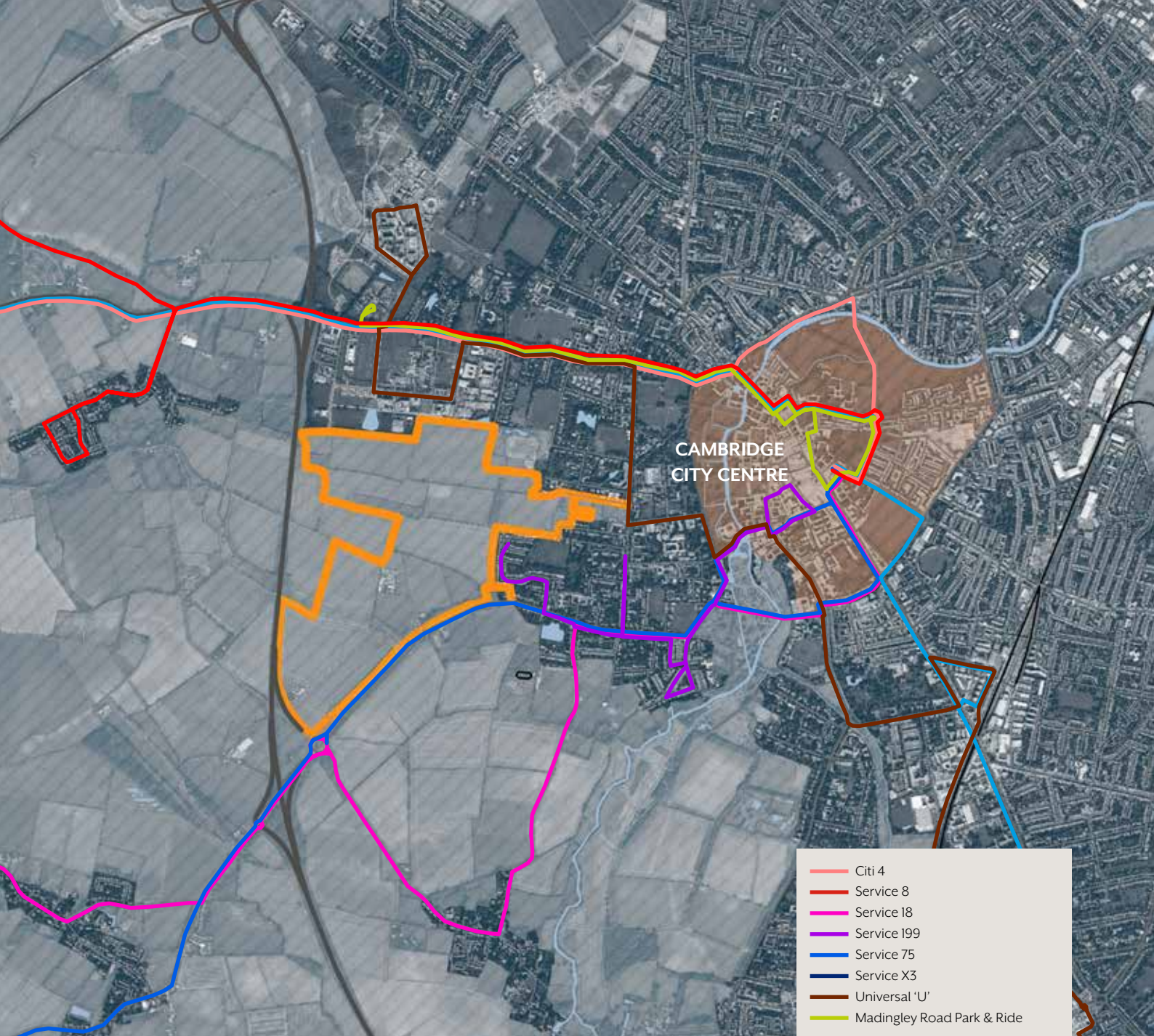




CYCLING

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.





- Citi 4
- Service 8
- Service 18
- Service 199
- Service 75
- Service X3
- Universal 'U'
- Maddingley Road Park & Ride

EXISTING BUS ROUTES

The site, located between Barton Road to the south east, Grange Road to the east and the West Cambridge Campus [and Maddingley 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 West Cambridge 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.

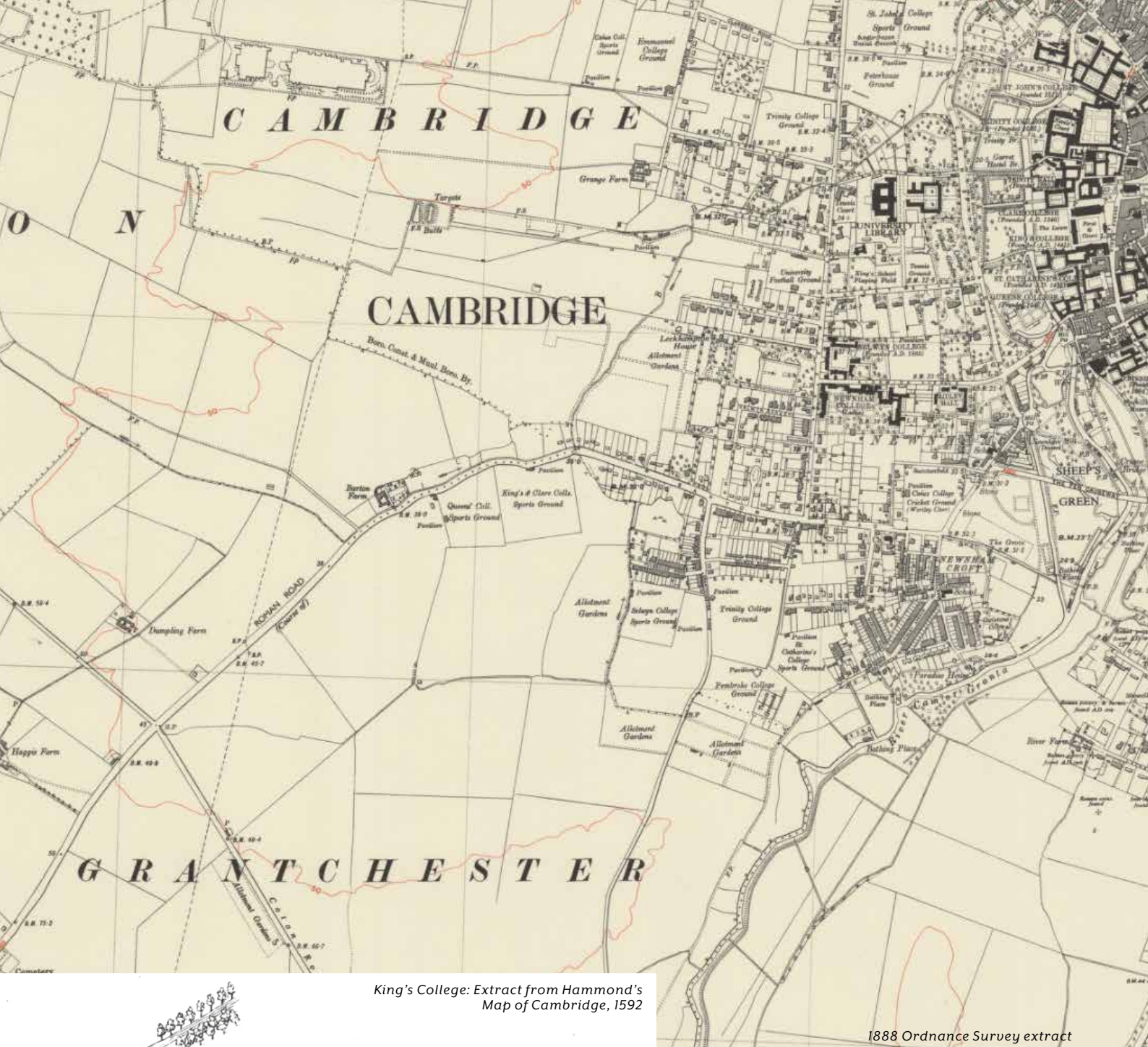




Part Two

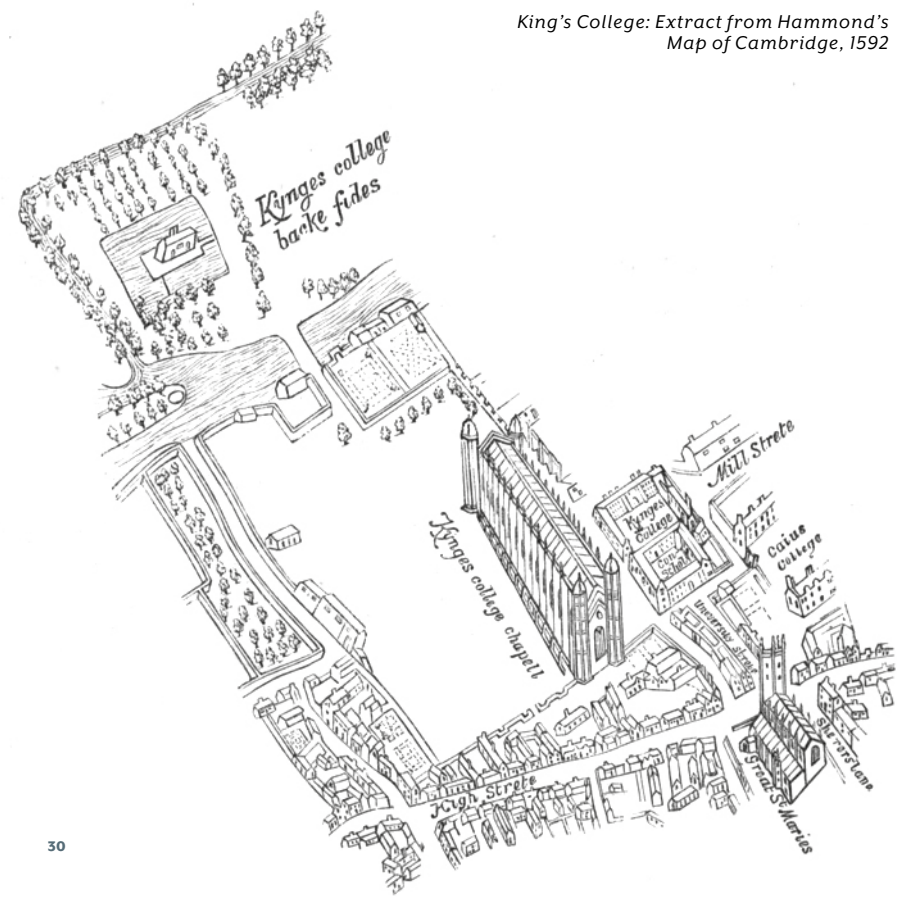
“CAMBRIDGE CLUES”





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

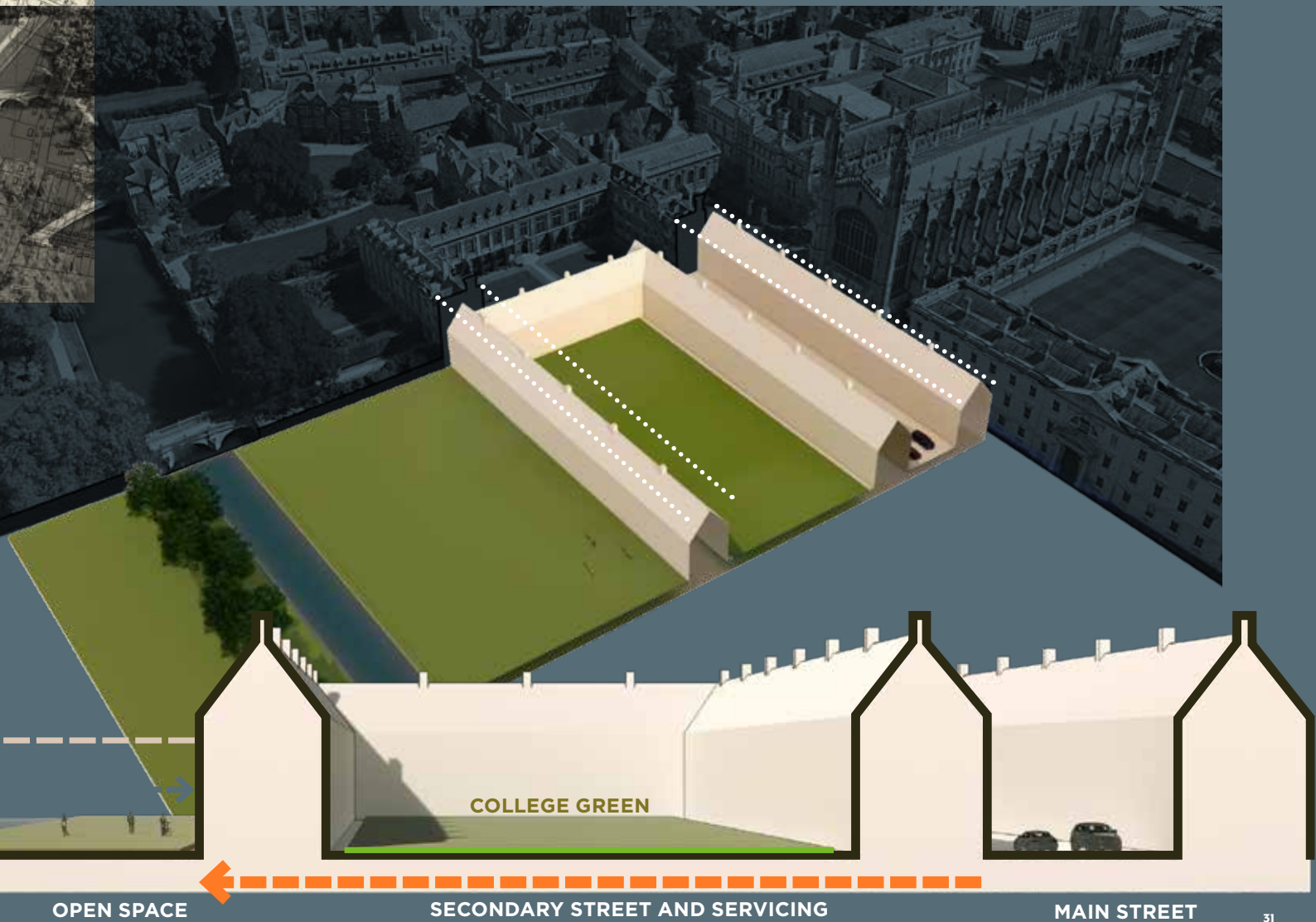


MEADOWS

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.



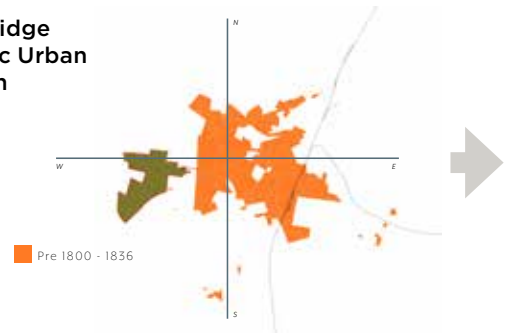
OPEN SPACE

SECONDARY STREET AND SERVICING

MAIN STREET

DEVELOPMENT VISION

Cambridge
Historic Urban
Growth



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 edges 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 efficient use of land is observed whilst also responding to key views and other parameters.

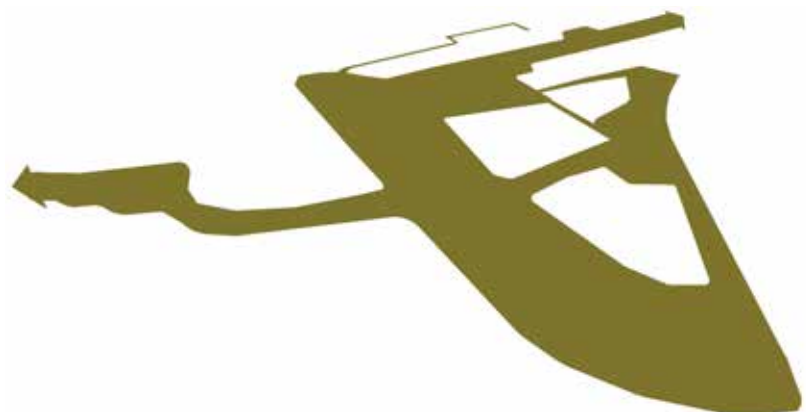
“Connecting to Cambridge”

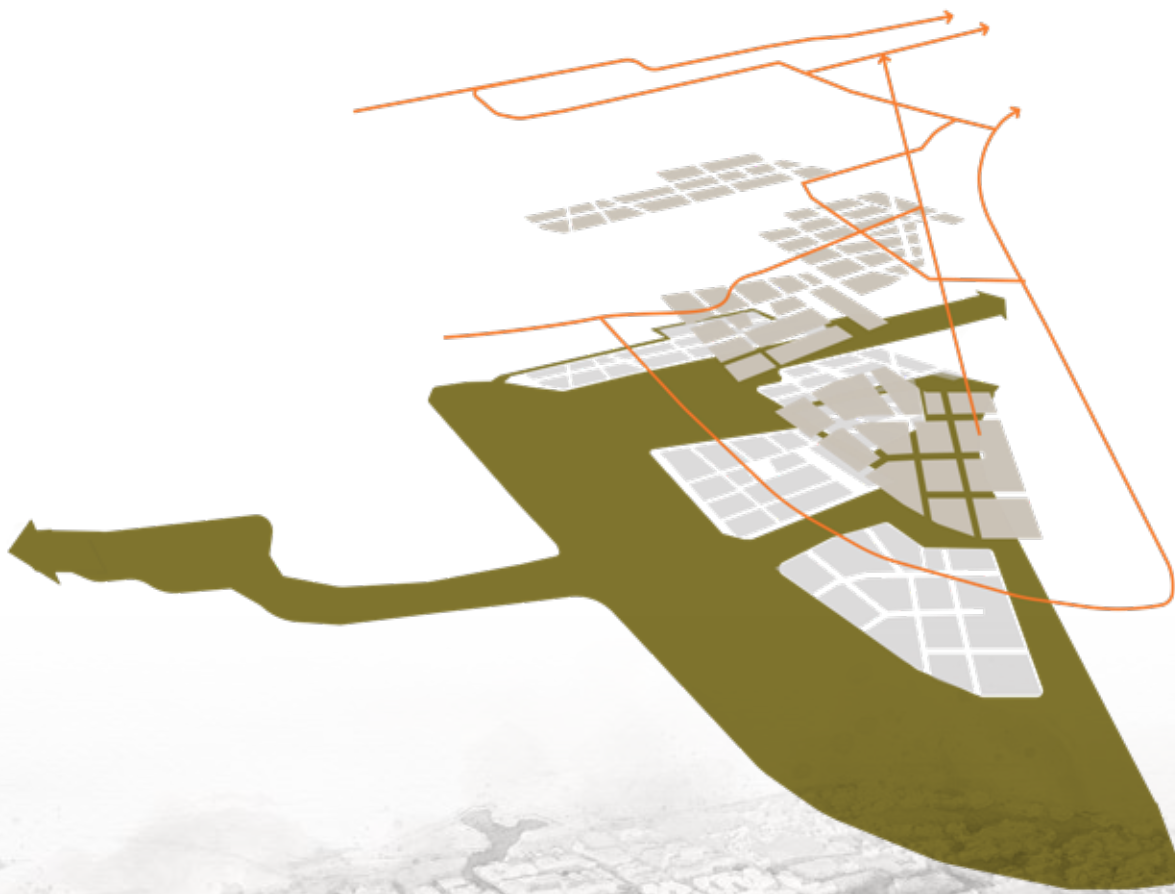
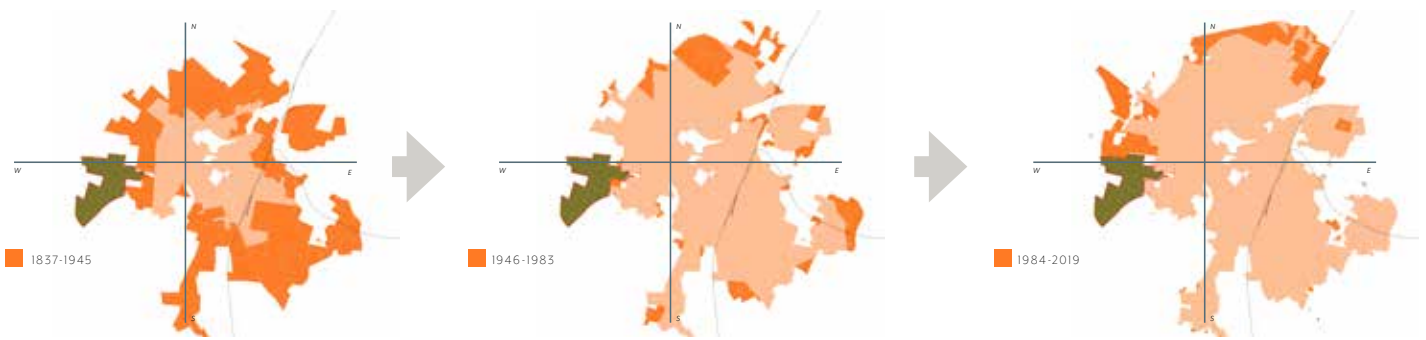


“Richness of form”

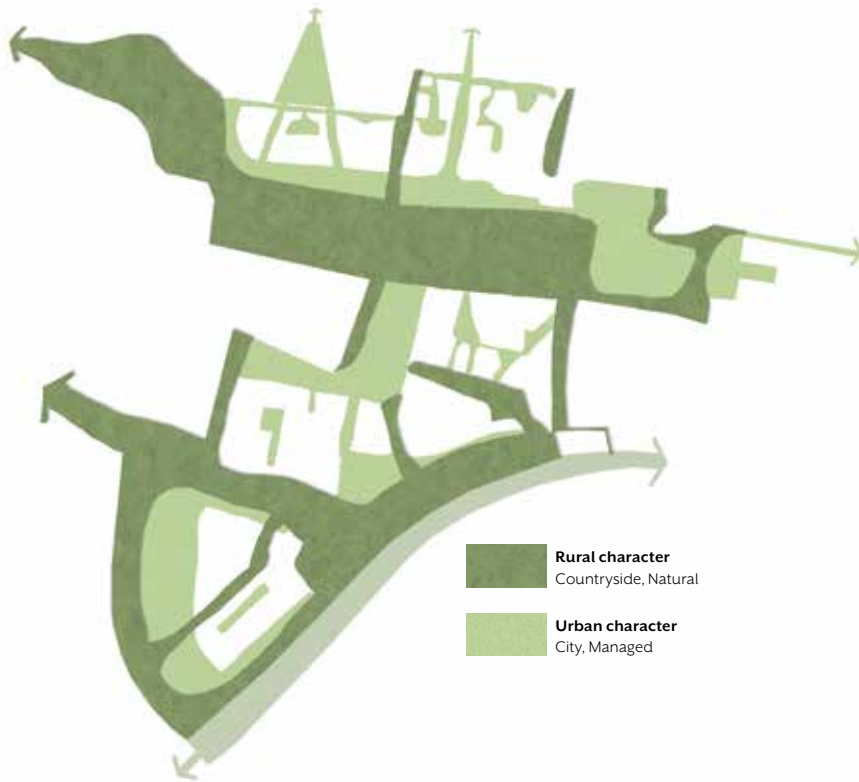


“Bringing the Countryside into Cambridge”





LANDSCAPE STRATEGY



The landscape-led approach has sought to achieve a sensitive transition between countryside and city in order to preserve Cambridge's character and the relationship it has with the surrounding rural landscape.

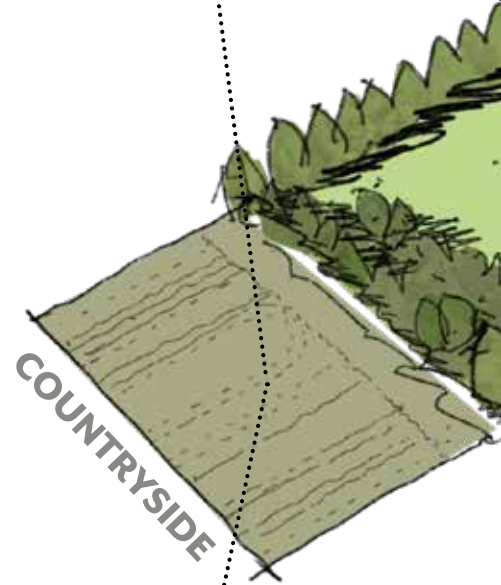
The design response is shaped by Cambridge's historic growth patterns and spatial typologies and its relationship with the surrounding countryside which have evolved over time.

The primary structure of open space is created by large-scale green fingers of 'rural character' extending into towards the City from the countryside. These are vitally important in safeguarding areas of Green Belt within the City and providing opportunities for

recreation and leisure as well as food production and small-scale agriculture.

The 'rural' spaces are supplemented by a network of more 'urban' spaces which extend into and through the new development providing formal spaces for movement, recreation, sport and leisure.

The interface between and composition of these differing character areas will reflect their location within the masterplan, with formality transitioning into informality - as Courts give way to the Backs in the Cambridge of today - through careful changes in the way hard and soft landscape elements are used and arranged.

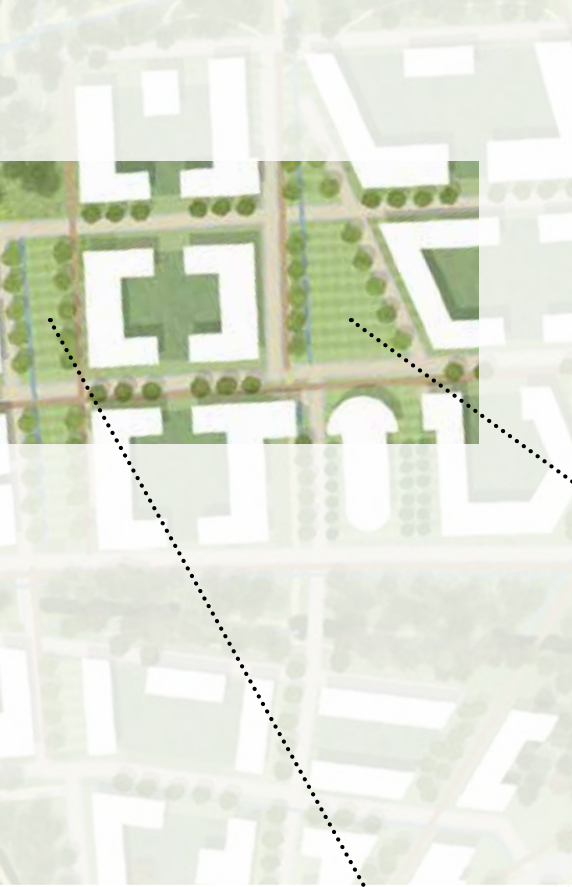


Rural Setting



Rural city edge





Urban Character



Garden Square



Lane



The Backs of the West Fields





Prospect of Cambridge 1688

LANDSCAPE & HERITAGE

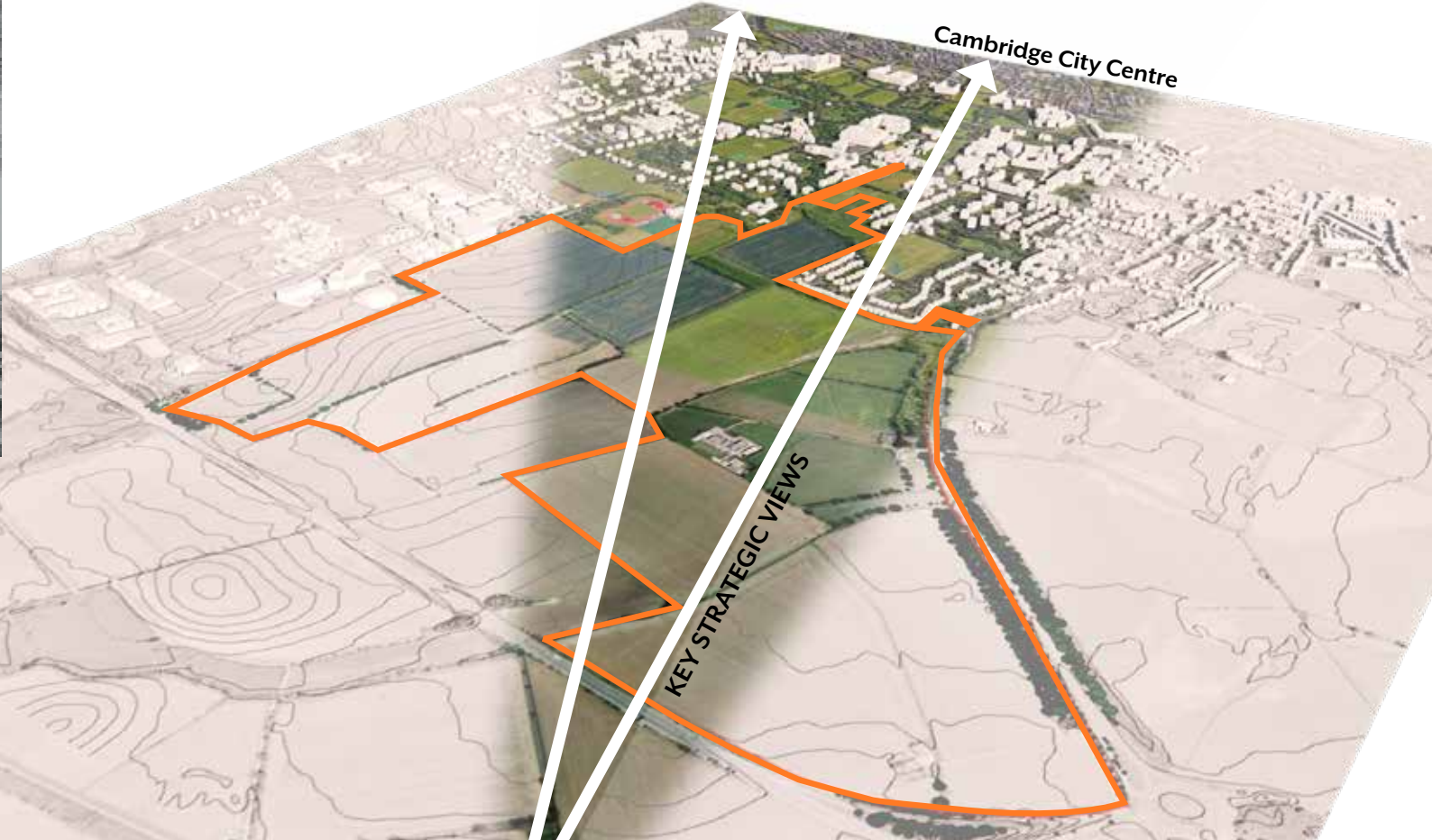
The Site is located within the Western Claylands Landscape Character Area. The landform is low lying and gently undulating at between 11-19m AOD with soft ridges running east west within the site. The site is divided into a number of rectilinear fields with a single larger field to the south west and smaller fields to the south east close to Barton Road. Field units are mainly in arable cultivation and are subdivided by established hedgerows. Woodland cover is limited and restricted to a copse north west of Gough Way and a woodland belt along Barton Road. Hedgerow trees are few and where present are concentrated following parish boundaries. 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 wider setting contains elevated land to the west including Red Meadow Hill from where there are views over Cambridge. The University's expanding West Cambridge 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.



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 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.

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



North West Cambridge Development

University of Cambridge West Cambridge Campus

Charles Babbage Road

Access point into site from Charles Babbage Road

Access point into site from Clerk Maxwell Road

M11: Junction 13

Existing pedestrian & cycling bridge link over the M11

"Le Daleweye" New woodland planting

Local Centre

Coton

Middle Green

Coton Countryside Reserve

Allotments

"Edwin's Ditch" New pedestrian promenade

Existing pedestrian bridge link over the M11

Long Green

Bin Brook

South West Green

"Bin Brook Meadows"

"The Causeway"

Sports & Recreation

Grantchester Road

M11

Raised landforms to screen the site

Existing woodland planting to Barton Road

"Bin Brook Park"

Vehicular access into site off Barton Road

"Aldermanne Park"



0m 400m

“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 piece of City which will stand the test of time.



Clerk Maxwell Road
Huntingdon Road

University of Cambridge Wilberforce Sports Ground

Madingley Road

Adams Road (potential future CAM Route)

CAMBRIDGE CITY CENTRE

Primary school

Rifle Range Road

University Rugby Club

Community orchards

Bin Brook

“Roman Road Park” Sports & Recreation

Grange Road

Barton Road (A603)

Vehicular access into the site from Barton Road

“Clynt Way”

Colleges Sports Grounds

River Cam

THE MASTERPLAN

Access point into site from Charles Babbage Road

Existing pedestrian & cycling bridge link over the M11

"Le Daleweye"
New woodland planting

Allotments

"Edwin's Ditch"
New pedestrian promenade

Existing pedestrian bridge link over the M11

"Bin Brook Meadows"

"The Causeway"

Sports & Recreation

Raised landforms to screen the site

Existing woodland planting to Barton Road

Vehicular access into site off Barton Road

"Bin Brook Park"

"Aldermanne Park"



0m |-----| 400m



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, housing for University and/or College staff, housing for the elderly (including care provision) and student accommodation.
- 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, the Comberton and Barton Greenways, the potential new Cambridge Autonomous Metro, and a potential Western Orbital Route (if reconsidered in the future). 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 West Cambridge 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.
- Has a real sense of identity, with distinctive neighbourhoods arranged around significant areas of open space
- Is viable and deliverable.

A CITY-SCALE LANDSCAPE STRATEGY

North West Cambridge

Girton Gap

Roman
Road
Park

Aldermanne Park

Coton
Reserve

South West
Cambridge

Bin Brook Meadows

Bin Brook Park

Linear Park



0m 400m

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.



Jesus Green & Midsummer Common

The Backs

CAMBRIDGE CITY CENTRE

Christs Place

Parker's Place

Sheeps Green

Coe Fen

Lammas Land

Grantchester Meadows



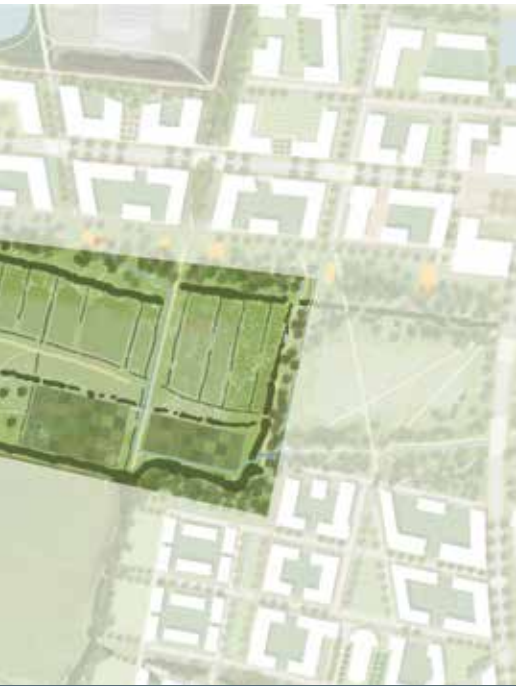
LINEAR PARK

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 & SQUARE





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





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



PARKLAND CROSSINGS

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.

Should the City Council adopt the Cambridge Biodiversity Charter, we would promote and support the production of a Biodiversity Action Plan for the development, embedding the principles which underpin the masterplan into a site-specific plan for increasing biodiversity.

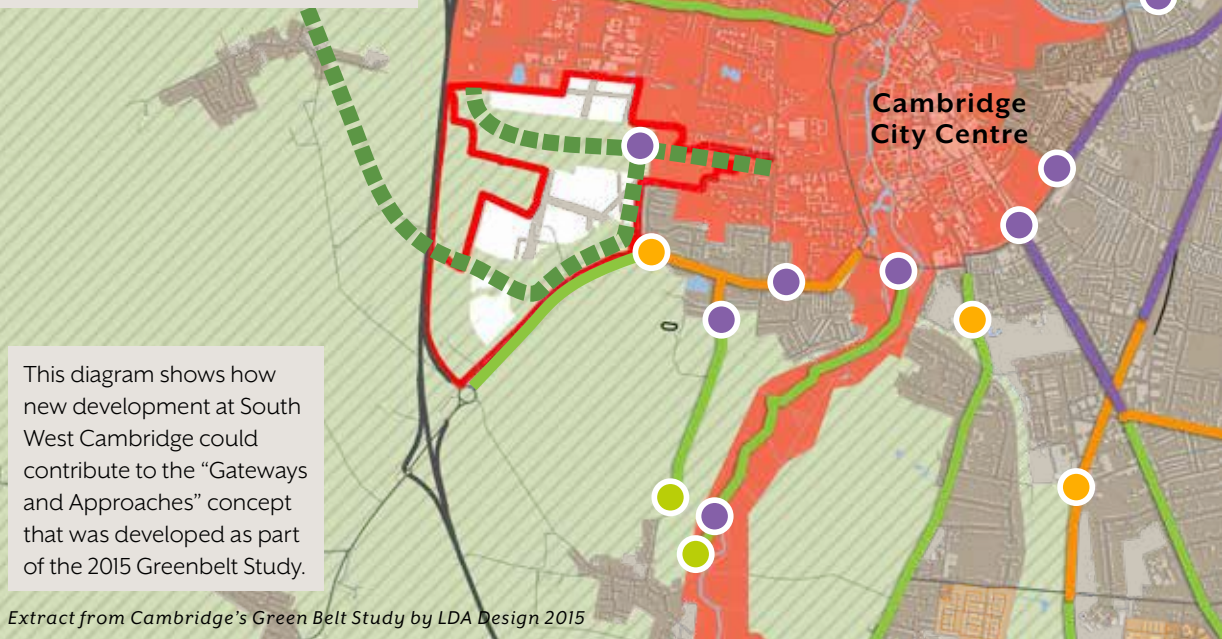
BENEFICIAL USE OF THE GREEN BELT

-
- The map displays the Cambridge City Centre in brown, surrounded by the Green Belt in light green. Orange areas represent commitments or allocations. Green and blue corridors are shown in darker shades of green and blue. A red boundary outlines a specific site. Numbered locations 1 through 9 are marked across the map. Labels A and B indicate the River Cam and River Granta respectively.
- 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)

GATEWAYS & APPROACHES

- Distinctive Cambridge
- Green/treed
- Suburban
- Commercial
- Proposed Green/Treed Approach

- Gateway to Distinctive Cambridge
- Urban Gateway
- First View of 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.

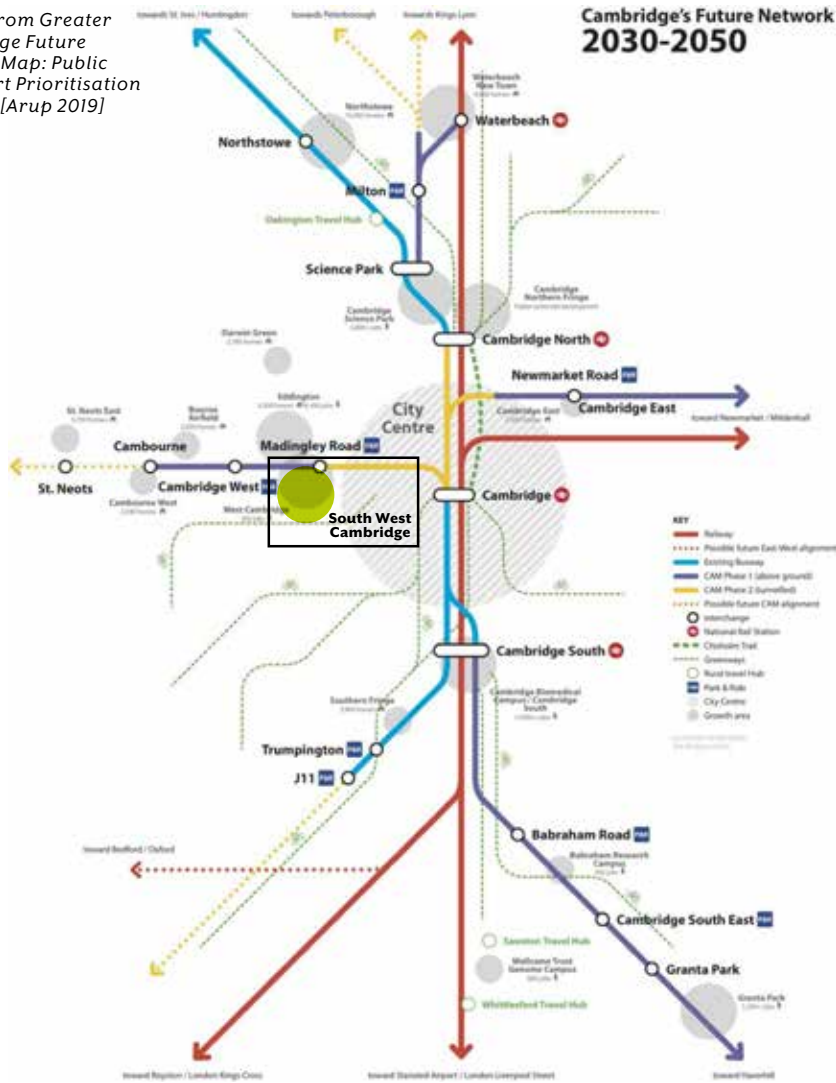
Extract from Cambridge’s Green Belt Study by LDA Design 2015

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 Mill 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 Mill 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.



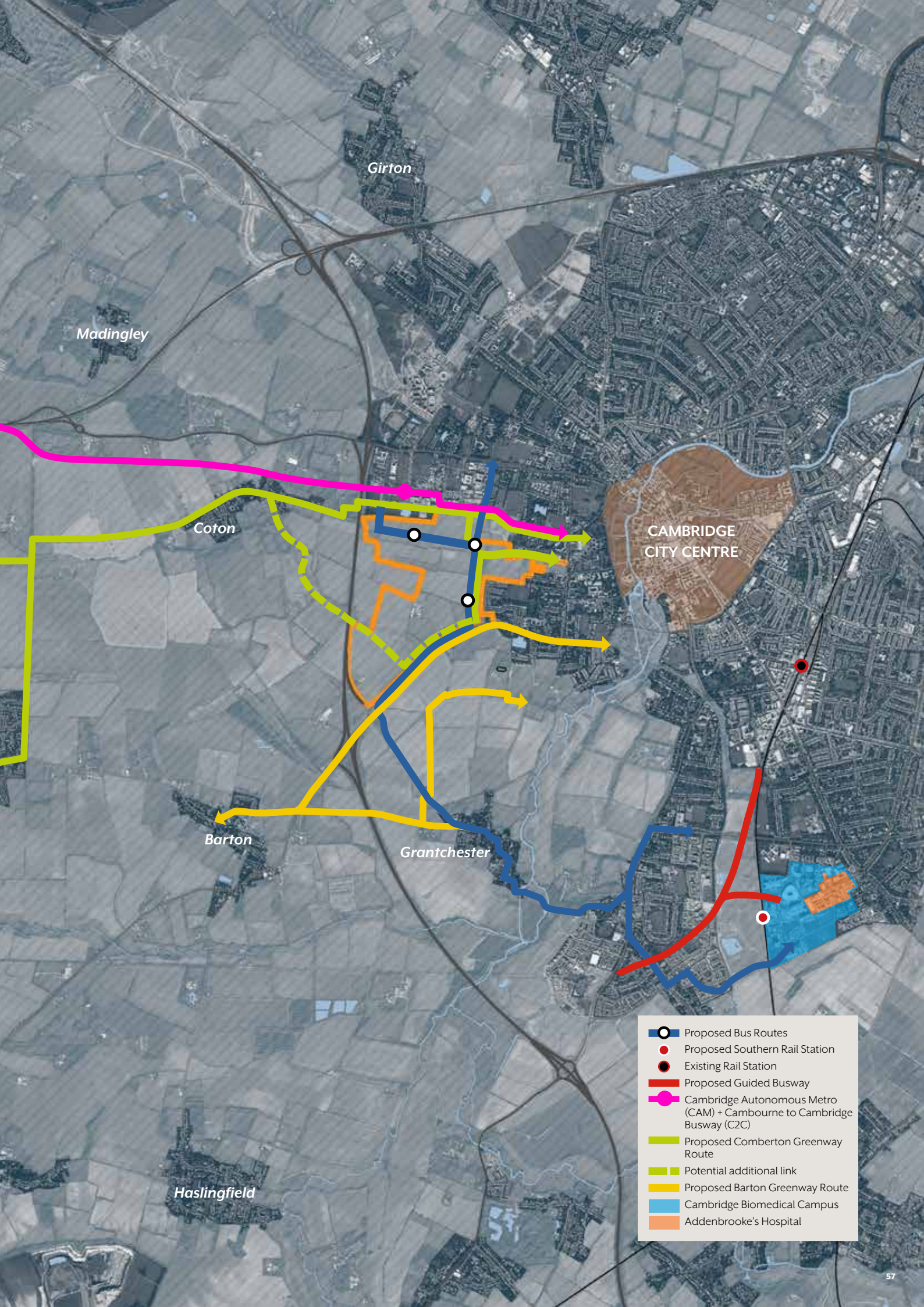
Extract from Greater Cambridge Future Network Map: Public Transport Prioritisation Analysis [Arup 2019]



TRANSPORT OPPORTUNITIES

Notwithstanding the site's excellent walking and cycling links into Central Cambridge, South West Cambridge is strategically located to not only be able to connect into existing proposals such as the Comberton and Barton Greenways, which are designed to enhance links from nearby villages and communities into the City, but it is also well placed to help deliver strategic infrastructure links which are being proposed as part of the Cambridgeshire & Peterborough Combined Authority: Cambridge Future Network. The 2030-2050 Strategy sets out an ambitious programme of infrastructure investment to help connect across Cambridgeshire. Significantly this includes a critical section of both the Cambridge Autonomous Metro [CAM], a service operated by "trackless metro" vehicles which would be a transformational project that would support model shift within the region, reducing congestion, emissions, accidents and reduce reliance on the private car, and the C2C (Cambourne to Cambridge Better Buses initiative). The route for these two elements of new transport infrastructure crosses the M11 from Cambourne, will pass through the University of Cambridge's West Cambridge campus and make its way to Grange Road. The design of the South West Cambridge masterplan has been designed to facilitate this link from the campus to Grange Road and will undoubtedly place future residents in an excellent location to benefit from either or both of the CAM and C2C services.

Looking wider afield there are also significant opportunities for the site and its future occupants by providing enhanced links via new dedicated orbital or other bus routes and services to the Biomedical Campus and Addenbrooke's Hospital – both major employers to the south of the City – as well as providing a link for commuters wishing to access the proposed Southern Rail Station. The site is therefore well placed to connect into existing proposals but is also sufficiently future-proofed to assist Cambridge City Council, South Cambridge District Council and the wider Greater Cambridgeshire and Peterborough Combined Authority to deliver some of its key projects.



Girton

Madingley











Coton

CAMBRIDGE CITY CENTRE

Barton

Grantchester

Haslingfield

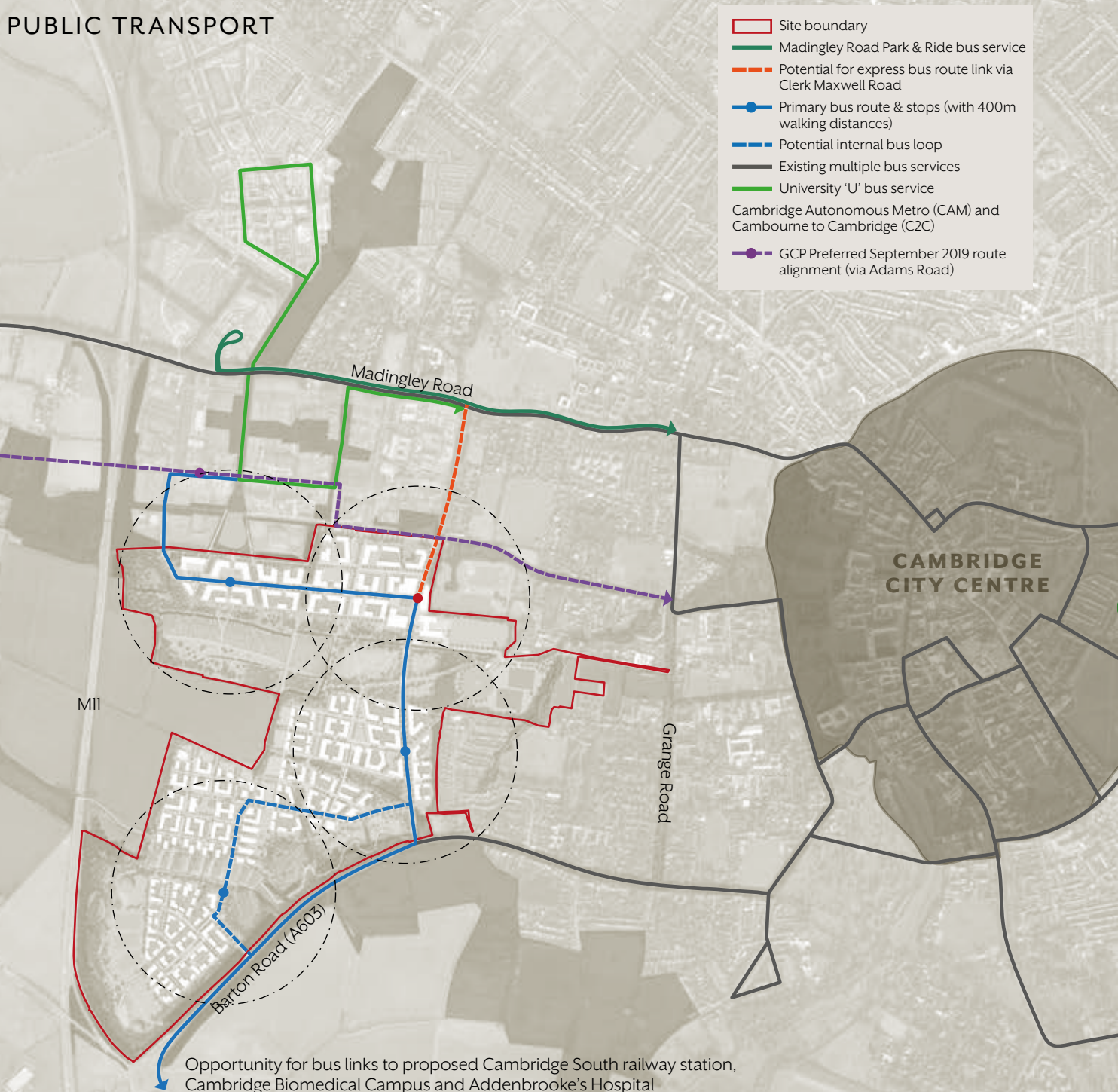
-  Proposed Bus Routes
-  Proposed Southern Rail Station
-  Existing Rail Station
-  Proposed Guided Busway
-  Cambridge Autonomous Metro (CAM) + Camboorne to Cambridge Busway (C2C)
-  Proposed Comberton Greenway Route
-  Potential additional link
-  Proposed Barton Greenway Route
-  Cambridge Biomedical Campus
-  Addenbrooke's Hospital

MOVEMENT STRATEGY

Walking and cycling and access to a well-connected bus service are a fundamental component of the masterplan. The masterplan has been designed to make these forms of movement the most desirable for residents to access the City Centre and other employment opportunities around the City, reducing their dependence upon the private car, reducing air pollution and congestion simultaneously. The network of streets and footways [off-road] within the proposed masterplan are able to provide an extensive network across the site both north-south and east-west. The proposal to route the Cambourne to Cambridge busway [C2C] and future plans for the Cambridge Autonomous Metro [CAM] through West Cambridge and along Adams Road places the South West Cambridge residents within close proximity to a planned station within the West Cambridge Campus opening up even further public transport benefits.



PUBLIC TRANSPORT














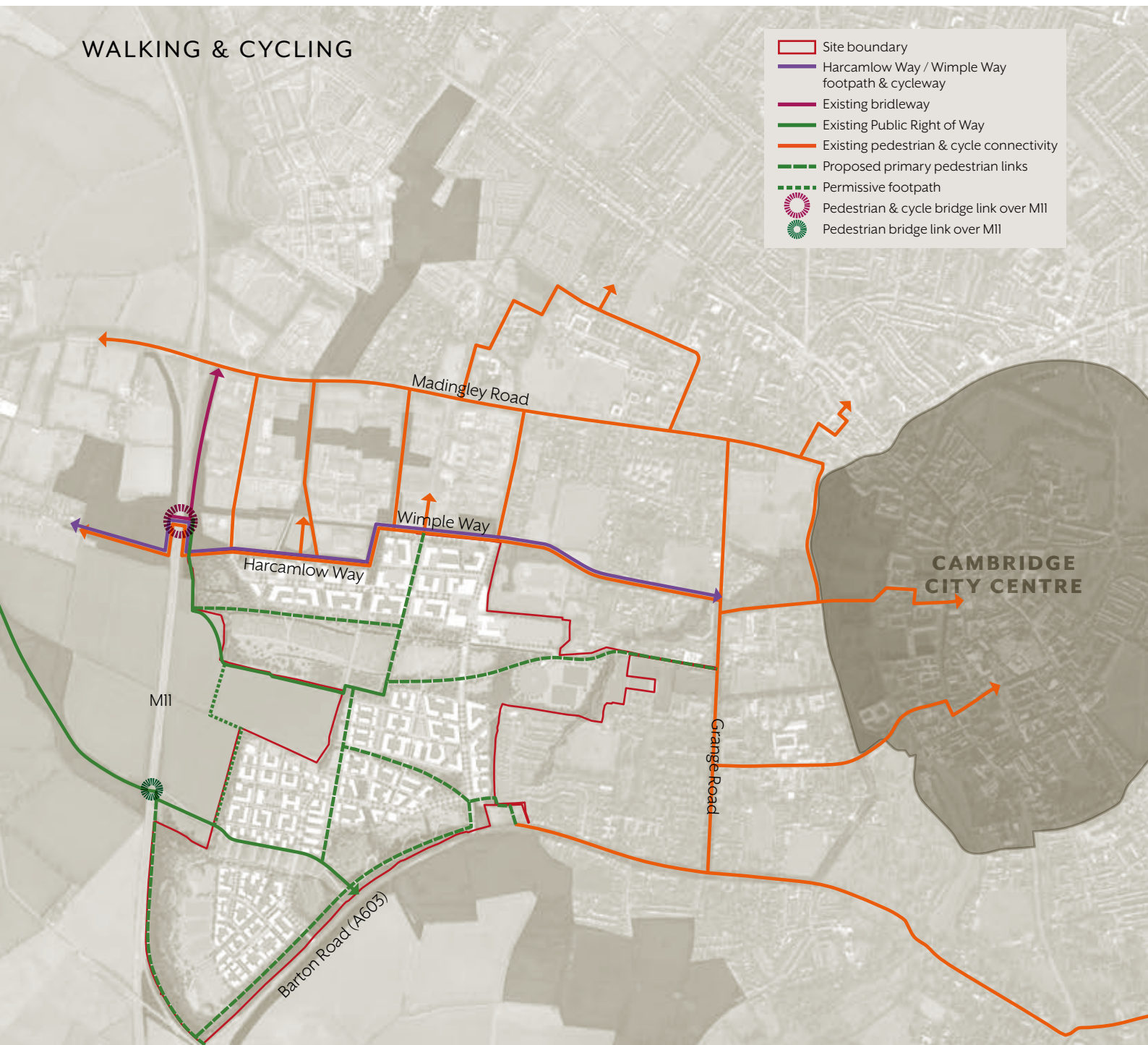
CAM



Wimple Way looking eastwards

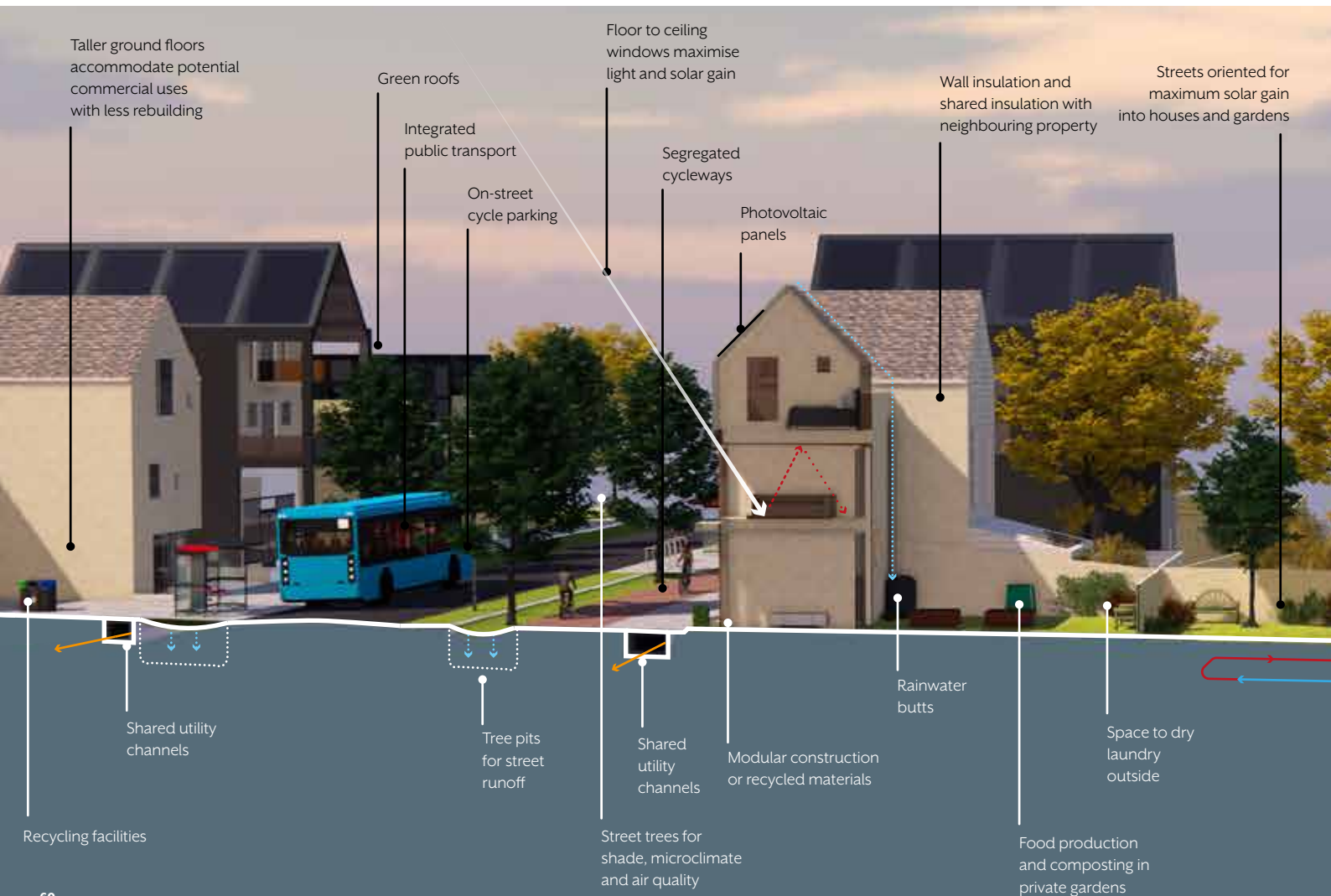
WALKING & CYCLING

-  Site boundary
-  Harcamlow Way / Wimple Way footpath & cycleway
-  Existing bridleway
-  Existing Public Right of Way
-  Existing pedestrian & cycle connectivity
-  Proposed primary pedestrian links
-  Permissive footpath
-  Pedestrian & cycle bridge link over M11
-  Pedestrian bridge link over M11



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.



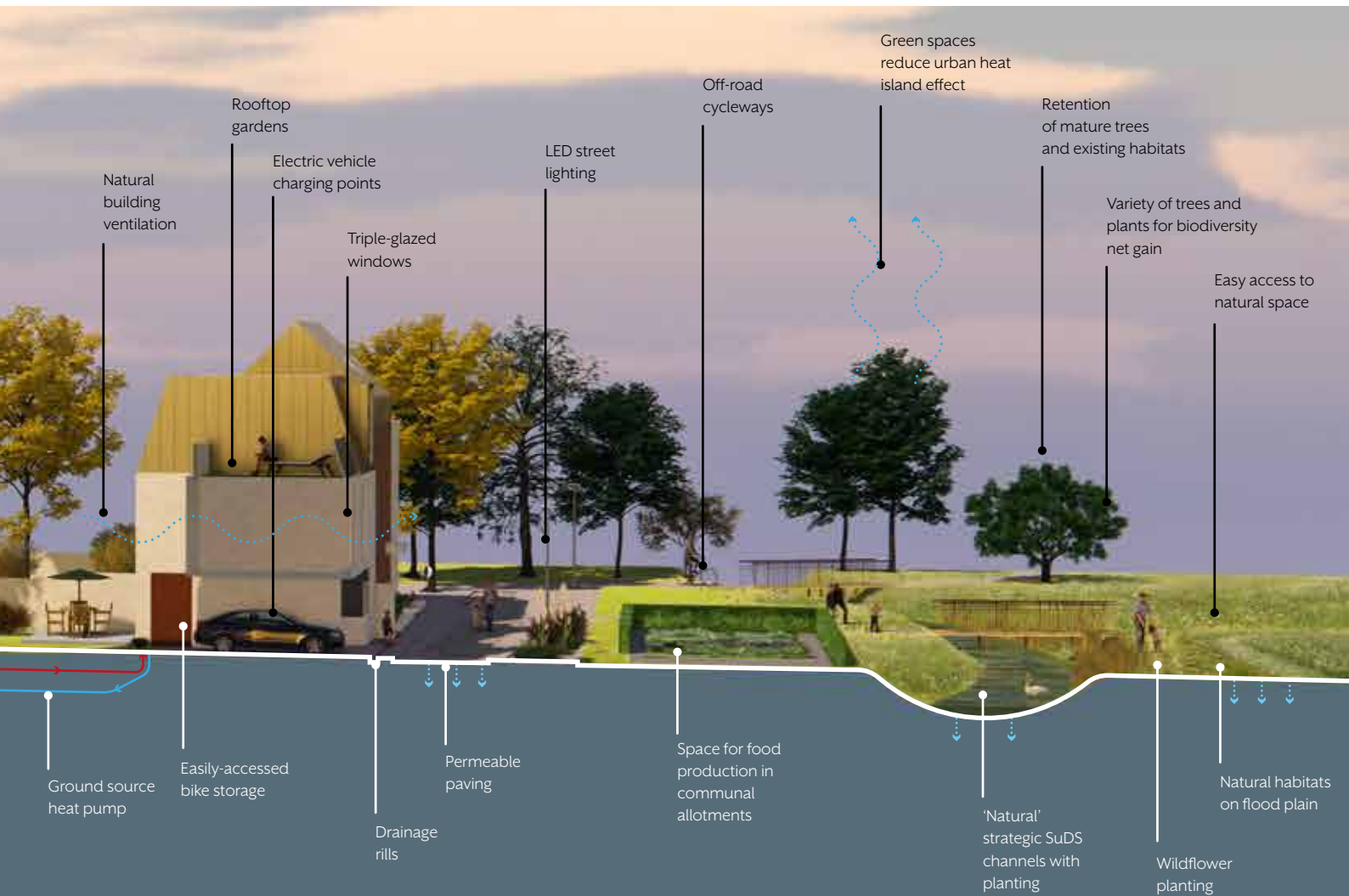
OPERATE

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.

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”

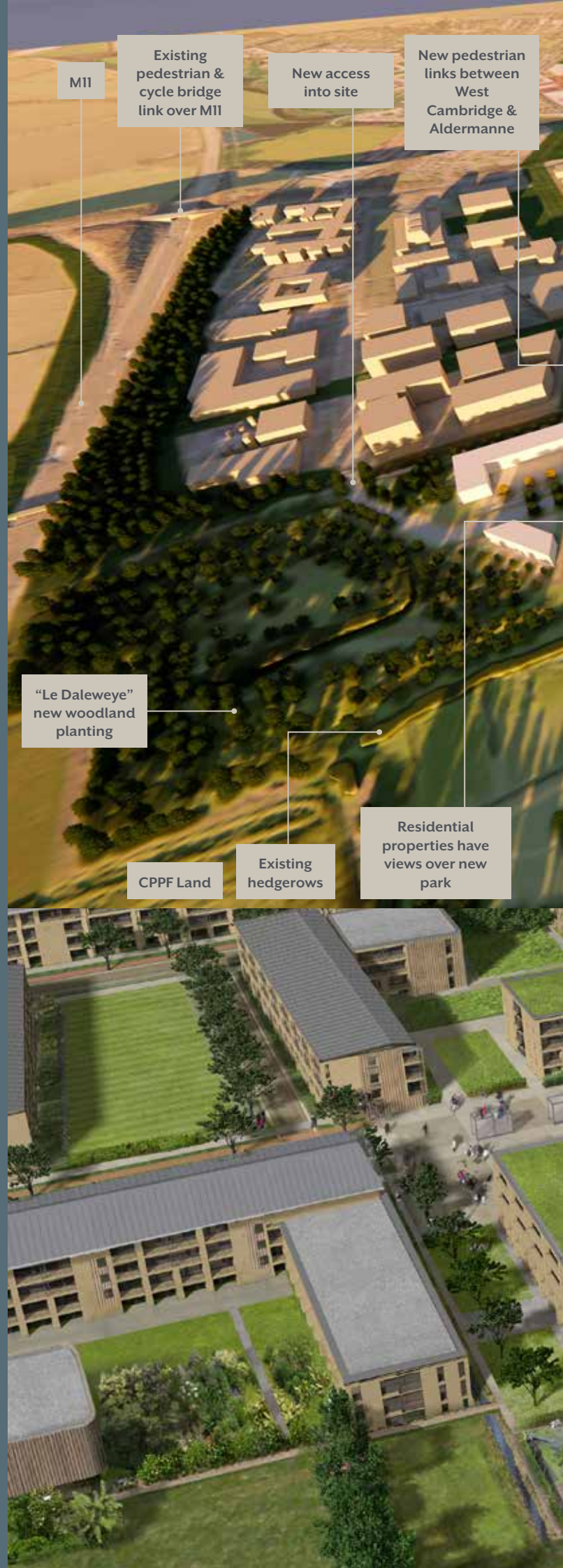
“SOUTH WEST MEADOWS”

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, adjoining Wilberforce Sports Ground, to serve the new neighbourhood, but also be accessible to existing residents along Adams Road and those working within the West Cambridge campus.

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 West Cambridge 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 West Cambridge.





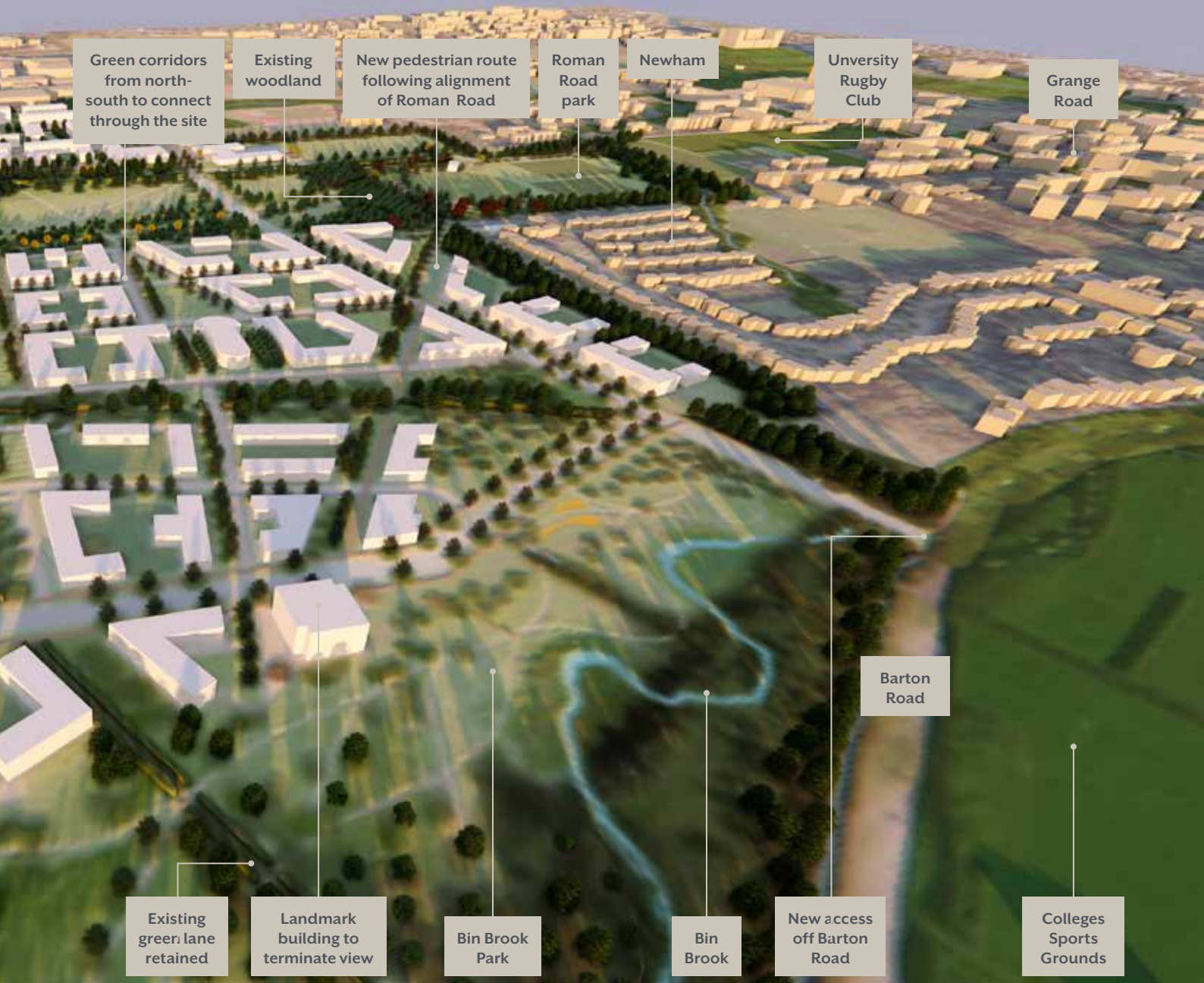
COLYS CROSSE

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.





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.



Aldermanne Park

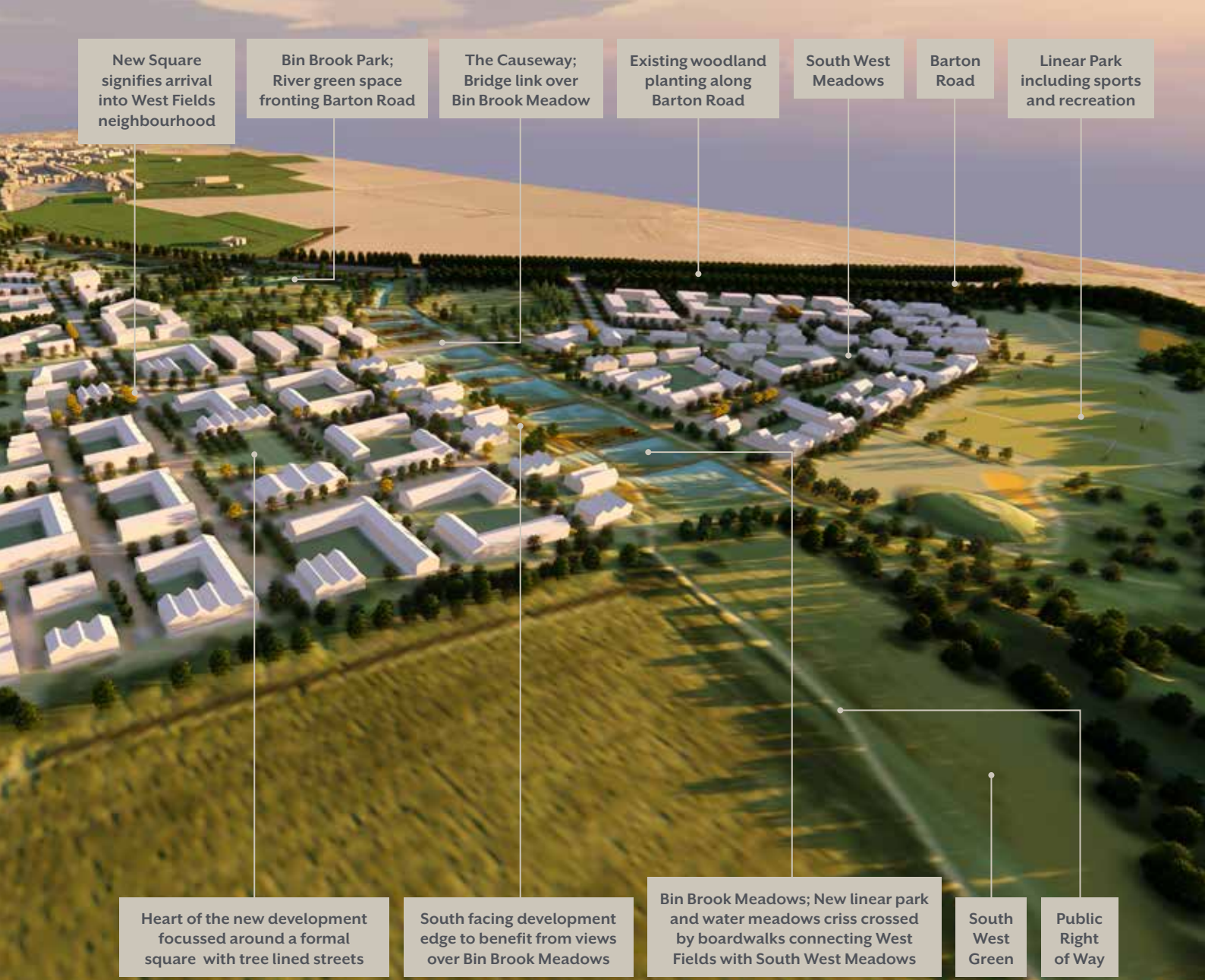
Roman Road Park

Colys Crosse

The West Fields; Managed by “Cambridge: Past Present and Future”

Formal lawns to reflect transition between City and Country





New Square signifies arrival into West Fields neighbourhood

Bin Brook Park; River green space fronting Barton Road

The Causeway; Bridge link over Bin Brook Meadow

Existing woodland planting along Barton Road

South West Meadows

Barton Road

Linear Park including sports and recreation

Heart of the new development focussed around a formal square with tree lined streets

South facing development edge to benefit from views over Bin Brook Meadows

Bin Brook Meadows; New linear park and water meadows criss crossed by boardwalks connecting West Fields with South West Meadows

South West Green

Public Right of Way



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.

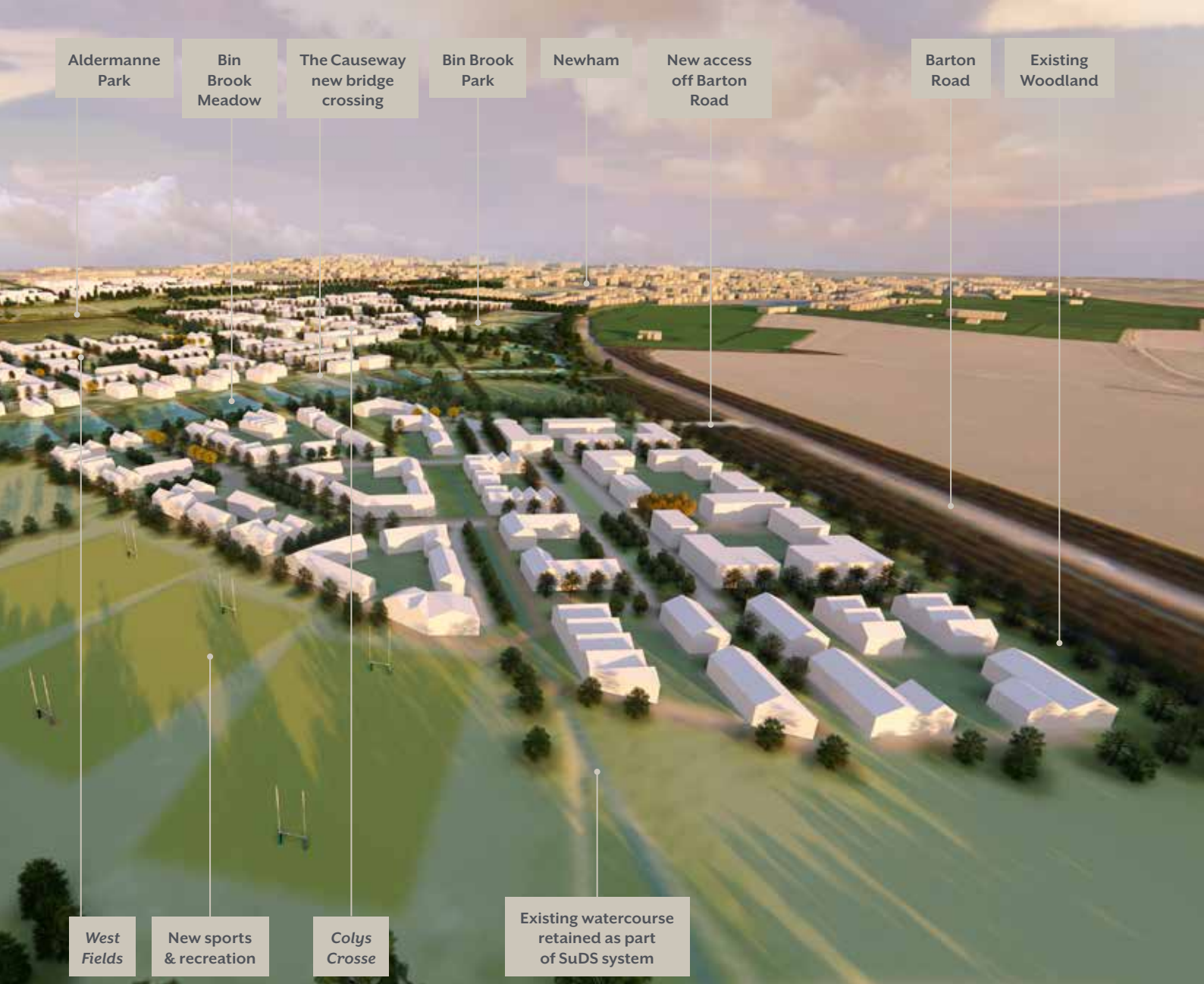
The design of the Causeway will draw on references to the Fen Causeway Crossing in Cambridge; it will celebrate the movement from one neighbourhood to another, offering views either side as one crosses to new parkland and water meadows, which also form part of the strategic drainage system for the site. 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.









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 provide land for the Cambourne to Cambridge Bus (C2C) Strategy, the Cambridge Autonomous Metro (CAM), and the Comberton and Barton Greenways which are Greater Cambridge Partnership or Combined Authority projects, and a potential Western Orbital Route bus corridor in the future if required;
- 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 NW Cambridge, West Cambridge and Addenbrooke's/ 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, the Comberton and Barton Greenways, the potential new Cambridge Autonomous Metro, and a potential Western Orbital Route (if reconsidered in the future).

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 West Cambridge 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.

