



Cambridge Southern Fringe Area Development Framework

Approved by Cambridge City Council Environment Scrutiny Committee
10th January 2006



January
2006

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Introduction & Background

1.1 Vision, Introduction and Purpose

'The vision for the Southern Fringe is to create a distinctive new urban extension to the City to meet a range of needs for the Cambridge area, including additional housing close to an existing employment area, new employment opportunities, the expansion of clinical facilities and biomedical and biotechnology activities, related higher education and research institutes, and improved access to the countryside. The extension will incorporate open space to serve the residents of the new development, Cambridge City and South Cambridgeshire and opportunities will be taken to enhance amenity, biodiversity and access to the Green Belt.' (extract from Policy 9/5 Local Plan Redeposit Draft)

INTRODUCTION

This Area Development Framework (ADF) for the Southern Fringe is intended to be a non-statutory form of planning guidance to help direct the preparation of future planning applications and the planning of services and infrastructure by local authorities.

The submission of planning applications for most of the development sites in the Southern Fringe is anticipated to occur in the spring of early 2006, so it is critical to prepare and complete the ADF before this time so as to properly guide the preparation and review of such applications.

The ADF has been prepared in consultation with Cambridgeshire County Council and South Cambridgeshire District Council. Both the delivery of services and the development of certain sites, for example, Trumpington Meadows (former Monsanto), which is partly located within South Cambridgeshire, are dependent on a joint effort from the three local authorities.

The document is the culmination of extensive consultation which has occurred between October 2003 to November 2005. This consultation has involved local residents, stakeholders, developers and other interested parties. All have been given the chance to comment on and input into this 'Cambridge Southern Fringe Area Development Framework'.



Detailed planning for Cambridge Southern Fringe has been on going for at least two years. The three local authorities who have jurisdiction in respect of this area, including Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council, have been jointly undertaking planning of the area.

The City Council has articulated the broader policies for the Southern Fringe in the Redeposit Draft Cambridge Local Plan. The ADF seeks to implement the policies in the Redeposit Draft Local Plan, which was be the subject of a public inquiry in autumn of 2005.

Cambridgeshire County Council has been the lead authority in planning for the key transport infrastructure in the Southern Fringe, including the Cambridgeshire Guided Bus and the Addenbrooke’s Access Road. In addition, the County Council is the lead authority in respect of education, recycling and waste management and libraries.

Finally, South Cambridgeshire District Council has been preparing an Area Action Plan for the Southern Fringe in respect of land within South Cambridgeshire. It is important that this ADF is read in conjunction with the Area Action Plan. This document is now out to public consultation as part of the district’s family of documents in a Local Development Framework. The Area Action Plan provides more detailed policy in respect of the Trumpington Meadows (Monsanto) site.

The ADF seeks to co-ordinate and present the policies being prepared by the three authorities through a broader spatial strategy, setting out amongst other things:

- Locations for supportive land uses such as schools, a community centre and a surgery
- A preliminary strategy and layout for the use of the green corridor between Hobson’s Brook and the rail line
- A transport and movement network that builds on the broader existing and planning transport routes as well as the key routes proposed as part of the emerging individual master plans
- An urban design strategy, which will provide the broader guidance to the preferred massing, building height, density, streetscape and other details relevant to the Southern Fringe on the whole and to individual sites in particular
- An open space and landscape strategy applicable to both the development sites and the wider countryside
- Requirements for creating a sustainable community
- A strategy for planning obligations

The following table illustrates the timetable which has guided the preparation of the ADF.

Preparation of draft strategy for Area Development Framework	May – June 2005
Environment Scrutiny Committee meeting – approval of draft strategy	5 July 2005
Preparation of draft Area Development Framework	July – September 2005
Public consultation	October 2005
Environment Scrutiny Committee meeting – consideration of proposed Area Development Framework	10 January 2006

1.3 Cambridge Local Plan Redeposit Draft

The Redeposit Draft Local Plan has been the subject of a Public Inquiry which began in September 2005. The Local Plan sets out the principal land uses, the key objectives for the development of various sites, and other key development criteria. The Area Development Framework will implement these policies through a more detailed spatial strategy. The specific policies in the Redeposit Draft Local Plan affecting the Southern Fringe are provided in section 9/5.

- around 65 hectares of housing, indicative capacity of 3,320 dwellings;
- leisure and recreation facilities;
- education including a up to 4.5 hectares for primary schools, and a site for a secondary school, if Cambridgeshire County Council, as the local children's service authority, adequately demonstrates that there is an educational need for this provision, in the Southern Fringe;
- up to 10.3 hectares for NHS and private clinical development. 2.2 hectares of this area is reserved for the possible relocation of Papworth hospital. In the event of it not being needed for this use it would be available for other clinical, higher education, or sui generic medical research institutes;
- up to 10.8 hectares of land will be safeguarded until after 2016 for future clinical development and research uses, the respective proportions being determined at Plan Review;
- up to 14.4 hectares of employment land for commercial development, comprising biomedical and biotechnology research and development activities, within class B1(b), related support activities, related higher education and sui generic medical research institutes. A section 106 agreement will be used to

insure occupation accords with this mix of uses;

- consolidation of local shopping and services in Trumpington centre and local neighbourhood shopping in areas of new development;
- a large-scale public open space of City wide importance will be provided;
- 1 hectare for a Household Waste Recycling Centre.

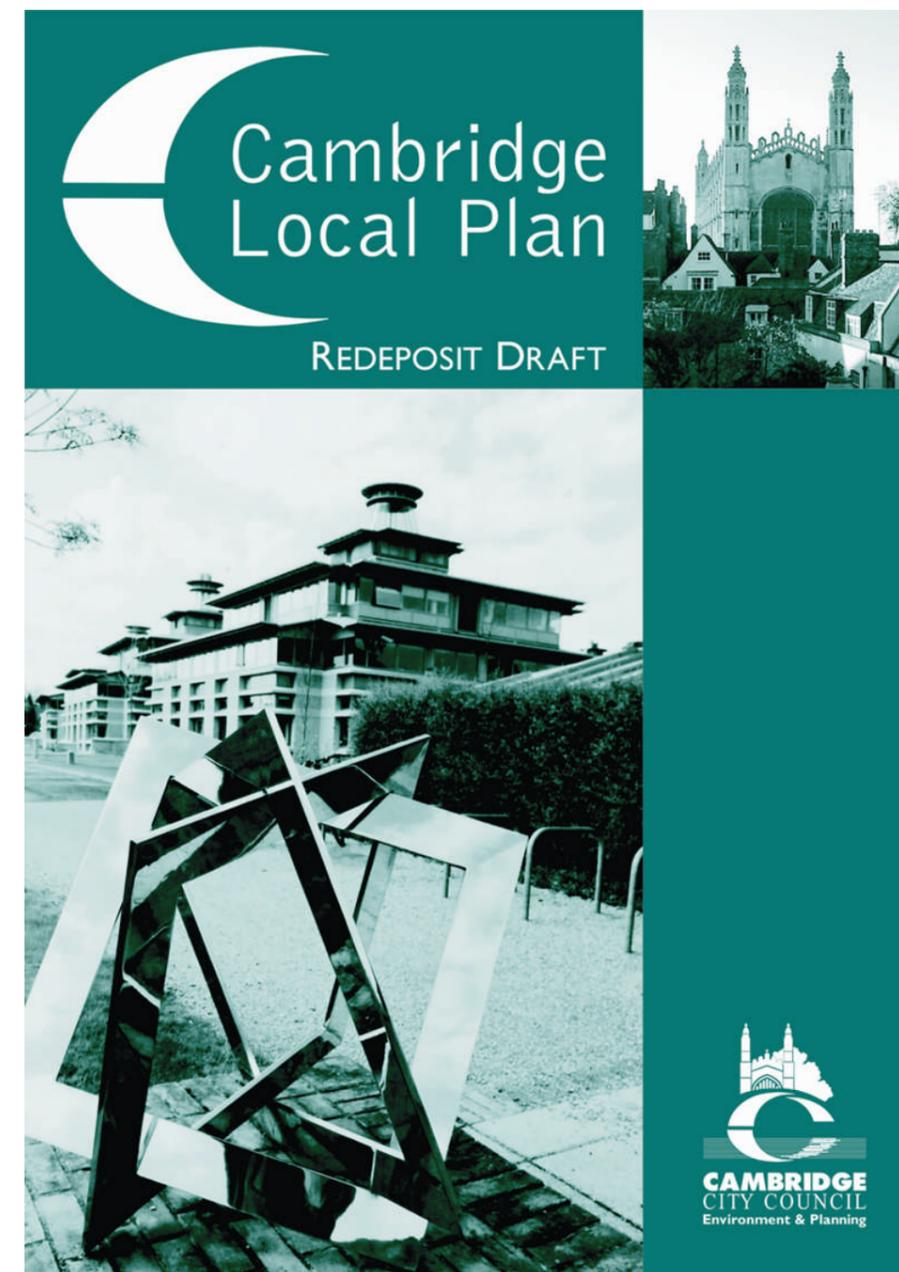
Policies in the plan also seek to ensure proposals retain and enhance the strategic green corridor, respect key views, create distinctive gateways, mitigate disruption of the green corridor from transport routes, and respect and incorporate existing natural features. In addition, key provisions for transport are described in policy 9/5, including the development of the Addenbrooke's Access Road and the Cambridgeshire Guided Bus, as well as specific requirements for points of access and movement for certain sites.

Specific policies will be highlighted throughout this document in order to demonstrate a clear link back to the Redeposit Draft Local Plan.

It is essential to note that the final binding report in regards to the Local Plan Inquiry expected by the end of march 2006 and the policies approved as part of that report will supersede the policies contained in this ADF, As such, regard must be had to the Inspector's report and future amendments may be required to this ADF to bring it into compliance with the approved Local Plan

Sustainable Development

Policy 3/1: Sustainable Development provides guidance on how development proposals can meet the principles of sustainable development. This underpins development of policies and specific proposals relating to the Southern Fringe.



Reference should be made to the Cambridge Sustainable Development Guidelines. This is Supplementary Planning Guidance adopted by City Council in 2003.

Note: the above list represents as extract of Policy 9/5 being considered by the inspector to the Local Plan Inquiry due to report before the end of March 2006.

Cambridge Southern Fringe constitutes five major development sites as follows:

Monsanto (Trumpington Meadows) (600 indicative for South Cambridgeshire)	15.5 Hectares	750 homes within the City
Glebe Farm	9.79 Hectares	230 homes
Clay Farm/ Showground	60.69 Hectares	Up to 2300 homes
Addenbrooke's	57.93 Hectares	Clinical/ biomedical uses/ research and development
Bell School	7.61 Hectares	310 homes

Note: Housing numbers in this table are indicative only and will be subject to further review.



Map 1

1.5 Public Consultation to date

STAKEHOLDER WORKSHOP

Initial consultation about the development of the Southern Fringe took place in October 2003 with a Stakeholder Consultation day which was held at the Cambridge Professional Development Centre in Trumpington. The workshop was facilitated by Nick Wates Associates and included representatives from local residents associations and interest groups. The aim of the day was to ensure all the main interested parties were briefed on the proposed development in the area and provided with an opportunity to exchange views and provide early input into the key issues for the proposed development. The results of the exercise are summarised in the document “Cambridge Southern Fringe Stakeholder Consultation Day – Event Record”

PUBLIC EXHIBITION AND COMMUNITY WORKSHOP

In March of 2005, the City Council, in partnership with Cambridgeshire County Council, South Cambridgeshire District Council, and the developers of the southern fringe sites, undertook two public consultation exercises in respect of Cambridge Southern Fringe. The purpose of the consultation was to seek the views of the public on matters of importance in respect of the form, type and extent of development planned for the five sites in the Southern Fringe.

The first consultation took place on March 10th at the Village Hall in Trumpington, and included a daytime public exhibition of emerging master plans for the various sites, as well as background information from the City Council, District Council and County Council. The exhibition was followed in the evening by a presentation from Cambridge City Council and a question and answer period for the public.

The second consultation took place on March 19th and

included an all day workshop held again at the Cambridge Professional Development Centre (CPDC) in Trumpington. The workshop was facilitated by Kevin Murray of Kevin Murray Associates, and included focus working group discussions on 5 key topics: green spaces and biodiversity; integration (with the existing community); education and community facilities; sustainable development practices; and transport and movement.

The results of the consultation are summarised in the document “Cambridge Southern Fringe – Community Consultation Event Record, April 2005” and the public input may be very broadly summarised as follows:

- Integrate new development in a sensitive way into existing development
- Provide good quality community facilities in the new development for the use of both new and existing residents
- Ensure a high quality of urban design
- Use sustainable development principles, including energy efficient design/buildings, sustainable drainage, and reduced car dependency
- Provide an integrated, accessible system of open spaces, parks, trails, cycle routes and biodiversity spaces
- Control the impact of traffic increases on existing residents
- Ensure that developments do not become dormitories for commuters going to other destinations to work but are homes for those who will live and work locally



YOUNG PERSONS WORKSHOP

In July 2005 a “Making Neighbourhoods” workshop was held at Coleridge Community College. The day, organised by Shape Cambridge, involved 30 pupils drawn from Coleridge and Parkside schools. The purpose of the event was to provide an opportunity for young people to participate in the consultation and decision making process. The day was followed up a week later, with the students making a formal presentation of their ideas to City Councillors, staff and developers. An Event Record was also produced. The young people demonstrated a strong understanding of the issues. The key requirements of the southern fringe developments which they suggested were:

- A hub or centre for the new developments to include retail/leisure/health/ places of worship.
- Housing of different types and styles to accommodate different ages/lifestyles.
- Formal and informal leisure and recreational facilities, including the need for a community centre.
- Traffic management that provides both safety and accessibility for all.

PUBLIC CONSULTATION OCTOBER 2005

Further public consultation, including an exhibition was undertaken in October 2005 on the ‘Cambridge Southern Fringe Area Development Framework - Draft for Public Consultation’.

ENVIRONMENT & SCRUTINY COMMITTEE

JANUARY 2006

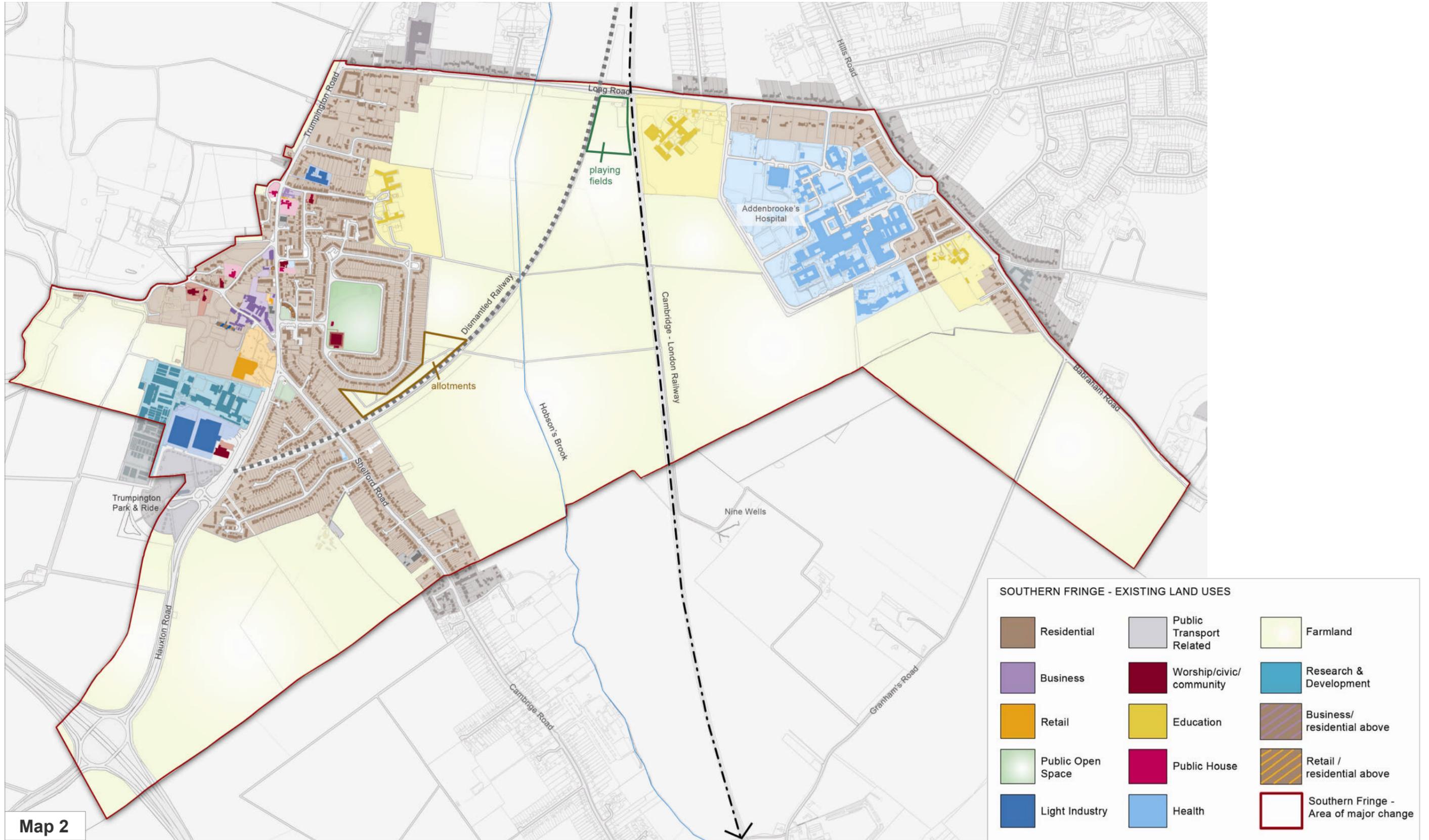
This document will be considered by the Environment & Scrutiny Committee on 10th January 2006. As previously noted, it will then be adopted as a non-statutory form of planning guidance to help direct the preparation of future planning applications and the planning of services and infrastructure by local authorities.

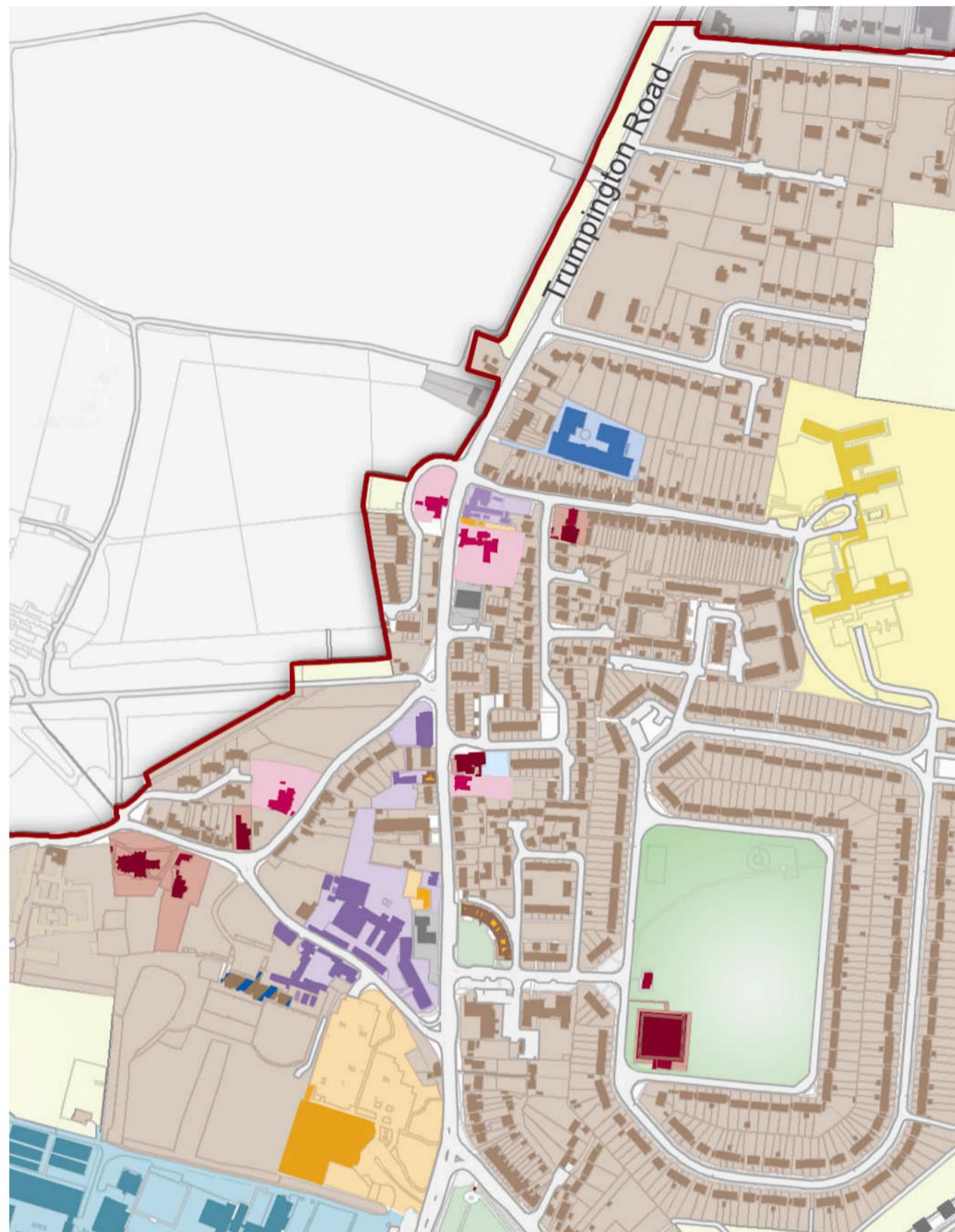




2 > Context Analysis

2.1 Land Uses





Trumpington High Street

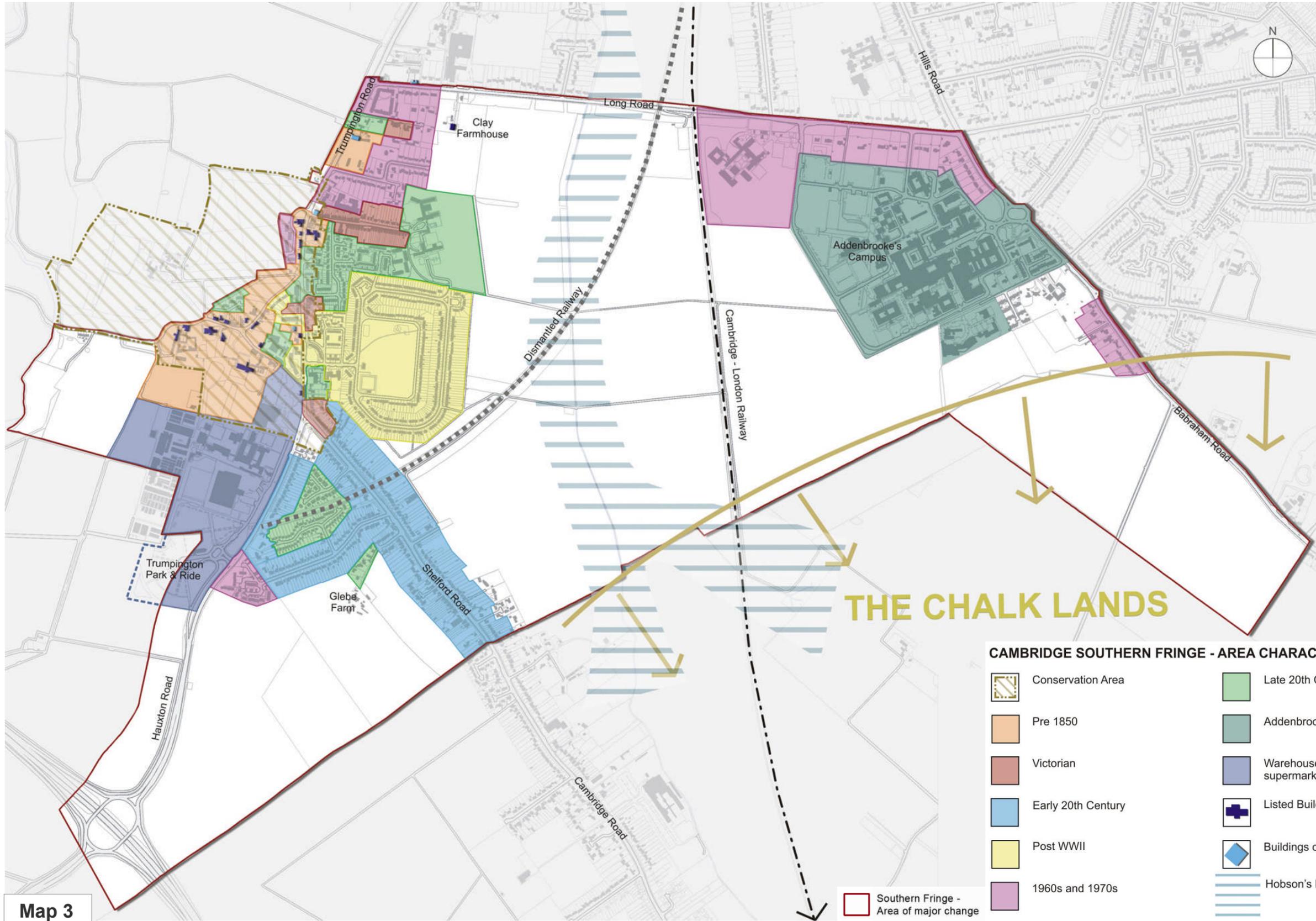
LAND USES

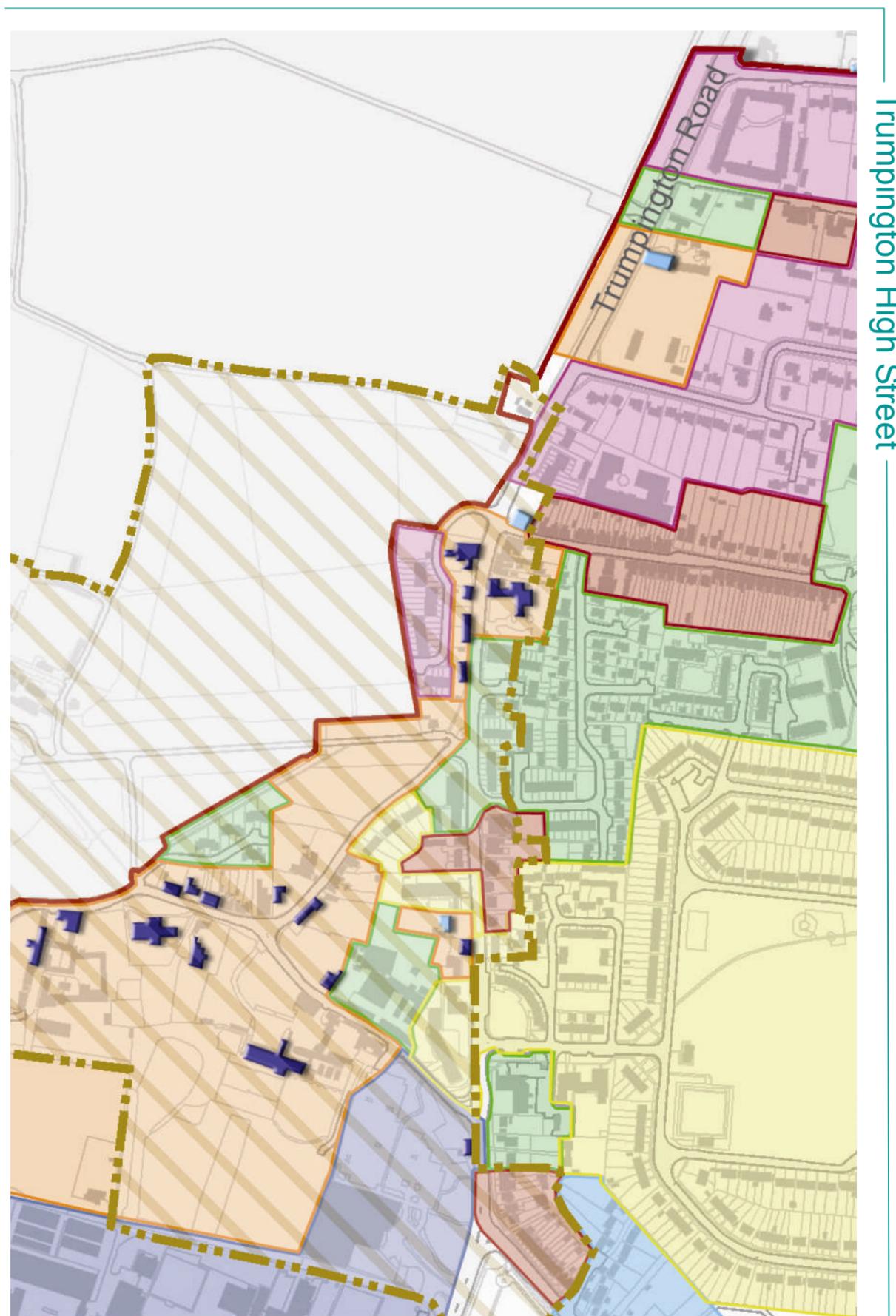
Existing land uses in the Southern Fringe may be generally described to include three main land uses: a relatively flat, agricultural landscape along the south and central portions of the area; the village of Trumpington, with predominantly service, community and commercial uses in the centre and residential uses elsewhere; and Addenbrooke's Hospital which dominates the easterly portion of the landscape beyond the rail line between Cambridge and London.

While it is considered that most of the existing land uses on the "Existing Land Use" map will remain in the near future (e.g. residential, health, education) it is also important to note that to bring forward the proposed development specific uses will be removed. Such uses include those related to the current Monsanto lands, e.g. offices, warehouses, green houses and research facilities.

The proposed development sites must be considered carefully in terms of their interface with existing development. In particular, the current land uses adjacent the proposed development sites will require careful consideration in terms of the sitting and design (height, massing) of uses and buildings. Principles relating to the treatment of such "edge conditions" will be discussed later in this document.

2.2 Area Character





BUILT AREAS

One of the principal characteristics of the Southern Fringe may be described through the age or type of buildings. The existing built-up area includes several key character areas based on the age of buildings or general location as follows:

- The existing village “core” and Conservation Area, which includes various listed buildings
- The low density, residential character of the various housing developments, including Victorian, post second war, 1960-1970s, and various 20th century house types
- The warehouse/office/agricultural buildings located on the Monsanto site
- The large scale institutional character of Addenbrooke’s Campus.

NON BUILT AREAS

The non built areas comprise farmland with shelter belts. The dominant feature are the trees belts, especially those associated with the brookside and rising land of the chalklands to the south east.

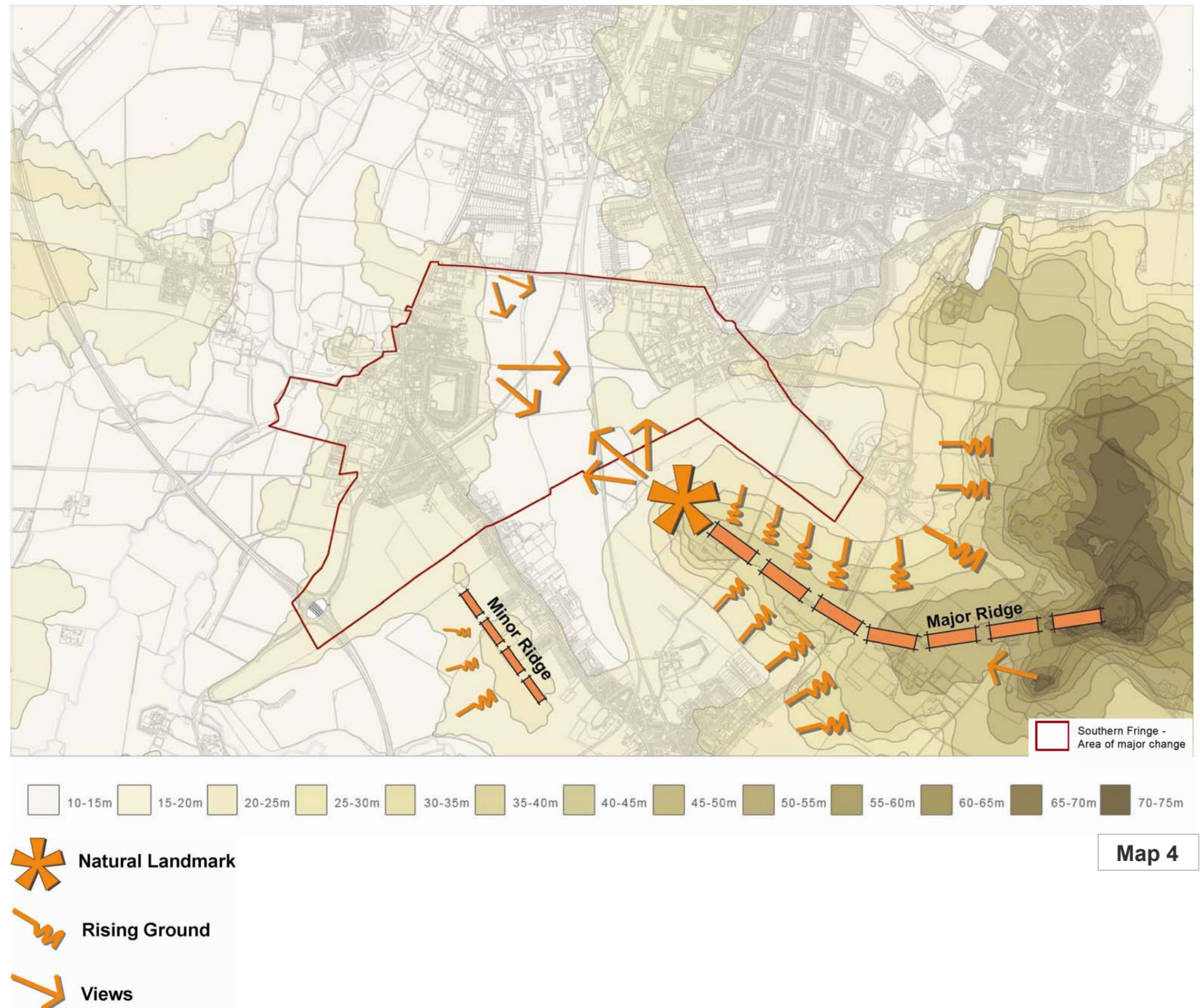
The London to Cambridge railway bisects the area, and the associated noise and movement is generally an intrusive feature.

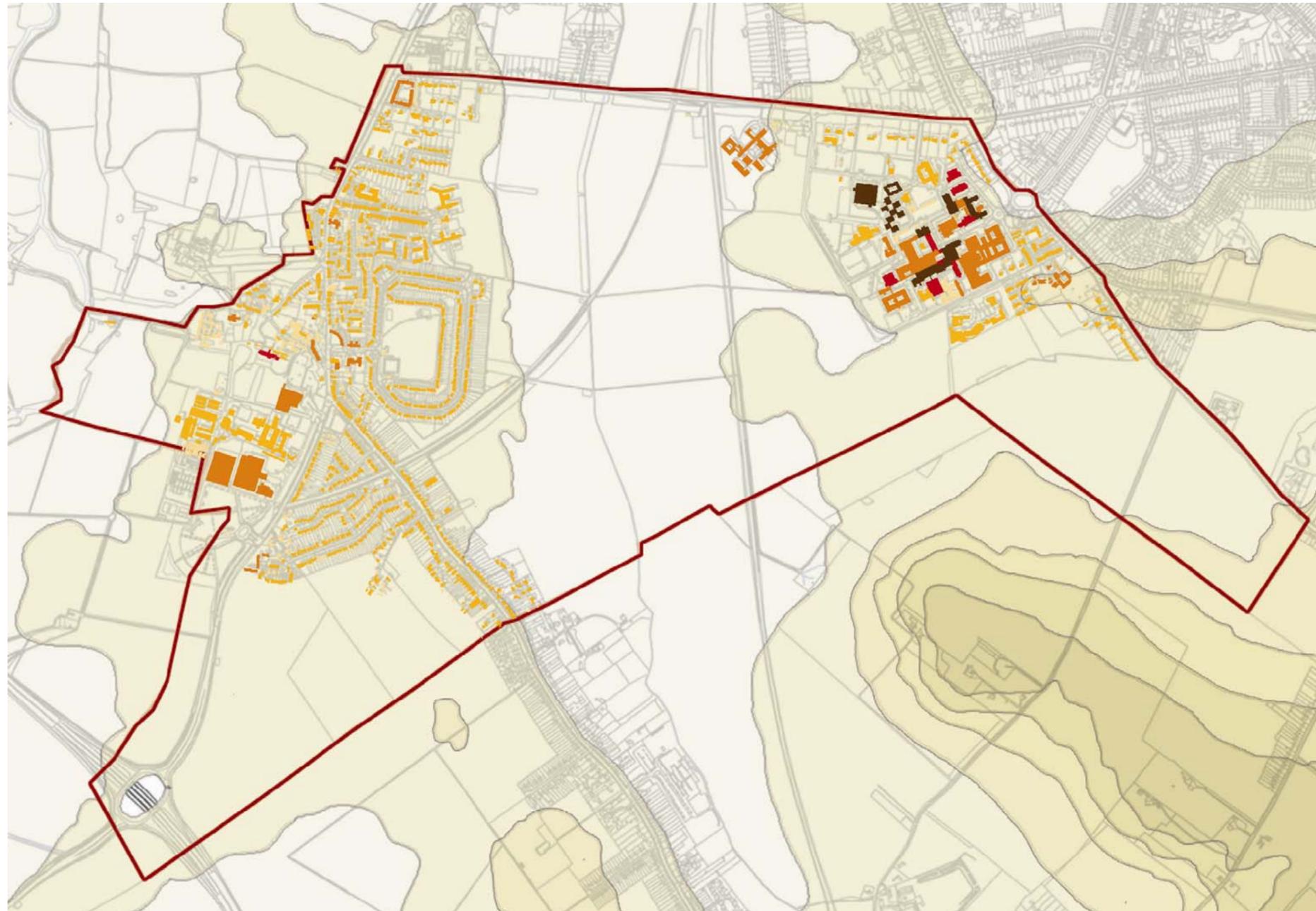
2.3 Topography

The current topography of the Southern Fringe is such that the majority of the land is between 10 and 20 meters above ordnance datum (AOD). As such, the development sites must be considered in the context of the views afforded from the south, as well as from the river Cam to the west and the Gog Magog Hills to the south east. In addition, the urban design of the new development sites must consider how this topography can be protected, yet at the same time provide for taller buildings which can act as key land marks or focal points. Taller buildings would afford the opportunity to create an interesting and identifiable skyline. They must, however, be sensitively sited so as to not overlook or dominate existing adjacent development.

In addition the design of the green corridor should respect and enhance important view cones and where possible mitigate impact of existing and proposed development.

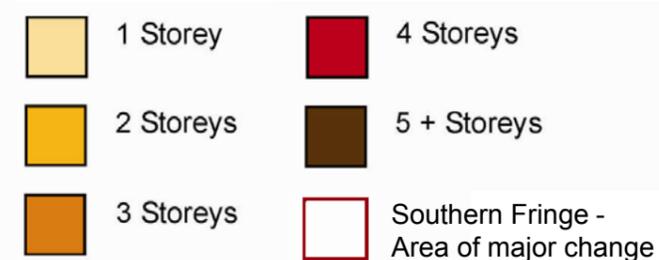
The diagram opposite indicates key views from various locations, including the Gog Magog hills to the south east.





Map 5

EXISTING BUILDING HEIGHTS



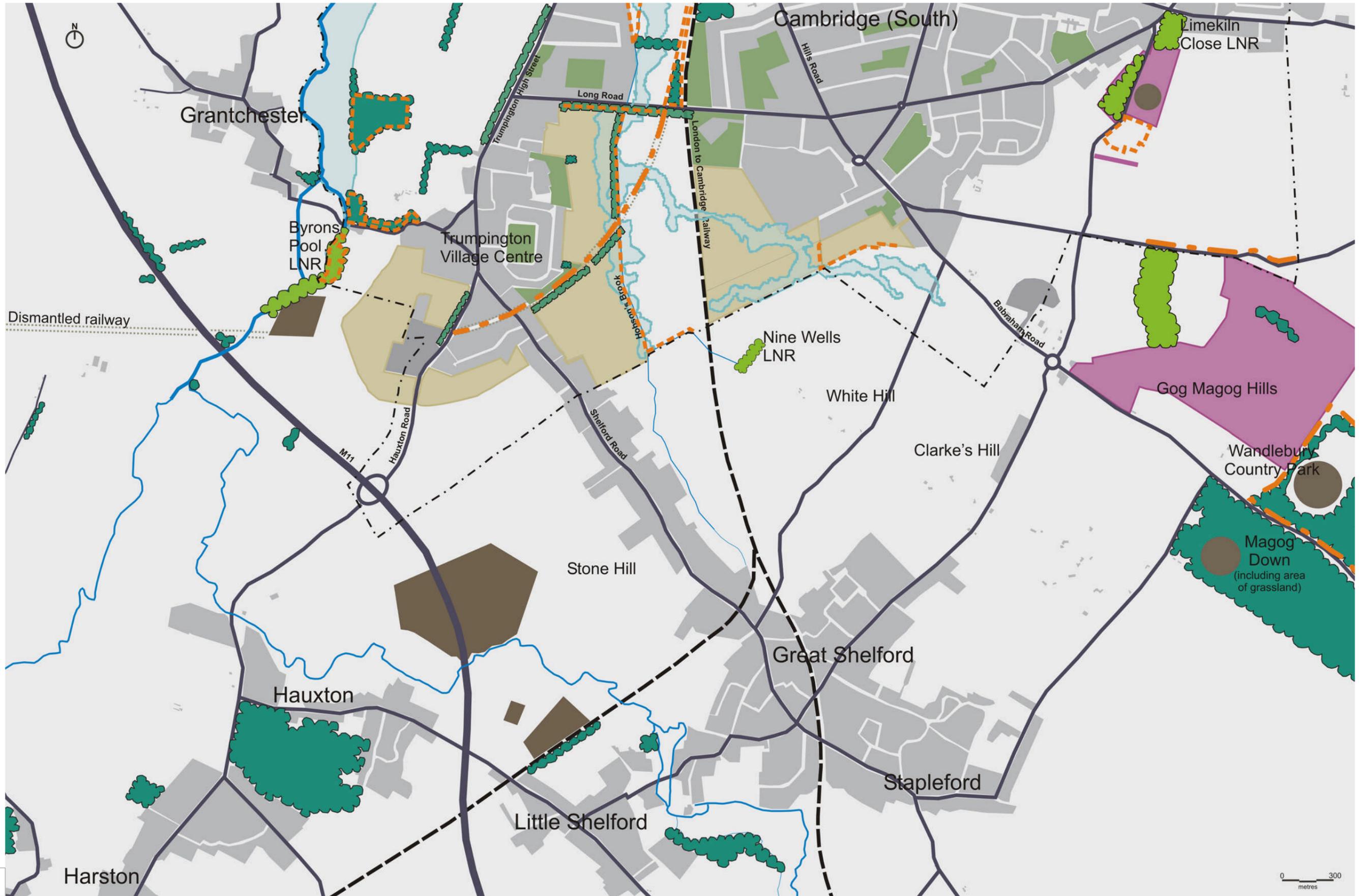
BUILDING HEIGHTS

Existing building heights across the Southern Fringe are such that two-storey buildings are the predominant height. This is particularly the case with residential uses, where the majority of the housing in and around Trumpington is two storeys in height. This includes housing along Shelford Road, Foster Road, Paget Road, Bishops Road, and other streets within Trumpington, as well as along Babraham Road adjacent the Bell School site.

Taller buildings e.g. 3-5 storeys or taller, tend to be associated with Addenbrooke's Hospital, the Monsanto site and apartment dwellings or office buildings within Trumpington.

The importance of understanding existing building heights relates to the need to determine both the interface of new building heights relative to existing, as well as the appropriate urban design strategy for each site.

2.5 Existing Landscape Situation



Map 6

CAMBRIDGE SOUTHERN FRINGE - LANDSCAPE ANALYSIS



* Flood Zones indicated are taken from the Redeposit Draft Local Plan Proposals Map. For the most up to date information please check the Environment Agency's website at www.environment-agency.gov.uk

The wider landscape of the Southern Fringe of Cambridge is mainly in agricultural use although the villages of Great Shelford and Hauxton form small urban areas to the south. The City of Cambridge and Trumpington itself form the backdrop to the southern fringe when looking north. The setting of the City will therefore be an important consideration, especially from the Gog Magog Hills to the south-west.

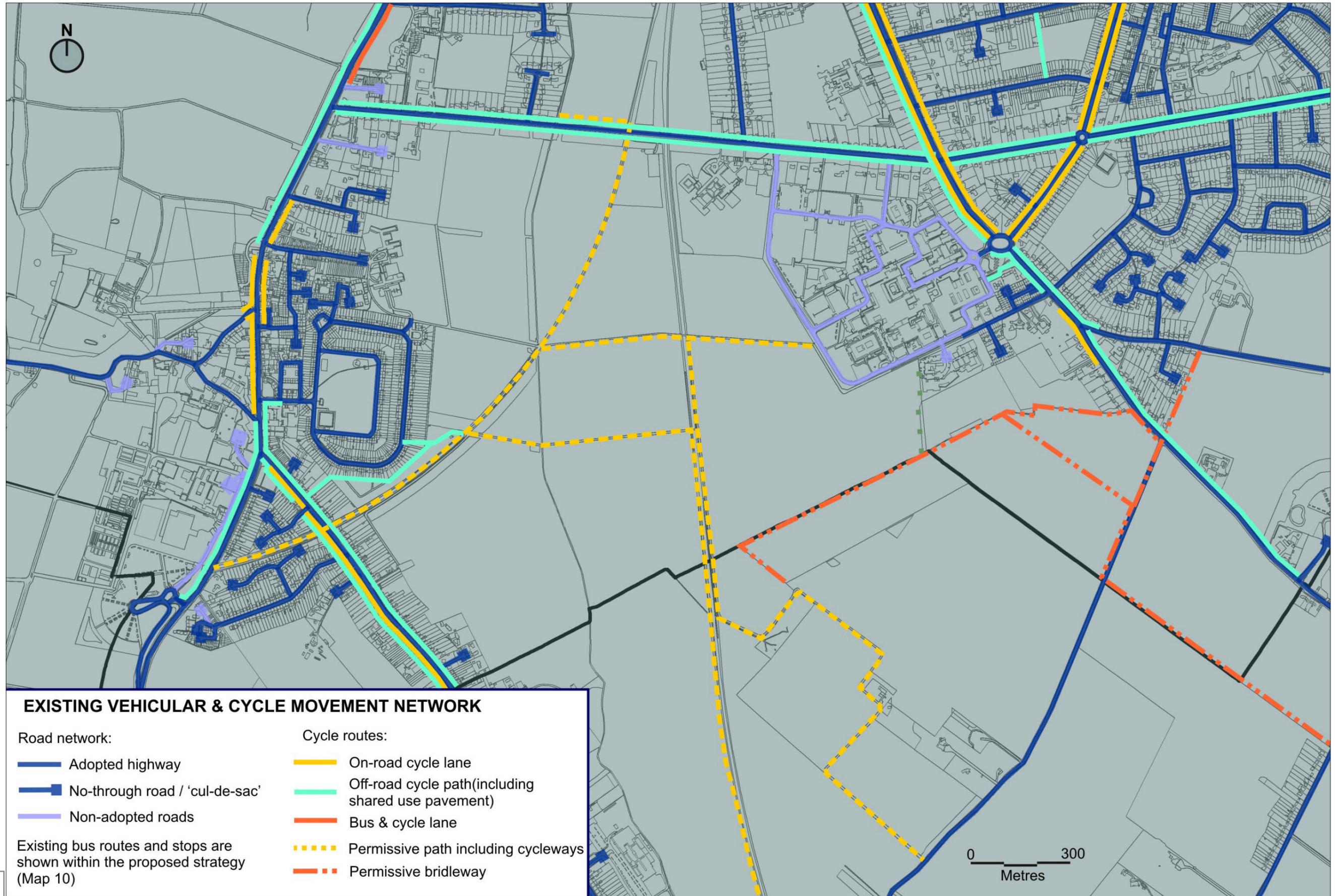
The farmland is largely devoid of significant landscape features and hedgerows are sparse. As such, long and distant views are afforded both out of and into, the proposed areas of development. A number of woodland copses and shelterbelts help to break up the open expanse of farmland.

Within the wider landscape and closer in, are a number of areas important to nature conservation. Nine Wells, to the south of the Addenbrooke's site, is a Local Nature Reserve (LNR) and Hobson's Brook, which flows from it and on into the City, forms a City Wildlife Site. The former Cambridge to Bedford railway line, which forms the alignment for the approved Cambridgeshire Guided Bus route, is identified as a County Wildlife Site.

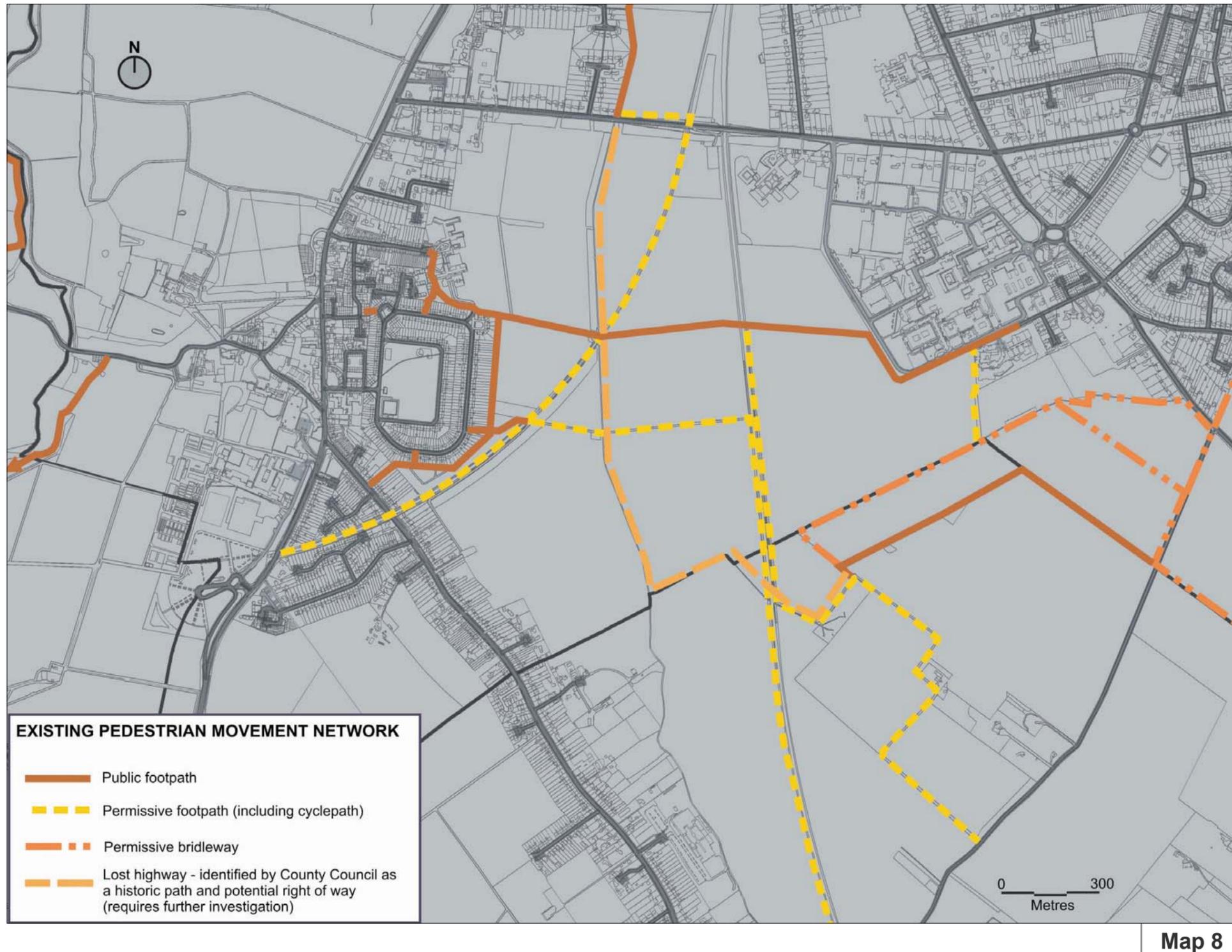
Further out from the Southern Fringe itself are the Gog Magog Hills which form an area of high ground and are designated as a Site of Special Scientific Interest (SSSI). Magog Down and Wandlebury Country Park include significant grassland habitat as well as woodland planting.

In addition to the nature conservation designations, a number of culturally important sites which exist in the wider landscape of the Southern Fringe. Wandlebury Fort, close to the Gog Magog Hills, is an Iron Age Hill Fort and Scheduled Ancient Monument. A further Scheduled Ancient Monument is located to the west of Trumpington towards Byron's Pool, namely a British Romano site on the edge of the Trumpington Meadows site.

2.6 Existing Movement Network



Map 7



The Southern Fringe is currently served by three principal vehicle routes. These include Trumpington High Street and the two routes southward i.e. Shelford Road and Hauxton Road, Long road on the northerly edge and Hills Road/Babraham Road which comprise routes to the south east.

Cycle routes currently follow the principal vehicle routes, as well as following more informal paths outside of the developed areas. Additional routes are being proposed within the Southern Fringe and will be considered in Section 3 of this document.

Current pedestrian routes within the Southern Fringe include public footpaths and permissive footpaths, cycleways and bridleways. One of the key public rights of way is the path connecting the Foster Road estate and Addenbrooke's Hospital.



3 >

Transport &
Movement

3.1 Principal junctions, Addenbrooke's Access Road and parking management

INTRODUCTION

The development of a transport and movement strategy for the Cambridge Southern Fringe relies on the interrelationship of several key components. It is important that these components work together, and place sustainability at the heart of the strategy. The components considered in this section include: principal road junctions; the Addenbrooke's Access Road; public transport; cycle, pedestrian; and countryside access.

PRINCIPAL ROAD JUNCTIONS

Principal road junctions within the Southern Fringe will include the following:

- a.. Hauxton Road at the Addenbrooke's Access Road
- b.. Addenbrooke's Access Road and Shelford Road
- c.. The intersection of the Addenbrooke's Access Road within the Showground site
- d.. The "break point" (public transport/taxi through movement only) within the Clay Farm site
- e.. Long Road and the principal route into Clay Farm

Each of the above intersections requires detailed consideration in terms of the orientation and setback of buildings, landscape, signage, and pedestrian/cycle crossing points. The County Council is the authority charged with the preparation and/or approval of the detailed road designs, and the City Council will be working cooperatively with the County to secure a high quality junction for each of the above locations.

ADDENBROOKE'S ACCESS ROAD

In early 2005, the County Council determined the alignment for the proposed access road to connect Hauxton Road in the south-west part of the Southern Fringe to Addenbrooke's Hospital in the eastern portion. The construction of this future road is a major factor in permitting improved access to the existing and future facilities on the hospital and "2020" site at Addenbrooke's. It will also act as a primary arterial route connecting the various sites of the Southern Fringe. The road will carry high volumes of traffic which in design terms will restrict the number of intersections to relatively few locations which have been demonstrated through detailed traffic study to be able to accommodate the anticipated traffic. It is important to note that the route should not provide a through route from the west through Addenbrooke's to Babraham Road.

There are three major issues of importance to the City Council in regards to the design and construction of the Addenbrooke's Access Road: detailed design of the road itself; the design of the road bridge over the London to Cambridge railway. In regards to detailed road design, the City Council together with the County Council (who will be preparing the planning application and engineering specification for the design of the road) proposes that the following key principles be established:

- a.. No central reserve within the road profile. The adjacent development is intended to be very urban in nature, and a central reserve will create an appearance of a perimeter or bypass road, and will have to be wider, more car friendly and with greater car domination.
- b.. A high quality of landscape along the entire route. Such landscape should include the creation of gateway features (either hard or soft landscape material, signage

or other methods).

- c.. Pedestrian and cycle paths which are above the road height, and which are separated vertically from each other.
- d.. Light standards which aim to minimize light transference and pollution to the surrounding Green Belt in South Cambridgeshire as well as minimize disturbance to adjacent existing and future residential uses.
- e.. A minimum of traffic signage. Excessive traffic signage generally leads to less attractive streetscapes and is not always warranted.
- f.. Hard landscaping, noise walls or a combination of materials where traffic will be passing close to residential property, particularly around road intersections.

In respect of building/development frontage, the road will pass through three separate sections: Hauxton to Shelford Road, Shelford Road to Hobson's Conduit, and Hobson's Conduit to Addenbrooke's Hospital. In the section between Shelford Road and Hobson's Conduit, the road will pass through the Showground'site. The City Council considers that through this section of the road, development should be permitted on both sides in order to help create a better sense of enclosure and therefore a more urban feel to the road appearance. Intersections will have to be carefully sited to avoid dangerous and unnecessary vehicle turning movement.

The County Council seeks to submit a planning application for the road sometime in early 2006. The City Council seeks to collaborate with both the County Council and South Cambridgeshire District Council in bringing forward these design details. Public input through the planning application process should also be undertaken by the County Council.

3.1 Principal junctions, Addenbrooke's Access Road and parking management

ADDENBROOKE'S SITE TRAFFIC & PARKING MANAGEMENT

Car parking provision for the Addenbrooke's site will need to be determined through a transport strategy and by negotiation. In light of the high level of public transport accessibility to the site, the City will seek to generally minimize the amount of non-essential car parking for all uses within the campus, in order to limit impact as a result of increased traffic. Disabled parking provision will need to be provided close to building entrances.

Further discussions are currently taking place between Addenbrooke's and the Local Authorities on methods to restrict through traffic on the Addenbrooke's Access Road between Shelford Road and Babraham Road as well as the design of such a facility. It is envisaged that a solution will be achieved alongside the detailed planning of the Addenbrooke's Access Road. Car parking standards for the Addenbrooke's site will need to be considered in regard to approved standards set out in the Cambridge Local Plan Redeposit Draft.

ADDENBROOKE'S ACCESS ROAD BRIDGE DESIGN

The proposals for the Addenbrooke's Access Road include a bridge to cross the Cambridge to London railway line. For this bridge, the following design criteria should be adopted;

1. A bridge with an open aspect design of abutments particularly on the western side (as opposed to solid, closed embankments)
2. A bridge of high quality design, materials and finishes
3. A landscape strategy which integrates the bridge and abutments into the green corridor and doesn't simply seek to cover it up
4. A bridge design which allows pedestrian and cycle routes to pass through the voids between the piers

EMERGING ACCESS ROAD PROPOSAL (Cambridgeshire County Council)



Map 9

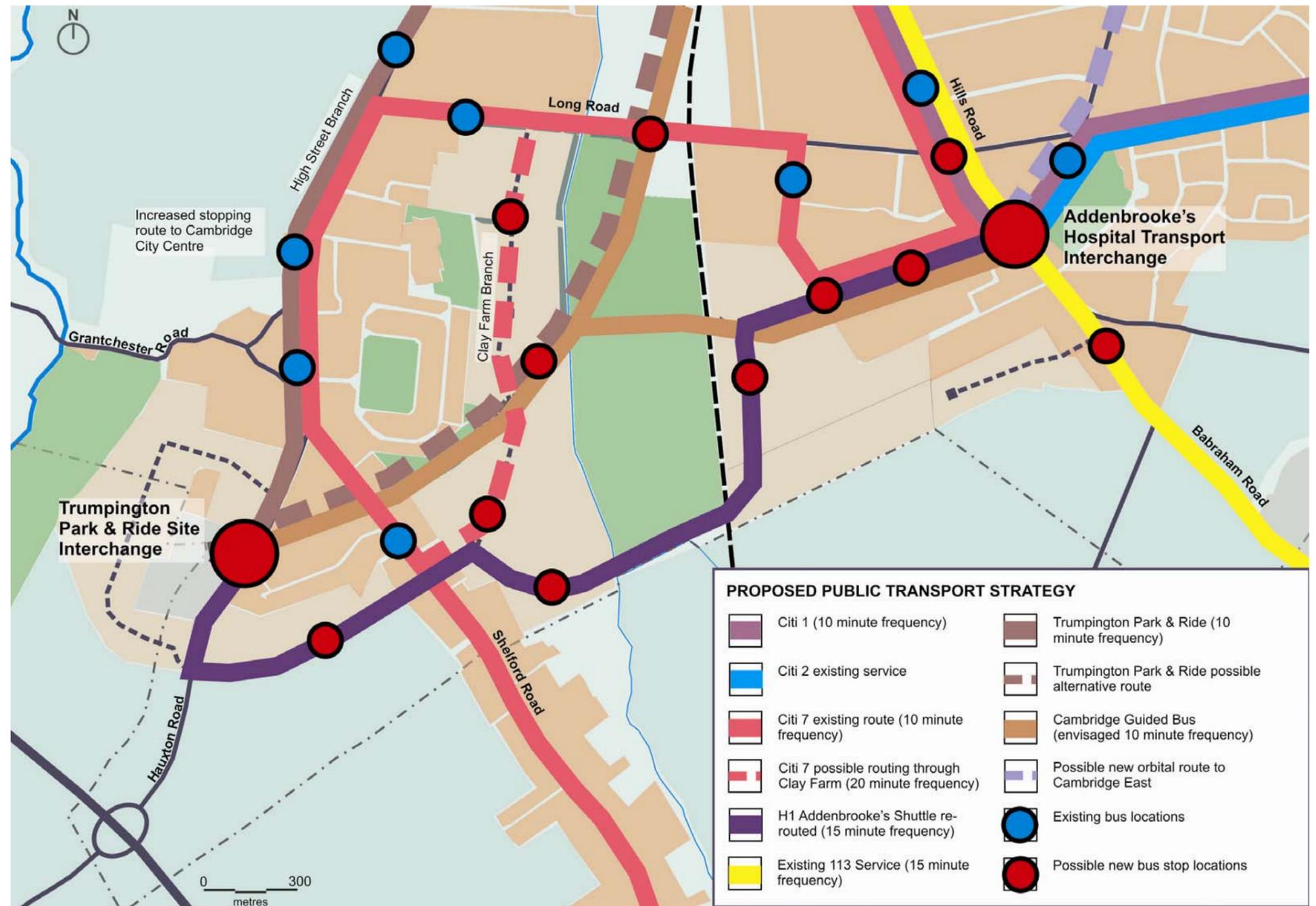
3.2 Public Transport Networks

PUBLIC TRANSPORT NETWORKS

Any strategies for public transport must be led by the County Council, in partnership with the local authorities, bus companies and developers. The City Council has prepared the following strategy (see map) which seeks to act as a basis for further discussion, negotiation and detailed route planning. The proposed public transport strategy for the Southern Fringe aims to build upon the existing network and to extend and enhance coverage to include the development sites.

The strategy utilises the two transport interchanges at Trumpington Park & Ride and Addenbrooke's Hospital. Opportunities to include more bus stops or to review existing provision will be explored to create an efficient and logical network. Trumpington Village Centre should also provide a destination for bus routes as should proposed 'nodes' in the new development areas.

The aim will be to ensure that there is a series of well-connected and high quality pedestrian and cycle routes connecting to the public transport network to help make such modes more attractive than private car trips. This will be realised through ensuring that the majority of development is not more than a 5 minute or 400m walk to stops.



Map 10

CYCLING AND PEDESTRIAN NETWORKS

Each development site within the Southern Fringe will need to have both an individual walking and cycling route plan within the site, as well as a plan demonstrating well connected routes to other sites and existing development, especially to Trumpington. A key principle to implementing any high quality, sustainable development is safe, well designed and appealing pedestrian and cycling routes. There are already some well used and established pedestrian and cycle routes in the Southern Fringe. However, opportunities exist to complement and further enhance this provision and create better connections with the countryside.

Both the County Council and City Council intend to implement improvements to the existing cycle network across the City and the Southern Fringe will include specific routes which will improve connectivity between the City and South Cambridgeshire and between the Southern Fringe and Cambridge City Centre. Map 12 indicates the principal cycle routes that will be developed in and across the Southern Fringe. It is expected that key roads within each development site will be designed to include a separate, or on-road, cycle route.

General Principles for Cycling

All the development sites should be as permeable to cyclists and pedestrians as possible. Cyclists can generally be accommodated, without any special provision, on roads that have been designed to achieve a target speed limit of 20 mph. In addition to the road network, separate pedestrian/cycle routes will be necessary to link areas of housing to each other and to community facilities. This may be where no direct road route exists or to provide a safer alternative to a busy road. Off-road links can generally be shared by cycles/pedestrians if they are at least 3.5m wide.

However, where the flows are likely to be high, such as main links to schools /shops or other community facilities, segregation by level should be considered as set out in the Department of Transport Local Transport Note 2/04. Cycle links that are perceived as being 'pedestrian surfaces' should be avoided.

Along the proposed Addenbrooke's Access Road on-road cycleways of 1.5m should be provided in both directions. On the north side a segregated 2m off-road cycleway should be provided along with a 1.5m wide footway for pedestrians. This will be used by those cycling from Monsanto, Glebe Farm and Clay Farm/ Showground to Addenbrooke's.

The National Cycle Route 11 from Shelford needs to link onto the Addenbrooke's Access Road allowing cyclists to travel both to Addenbrooke's and towards the Showground site and beyond. Cyclists also need to be able to cross the railway line and link to the proposed cycleway along the proposed Cambridgeshire Guided Bus route, possibly across the green corridor. This may require a 'loop' for cyclists and pedestrians, going under the bridge and back up onto the ramp of the future bridge over the rail line.

There is limited 'permeability' between Clay Farm and Trumpington High Street, with quite a lengthily route from some parts of development to the 'local centre' on the Clay Farm site. A route through to the southern end of Foster Road near the allotments should be provided.

A route through to Grantchester Road / Church Lane could provide a useful route to the City Centre for cyclists. A section of shared use path on the south side of Grantchester Road to a point where visibility is sufficient for a signalised crossing may be required. A route to Hauxton should be provided using the existing bridge over the M11, which could link

through the site to a cycleway on the disused railway route, Addenbrooke's Access Road, Church End and Grantchester. As well as an internal route, an off-road link at the edge of the site could be considered. A 'leisure' route could be provided to run parallel to the road to link the development with the path to Byron's Pool nature reserve.

There is limited permeability to the north for the residents of Glebe Farm, meaning it will be distant from local facilities either in the High Street or by the 'CGB node'. A pedestrian/cycle access into the site could be provided further north with possibly a section of shared use path up to the Park & Ride. A crossing facility would be needed to then link to the Park & Ride.

In regards to the Bell School site, the most attractive access point for non-car users will be Greenlands, which links through to Addenbrooke's, including the bus interchange. A link through the site to the National Cycle Network Route 11 from Great Shelford must be provided, to link with Robinson Way.

In regards to Addenbrooke's Hospital, Robinson Way will be an important link for cyclists to access Long Road and the rest of the site. Cycle lanes (of at least 1.5m) may be necessary unless vehicle speeds will be kept to 20mph by traffic calming, and on road parking must be prohibited on future adopted public roads constructed as part of the Addenbrooke's 2020 development. The link between Robinson Way and Red Cross Lane will require improvements for on-road cyclists to turn right on the sharp bend.

3.3 Cycling and Pedestrian Networks

COUNTRYSIDE ACCESS

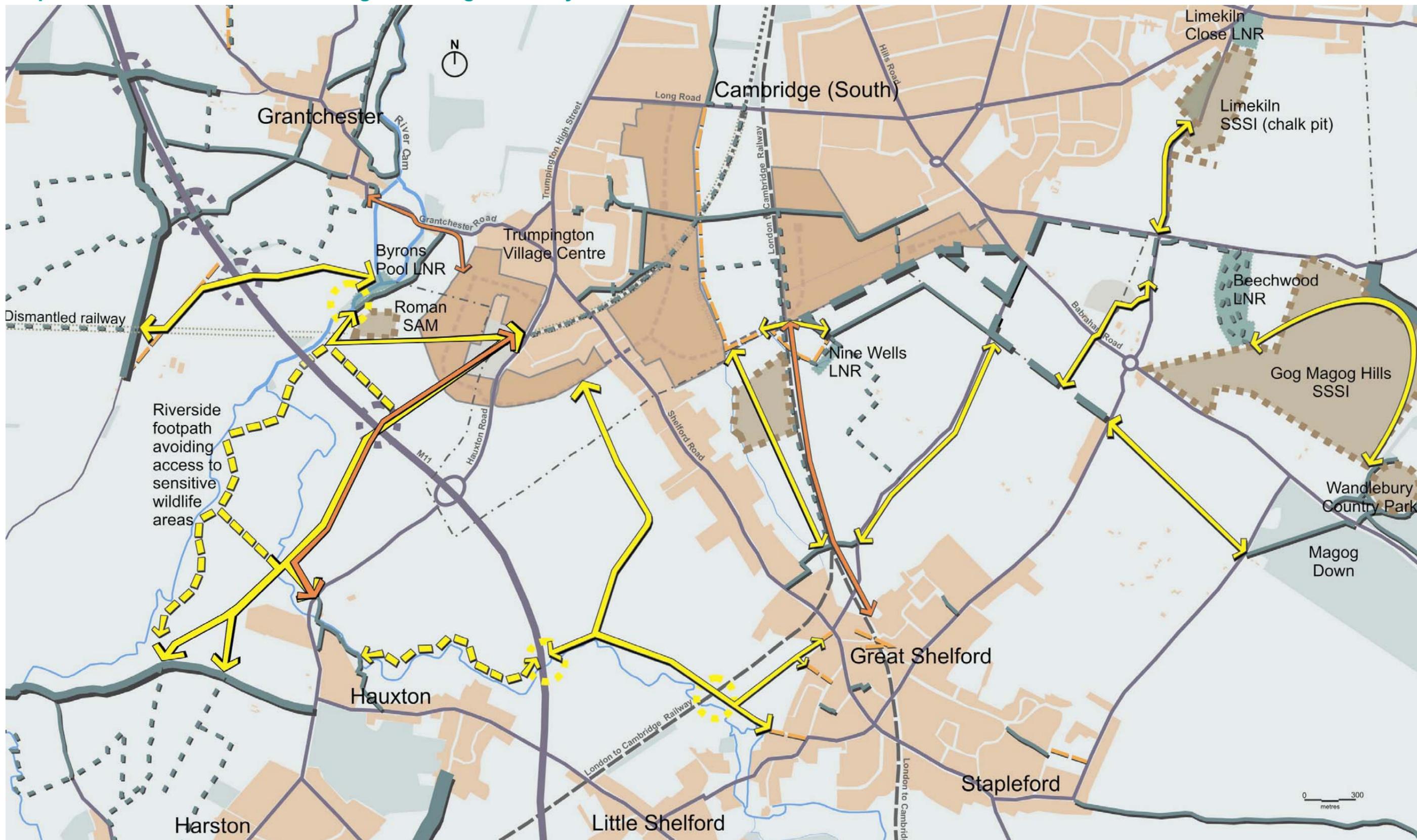
Development of the Cambridge Southern Fringe should contribute toward the regional network of public rights of way for vulnerable traffic (walkers, cyclists, horse-riders and carriage-drivers). This will enable better access to the countryside, encourage more healthy lifestyles and sustainable choices of travel between settlements and sites of interest, and ultimately help strengthen the rural economy.

Map 11 shows the areas through which it may be desirable to create new linking paths. In addition, the upgrading of existing rights of way may be necessary in order to achieve access improvements for the wider community. Negotiations with landowners and detailed analyses will be necessary to determine exact alignments of future rights of way.

The County Council is investigating known routes referred to as “Lost Highways”. These are routes that do not currently appear on the Definitive Map & Statement of Public Rights of Way (legal record), but which may already carry rights of way. One such example runs along the east side of Hobson’s Brook from Long Road to Nine Wells. Further investigation, and implementation work should be carried out as part of development proposals on adjacent sites.



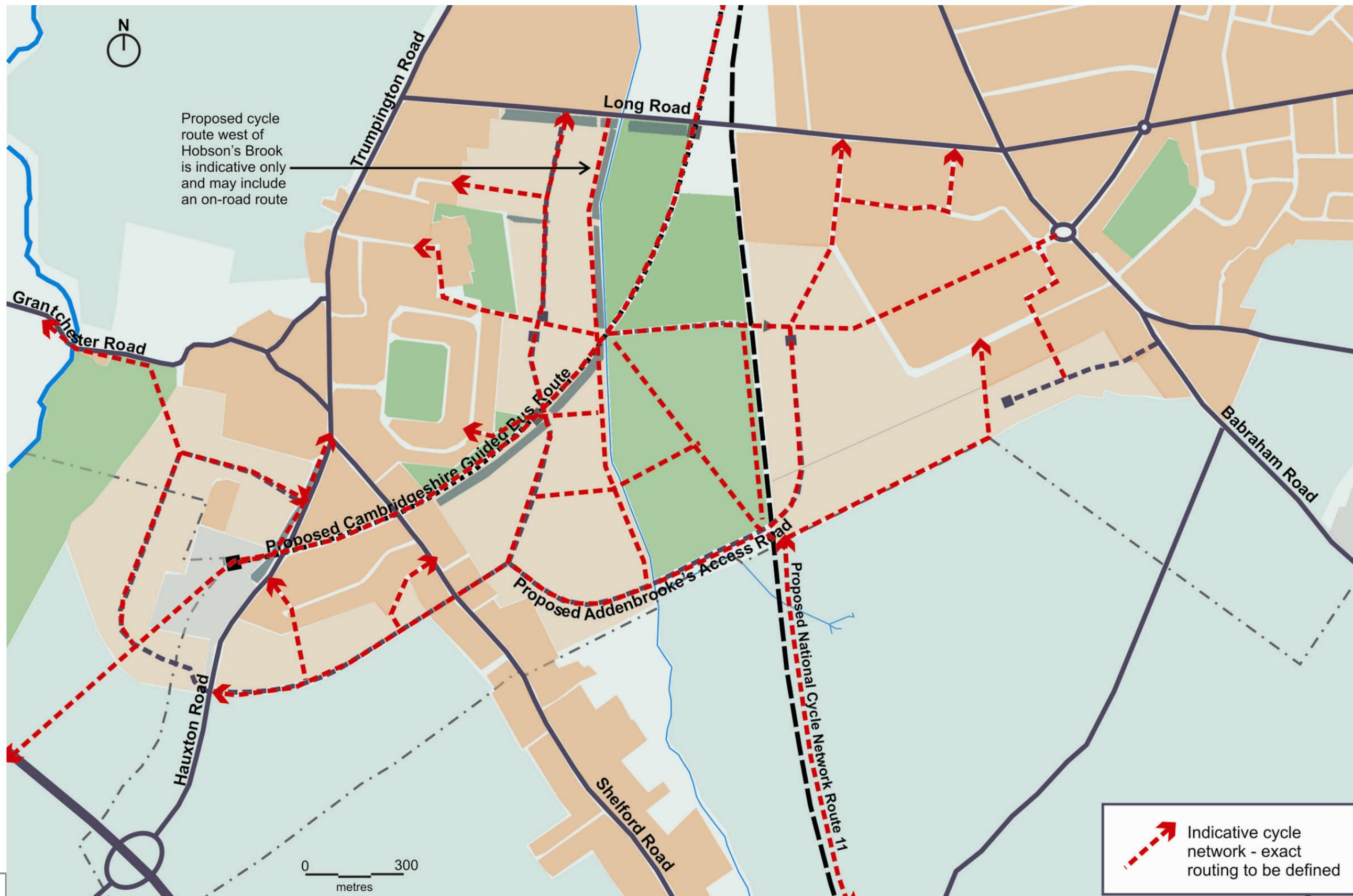
Proposed connections to surrounding Public Rights of Way network



Map 11

3.3 Cycling and Pedestrian Networks

Proposed Cycle Network - indicative routes



Map 12



4 > Community Uses

4.1 Community Facilities

INTRODUCTION AND BACKGROUND

The village of Trumpington will undergo considerable change in the coming years with the addition of approximately 3500 homes on land within the Cambridge City boundary (there will be further development on land within South Cambridgeshire on the Monsanto Site). There will also be considerable growth with the development at Addenbrooke's Hospital. New and existing residents will need services and facilities to support and compliment their lives. How services and facilities are arranged and located will play an important role in determining the sort of place which Trumpington becomes in the coming years and also how the character of the existing village is preserved. It is important to plan for the future and to set up a structure which allows the village to evolve whilst maintaining the positive characteristics of the place.

Policy background

Policy 9/5 states that the development of the Southern Fringe represents a real opportunity to 'create an example of best practice in sustainable development'. Policies in the Redeposit Draft Local Plan seek to consolidate local shopping and services in the centre of Trumpington through introducing new and complimentary uses to those which exist already. The consolidation of the centre seeks to maintain vitality and viability of existing shops and services and to help ensure the success of new facilities too.

Guidance received from the County Council, as well as that contained in the Redeposit Draft Local Plan, indicates a preference for Community Facilities in central locations to best serve existing and new residents and to utilise good pedestrian and cycle links. The general presumption is that the Community Facilities should be provided within the existing area of Trumpington. If this is not possible, land will need to be allocated to enable provision in new areas.

Redeposit Local Plan 2004 Policy Extracts

5/12 New Community Facilities

Proposals to develop new or extend existing community facilities, for which there is a local need, will be permitted. The development of City wide or Sub-regional community facilities will be permitted if they are provided in sustainable locations.

5/13 Community Facilities in the Areas of Major Change

Development in the areas of major change will only be permitted if they are provided with all appropriate community facilities in accordance with an agreed phasing plan. Land may be allocated for City wide/Sub-regional community facilities in these areas. This will be set out in the relevant further guidance for each scheme.

5/14 Provision of Community Facilities through new development

New developments which lead to an increased demand for community facilities will be expected to provide or contribute to the provision of appropriate community facilities including education and childcare facilities to meet the needs of residents, employees and visitors.

5/15 Addenbrooke's

Development at Addenbrooke's will be permitted if it can be demonstrated that it is required to meet local, regional or national secondary health care needs or for associated biomedical and biotechnology research and development activities, related higher education or research institutes. This is provided that it is in accordance with an agreed site Masterplan which covers the existing hospital campus and any proposed additional areas adjoining.

9/5 Southern Fringe

g) consolidation of local shopping and services in Trumpington centre and local neighbourhood shopping in areas of new development

Community Facilities Consultation

The preferred location for the Community Centre and Primary Health Care Centre along with other Community Facilities in the Southern Fringe, presented later in this chapter, have been informed by a number of documents, consultation exercises and discussions which are listed below;

- Trumpington Residents Association document 'Future Development of a historically important parish' (September 2004)
- Stakeholder Consultation (October 2003)
- Public Consultation Meeting and Workshop (March 2005)
- Trumpington Residents Association Meeting (July 2005)
- Meetings of the Southern Fringe Member's Reference Group
- Draft Council Framework for Service Provision produced by Cambridgeshire County Council
- Emerging masterplans for the various sites which comprise the Southern Fringe and discussions with developers
- Discussions with County and City departments including education and community services
- Feedback on the Southern Fringe ADF Draft Strategy (July - September 2005)
- Feedback on the Cambridge Southern Fringe Area Development Framework - draft for public consultation (October - November 2005)

Community Facilities definition

The Redeposit Local Plan defines ‘Community Facilities’ as those facilities which ‘help meet the varied needs of the residents of Cambridge for health, educational and public services as well as social, cultural and religious activities.’

Community Facilities described within this Area Development Framework fall within Class D1 “Non residential institutions” of the Use Class Order. In addition the following sub-categories of Class C “Residential Institutions” covering hospitals, residential schools, colleges or training centres are also considered to be Community Facilities.

This section of the ADF considers the following community facilities for the Southern Fringe; a Community Centre, Primary Health Care Centre and the Library/Lifelong Learning Centre. Faith provision is also considered. Facilities such as the Primary and Secondary Schools are also considered in this chapter.

It is recognised that shops and other related services will form an important component of providing for the needs of existing as well as new residents ‘Local Centres’ will be provided within the new development areas with the purpose of providing for the day to day service needs of residents through the provision of facilities such as newsagents. They will not replace the existing services located in the centre of the village. Details of the local centres will be determined through the detailed masterplanning of the development areas.

COMMUNITY FACILITIES – EXISTING SITUATION

Shops and Services

The village contains a range of shops and services to meet local needs and these are focused along the High Street

which runs north-south through the village. In addition to the shops a doctor’s surgery and village hall are currently located along the High Street. At present these facilities are located on a well serviced public transport route and are accessible to most of the village on foot within 5-10 minutes walk. Such locations encourage walking and cycling and minimise car use.

The existing range of community facilities in Trumpington is identified below.

Community Centre/Village Hall

Provision is currently split between 3-4 sites in the Southern Fringe as follows:

- Village Hall
- Church Hall (recently closed)
- Fawcett School
- Pavilion on King George V playing fields

The existing facilities are, on the most part, cramped and dated.

Doctor’s Surgery

This is currently located in temporary buildings behind the Village Hall on Beverley Way. The facilities are small and unlikely to accommodate increased demand in the future.

Library and Lifelong Learning Provision

At present no permanent facility exists in Trumpington. A mobile library does however visit on a fortnightly basis.

Faith Provision

The parish church of St Mary and Michael is located on Grantchester Road in Trumpington. The Cambridge Community Church is located on Alpha Terrace to the east of the High Street.



Parish Church of St Mary and Michael



Existing Village Hall



Anstey Way shopping parade

4.1 Community Facilities

DELIVERING COMMUNITY FACILITIES IN THE SOUTHERN FRINGE

Guiding principles

The creation of a more sustainable form of development lies at the heart of the vision for development in the Southern Fringe. ‘Sustainability’ encompasses environmental, economic and social aspects. Trumpington should continue to be an attractive place in which to live and be a part of, but it should also accommodate the required changes to meet the needs of future residents. This means that a long-term view for the development and expansion of the village along with the rest of the Southern Fringe is needed. The outcome should be to design a place which promotes a healthy and sustainable community.

The following principles will help to inform the rationale for community facility locations in Trumpington.

- A place which promotes walking and cycling and is located near to or on public transport routes. Such development will minimise car based trips through the creation of ‘walkable neighbourhoods’. Facilities and services should be within a 10 minute, or 800m walk of the majority of the village.
- Development which makes efficient use of land by making buildings and sites work harder through minimising land take and maximises the potential for the co-location and sharing of facilities and infrastructure.
- Services which support and complement each other. The location of services and facilities in close proximity to each other which are easily accessed from all parts of the village and will add to the viability and vitality of the centre of Trumpington. Such a place is more likely to succeed because people will visit all facilities in one trip rather than making separate trips to use them.

Siting of Community Facilities in Trumpington

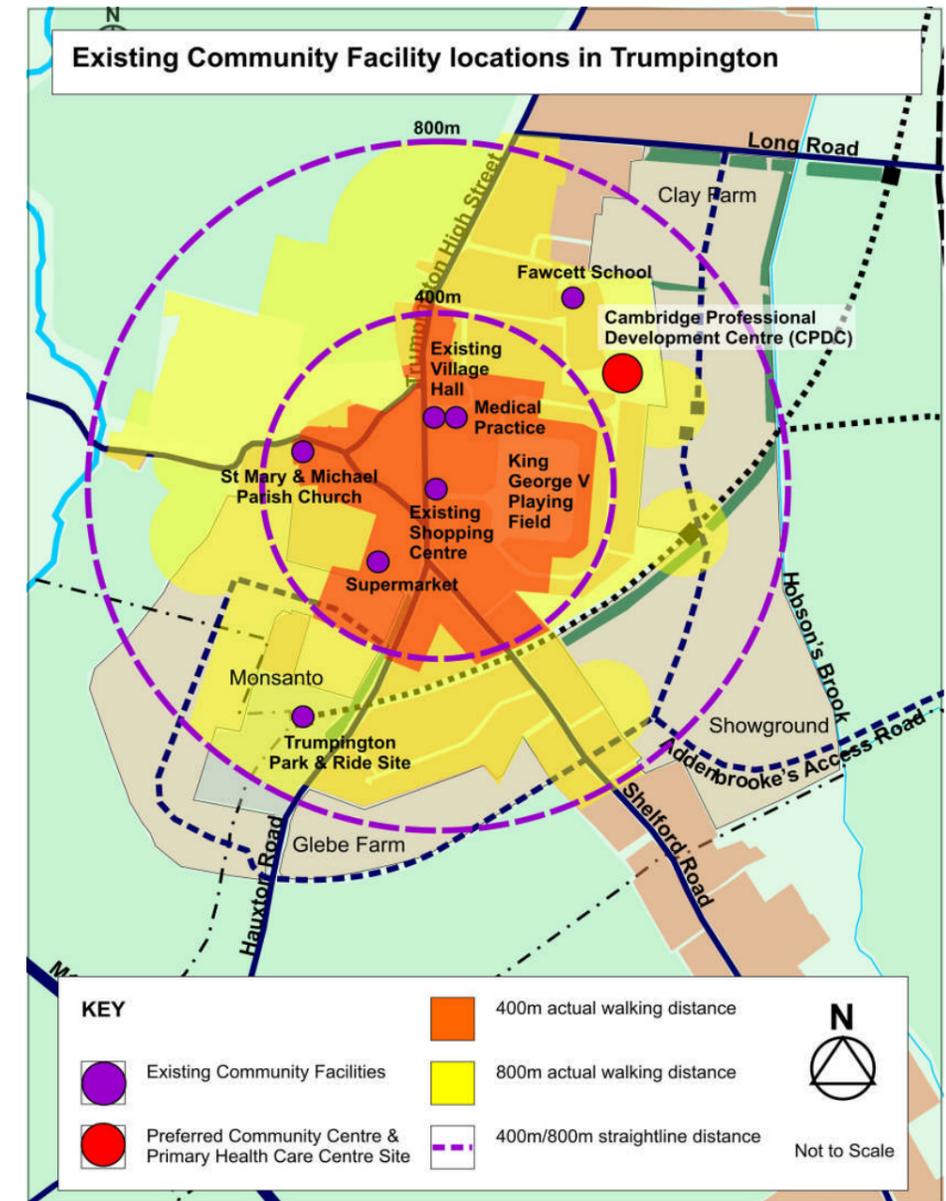
The gradual evolution of the village over the centuries has resulted in the location of most services and facilities in the centre of the village, as these were the most accessible locations by foot and bicycle before the private car was common. Later additions such as Fawcett School have been added to the edge of the village due to the size of site they require and the availability of land.

As mentioned previously, input from Members of the City and County Council and from the public workshop in March 2005 highlighted the need to provide facilities as early in the development process as possible. Central locations for the facilities were considered to be important and this view is supported by the Redeposit Local Plan Policy 9/5 for the Southern Fringe.

There are obvious benefits in terms locating services and facilities in the centre of the settlement. Such locations are well connected to existing public transport routes and can be reached on foot within a 10 minute walk of the majority of the village. This links back to the creation of ‘walkable neighbourhoods’ which aim to minimise car based trips through making services and facilities accessible to users via attractive walking and cycling routes.

An easy to use and direct pedestrian link will mean that people are much less likely to use their car to access services and facilities. Such routes should be direct and well connected across the village to form a network of paths which best serve the development.

Opportunities for co-location of facilities should also be explored in order to make more efficient use of available land and to minimise land take. For instance, the car-parking associated with one facility could be used by another one as



Map 13

well. Similarly where facilities are combined into the same building reduced construction and running costs can be achieved. Consideration should also be given to 2 or 3 storey buildings to allow for smaller building footprints and reduced land take.

COMMUNITY FACILITIES REQUIRED IN THE SOUTHERN FRINGE

Introduction

The following facilities have been identified as being needed for Trumpington to meet the needs of the existing as well as proposed development. These facilities are as follows;

1. Community Centre

This facility should include meeting rooms, a kitchen and a youth wing. In 2004, the Trumpington Residents Association (TRA) set out in quite some detail their aspirations for the Community Centre, which is helpful in considering the specific needs of the community.

2. Primary Health Care Centre

The Primary Care Trust (PCT) have set out a requirement for a 1000 square metre surgery with a Community Pharmacy, Dentist and other complementary health services. The PCT would ideally like to be located in a new building close to the existing centre of Trumpington. Again the TRA have included a preferred location in the September 2004 document.

3. Library/Lifelong Learning Centre

The space required is 350 square metres. The County Council as the provider of such a facility have advised that it could be a standalone building or located in a space shared with other community uses.

The County Council preference is for a location in the centre of Trumpington with good pedestrian and cycle access. The County have considered two options; 1) near the shops on Anstey Way/High Street junction and 2) near to the Waitrose store and the Park & Ride site.

Timing and delivery of Community Facilities

The City Council's aim is to provide the Community Facilities as early on in the development of the Southern Fringe as possible. The Planning Obligations Strategy in Section 7 of this document provides further details on the mechanisms for the delivery of the required Community Facilities.

The timing of the delivery of the Community Centre and the Primary Health Care Centre presented in the ADF will also be affected by the need to provide road access to the preferred site. Further work will be needed to determine the feasibility of providing access to the site in the short term and also once the 'spine' road, to be constructed as part of the Clay Farm and Showground developments, has been completed.

The Existing Village Hall

With the construction of a new Community Centre the use of the site occupied now by the existing Village Hall will need to be considered. The building itself could be capable of re-use for a variety of uses.

COMMUNITY FACILITY LOCATION OPTIONS

From 'vision' to 'reality'

The purpose of the Area Development Framework is to translate Policy and 'Good Practice' along with the needs and aspirations of residents into a workable solution which achieves the best solution between all the interested parties for, amongst others, the delivery of community facilities.

The ADF Draft Strategy of July 2005 undertook to identify a series of possible locations for a Community Centre and a Primary Health Care Centre. This original 'draft strategy' was further refined through the public consultation draft of October 2005 which has therefore informed the preferred option for

inclusion in this ADF.

The delivery of Community Centre and Primary Health Care Centre is not just a geographical concern. The views of existing residents have been equally important in terms of creating a sense of ownership and securing support for any proposed scheme. The Trumpington Residents Association (TRA) have previously produced a document in September 2004 'Trumpington – future development of a historically important parish' which articulates their vision for the redevelopment of the Southern Fringe including details on the types of community facilities required in Trumpington.

Community Centre and Primary Health Care Centre Options

The preferred option for the location of the Community Centre and Primary Health Care Centre in the Southern Fringe has been informed through considerable consultation with local residents and other interested parties throughout 2005.

Ideally a location on or near the High Street would be the best location for any of the required Community Facilities in Trumpington. Such a location would be well related to public transport routes, existing shops and services, and would help to achieve a more sustainable location of uses for the future expansion of Trumpington.

However, finding locations for these facilities in the centre of the village is problematic. Few sites exist in the village centre capable of accommodating the scale of facilities required e.g. meeting space, hall and recreation uses. The only site which begins to meet some of these criteria, identified as 'Option 1: King George V Playing Fields' in the July Strategy was discounted after considerable local opposition to partial redevelopment of the playing field.

4.1 Community Facilities

'The Area Development Framework draft for public consultation' of October 2005 undertook to solicit further opinion and feedback on the remaining two options, namely, the 'CPDC Site' (Option 1) and 'Land to the rear of Paget Close' (Option 2).

PREFERRED COMMUNITY CENTRE AND PRIMARY HEALTH CARE CENTRE OPTION



Map 14

Preferred Community Centre and Primary Health Care Centre Option

Of the two remaining options for the location of the Community Centre and Primary Health Care Centre, it is felt that 'Option 1: CPDC Site' represents the best compromise in

terms of location and deliverability of facilities. Compared with the 'rear of Paget Close' option on Clay Farm, it is better connected to the village and is not dependent on the construction of the Addenbrooke's Access Road and associated 'spine road' for the Clay Farm and Showground developments.

Whilst the CPDC is considered to provide the better of the two remaining locations for the Community Centre and Primary Health Care Centre, there are some issues which will need to be resolved, particularly with regards to access. Furthermore, if the CPDC cannot be brought forward as the site for the Community Centre and Primary Health Care Centre, the option of land to the rear of Paget Close on Clay Farm may need to be revisited. The rear of Paget Close option effectively forms the City Council's 'fall-back' position for the location of the Community Centre and Primary Health Care Centre in the Southern Fringe.

Retention of the CPDC in Trumpington

There are in itself a number of potential options and decisions which need to be made when considering the location of the Community Centre and Primary Health Care Centre on the CPDC Site. A major consideration is whether the CPDC is relocated or retained on the site alongside the Community Centre and the Primary Health Care Centre. The County Council, together with the City Council, will be undertaking further work in this regard.

Co-location of facilities

The strategy developed through this ADF has been to promote the co-location of facilities in order to make efficient use of available land and encourage interaction between facilities. Therefore the provision of the Community Centre and the Primary Health Care Centre alongside the CPDC could be compatible and offer the chance to extend the range

and provision of services available. Additionally, the facilities could share car-parking and other associated infrastructure.

New or 'adaptive reuse' of buildings

A further consideration is whether the existing buildings on the CPDC Site are retained and reused (adaptive reuse) or whether the site is cleared and new purpose built facilities are provided. There are positive as well as negative aspects to each of these options and further work will need to be undertaken in 2006 to establish which option will deliver the best Community Centre and Primary Health Care Centre for existing and new residents of Trumpington.

Access and traffic impact

The major problem with locating the Community Centre and Primary Health Care Centre on the CPDC site is providing direct access for all transport modes, including for pedestrians and cycles.

In terms of creating a more sustainable form of development and minimising car based trips it is essential that walking and cycling are seen as viable alternatives to the car. It must however be accepted that car based trips will make up a significant proportion of journeys, particularly to the Primary Health Care Centre and so vehicle access will be a major requirement.

In the short-term, access to a Community Centre and Primary Health Care Facility on the CPDC site will have to be from Paget Close/Foster Road. This could mean bringing additional traffic through the estate along Foster Road and Anstey Way. The effect of traffic on the existing residential road network will depend upon whether the traffic generated by a Community Centre and Primary Health Care Centre on Foster Road and Anstey Way replaces or adds to existing trips undertaken to the CPDC.

In the long-term it should be possible to access the facilities from the spine road which will form part of the Clay Farm and Showground developments to the immediate east of the CPDC Site. This will be considered in detail as part of the detailed masterplanning of Clay Farm. In order to reduce the length of car based trips it would still be desirable to allow some access through the estate via Paget Close even in the long-term. The avoidance of 'rat-running' is a concern that will need further, more detailed work, to resolve if it does prove to be problematic in the future.

Library/Lifelong Learning Centre

The County Council have indicated that a site is required either in the centre of the village on Anstey Way or near to the Trumpington Park & Ride site. The preferred location would be somewhere on Trumpington High Street.

One location option, which is somewhat dependent on the timing and delivery of the Community Centre and Primary Health Care Centre, is the reuse of the existing Village Hall and Doctor's Surgery sites on Beverley Way which would provide a central 'High Street' location for Library/Lifelong Learning Centre. Further work will be needed to establish how the existing Village Hall building could be sensitively reused and converted to provide a high quality facility which meets the needs of the community. If it is not deemed possible to reuse the building or the site is unavailable, consideration may need to be given to the co-location of the Library and Lifelong Learning Centre with the Community Centre.

Faith provision in the Southern Fringe

A survey into the adequacy of provision for faith in Trumpington will be carried out by the developers as a whole to the satisfaction of the City Council. Where need is identified, that cannot be satisfied by existing places of

worship, reasonable provision should be made by the developers to meet that need commensurate to the extent that the need is generated by the new development. This may take the form of 'serviced land' which can only be developed for faith provision or contributions made towards the provision of places of worship on such land.

Other services and facilities

The police have a requirement for a 300 square metre space to meet the needs of the Southern Fringe. It is felt that this would be best located as part of the Community Centre, where co-location would provide benefits in terms of cost, social interaction and accessibility.

Community facilities strategy

The 'Community Services' department of the City Council will be undertaking further work in early 2006 to establish in more detail the type of Community Centre provision appropriate for Trumpington and the new development sites.

The strategy will build on the consultation already undertaken and the helpful information contained in the TRA booklet 'Trumpington – future development of a historically important parish' of September 2004'. The study will also examine the potential for facilities as part of an 'extended school' on the Trumpington Meadows site (former Monsanto Site).

In summary it will aim to create a comprehensive strategy for the provision of the required Community Facilities throughout the Southern Fringe.

4.2 Schools

PRIMARY SCHOOLS

The Redeposit Draft Local Plan requires land to be set aside for primary school provision. Cambridgeshire County Council is the Local Education Authority and has determined that there is a need for two new primary schools and an expansion of the existing Fawcett Primary School to accommodate the current and future population in the Southern Fringe.

In respect of the new primary schools, two sites are proposed as the preferred location. The first being relatively central on the Monsanto site (Trumpington Meadows) and the other being required within the Showground site east of Shelford Road.

The required site sizes, as detailed by the County Council recently, include 2.3 hectares within the Showground site for a 2 form entry (420-place) primary school, and 1.5 hectares within the Monsanto site for a 1 form entry (210-place) primary school.

In addition to the two new schools, the County Council proposes to expand the current Fawcett School to a 2-form entry primary school within the curtilage of the existing site.

The primary school locations are shown indicatively on the attached map entitled “School sites – preferred options”. These locations are not fixed at this time, and will require detailed consideration in respect of appropriate siting relative walking distances, safe routes, and block dimensions and orientation within the masterplan overall.

SECONDARY SCHOOL

A secondary school is also required in Cambridge Southern Fringe. To ensure that the proposed secondary school is both educationally and financially viable, it will need to be a minimum of 5FE (750 places) and ideally 8FE (1200 places). The County Council has confirmed that it requires a site of sufficient size for this purpose. The final site size will be determined through further detailed planning and negotiation. The County Council, as the local children’s service authority, will need to demonstrate that there is an educational need for the provision of a secondary school in the Southern Fringe.

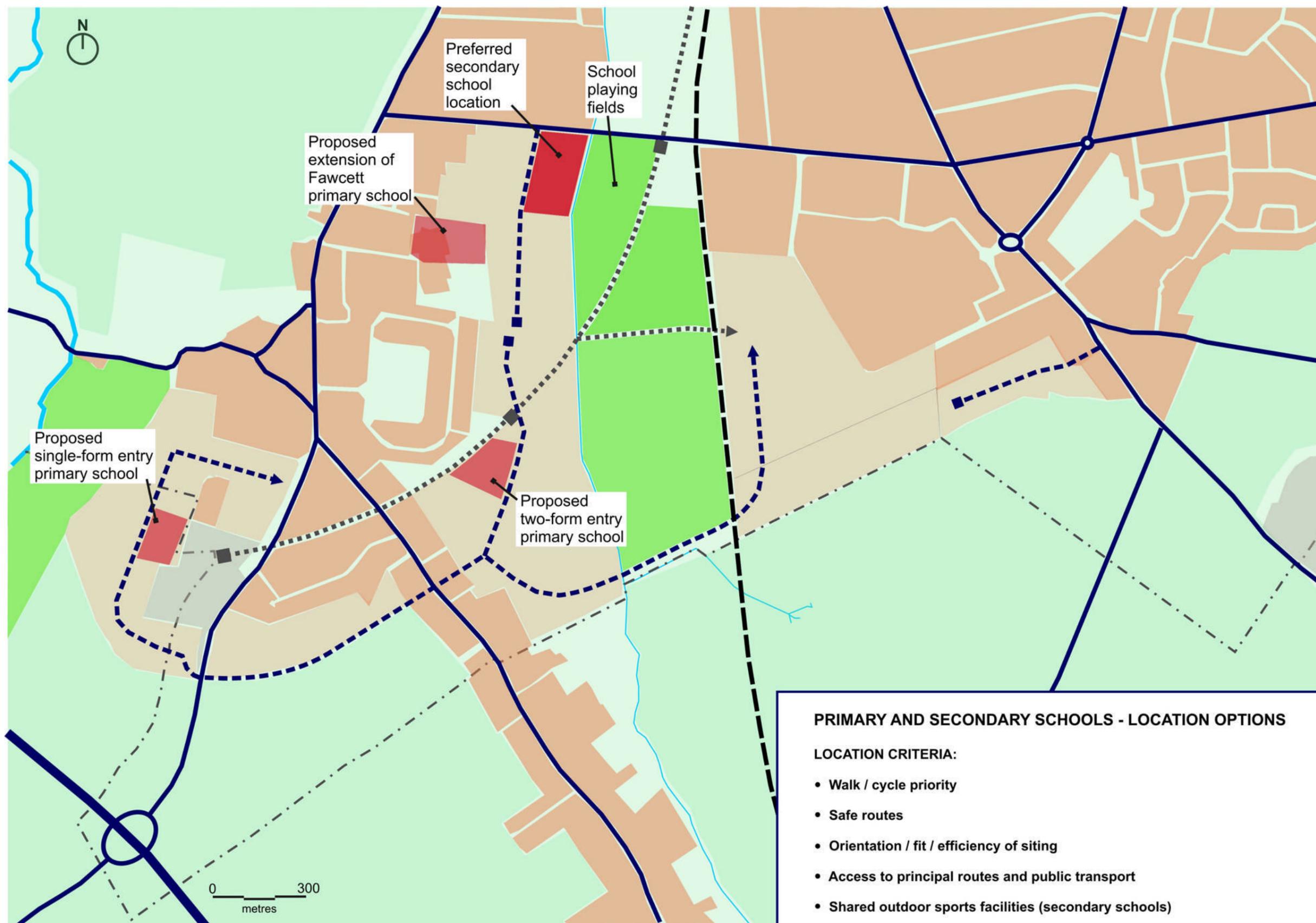
Earlier in 2005, the County Council identified five potential locations for a secondary school. The first three sites are in County Council ownership. The sites are as follows:

- Riverside Farm west of Trumpington Road.
- Glebe Farm between Hauxton Road and Shelford Road.
- The Fawcett Primary School Site.
- A second site west of Trumpington Road.
- A site within the Clay Farm and south of Long Road.

Both the County Council and the City Council consider that the Clay Farm site represents the preferred location for a secondary school site as it is adjacent to current and future principal roads and so is well connected for transport reasons, and could provide for co-location of playing fields for community use immediately east of Hobson’s Conduit, a strategy noted in greater detail in the Landscape and Open Space section. In addition, the site forms the logical location for what is anticipated will represent revised school catchment boundaries to coincide with future residential

growth in this location.

In partnership with the County Council, the City Council will also be seeking to promote the co-location of community facilities within the secondary school and possibly the primary schools. This could include a sports hall or other facilities available to be scheduled for public use in the evenings and weekends. A further important consideration is provision for early years and young adults. This strategy is both efficient and effective in terms of the use of buildings, land and financial resources and is a model frequently used now across the country.



Map 15

4.3 Household Waste Recycling Centre

HOUSEHOLD WASTE RECYCLING CENTRE (HWRC)

The redeposit draft Local Plan requires the development of a 1 hectare Household Waste Recycling Centre (HWRC) within the southern fringe. Waste management, including the construction and management of the HWRC, is the responsibility of the County Council. An HWRC deals with a variety of household waste not normally collected as part of the usual kerb-side pick up.

The County Council has not yet identified a suitable location for a HWRC and is still in the process of undertaking a detailed site selection review. An HWRC site will be identified through the emerging 'Waste and Minerals Local Development Framework'.

The County Council will develop site selection criteria as part of a 'Site Specific Proposals Plan' which will itself form a component of the Waste and Minerals Local Development Framework. It is the City Council's position that the basic site location criteria include the following:

- Transport and access – preferably in a location which will not cause excessive disruption to traffic flow or residential amenity due to traffic volumes and associated noise, etc. and having easy access to the main road network as well as minimal journey times
- Compatibility with adjacent development – reasonable location away from residential uses. For this reason, brownfield or quasi-industrial sites are preferred
- Visual intrusion and landscape – an HWRC, whether within a building or open-air, is difficult to design within an open landscape such as the Southern Fringe and at the same time keep visual impact to a minimum. For

this reason, a suitable site may be difficult to find within the development sites.

- Minimal impact on the achievement of housing density figures

For the above reasons, the City Council seeks to assist the County Council by broadening the search for an HWRC beyond the proposed development sites and will assist with further scoping of suitable sites within an accessible distance to the Southern Fringe in 2006.

In respect of the potential for the development of an HWRC on County Council owned land, the Glebe Farm site is generally not supported by the City Council. The City Council supports the preparation of further guidance and site criteria to be developed through the forthcoming Site Specific Proposals Plan.



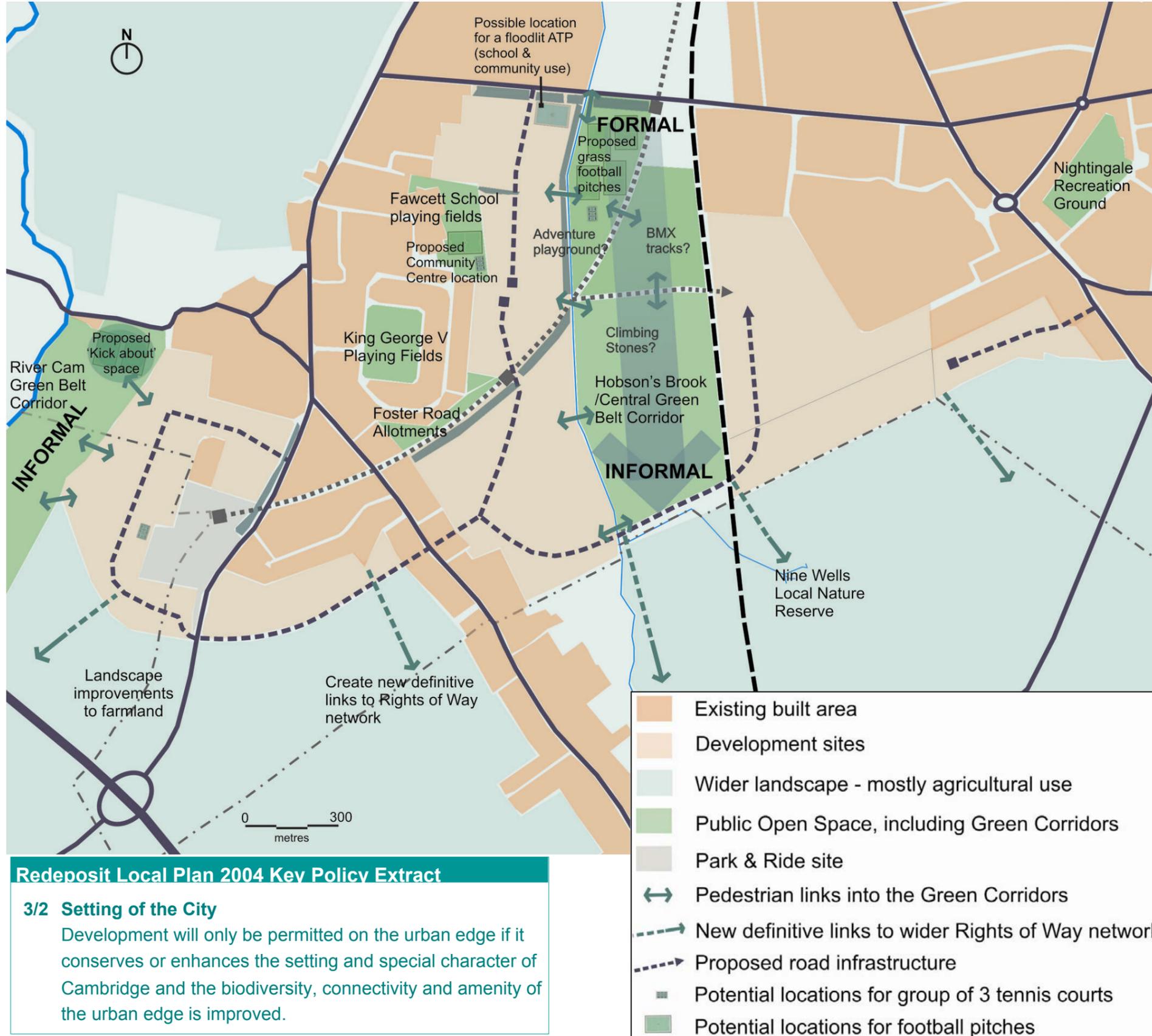
5 >

Landscape &
Open Space

5.1 Landscape and Open Space: General Strategy

Indicative Open Space Strategy

Map 16



Redeposit Local Plan 2004 Key Policy Extract

3/2 Setting of the City

Development will only be permitted on the urban edge if it conserves or enhances the setting and special character of Cambridge and the biodiversity, connectivity and amenity of the urban edge is improved.

INTRODUCTION

The expansion of the Cambridge Southern Fringe presents a significant opportunity to enhance the City's edge setting, to create an attractive green framework of public open spaces and wildlife habitats and to encourage more sustainable lifestyles. As well as providing more and better sports facilities, there are opportunities for more informal recreation, taking advantage of the attractive river setting, views to the Gog Magog Hills and access to local nature reserves and the open countryside, all with due consideration for the protection of local biodiversity.

This section considers the overall Southern Fringe development in relation to the following:

- Open Spaces and Recreation
- Landscape and Biodiversity
- Management and Maintenance

GENERAL STRATEGY

Accessibility and Meeting Needs:

Development should seek to ensure an optimum distribution of open space so that all residents enjoy proximity and easy access to open space without having to overcome barriers to movement, such as major roads.

The accessibility of open spaces and sports facilities will have a direct impact on their functional success. More accessible parks, for example, usually tend to attract a greater level and range of activities, thereby

increasing levels of natural surveillance that can help deter anti-social behaviour and potentially reduce the need for repair.

Meeting a wide range of recreation needs will also be necessary. This will require a mix of spaces and a balanced approach to resolve conflicting demands, for example, between demands for natural, tranquil spaces and those for youth facilities such as BMX areas.

Green Belt Corridors:

The two planned Green Belt corridors will provide the setting to the new urban extensions, forming prominent 'green gateways' between Cambridge and the open countryside beyond. Connected public access, in the form of non-vehicular public rights of way, will be retained and new routes sought through both the River Cam and the Hobson's Brook corridors, towards Wandlebury Country Park, Magog Down and the surrounding settlements.

The corridors will be largely designed for informal use. No formal recreation space will be allowed within the River Cam Corridor, thereby minimising the visual intrusion into the naturally tranquil setting, proposed for a countryside community park. The character of the Hobson's Brook Corridor, on the other hand, will be unavoidably altered through the proposed building of the Addenbrooke's Access Road, Guided Bus and development on either side. A transition is proposed within this corridor from more formal recreational/open space adjacent to Long Road to more informal recreational/open space further south to merge with the countryside character beyond. Formal sports pitches will only be planned in the northern section, since this is more urban in character, is enclosed by the proposed guided bus route, has better accessibility, and will impinge less on the urban/rural edge and setting of Cambridge. Generous

landscaping plans will also be necessary to mitigate the impact of the proposed new road / guideway infrastructure associated with the Addenbrooke's Access Road and Cambridgeshire Guided Bus, as well as new development at Addenbrooke's.

Green 'Grid' Network:

The integration of urban habitats within developments now lies at the heart of much current thinking on urban nature conservation. The extension of this concept to form wildlife corridors, green 'grids' or networks has added benefits where these include public open spaces and green routes providing alternative green recreational routes for pedestrians and cyclists.

In the context of the Southern Fringe the proposed Green Belt Corridors both continue north, through a series of linked spaces, into the City Centre. A similar series of linked green spaces within the new built-up areas, from formal pitches to informal linear spaces and allotments, should be created along the east-west axis to link the two green corridors and the existing spaces such as King George V playing fields. As well as reinforcing the City-wide green 'grid' network, connected open spaces can play an important part in helping to integrate new development into the existing area.

Co-location of Facilities:

School provision of sports and leisure facilities will, as far as possible, be made available for use by the community in the form of managed access outside of school hours. Since these do not offer unimpeded public access, they cannot strictly be considered as meeting the 'public open space' requirement (as set out in Cambridge Local Plan).

However, to duplicate such provision would be expensive and would represent an inefficient and unsustainable use of land

and resources. Furthermore, many of those wishing to access formal sports and leisure facilities for organised team use, such as football and hockey pitches or indoor basketball courts (sports hall), are likely to want to use these outside of school hours. It may therefore be sensible to allow some school facilities to count towards part of the sports provision required by the City Council's Open Space and Recreation Standards, provided that adequate provision is made elsewhere which is fully available for public use, through agreement with the City Council. Such fully accessible locations may include playing fields adjacent to a new community centre and/or a small park within the built area and within the northern section of the central green corridor.

Further Work:

A comprehensive Southern Fringe Landscape and Open Space Strategy will be prepared during 2006. This will follow and elaborate upon the guidance set out in this section (Chapter 5) of the Area Development Framework. It will include:

- a more detailed plan for the central green corridor and the wider landscape, supporting the emerging "Nature Conservation Strategy" (Wildlife Trust for Cambridge City Council - expected completion March 2006)
- A plan to promote, protect and enhance areas of biodiversity and ecology as part of the strategy
- A detailed plan showing the access arrangements from the various planned developments in the Southern Fringe to the green corridor and wider landscape
- A recommended strategy for the ownership, management and future maintenance of the green corridor and other portions of the open space network.
- An initial summary of implementation costs.

5.2 Open Space and Recreation

OPEN SPACE & RECREATION

Development of the Southern Fringe must ensure:

- a. that an adequate level and mix of formal and informal sports/recreation space and facilities are provided to serve the new communities;
- b. that this provision is of a high and durable quality, and;
- c. that these spaces and facilities are appropriately designed and located to ensure that they:
 - are accessible;
 - are well-utilised;
 - are well-connected within the City-wide greenspace network, extending the Rights of Way network to include links with the wider countryside;
 - help towards the integration of new with existing communities;
 - provide for a wide range of recreation needs;
 - enhance the health and well-being of residents;
 - encourage sustainable travel modes, such as walking and cycling;
 - encourage biodiversity by forming links between existing wildlife habitats, and;
 - are efficiently and effectively managed and maintained.

The full benefits and requirements of open space and recreation are documented in further guidance published by the City Council in 2004, including “Open Space and Recreation Strategy”, “Parks for Cambridge People” and “Cambridge Sports Strategy”.

Preliminary Open Space and Recreation

requirements and location options are as follows:

I. Playing pitches, courts and greens

Formal sports pitches within the River Cam green corridor, or south of the proposed guided bus crossing in the Hobson’s Brook green corridor, will not be allowed.

Informal pitches or ‘kick-about’ areas – where the pitches are marked out on the ground but no other equipment, ancillary structures or hardstandings are built – may be allowed provided they do not detract from the informal appearance and character of the green corridors.

a) Football

The main requirement for sports pitches will be for football. The proposed secondary school is likely to include grass football pitches and an artificial turf pitch (ATP)*. The primary schools may also provide junior-size pitches. Agreements will be sought with the education authority for the provision of managed access to allow community groups/clubs to hire these facilities outside of school hours.

(* Locating an ATP will need to consider the impact of the necessary floodlighting on surrounding housing and/or wildlife sites.)

Additional pitches should be located alongside the proposed community centre and other sports facilities, so that changing rooms, storage space, car parking and any other ancillary needs can be shared and consolidated. This provides obvious benefits in terms of management and maintenance, which will in turn impact upon attractiveness and use of facilities. Grass pitches may be located within the northern section of the central green corridor, subject to being visually unobtrusive in terms of design, and subject to suitable access.

b) Rugby

The Southern Fringe is relatively well served in terms of accessibility to rugby facilities. Commuted sums may be sought to fund necessary improvements to nearby facilities, including improved accessibility to the facilities. These include grounds at Grantchester Road and off Cambridge Road in Great Shelford which are both well within the 8 kilometre maximum catchment area.

c) Cricket

There is a need for publicly accessible cricket facilities at a City-wide scale, since most provision is currently privately-owned. It is more likely that a formal pitch and associated facilities will be located in the larger Cambridge East urban extension. Some commuted sums may be sought through development at Southern Fringe to contribute towards this City-wide provision.

A level ‘kick-about’ space should be provided at the northern end of the River Cam green corridor, south of Grantchester Road. This will not require any permanent fixtures, ancillary buildings or car parking space. This space should be the size of a full cricket pitch to allow for future shared cricket and football use should the level of need/demand increase in the future.

d) Tennis

The provision of outdoor community tennis courts on a multi-court basis facilitates the development of clubs and enables alternative uses such as netball, basketball and five-a-side football. Grouping courts together and sharing their use by providing these Multi-use Games Areas (MUGAs) also enables more efficient management and maintenance.

Tennis courts / MUGAs are best located in areas which are also a focus for other sports or recreational activity. It may be appropriate for some of these to be floodlit, in which case they would not be acceptable within the Green Belt. Suitable locations include adjacent to the proposed community centre, possible shared use with the proposed secondary school (shared impact of floodlighting with any ATP), within the Showground site, adjacent to the Trumpington Park and Ride, or for day light use only within the northern section of the Hobson's Brook Green Belt corridor.

e) Bowling

Bowling has proved to be a popular activity at the King George V Bowling Green. Local residents have mentioned the car parking pressures associated with use of the green. Commuted payments should contribute towards improvements to the existing green or towards the provision of a new facility in conjunction with the proposed community centre.

f) Hockey

Hockey is defined in the open space and recreation standards as a "City-wide provision" and has to be played on artificial turf pitches (ATP). One option may be for on-site contribution towards the community shared-use of the potential secondary school ATP, in combination with provision for football*. Alternatively, commuted sums may be directed towards off-site provision within a maximum 8km from the Southern Fringe catchment population.

(* Note: The latest 3rd Generation ATP is not suitable for hockey due to the longer 'grass' length more suited to football use.)

II. Indoor Sports

a) Sports Hall

In a similar way to formal football pitch provision, managed community access to a secondary school sports hall may be a means of out-of-school-hours indoor provision for team sports such as basketball, netball and indoor-football. Agreement with the education authority will be necessary to secure long-term access. The preferred option is to seek contributions towards a sports hall associated with a new community centre.

b) Swimming Pool

Commuted payments should contribute towards the improvement of an existing swimming pool or the development of new 'city-wide' facility.

III. Equipped Play for Children and Teenagers

The overall area dedicated to equipped play should be made up of:

- Toddler Play Areas
- Local Play Areas
- Neighbourhood Play Area
- Provision for Older Children

These requirements are detailed in the City Council's Open Space and Recreation Strategy (July 2004).

Toddler Play Areas and Local Play Areas will be accommodated within the built development. Neighbourhood Play Areas would have to be located either within or adjacent to the built area. There may be some scope to locate Neighbourhood Play Areas within the northern part of the Hobson's Brook Corridor, in

association with the Clay Farm development.

In practice, the largest portion of this allocation will be Provision for Older Children. Outdoor informal recreation for youths should normally be provided on the basis of 0.30 hectares per 1000 people. This will be large enough to accommodate a small suite of facilities, for example, an informal sports court with seating. Other facilities could include a skateboard park, an area for BMX tracks, climbing boulders etc (see pictures overleaf). These may sit comfortably on the edge of development and the climbing boulders, in particular, may be appropriately located within the informal Hobson's Brook Green Belt corridor setting, providing destinations linked to the recreational route network.

IV. Informal Open Space

The Informal Open Space provision ranges from informal activity areas or kick-about spaces, urban parks and green access corridors to natural green spaces, such as grasslands, wetlands and woodlands.

Some informal open space should be provided within the new built-up areas, for example, green access corridors, informal kick-about areas and small buffer areas adjacent to equipped areas of play. The majority provision is likely to be located within the strategic Green Belt Corridors (see also reference to 'Strategic Open Space' below). This includes around one hectare of natural green space – grassland, wetland and woodland – per 1000 people.

5.2 Open Space and Recreation



Example of artificial climbing rocks (Hartlepool)



Examples of adventure playgrounds within informal green settings



Examples of BMX tracks within informal green settings

Strategic Open Space...

A “Strategic Open Space” standard has been developed by the County Council in conjunction with the District Councils, and is awaiting final approval by the County Council. This standard seeks to create parks, gardens and areas of natural or semi-natural green space that provide opportunities for informal recreation and public access and meet a range of other criteria. There are opportunities to link Wandlebury to Nine Wells Local Nature Reserve (LNR), Beechwoods LNR and the Cherry Hinton Pits Site of Special Scientific Importance /LNR.

The application of the standard (5.1 hectares per 1000 people) would result in the provision of around 48 hectares of Strategic Open Space in the Southern Fringe. It likely that the public open space to be provided in the strategic Green Belt Corridors (Hobsons Brook and the River Cam Corridors) would meet the criteria for Strategic Open Space. Therefore any provision which is above that required under the City Council's Informal Open Space standard would help to contribute towards the amount of Strategic Open Space required.

V. Allotments

Allotments in Trumpington are well used. New development at higher densities, with smaller gardens, will add considerably to demand. Allotments should be in accessible locations, within a maximum of 1 km travel distance from the catchment population.

Consideration should be given to smaller sites containing smaller plots and in close proximity to overlooking homes. However, given that there are certain ancillary requirements, including the need for vehicular access, water supply, storage for tools and supplies, and toilets, there is clearly merit in grouping plots to share services.

The optimum distribution proposed is three new sites of up to one hectare well dispersed throughout the built area and the expansion of the existing site between Paget Close and Shelford Road on the City owned portion of Clay Farm. Sites immediately adjacent to development may be acceptable provided they can demonstrate that their siting and use will have no negative impact upon the appearance and character of the Green Belt and its setting. Any new allotments shall be located on good quality, well drained soils.

Addenbrooke's 2020 Development

The provision of open space and sports facilities in association with the workplace is an important component of improving health, which is a Central Government and City Council objective, as well as a regional priority of Sport England East.

The Cambridge Redeposit Draft Local Plan 2004 requires all development to provide “*clearly distinct public and private spaces and the design of such spaces so that they are usable, safe and enjoyable to use*” (Draft Policy 3/7 (f)). “*A contribution to the improvement and enhancement of the public realm close to the development*” is also required (Draft Policy 3/7 (j)).

Addenbrooke's Campus is a major centre of employment, currently employing around 9000 staff. The proposed expansion of the site to form a biomedical and health cluster, and possibly additional clinical uses, is expected to generate around 7000 new employees. As such, it is reasonable to expect the Addenbrooke's 2020 development to not only provide additional sports facilities and areas of open space on site, but also to contribute to the enhancement of the Hobson's Brook Green Corridor.

Redeposit Local Plan 2004 Key Policy Extracts

3/8 Open Space and Recreation Provision Through New Development:

All new residential development will provide public open space and sports facilities in accordance with the Open Space and Recreation Standards. Provision should be on site as appropriate to the nature and location of development or where the scale of development indicates otherwise through commuted payments to the City Council.

6/2 New Leisure Facilities

Development for the provision or improvement of a leisure facility will be permitted if:

- a) it improves the range, quality and accessibility of facilities;
- b) it is of an appropriate scale for the locality; and
- c) it would not have a negative impact upon the vitality and viability of the City Centre, including the evening economy.

Where sports facilities are provided through educational development, community use will be sought through planning obligations.

9/3 The development of the urban extensions will:

- e) provide open space linking in to the existing open space network to help conserve the setting of the City and provide recreation opportunities.

9/5 Southern Fringe

The principal land uses will be:

- b) leisure and recreation facilities;
- h) a large-scale public open space of City wide importance will be provided.

5.2 Open Space and Recreation

The following table shows indicative levels of open space provision and proposes potential locations based on current approximate housing figures for the Southern Fringe as at the end of 2005. These are based on the standards set out in the “Open Space and Recreation Strategy 2004” (Cambridge City Council). The estimated population figures are based on the average household figure for Cambridge City of 2.23 persons per household, taken from the 2001 Census. These are meant as an indicative guide only, since more precise requirements can only be calculated once the housing mix and total unit count has been determined and agreed in 2006 and thereafter.

	SOUTHERN FRINGE—ALL SITES	TRUMPINGTON MEADOWS (FORMER MONSANTO)	GLEBE FARM	CLAY FARM & SHOWGROUND	BELL SITE
Indicative Housing Numbers	4190	1350 (incl. 600 in South Cambridgeshire District Council)	230	2300	310
Indicative number of residents Based on 2.23 Cambridge average household figure - Census 2001)	9344	3011 (32%)	513 (5.5%)	5129 (55%)	691 (7.5%)
1. Outdoor sports	11.2 ha (1.2 ha per 1000 people)	3.6 ha	0.6 ha	6.2 ha	0.8 ha
a) Football	9 pitches (8.2 ha) (1 pitch per 1,026 people, or 0.887 ha per 1000 people)				
	<p>One floodlit artificial turf pitch (ATP) site can replace 4 grass pitches. This must be in the urban area— not Green Belt due to floodlighting. Other requirements include changing rooms, toilets and storage facilities.</p> <p>One floodlit ATP (for hockey use also) can be provided in conjunction with proposed secondary school.</p> <p>3 grass pitches adjacent to Long Road – within Green Belt on east side of Hobson’s Brook – some may be in shared use with secondary school. One grass pitch adjacent to proposed community centre.</p> <p>Junior grass pitch may be located in conjunction with primary schools or community centre within the built area.</p> <p>Glebe Farm Development would contribute towards provision on other Southern Fringe development sites.</p>				Off-site contribution towards improvement of football facilities at Nightingale Avenue Recreation Ground to compensate for loss of existing playing fields and to serve new population.
b) Cricket	0.8 of a pitch (1.29 ha) (1 field per 11,580 people, or 0.138 ha per 1000 people) Commuted payments will be sought to contribute towards formal cricket pitch provision elsewhere in City. Space, equal to the size of a full cricket pitch, should be provided as an informal kick-about area (no ancillary buildings, structures or car parking) south of Grantchester Road (in the northern-most section of the River Cam Green Corridor). This can allow for future conversion to cricket pitch should the need arise.				
c) Rugby	0.74 of a pitch (0.9 ha) (1 adult pitch per 12,580 people, or 0.095 ha per 1000 people) Contribution towards nearby existing rugby club facilities in South Cambridgeshire – located on Cambridge Road, Shelford and Grantchester Road- both within 8 km.				
d) Hockey	0.37 of an ATP (1 pitch per 25,170 people) Contribution towards the proposed secondary school ATP or off-site commuted sum equivalent towards City-wide provision.				

e) Tennis	9.3 tennis courts (0.56 ha) (3 courts to form 1 MUGA or 0.18ha per 3000 people) Each group of 3 courts to be convertible into a Multi Use Games Areas (MUGAs) – sensitive level of floodlighting may be required (depending on location). Potential locations: 1) 3 tennis courts / 1 MUGA within built area, adjacent to Trumpington Park & Ride; 2) 3 courts (1 MUGA), in conjunction with community centre, and; 3) 3 courts (1MUGA) either within Showgrounds site or within northern part of central green corridor in parkland setting (no lighting).				Commuted payment contribution towards Nightingale Ave Recreation Ground provision / improvements.
f) Bowling	0.85 of a green (1 green per 11,000 people) Commuted payments should contribute towards improvements to the existing green on King George V Playing Fields or towards the provision of a new facility in conjunction with the proposed community centre. Alternatively, commuted sums could contribute to provision elsewhere within the City.				
2. Indoor sports	0.72 of a sports hall (1 per 13,000 people) A sports hall is likely to be provided within the proposed secondary school which will be available for hire by the public outside of school hours. A smaller sports hall facility should be provided within a community centre for use for exercise classes, badminton courts and similar uses.				
	0.19 swimming pool (1 per 50,000 people – City-wide facility) Off-site commuted sum proposed.				
3. Provision for children and teenagers	2.8 ha (Applies to activity area only. Buffer area can be provided from Informal Open Space provision.) (0.3 ha per 1000 people)	0.9 ha	0.15 ha	1.54 ha	0.2 ha
	Final calculations are likely to be lower to reflect proportions of housing for retirement, students and one-bed units.				
a) Toddler Play Area	Minimum 4 pieces of equipment -catchment area 60m Provision within built areas.				
b) Local Play Area	Minimum 5 pieces of equipment – catchment 240 m Provision within built areas .				
c) Neighbourhood Play Area	At least 8 items – catchment 600m	Provision within or adjacent to built area.	Provision within built area. Or contribution towards neighbouring sites.	Provision within built area or possibly in northern section of Hobson’s Brook Corridor (in conjunction with (d))	Contribution towards improvements to Nightingale Avenue Recreation Ground.
d) Provision for older children	Location within or on the edge of development, or within the informal spaces of the green corridors depending on visual impact. Facilities may include climbing boulders, BMX tracks and adventure playgrounds.				
4. Informal Open Space	16.8 ha (1.8 ha per 1000 people) See main text for further detail	5.4 ha	0.92 ha	9.23 ha	1.24 ha
	See reference to County Council requirement for Strategic Open Space within main text.				
5. Allotments	3.7 ha (0.4 ha per 1000 people) See main text for further detail	1.2 ha	0.2 ha	2 ha	0.3 ha

5.3 Landscape and Biodiversity

LANDSCAPE AND BIODIVERSITY

Towards a Landscape and Biodiversity Strategy

Between Addenbrooke's and Trumpington the landscape character areas are

- Hobson's Brook/Vicar's Brook corridor
- Rural lowland mosaic – Southern Fringe: a transitional landscape between the chalk and claylands, dominated by flat expanses of arable field with generally few hedgerows or trees, but occasional copses/small woodlands.
- Chalklands rising to the spur of land comprising White Hill, Clarke's Hill and Fox Hill.

Landscape Context

Currently much of the land is in arable cultivation. The area gives the impression of being a generally empty landscape largely because of its current management and that it is flat and low lying with relatively few features. Existing landscape features therefore are of particular importance. The prominent natural landmark of chalk hills which is visible from most areas in the corridor, the trees and tree belts and the Hobson's Brook and associated ditches are a significant component of the quality and enjoyment of the outdoor space. They form the backbone around which the new landscape should be designed and developed and should, where possible, be retained and enhanced.

This area is an important gateway to Cambridge, as the London to Cambridge rail line bisects the site in a north-south direction. The Addenbrooke's complex dominates the rural/urban interface.

The landscape should be designed and developed in such a way as to:

- protect key views;
- mitigate against the impact of Addenbrooke's Hospital and the new access road;
- complement and aid the integration of new development into the wider landscape, and;
- help create a new character for the proposed urban extension and green corridor.

Trees and Hedgerows

There is a substantial tree belt to the immediate south of Long Road which is a City and County Wildlife Site. There are substantial tree belts and overgrown hedges on old field boundaries mostly to the north and west. Some tree belts and individual trees are protected by Tree Preservation Orders. Existing trees are an important feature in this landscape, and should be retained where possible. Opportunities should be taken to augment and enhance existing tree belts – for instance by restocking to encourage young tree growth and also to create new mixed woodlands and shelterbelts which could be carefully sited to emphasise landforms. Hedgerows of historic value should be conserved and new hedges planted to emphasise the existing landscape. Selected hedgerows should be reinforced or managed based on their visual and wildlife potential.

Hobson's Brook wildlife corridor and associated ditches

The other feature important to the character of the area is the Hobson's Brook wildlife corridor and the system of ditches which drain the arable fields. The Hobson's Brook, a City Wildlife Site, is a chalk stream partly deriving from the chalk springs at Nine Wells. It drains northwards to the River Cam. It is very important because it is a chalk stream with clean, clear water and associated flora and fauna, and also because of the pollard willows found along part of its length. It is

essential that this stream is protected from pollutants, both during and after construction, and that flash floods are avoided.

The Brook is an important wildlife corridor and opportunities should be taken to enhance the landscape and biodiversity (i.e. habitats and species richness). A landscape buffer will be required alongside the Brook. This will be of varying depth of between approximately 20-40 metres from the building edges. There may be opportunities to promote biodiversity along the Brook – by making minor alterations to the streambed for instance. However, this should only be done after careful consideration and consultation with the Hobson's Conduit Trust and appropriate agencies.

A number of ditches cross the land. Generally these are trapezoidal in shape. There may be opportunities to alter the bank profile, make minor alterations to the direction of flow, or introduce associated drainage features to help improve biodiversity. Areas of marginal and aquatic vegetation could supplement small woods and wetland meadows. Indicative proposals of how this can be achieved are shown in the cross section in Figure 1.

Access to watercourses

Maintenance strips are required along the course of Hobson's Brook and the ditches. Where this is necessary the land take should be on one side of the watercourse, kept to an absolute minimum and be carefully integrated into the landscape. There will be a need to address the problem of spoil from the watercourses, and how this will be dealt with over the long term. It is likely that the course of the brook and some ditches could also be used for pedestrian and cycle access and, where appropriate, bridleways. It must be ensured that these routes and surface treatments are suitable for all users. The new access routes should be sited so that they do not interfere

with watercourse maintenance but could also be used for access for maintenance vehicles. These considerations will require careful detailing to ensure they do not detract from the landscape character and sterilise the potential to create habitat attractive to wildlife. Indicative proposals of how this can be achieved are shown in the cross section (Figure 1).

Reinforcing landscape character

Ancient willow pollards marking the course of rivers and brooks are a feature typical of Cambridgeshire landscapes. Opportunities should be taken to plant willows along the Brook and ditches, thereby marking the course of streams, helping promote biodiversity and also helping achieve a new landscape character evocative of Cambridge and special to the area.

Integrating with the wider landscape

Beyond the proposed urban extension, the retention and management of existing landscape features is important. There may be opportunities for additional land-take to create features that would reinforce the local landscape character, such as new beech hangers or, if more appropriate, ash woodland. One such opportunity for additional land-take would be to create meadowland to serve as a buffer zone around the Nine Wells Local Nature Reserve, which was once designated as a Site of Special Scientific Interest. There are opportunities to manage this site sensitively to encourage the return of wildlife which led to its former designation. There are also opportunities to enhance and extend the area around the Reserve to create a buffer and to further opportunities for wildlife enhancement.

The built environment

Within the built area, high quality streets and spaces should be created to complement the built form and provide a variety of spaces, both in terms of size, shape and treatment to add

to the overall experience of urban living. A network of green spaces should be developed which integrate with the built form and which also connect to the wider countryside for the benefit of people and wildlife.

Formal green elements such as avenues, ornamental planting and water features would be appropriate in formal public places. Elsewhere planting could be used to create more informal spaces and help promote biodiversity at the same time. Generally, landscape treatment should be of high quality, be robust and durable, and help create a variety of spaces. Species selection should accord with ground conditions, and indicative lists can be obtained from Cambridgeshire Landscape Guidelines. Developers will be expected to produce a landscape strategy which stitches into their masterplans.

Construction spoil

There will be a significant amount of construction spoil generated by the development. A large amount could be used in the construction of the access road embankments. Otherwise a limited amount of earth modelling may be appropriate, especially if associated with recreation. – such as ‘informal’ BMX tracks.

Cambridgeshire Guided Bus

The approved guided bus route is planned to run along the disused railway line with a spur to Addenbrooke’s. The railway crossing should be carefully designed so that the impact on the wider landscape is minimised. Fencing along this part of the guideway would also be inappropriate given the aspiration to create an open character to this area. However, should there be secondary school playing fields, in the Hobson’s Brook corridor, there may be a need to provide fencing between the playing fields and the guideway for security and safety reasons. If this is the case

fences/barriers appropriately designed for the location should be used, for example green fences or hedges.

Addenbrooke’s Access Road

The treatment of the access road crossing over the railway line will need to respect the landscape and views of this important Cambridge gateway. Also, it is important that the corridor is not ‘broken’ by the structure, and that the impact is minimised by appropriate tree and shrub planting. Earthworks and drainage features should integrate into the overall landscape. Further reference to design criteria for the road and bridge is contained in Chapter 3 of this ADF.

Sustainable Drainage

Sustainable drainage systems (SuDs) should be used where practicable to enhance the landscape and create a variety of habitats with opportunities to increase wildlife. The Developers will be expected to produce a strategy for sustainable drainage which stitches into their masterplans and which is acceptable to local authorities and agencies.

Lighting

The environment is sensitive to lighting. Excessive lighting can lead to sky glow, and lighting apparatus can spoil daytime views. There is also an effect on rural landscapes that tends to blur the distinction between urban and rural areas. Lighting should be appropriate, and where possible the green corridor should be lit to the minimum levels to comply with safety requirements. Issues of appropriate levels of lighting, colour of lighting and appearance of both night and day should be considered. The Developers will be expected to produce a lighting strategy that stitches into their masterplans.

Biodiversity

Habitat and wildlife are contained within the landscape, and

5.3 Landscape and Biodiversity

there are considerable opportunities to enhance wildlife and the variety of habitat in the Southern Fringe.

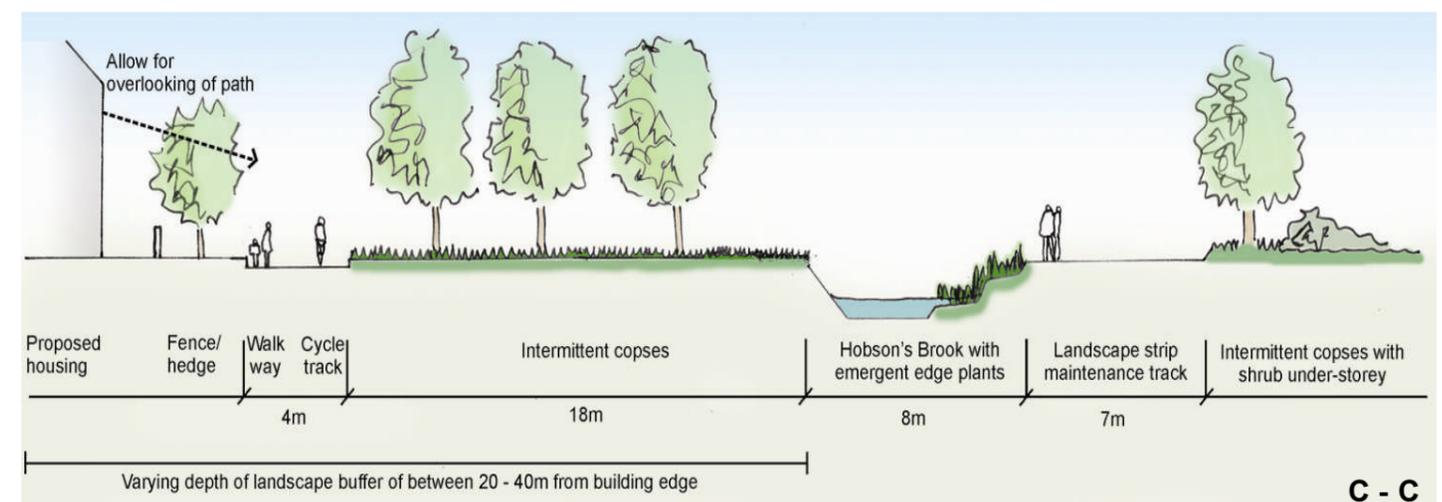
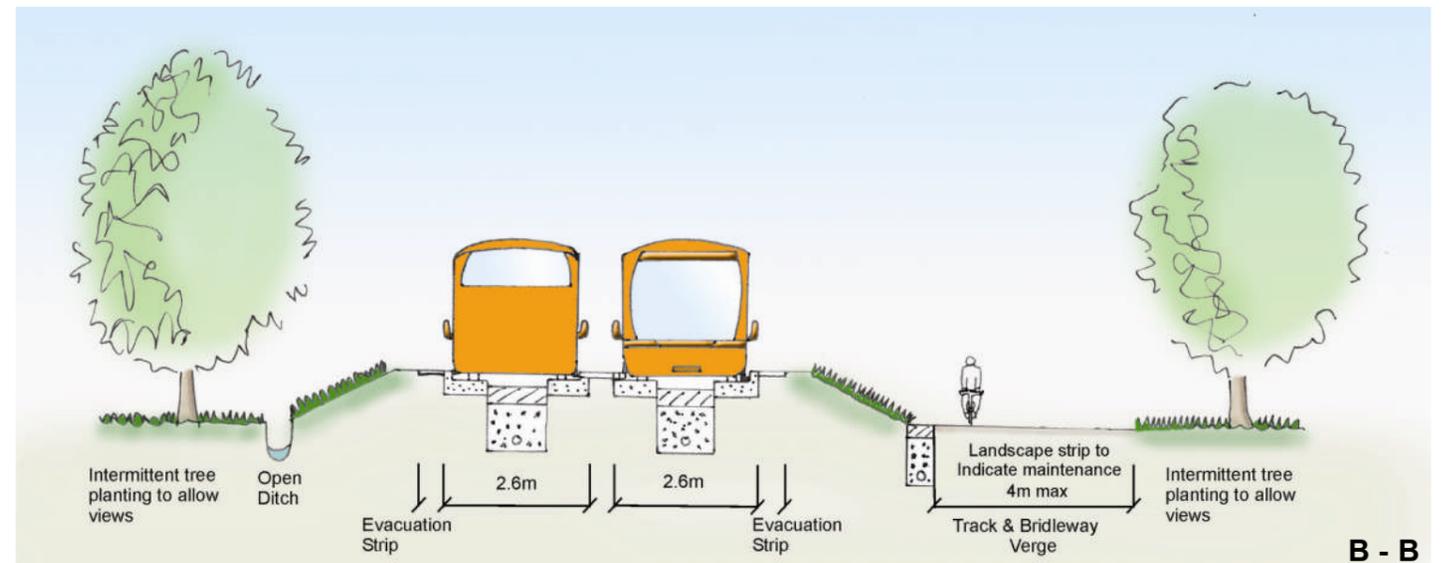
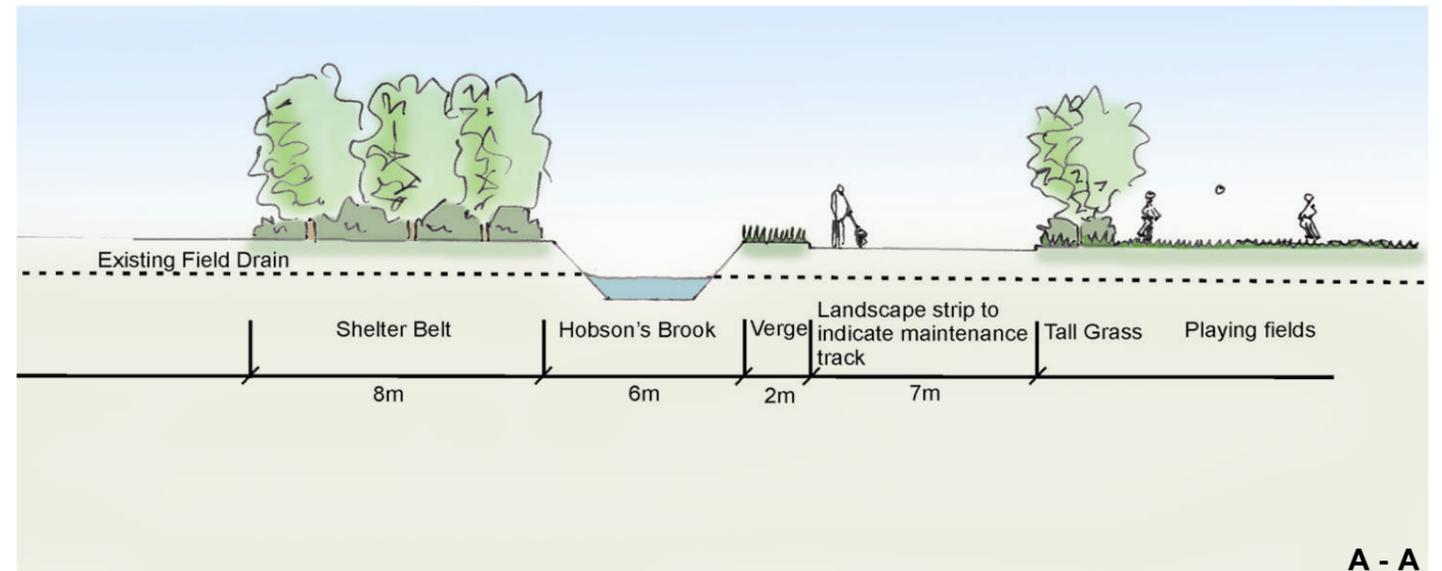
Habitat creation and species enhancement should be appropriate to the location and targeted at Biodiversity Action Plan (BAP) habitats and species. This may include the creation of species-rich meadows and wetland areas.

The habitats below are recommended as priority BAP's for consideration within the new landscape in suitable areas of the Southern Fringe and will help to meet local BAP targets for Cambridgeshire:

- **Rivers and wetlands:** Reedbeds (possibly in association with sustainable drainage), Chalk Rivers, and Rivers and Streams and ditches.
- **Trees and Woodlands:** Scrub, Parkland and Veteran trees (including Wood Pasture and Dead wood habitats, as appropriate) and more recent Woodland.
- **Farmland:** Hedgerows.
- **Cities, Towns and Villages:** Parks, Shelterbelts and Open spaces (including Playing fields).
- **Dry Grasslands:** Lowland calcareous Grassland (including Embankments and Cuttings).

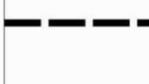
Developers will be expected to produce a strategy for biodiversity which stitches into their masterplans.

Figure 1: Indicative Sections through Hobson's Brook Green Corridor



Hobson's Brook Green Belt Corridor - Indicative Landscaping Proposals



-  Opportunities for sustainable urban drainage
-  Transitions between formal play and informal recreation
-  Opportunities for entrance/crossing statement
-  Existing vegetation
-  Opportunities for sustainable urban drainage
-  Proposed new vegetation relating to the Cambridgeshire Landscape Character Assessment
-  Proposed river and wetland landscaping
-  Biodiversity Meadowland around Nine Wells
-  Proposed Addenbrooke's Access Road
-  Existing Rail Track
-  Proposed Guided Bus- includes adjacent cycle & foot path
-  Potential Footpath
-  National Cycle Network Route 11
-  Location of Cross Sections

Map 17

5.4 Landscape and Open Space: Management and Maintenance

Maintenance and Management of the landscape and open spaces

Ultimately, the long term value and quality of open space and recreation facilities depends on effective management and maintenance, coupled with strong community support. In addition, both public and private greenspace can be managed to provide much needed habitats for wildlife.

Individual management plans covering general open space maintenance, maintenance for biodiversity, and maintenance of sustainable drainage (SuDs) features should be drawn up and agreed before any planning permission is granted. The responsibility of maintenance would be part of the management plan agreement, and it could either be vested with a Trust or with the Local Authority. The Landscape and Open Space Strategy, to be prepared in 2006 and noted earlier, will examine all these matters in greater detail.

Redeposit Local Plan 2004 Key Policy Extracts

Landscape:

3/3 Safeguarding Environmental Character

Development will be permitted if it respects and enhances the distinctive character and quality of areas identified in the Cambridge Landscape Character Assessment.

9/3 The development of the urban extensions will:

- b) enhance the setting and character of Cambridge
- c) respect key views and create new vistas
- d) develop a strong landscape framework which is guided by existing and historic character and positive features (where practicable, structural landscaping should be created at an early date and allowed time to mature before development commences)

9/5 Southern Fringe proposals should:

- j) retain and enhance the strategic green corridor that extends from the chalk hills to Long Road along the Vicar's Brook, Hobson's Brook corridor and retain the nature and character of the two watercourses
- k) respect key views, especially to and from the chalk hills and create new vistas
- m) mitigate for the potential disruption of the green wedge from transport routes
- n) respect and incorporate existing brooks, hedgerows and shelterbelts

Biodiversity:

4/3 Safeguarding Features of Amenity or Nature Conservation Value

Development proposals should seek to enhance features of the landscape which are of importance for amenity or nature conservation. Development resulting in adverse effects on or loss of those features will not be permitted unless this is unavoidable and there are demonstrable and overriding wider public benefits. Where damaging development is permitted, the Council will require:

- a. mitigation measures to minimise the adverse effects;
- b. reinstatement or equivalent replacement of the feature affected; and
- c. proposals for long term management.

4/7 Species protection

Sites... which support species protected by English or European Law, will be safeguarded from development proposals which would destroy or adversely affect them. Planning permission for the development of such sites will not normally be granted unless there is overriding need for the development. If development is allowed, planning conditions and/or obligations will be imposed to:

- a. facilitate the survival of individual members of the species;
- b. reduce disturbance to a minimum; and
- c. provide adequate alternative habitats to sustain at least the current levels of population of the species.

9/3 The development of the urban extensions will:

- (f) develop a biodiversity framework within the landscape framework and open space provision



6

>

Urban Design

PRINCIPAL OBJECTIVES AND STRATEGIES

Urban design for the Southern Fringe must be integral to, not separate from, the ongoing land use and traffic planning processes. Urban design is important for a host of reasons, but the principal reasons include the need to: articulate a vision of what is proposed; ensure new development has a distinct identity and character; translate written planning policy into a workable spatial strategy; and provide a proactive, not reactive, approach to the submission of outline and detailed planning applications.

Throughout 2005, the City Council has sought to engage the public as well as the developers of each individual site in the Southern Fringe in order to better understand key criteria for the design of the area. The focus to date, as noted in earlier sections of this document, is to ensure the supportive land uses are planned at an early stage. More details of urban design for both supportive uses as well as the various other uses, including the principal residential uses, will be considered prior to the submission of outline and detailed planning applications in 2006 and thereafter.

The following represents the key objectives for urban design in the Southern Fringe:

- a. An appreciation of the context, particularly the existing urban "grain" in Trumpington, the existing landscapes into the green corridor and further south, Hobson's Conduit and the overall low density, suburban nature of the area.
- b. The need to support the existing and build a new, sense of community. In particular, the location and arrangement of community facilities e.g. schools, recreational uses, community centre, etc..

- c. Ensuring character and identity. Individual design strategies should make clear what type of place will be created and what it will look like, such that it is both inviting and attractive, and at the same time legible in its own way and distinct from existing development e.g. Trumpington.
- d. Ease of movement. Not all the proposed development sites are easily and readily connected to one another and to existing development, and it will be critical to ensure legible, functional and pedestrian/cycle friendly routes throughout the Southern Fringe.
- e. Attractive streetscapes. This will be achieved through attention to detail e.g. street furniture, lighting, etc. and by creating a sense of enclosure to the streets e.g. minimising building setbacks and varying building height and materials to create variety and interest.
- f. A high quality public realm. Any space where people congregate, move through and recreate should be both inviting and functional. This will require high quality finishes, places for sitting or being active, safe and permeable spaces, and a long term budget for maintenance and replacement/renewal.
- g. Development proposals should seek to retain existing mature trees and vegetation wherever possible and be sensitive to listed buildings and their setting.
- h. Development should provide noise attenuation and measures to minimise light spill where necessary.
- i. Innovative housing design will be sought.

The following key development principles for each site are intended to provide more details to help implement the urban design objectives and should be used as the basis for completing the masterplans and reviewing planning applications for the respective sites.

6.2 Key Development Principles > Former Monsanto Site (Trumpington Meadows)

THE SITE

The former Monsanto site, also known as Trumpington Meadows, covers approximately 30 hectares, around half within Cambridge City and the other half within South Cambridgeshire. The site is surrounded by fields to the south and west, bounded by Trumpington Village Conservation Area to the north – includes the Grade I listed Anstey Hall and the Waitrose supermarket site – and by Hauxton Road to the east.

Formerly in agricultural / industrial use, the open fields slope gently to the River Cam which lies over 200 metres to the west. The M11 runs along the southern edge of the site, with only a farm access bridge providing access to the remaining agricultural fields beyond. The relative openness of the site allows for long distant views to higher ground to the south.

The site is currently accessed through the entrance to Maris House at the northern end of Hauxton Road, sharing an access point with the Waitrose supermarket. A farm track provides another access point from Hauxton Road at the southern extent of the development site. To the north a minor access exists along Grantchester Road.

EXISTING SITE CONSTRAINTS / CHALLENGES

- Visual and noise intrusion and barriers to pedestrian movement caused by Hauxton Road traffic
- High noise and strong visual intrusion generated by the M11
- Potential constraint of the junction of Hauxton Road and proposed access road to the new gateway into Cambridge
- Sensitive setting of Trumpington Village Conservation Area and Grade I listed Anstey Hall and gardens
- Difficult junction/turning from Hauxton Road into Waitrose and Maris House – problems of traffic tail backs blocking the Shelford Road junction.
- Some areas of sensitive wildlife habitat will require protection from excessive public access.

OPPORTUNITIES

- Create an attractive new urban edge setting and memorable 'gateway' to Southern Cambridge
- Provide a new Country Park to the west of the site, and facilitate access to the river and south linking into the wider Rights of Way network and countryside.
- Provide housing close to a public transport interchange (Park and Ride and proposed Guided Buses).
- Integrate with the existing village and help to support and consolidate the existing local centre on Trumpington High Street.
- Re-open vistas and views to Anstey Hall and its gardens.

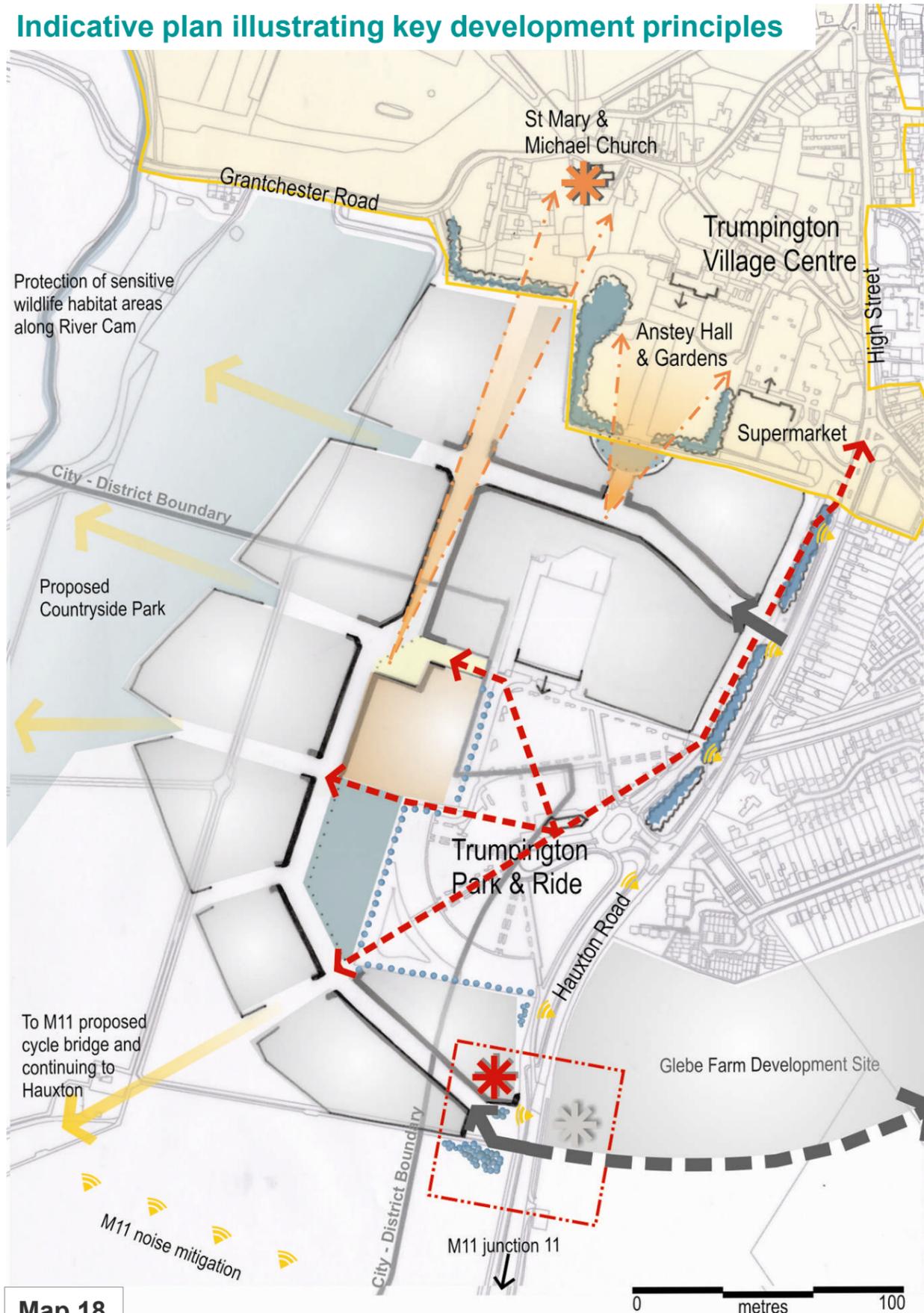
KEY DEVELOPMENT PRINCIPLES:

South Cambridgeshire District Council's **Cambridge Southern Fringe Area Action Plan** will provide planning and design policies for land south west of Trumpington. This includes around half of the development site – to the south and west of the Park & Ride site and most of the surrounding land to the river and M11 and beyond. The Area Action Plan must be read in conjunction with this guidance.

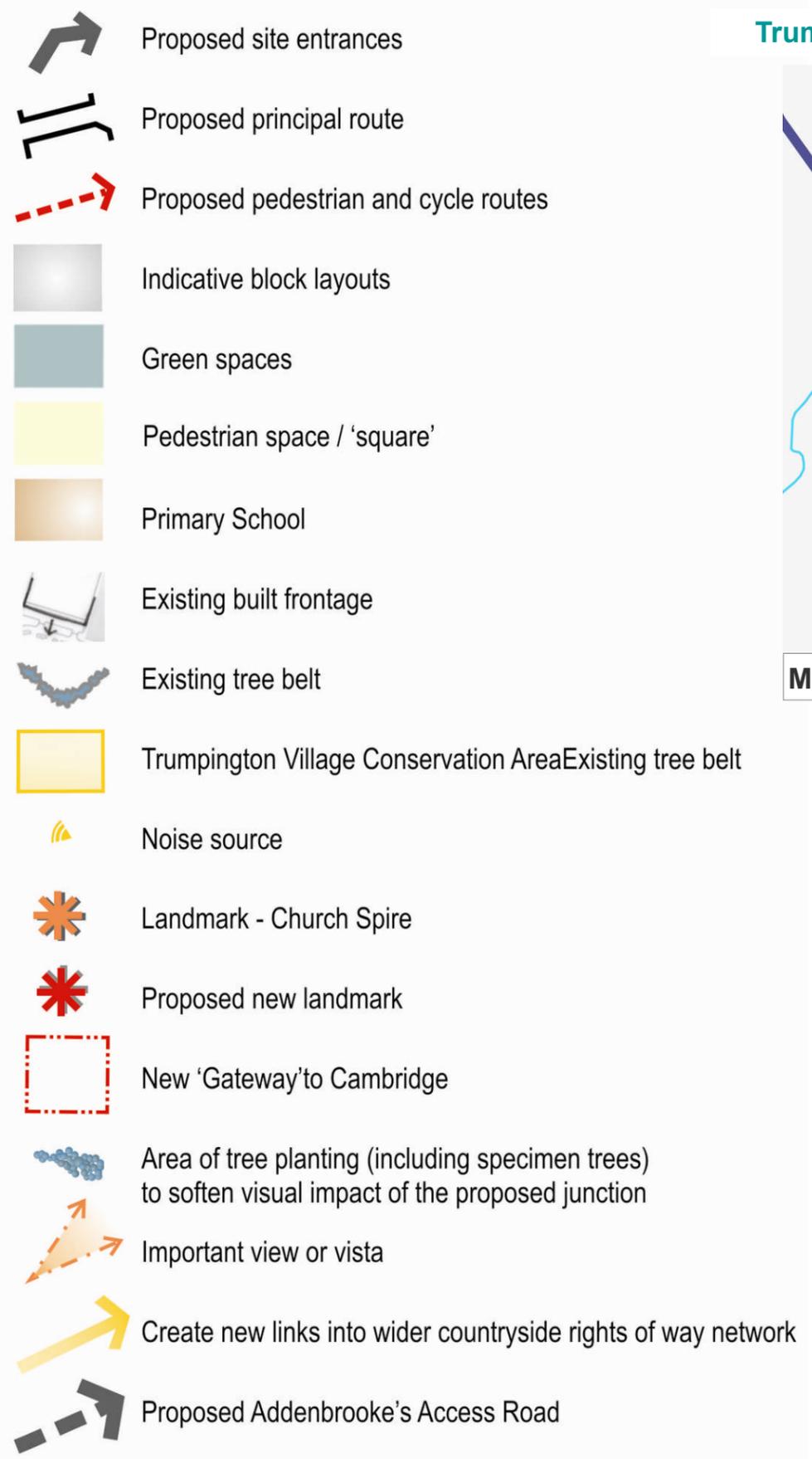
- Create an attractive and robust edge to the urban area. This should enhance the countryside setting and all local to long-distance views of Cambridge. Buildings should front onto the Green Belt, allowing for wide soft-landscaped openings into the County Park.
- Provide a distinctive 'entrance' to South Cambridge. This should be attractive and striking while at the same time demonstrating sensitivity to the prevailing character of Trumpington Village for which the proposed development will also act as a new gateway. Substantial tree planting will be required to mitigate the impact of the Hauxton Road/Addenbrooke's Access Road junction from which the site gains vehicular access. A landmark building and/or public art feature may also be appropriate in this area.
- Strengthen the route along the key pedestrian desire line from Trumpington High Street to Park & Ride. Extend this route into the Country Park, by converting the M11 farm access bridge for cycle/pedestrian use.
- The spine road/principal route should be well defined, be limited to 20mph and allow for safe routes to school (off-road cycle paths). Opportunities should be taken to vary the street experience and promote activity by providing a mix of uses, including a central node or 'square', a school, playing fields, parkland and frequent entrances and intersecting routes.
- Create a strong central vista focusing on the spire of St Mary & Michael Parish Church to the north.
- Create an attractive edge around the Park & Ride, providing some sense of enclosure, overlooking windows/balconies and frequent entry points for paths into the development. Landscaping around the Park & Ride should be generous, varied and well-integrated with that of the rest of the development. Planting should provide an optimum level of screening so that residents' privacy is protected
- Site entrances should be well-articulated through the built form, with good access for pedestrians - safety, comfort and convenience of crossings. Development should also seek to improve the existing site entrance (adjacent to supermarket) for pedestrian access.
- Maximise opportunities for views of Anstey Hall and garden from the public realm, while protecting and enhancing its setting.
- Building heights will be restricted where they are in proximity to existing development. 2 storeys will be the maximum along the western edge and 4 storeys along the southern edge facing the M11.
- Flexible uses and easily adaptable buildings will be sought in the north-eastern quarter of the site, to encourage a mix of uses.

6.2 Key Development Principles > Former Monsanto Site (Trumpington Meadows)

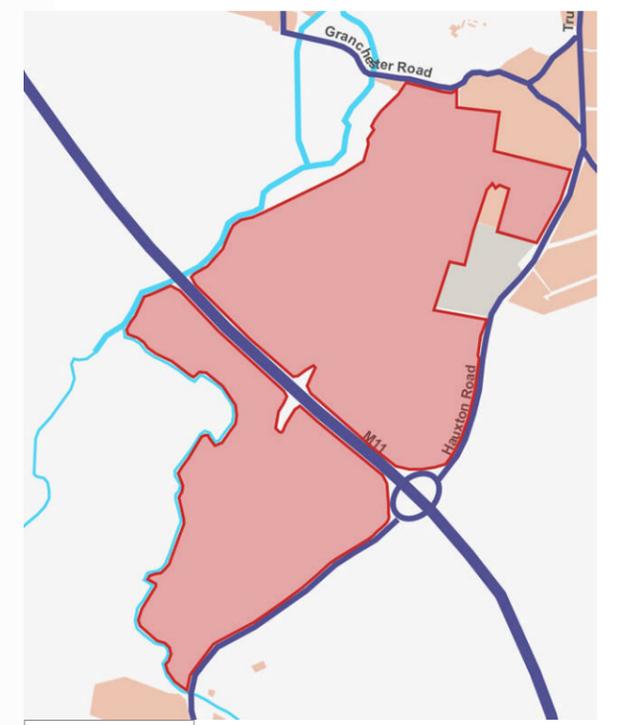
Indicative plan illustrating key development principles



Map 18



Trumpington Meadows total site area



Map 19a

6.2 Key Development Principles > Glebe Farm Site

THE SITE

Glebe Farm is 9.6 hectares (approx.) site bounded by Hauxton Road to the west and the backs of Bishop's Road and Shelford Road properties to the north and east respectively. It will be enclosed to the south by the proposed Addenbrooke's Access Road.

Currently in agricultural use, the land is fairly level with few hedgerows or other landscape feature. This allows for clear views south towards Stone Hill and less attractive views of the M11 junction.

Vehicular access to the farm itself is currently in the form of a private road serving 6 properties, including the Glebe Farmhouse. This road joins the road network via Exeter Close.

EXISTING SITE CONSTRAINTS

- Visual and noise intrusion and barriers to pedestrian movement caused by Hauxton Road and proposed Addenbrooke's Access Road traffic
- Potential constraint of the proposed access road / Hauxton Road junction to the new entrance into Cambridge
- High noise and strong visual intrusion generated by the M11
- Mix of fronts and backs of properties bound the site
- Limited opportunities to connect into Bishop's Road

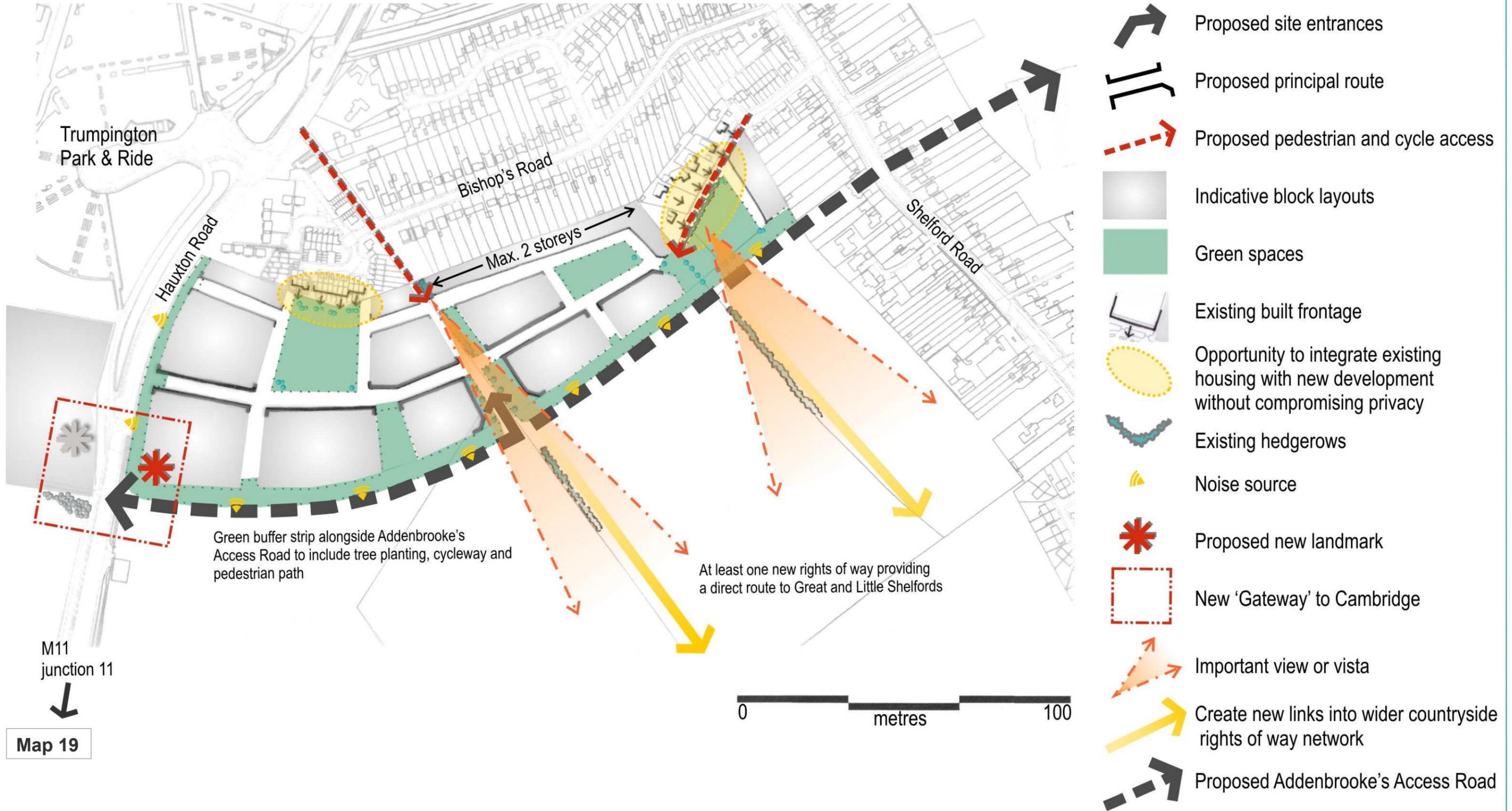
OPPORTUNITIES

- Create an attractive new edge and memorable 'gateway' to Southern Cambridge
- Provide strong east-west route for pedestrians and cyclists between the two major Green Belt corridors
- Facilitate access south into the countryside for walkers and cyclists
- Provide housing close to a public transport interchange

KEY DEVELOPMENT PRINCIPLES:

- Contribute positively to the setting of Cambridge, through attractive and imaginative architectural and landscaping design of the new built edge. Buildings should front onto the Addenbrooke's Access Road corridor as far as possible.
- Create a green buffer strip on the north side of Addenbrooke's Access Road. Include generous landscaping and planting to mitigate against visual intrusion. Integrate sustainable drainage systems within this green edge.
- Create 'zones of integration' (see concept diagram) by incorporating existing properties' frontages into the design of the new development where possible – green spaces offer an effective means of integrating new with existing. Care must be taken, however, to allow for an acceptable level of seclusion in and around existing dwellings.
- Create a clear east-west route facilitating movement between the Southern Fringe sites either side of Trumpington.
- Create pedestrian and cycle links: 1) along existing track from Bishops Road, continuing to Hauxton Road and 2) either on or alongside the private road from Exeter Close.
- Provide noise attenuation through a combination of building form and layout, landscaping, speed restrictions and road surfacing along Addenbrooke's Access Road.
- Reinforce the built edge at the Hauxton Road/Access Road junction with a maximum building height on this corner of 5 storeys (set back to allow for tree planting).
- Elsewhere building heights should not exceed 2 storeys where indicated on Map 20, 3 storeys within the rest of the site, and 4 storeys along Hauxton Road and Access Road.
- The scale and massing of development should be sensitive to existing residential areas.
- Consideration should be given to the potential building composition on the west side of Hauxton Road within the former Monsanto site. Developers are encouraged to collaborate to achieve an attractive entrance to Cambridge.
- Gardens should back on to existing gardens to help create secure private spaces.

Indicative plan illustrating key development principles



6.2 Key Development Principles > Clay Farm & The Showground

THE SITE

Clay Farm and the Showground form the largest of the proposed urban expansion areas in the Southern Fringe. The sites are located to the east of the existing village and extend to approximately 60 hectares. 'Clay Farm' (29 hectares) occupies the northern part of the development area with 'The Showground' (31 hectares) forming the southern part.

Long Road, which is well screened by an existing mature shelterbelt, defines the northern boundary. The eastern boundary of the development areas is formed by Hobson's Brook which runs from Nine Wells in the south-east into the Cambridge City centre. To the south lies existing residential development which fronts on to Shelford Road. The back gardens of these properties define the southern boundary of the Showground site. The western boundary is created, in part by the playing fields associated with Fawcett School, but mainly by the back gardens of existing residential development along Foster Road and further north, by the back gardens of properties on Wingate Way.

At present both sites are in agricultural use and are broken into fields of varying sizes through a system of drainage channels and farm tracks. The former Cambridge to Bedford railway line, which forms the proposed alignment for the Cambridgeshire Guided Bus, bisects the site in a north-east to south-west direction.

The site contains a number of shelterbelts, which effectively screen the Clay Farm site from the high ground associated with the Gog Magog Hills, located to the south-east. The shelterbelt also has the effect of separating the Clay Farm site from the Showground to the south. In addition there is a small copse of trees located close to the Fawcett School playing fields. In contrast, The Showground is much more open in character and is subject to direct views from Nine Wells and high ground to the south-east of the site. Both sites are flat and other than the tree belts devoid of hedgerows and other landscape features.

EXISTING SITE CONSTRAINTS

- Clay Farm farmhouse (Grade II Listed) is located in the north-west corner of the site.
- Potential severance of Clay Farm from the Showground by the proposed Cambridgeshire Guided Bus.
- The shelterbelt to the northern boundary is identified as a City Wildlife Site as is the Hobson's Brook corridor. The route of the proposed Cambridgeshire Guided Bus is identified as a County Wildlife Site.
- Backs of existing residential development will need to be sensitively handled.
- Few connections from the east side of the village exist mean that there are limited opportunities to integrate proposed development with the existing village.

OPPORTUNITIES

- Provide high quality pedestrian and cycles links to the east of the village and on to Addenbrooke's and the adjoining countryside.
- Integrate the proposed Addenbrooke's Access Road into the urban area.
- Create an attractive new urban edge along the east side of Trumpington.
- Maximise access to public transport links including the proposed Cambridgeshire Guided Bus.
- Enhance the nature conservation value of the Hobson's Brook corridor and provide improved and well-managed public access.

KEY DEVELOPMENT PRINCIPLES:

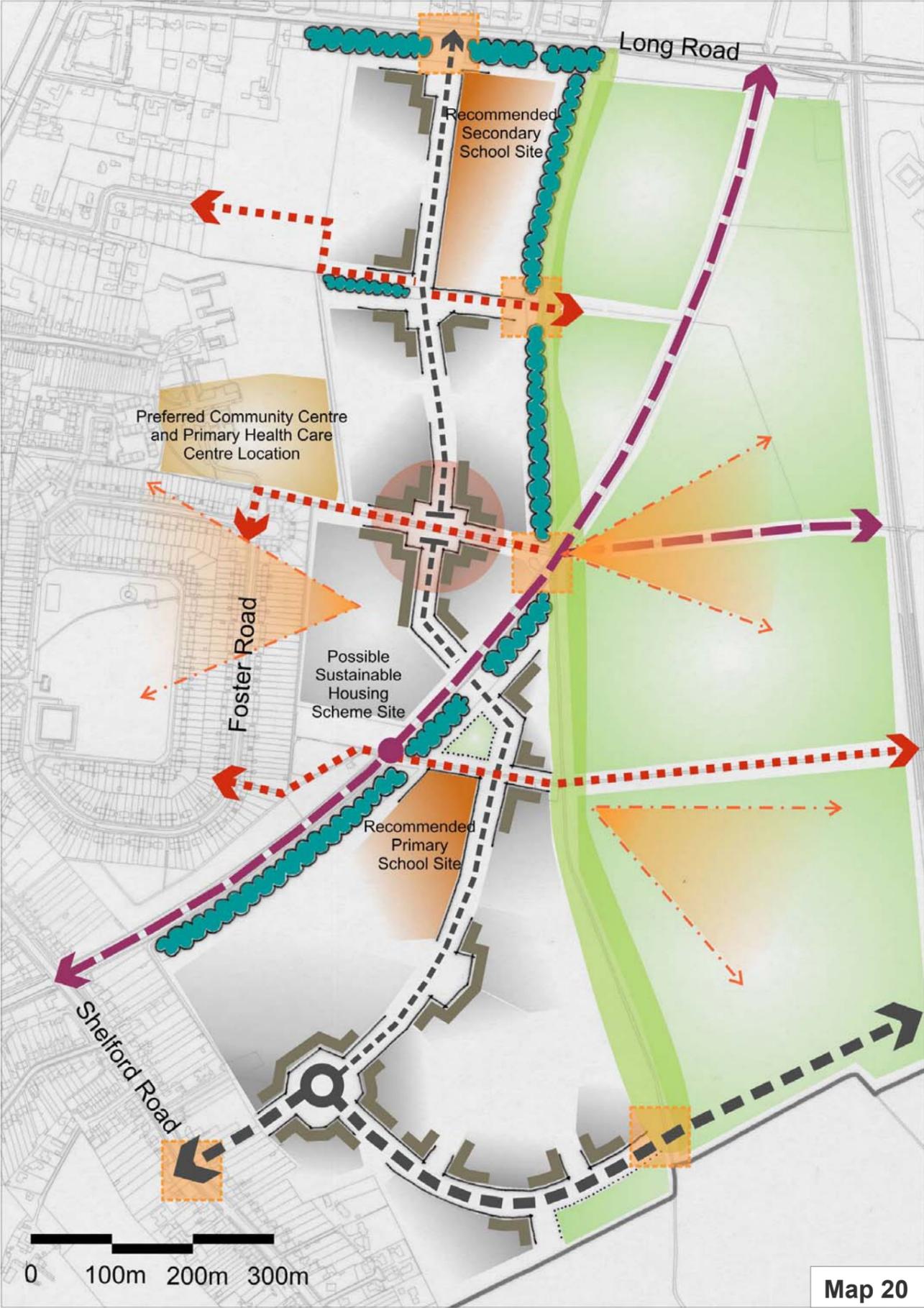
- Development proposals need to be sensitive to the key views into the site from high ground to the south-east and towards the village, particularly the tower of St Mary & Michael Parish Church on Grantchester Road.
- Where the sites meet the Hobson's Brook corridor, development should be sensitively designed in terms of scale and massing to prevent adverse impact on it and the green corridor beyond. A generous landscape buffer should be provided in this respect of varying depth of between 20 to 40 metres from the building edge.
- The road network should be designed so that no direct route is created from Shelford Road up to Long Road (e.g. possibly using a rising bollard system).
- The proposed 'Local Centre' must be well connected into the development areas and form a 'focus' for both the sites to tie them together and contain a 'mix' of uses required to support local needs.
- The potential of the existing pedestrian and cycle links should be maximised to create good connections around and across the sites and into the Green Corridor and the rights of way network and then on into the countryside beyond.
- Development along the Addenbrooke's Access Road should front on to this road creating an 'urban street'.
- Development should be orientated to address the CGB and in particular to offer good surveillance of the proposed CGB stop.
- Development proposals should be well connected into the village to help integrate new development with that which exists already.
- The scale and massing of development should be sensitive to existing residential areas.
- Buildings and associated landscaping should be designed to reinforce and articulate key entrances, nodes and routes through the development areas.
- Overall building heights should not exceed 3 storeys within the site although it may be acceptable to create some 4 – 5 storey buildings in places to meet the aspiration of the design principle above.
- The road network should be designed to achieve reduced vehicle speeds in residential areas.
- The Council will be investigating the potential for a sustainable housing scheme on City owned land on Clay Farm. Such a scheme would be seeking to provide an exemplar of best practice with regards to sustainable construction and living.

6.2 Key Development Principles > Clay Farm & The Showground

Indicative plan illustrating key development principles

LEGEND

-  Residential development areas
-  Preferred Community Centre and Primary Health Care Centre
-  Recommended School Sites
-  Local Centre
-  Principal vehicle routes
-  Principal pedestrian and cycle links
-  Proposed Cambridgeshire Guided Bus (CGB) route
-  Proposed Cambridge Guided Bus stop
-  Key views out of the Clay Farm and Showground sites and towards the village
-  Built form used to emphasise key entrances, nodes and routes
-  Key 'gateways' into Clay Farm and The Showground
-  Existing tree belts and woodland
-  Hobson's Brook Corridor improvements area
-  Proposed 'Green Corridor' and open space



6.2 Key Development Principles > Addenbrooke's 2020 Vision

THE SITE

Addenbrooke's 2020 is located to the east of the Southern Fringe and to the south and west of the existing Addenbrooke's Hospital.

The Addenbrooke's 2020 Vision plans for the extension of the existing campus by developing land to the south and west of the Addenbrooke's Site. This extension is identified in the Redeposit Local Plan to allow for the expansion of clinical facilities along with bio-medical and biotechnology activities and associated higher education and research institutes.

The northern boundary to the Addenbrooke's 2020 Campus is defined by the playing fields of Long Road VI Form College located to the north of the site. The eastern boundary of the development area is formed by existing development on the Addenbrooke's site itself and the southern boundary being defined by farmland.

Land to the south, currently in agricultural use, is safeguarded until after 2016 for future clinical development and research uses. The western boundary to the site is formed by the Cambridge to London railway with the proposed 'Green Corridor' situated beyond.

The site is flat with the land rising gently to the south-east. At present there are a number of paths and tracks which enter the site and connect into the Addenbrooke's Campus. The site is largely devoid of any significant landscape features although there are a existing trees located along the northern boundary.

EXISTING SITE CONSTRAINTS

- Open countryside beyond the site boundary will be sensitive to the impact of development and particular sensitivity will be needed when considering Nine Wells (LNR) to the south.
- Prevent through traffic on the site by not allowing Addenbrooke's Access Road traffic to exit on to Hills Road/ Babraham Road.

OPPORTUNITIES

- Create 'state of the art' clinical and hospital facilities along with associated teaching and research activities.
- Maximise access to public transport, including the proposed Cambridgeshire Guided Bus.
- Create a development based on innovative, bold and high quality architecture.

KEY DEVELOPMENT PRINCIPLES:

- Development must not exceed 5 commercial storeys (plus associated plant) along the western and southern boundaries in order to minimise the impact on the adjoining countryside. Elsewhere on the site it may be acceptable to go up to 6 commercial storeys (plus associated plant) subject to detailed masterplanning. These heights represent maximum overall building heights and will only be acceptable providing they do not cause an unacceptable visual impact on the green corridor and the countryside beyond.
- Development should be orientated to create 'active frontages' which define streets and spaces.
- 'Through traffic' passing along the Addenbrooke's Access Road should not be allowed to exit on to Hills Road/Babraham Road to the east. A means of enforcing this control will need to be provided.
- Buildings proposed for the northern part of the site should be organised to form a clear 'Central Hub' for the development.
- The Cambridgeshire Guided Bus will enter the site from the western boundary and a stop should be provided in the Central Hub as well as at other agreed locations through the Addenbrooke's site. The aim should be to make public transport an attractive and viable alternative to the private car.
- Land to the south is safeguarded until after 2016 for future clinical development and research uses.
- Connections across the Green Corridor for all modes to Trumpington should be maximised.
- Proposals should seek to integrate new and old development through a comprehensive design approach.

Indicative plan illustrating key development principles

LEGEND

-  Proposed development areas
-  Land safeguarded until after 2016 for clinical development and research uses
-  Principal vehicle routes
-  Principal pedestrian and cycle links
-  Proposed Cambridgeshire Guided Bus route
-  Proposed Cambridge Guided Bus stop
-  Built form used to emphasise key entrances, nodes and routes
-  Key 'gateways' into the Addenbrooke's 2020 Vision development
-  Existing and proposed tree belts and woodland
-  Proposed 'Green Corridor' and open space



Map 21

6.2 Key Development Principles > Bell Language School Site

THE SITE

Encompassing an area of approximately 7.61 ha, the development site lies immediately south of Addenbrooke's Hospital and west of Babraham Road (A1307). Existing residential properties of Greenlands and Babraham Road are located on the northern and south-eastern boundaries. Additional adjacent land uses include grounds of the Bell Language School to the northeast and open countryside beyond the southern and western boundaries. The site consists of essentially one large field, which is almost entirely enclosed by mature perimeter vegetation. The southern and western boundaries are designated as City Wildlife Sites in which a permissive footpath also follows these boundaries. Owing largely to the mature vegetation, views within the site are almost entirely enclosed with the exception to the south where White Hill, Clarke's Hills and the Gog Magog Hills can be seen on the horizon. Adjacent land uses are in the most part screened, however the University Laboratories (Forvie Site) and Addenbrooke's Hospital largely dominate views north.

EXISTING SITE CONSTRAINTS

- Existing residential properties to the southeast (Babraham Rd) and north (Greenlands) constrain the scale and massing of any proposed new development.
- The southern and western boundaries are designated as City Wildlife Sites.
- The need for an emergency vehicle access only route through Greenlands.
- Vehicle access to the site is constrained to one entrance point only.
- The morphology of the site presents challenges in terms of built form.

OPPORTUNITIES

- Create an attractive edge to the southern part of the city, which is sensitive to the adjacent rural landscape and existing residential properties.
- Contribute to the wider nature conservation and biodiversity of the Southern Fringe.
- Provide access and facilitate links to the proposed cycle/ pedestrian route and open countryside beyond.
- Provide northern pedestrian and cycle routes to create links with Addenbrooke's Hospital and the City centre.

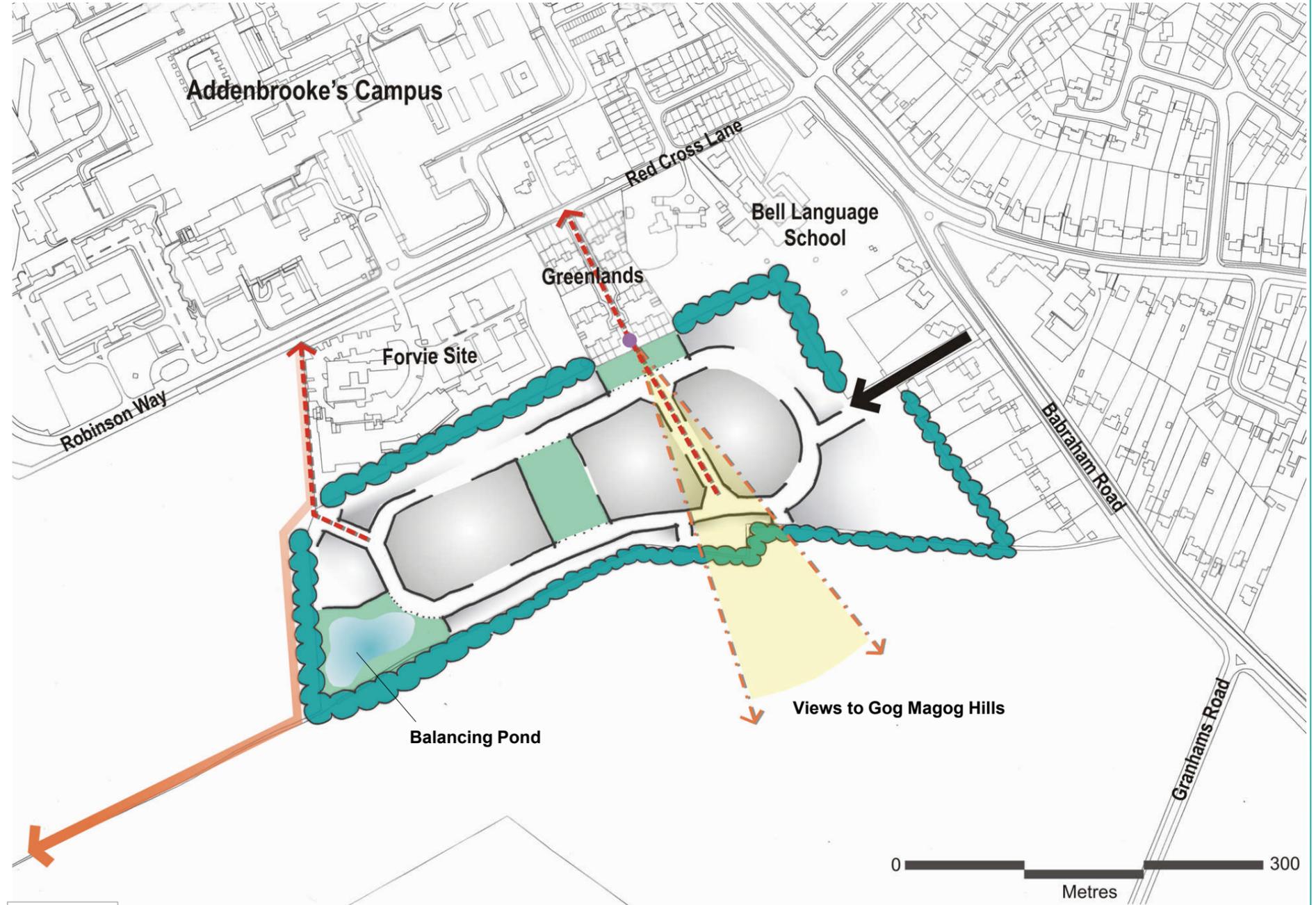
KEY DEVELOPMENT PRINCIPLES:

- A network of convenient and safe routes should be provided throughout the site and to adjacent areas, facilitating links with Addenbrooke's, public transport nodes, the City centre and the wider countryside.
- Provision of two direct pedestrian/cycle routes north of the site 1) Through Greenlands (subject to legal access) 2) at north west corner through to Addenbrooke's.
- Access to the proposed national cycle route should be provided at the western part of the site and be fully connected to routes throughout the development.
- Provision of an emergency vehicle only access through Greenlands (subject to legal access).
- Vehicle speeds throughout the development should be kept to a minimum and the exploration of vehicle calming methods through high quality design is encouraged.
- Create a series of green spaces throughout the development that are well overlooked and fully integrated with pedestrian/cycle networks.
- A green buffer area should be provided adjacent to Greenlands to encourage integration and help mitigate the impact of development.
- Retention and enhancement of the existing mature perimeter vegetation is encouraged where practicable, in particular development must be sensitive to the southern and western boundaries of the site, which are designated City Wildlife Sites.
- Balancing ponds need to be provided within the site and the design of these should be explored to maximise nature conservation and biodiversity.
- Buildings should be orientated to define edges and streets.
- Development proposals will be expected to respond to the existing development that bounds the site.
- Development located at the south eastern part of the site will be typically 2-3 storeys in height.
- A taller building height of typically 2.5 - 4 storeys could be accommodated at the western part of the site.
- Development must be sympathetic to the rural edge, with a maximum building height of 2.5 storeys along the southern boundary.
- Key views exist south from the Greenlands towards White Hill, Clark's Hill and the Gog Magog Hills. Design should seek to respond positively to this key view and developers are encouraged to explore how this can be retained.

Indicative plan illustrating key development principles



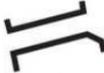
- Maximum of 2.5 Storey
- Typically 2 -3 Storeys
- Typically 2.5 - 4 storeys



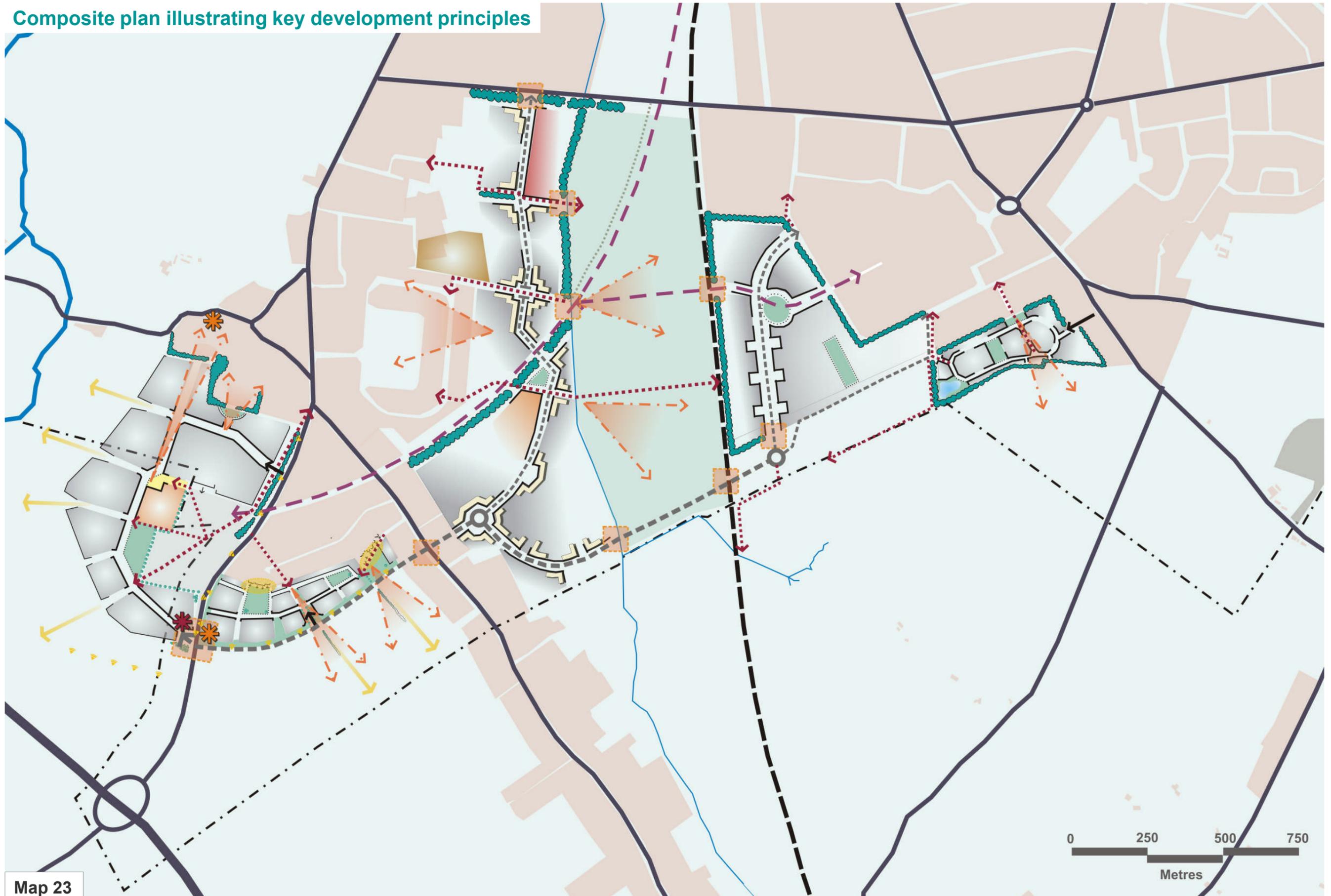
Map 22

- Existing Mature Vegetation
- Green Space
- Vehicle Access
- Pedestrian and cycle route
- Proposed pedestrian and cycle route
- Emergency vehicle access only

6.2 Key Development Principles > Composite Plan

-  Proposed development areas and indicative block layouts
-  Proposed principal route
-  Proposed Addenbrooke's Access Road
-  Principal vehicle route
-  Principal pedestrian and cycle links
-  Proposed Cambridgeshire Guided Bus route
-  Built form used to emphasis key entrances, nodes and routes
-  Gateways
-  Existing and proposed significant vegetation
-  Proposed 'Green Corridor' and open space
-  Pedestrian space / 'square'
-  Preferred Community Centre and Primary Health Care Centre
-  Proposed primary school
-  Recommended secondary school site
-  Important view or vista
-  Noise source
-  Landmark
-  Proposed landmark

Composite plan illustrating key development principles



Map 23

6.3 Housing

HOUSING DENSITY

One of the major challenges involved in building sustainable new communities is that of achieving housing densities high enough to support public transport and local services, while at the same time achieving a high standard of living which considers privacy and quality of public space.

The average overall housing density proposed for the Southern Fringe should provide for 50 dwellings per hectare (dph), with higher densities (up to 65 dph) focused around centres of activity, high-accessibility areas and public transport stops. Lower densities (e.g. 45 dph) are more appropriate close to the urban edges, furthest from Trumpington Village and adjacent existing low-rise development.

THE BENEFITS OF HIGHER DENSITIES

Social

- Social proximity encourages positive interaction and diversity
- Improves viability of and access to community services
- Enables more and better integrated social housing

Economic

- Enhances economic viability of development
- Provides economies of infrastructure

Transport

- Supports public transport
- Reduces car travel and parking demand
- Makes undercroft or basement parking economically viable

Environmental

- Increases energy efficiency
- Decreases resource consumption
- Creates less pollution
- Preserves and helps fund maintenance of public open space
- Reduces overall demand for development land – avoiding sprawl

Source: Urban Design Compendium

HOUSING MIX

Development should incorporate a balanced mix of housing types, sizes and tenures throughout the development to provide for the creation of a mixed community. This should result in a more balanced demand on local community facilities, such as schools and supported housing, and assist community surveillance with residents occupying the area throughout the day. Such a mix can also contribute to the creation of a more attractive residential environment by enabling greater diversity of building forms and scales.

Fifty per cent of the total on-site housing stock should be affordable homes (subject to the 'Binding Report' to be submitted as part of the Local Plan Inquiry). Figures 2 and 3 show an appropriate indicative mix of affordable homes, by tenure and size respectively. These percentage ranges will be further developed and considered through the **housing needs assessment** to be updated during 2006 (following new national guidance). The exact mix need to will be agreed with the local authorities through the pre-planning application stages to meet need and – in the case of market housing – demand.

The County Council have identified that an element of supported housing will be required within the Southern Fringe. This is likely to include extra care provision for older people. Further assessment will be carried out to determine the exact amount and type of supported housing required. Where subsidy is needed, this will be provided from within the affordable housing contributions.

HOUSING LOCATION

The location of housing types influences the way an area functions. Family housing, for example, should be located to provide safe and convenient access to schools. Equally, homes suitable for elderly people should be close to the

Figure 2: indicative ranges for housing tenure mix

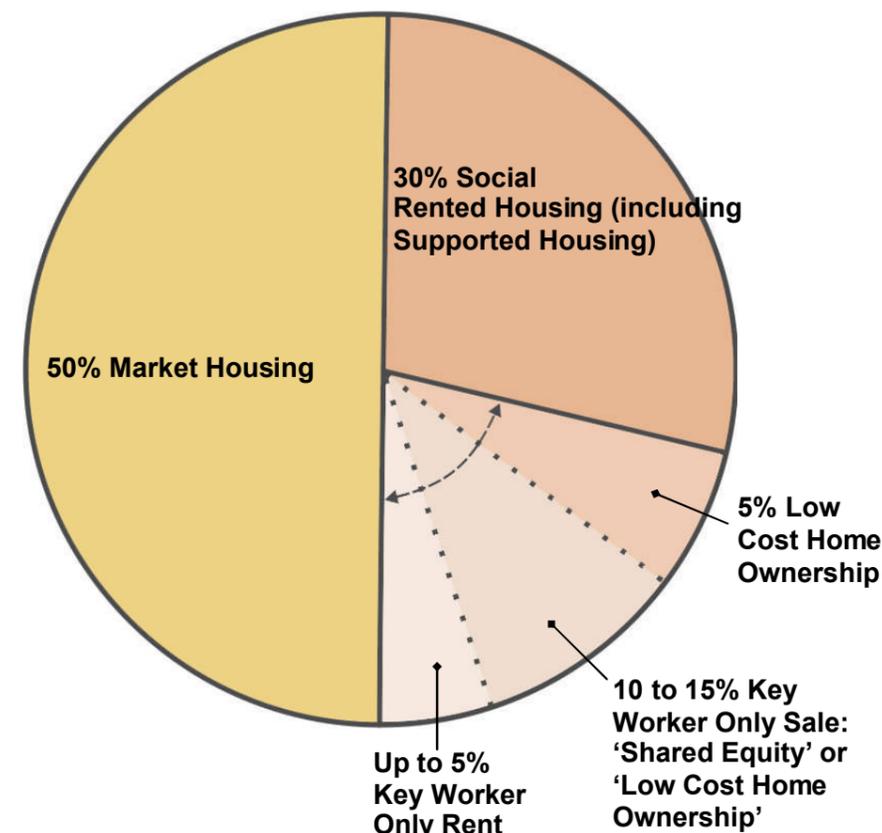
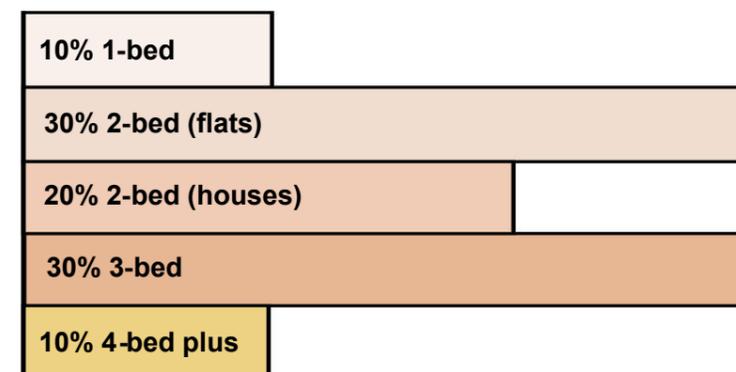


Figure 3: indicative ranges for affordable housing size mix



NB. Market housing will also be expected to provide a balanced mix of housing sizes, including all the above sizes.

village centre, so that they can access services more easily. Naturally, it is not just elderly people who want to be close to the centre and the key to creating a framework within which a balanced community can grow, is to integrate housing carefully and avoid large concentrations of one household type.

Affordable homes must be fully integrated with market housing and not obvious through location, segregation or the design and style of buildings. They should be dispersed throughout the development either singly or in small clusters rather than concentrated in less desirable locations.

HOUSING FOR PEOPLE WITH DISABILITIES

All affordable homes, and at least 15% of all market housing, should be built to Lifetime Homes Standard. These standards can be found in the Joseph Rowntree Foundation publication 'Meeting Part M and Designing for Lifetime Homes' (1999). They go beyond wheelchair accessibility (Part M) to designing homes capable of being adapted to meet changing long term housing needs, for example, where household members move into old age or become disabled.

SUSTAINABLE HOUSING DEVELOPMENT

The City Council will be seeking to achieve high quality, innovative and sustainable forms of housing development in the Southern Fringe. Sustainable development encompasses economic prosperity and security, enhanced social welfare and social inclusion, and a healthy natural environment in addition to the physical design of the housing itself. The City Council will be investigating the potential for a 'sustainable housing' scheme on Council owned land at Clay Farm which it is hoped could be an exemplar of 'best practice' in sustainable development, construction and living.

In addition it is hoped that the SmartLIFE project being led by Cambridgeshire County Council will provide strong direction in the delivery of innovative and sustainable development in the Southern Fringe.

SmartLIFE

The SmartLIFE project is an international project which is seeking to develop an innovative approach for sustainable development which will ensure the Region's new developments:

- Are of high design standards
- Make efficient use of resources; and
- Minimise greenhouse gas emissions

What does 'sustainable housing' mean in practice?

Housing which takes a sustainable approach to the design of development will seek to minimise energy and water consumption as well as pollution. Such development will be well located with regards to public transport routes and encourage walking and cycling and thus minimise reliance on the private car. In addition development should be designed

to encourage and maximise nature conservation. Ultimately such development will promote the health and well-being of residents.

Further guidance is provided in the 'Cambridge Sustainable Development Guidelines' which also provides sources of information and advice on how development proposals can become more sustainable.

Redeposit Local Plan 2004 Key Policy Extracts

5/5 Meeting Housing Needs

"... The amount of affordable housing sought will be 50% of the dwellings or an equivalent site area but account will be taken of any particular costs associated with the development and whether there are other planning objectives which need to be given priority. The occupation of such housing will be limited to people in housing need and must be available over the long term. Provision will be made on site unless otherwise agreed."

5/6 Meeting Housing Needs from Employment Development

"Employment development proposals likely to have an impact on the demand for affordable housing... will be expected to mitigate such impacts by making either: a financial contribution [...] off-site or a provision [...] on site..."

5/9 Housing for People with Disabilities

5/10 Dwelling Mix

"... a mix of dwelling sizes and types will be required."

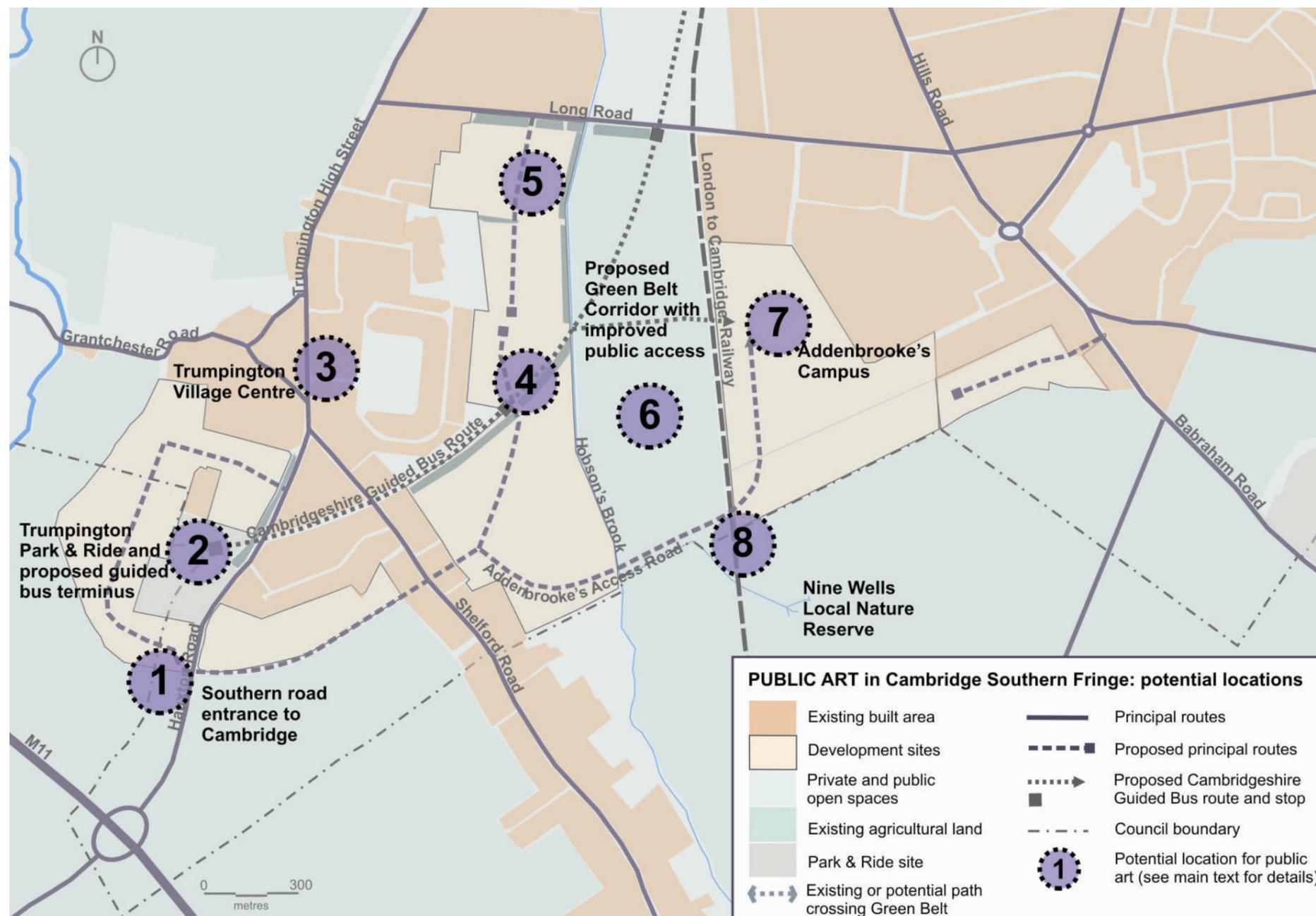
6.4 Public Art

POTENTIAL LOCATIONS FOR CONTRIBUTIONS WITHIN CAMBRIDGE SOUTHERN FRINGE DEVELOPMENT

Development of the scale proposed for Cambridge Southern Fringe provides a number of opportunities for new public art. The Redeposit Draft Local Plan 2004 requires the inclusion of public art within all new developments and further guidance is provided in supplementary planning guidance: Provision of Public Art as Part of New Development Schemes (adopted 2002).

Some potential locations for public art include:

- 1** Principal southern entrance to Cambridge by road
- 2** Trumpington Park & Ride – Public transport terminus / interchange
- 3** Trumpington High Street / Village Centre – close to shops and bus shelters
- 4** Proposed stop for the Cambridgeshire Guided Bus
- 5** Potential secondary school location
- 6** Centre of Green Corridor at points where potential new footpaths or cycle paths cross
- 7** Proposed central public open space within Addenbrooke's 2020 development
- 8** Bridge crossing of proposed Addenbrooke's Access Road over railway



Map 24

Map 24 shows some suggested locations for public art. These are places which either experience a high level of public footfall or which are likely, within the new development, to be prominent and/or well-frequented. In addition to these, public art schemes will be required within all residential areas. The page opposite describe the proposed locations on Map 24. They provide more detailed rationales for the incorporation of

public art within both existing development and proposed new development.

Above all, the onus must be on providing high quality public art schemes to reflect the high townscape quality sought in the new urban extensions. Public art schemes must be considered early in the design process so that they help inform, and become integrated aspects of, the development.



1 The southern entrance to Cambridge, from junction 11 of the M11, will form the first impressions many will form of the City of Cambridge. Public art may provide another layer of interest to this urban edge, but will by no means be a substitute to good overall design of development and associated landscaping. Any public art proposals in this location will need to be particularly well integrated with proposed planting, including specimen trees.



2 The Trumpington Park and Ride facility has recently been extended and is also earmarked to incorporate the proposed guided bus terminus. At its centre is a glazed building accommodating waiting space, information point, refreshments and public conveniences. Buses pick up and drop off passengers alongside the building forecourt. Space around this building presents an ideal opportunity for public art to contribute to the visual interest for those waiting or passing by.



3 Proposed development both east and west of Trumpington will further reinforce the centrality of the High Street. The increase in residential population and measures to design a more “walkable” neighbourhood should translate into greater footfall through this area. Better public use could be made of the green space fronting the shopping parade, with greater opportunities to sit, rest and perhaps contemplate new public art. Bus stops are located nearby adding to the potential audience.



4 The proposed guided bus stop close to Hobson’s Brook and within the Clay Farm / Showground development site will also, in the same way as the Park & Ride site, provide a ‘captive audience’ of passengers waiting for their bus into town. Public art conceived and created as an integral part of the new landscaping has the potential to contribute positively to a new public space in this area.



5 Schools and playgrounds should be attractive, interesting places that inspire creative minds. School buildings should be designed to reflect their important civic status in the community. They may serve not only to teach children but also provide for the wider community through evening classes, team sports or even healthcare facilities. Public art schemes should be seen as important components of school developments, and their design should be well integrated with the building and consider all potential ‘users’.

6 Greater public access within the green corridor between Hobson’s Brook and Addenbrooke’s campus, and the opportunity to create informal recreational amenities, woodlands and parks may also provide an attractive setting for one or more public art schemes. As the picture suggests, this may be incorporated with other recreational uses/ structures.

7 The proposed Addenbrooke’s Access Road will cross the Cambridge - London Railway to the south of proposed development. This bridge will effectively become part of a southern gateway into the City by rail. Still the subject of debate, the design of the bridge will be particularly important. It may benefit from the participation of a public artist able to create a positive sense of arrival, if not in terms of an inspiring landmark then as artwork which can be viewed at closer quarters by pedestrians and cyclists.

8 The proposed development at the Addenbrooke’s Campus will incorporate a public space and circulation network that will help to integrate the new with the existing development. The principal component of this should be a major green space that provides a public focus. This may be a space within which the proposed guided bus will pass through or stop. This could provide a new location for a prominent public art scheme, complementing the collection of public art already displayed at the hospital.



7 >

Planning
Implementation

7.1 Planning Obligations

PLANNING OBLIGATIONS

The July 2005 ADF Draft Strategy incorporated a summary of planning obligations requirements. This was very much an initial, indicative schedule that set out the key infrastructure, services and environmental requirements, as known at that stage.

This schedule has since been updated and refined again through the Draft ADF of October 2004, with locations/land areas for key infrastructure requirements now provided, where these are known/have been further. Where appropriate, the schedule has been amended to take into account comments made by key stakeholders in response to the Draft ADF of October 2005.

The process for evolving a detailed strategy for planning obligations requirements is a complex one, entailing the involvement of a number of key stakeholders, including the County Council, Cambridgeshire District Council and other infrastructure/service providers such as Primary Healthcare Trusts/Secondary (hospital) Health Care, as well as various City Council departments, and work is continuing on this. As requirements are clarified in more detail and locations are finalised, the schedule of Planning Obligation Requirements will be updated further. In some cases, it may take some considerable time, with individual planning proposals having to be worked up in more detail or further technical investigations having to be carried out before the precise requirements can be fully detailed and costed. For this reason, the planning obligations in the revised schedule have been divided into two sections, for “Known” and “Unknown” requirements.

As at the end of 2005, an initial assessment was being carried out in relation to general costings and apportionment

of the planning obligations requirements between the different components of the Southern Fringe developments.

Other areas of this work that still need to be progressed in 2006 include clarification of phasing requirements and inter-dependencies. This is particularly relevant in relation to transport, educational, social and community infrastructure requirements.

It should be noted that since the publication of the July 2005 ADF Draft Strategy, Central Government has issued revised guidance on Planning Obligations in Circular 05/2005, which replaces the previous guidance contained in Circular 1/97. The new Circular does not provide for the introduction of an optional planning charge, as proposed in the Government’s November 2003 consultation paper. A decision on this will be made at a later date and would require legislation. The new Circular therefore focuses on clarification of, and improvements to, the current system. The section on improvements to the current system contains a number of suggestions for speeding up the process of negotiating and completing planning obligations. The use of conditions instead of some form of legal agreement is advocated as the preferred option, where possible. The revised schedule has therefore been adjusted to identify those obligations likely to be secured by some form of legal agreement and those likely to be secured by condition.

The development of a sub-regional planning obligations strategy via the Sub-Regional Planning Obligations Group led by Cambridgeshire Horizons ongoing. However, it is possible that, depending on progress, any findings and recommendations that may emerge from the work commissioned by the Group in the near future could still affect the final planning obligations strategy in relation to the Southern Fringe

Finally, it must be emphasised that the schedule of requirements is not comprehensive and not final. Further detailed site-specific planning obligations requirements may be identified at a later stage, during the process of negotiation on individual worked-up proposals.

PHASING STRATEGY

An overall Phasing Strategy will need to be developed in partnership with developers, Cambridgeshire County Council and South Cambridgeshire District Council in 2006. The Southern Fringe will be developed over many years and so infrastructure, road capacities, delivery of facilities and financing will need to inform the timing of delivery.

Schedule of Planning Obligations Requirements

Known	Legal agreement/ Conditions	Unknown	Legal agreement/ Conditions
1. Extension to existing Fawcett school in the form of financial contributions	Legal agreement	21. Land, capital and revenue support contributions towards provision of Guided Bus services.	Legal agreement
2. Land for and financial contributions towards provision of primary school on former Monsanto site (1FE) (1.5 hectares)	Legal agreement	22. Financial contributions towards provision of conventional bus services	Legal agreement
3. Land for and financial contributions towards provision of primary school and possibly a 'children's centre' on Showground site (2FE) (2.3 hectares)	Legal agreement	23. Financial contributions towards Southern Corridor Area Transport Plan strategic schemes	Legal agreement
4. Land for and financial contributions towards provision of secondary school. Approx. half of total costs to be sought for this.	Legal agreement	24. Site –specific transport/highways improvement schemes (details of precise requirements will evolve during the negotiation process on individual, worked-up proposals)	Legal agreement and/or conditions
5. Sixth form provision –in the form of financial contributions (the facilities will be provided elsewhere)	Legal agreement	25. Green travel plans –details of requirements to be confirmed as individual proposals evolve	Legal agreement or condition
6. Land for (350m2) and financial contributions towards provision of library/lifelong learning centre with community facilities	Legal agreement	26. Cycling/pedestrian/ equestrian route improvements/linkages, including financial contributions towards these where applicable.	Legal agreement and/or conditions
7. Financial contributions towards provision of a children's centre (to be linked to a primary school) –further details yet to be confirmed	Legal agreement	27. Incorporation of SUDS –specific requirements to be confirmed at a later date	Legal agreement or conditions
8. Financial contributions for provision of Addenbrooke's Access Road	Legal agreement	28. Ecological survey and monitoring, including tree survey –requirements will vary from site to site and may include financial contributions towards specific projects	Legal agreement and/or conditions
9. Financial contributions towards provision of Cambridge Guided Bus	Legal agreement	29. Biodiversity strategy –requirements will vary from site to site and may include financial contributions towards specific projects	Legal agreement and/or conditions
10. Land for and financial contributions towards provision of household waste recycling centre (1 hectare) –location yet to be confirmed	Legal agreement	30. Renewable energy strategy –further details yet to be confirmed	Legal agreement and/or conditions
11. Land for and financial contributions towards bulking up/waste transfer facility (1 hectare) – location and further details yet to be confirmed	Legal agreement	31. Sustainability strategy –further details yet to be confirmed	Conditions

7.1 Planning Obligations

Known	Legal agreement/ Conditions	Unknown	Legal agreement/ Conditions
12. 50% affordable housing (indicative guidelines on mix and tenure are provided in separate section of this document)	Legal agreement	32. Landscape strategy –requirements will vary from site to site	Conditions
13. 1x40 place extra care home development -location and further details of requirements yet to be confirmed	Legal agreement	33. Provision of or financial contributions towards public realm improvements – requirements will vary from site to site	Legal agreement
14. Land and/or financial contributions towards provision of strategic open space (48.8 hectares)	Legal agreement	34. Archaeology –requirements will vary from site to site but may include surveys and investigations, watching briefs	Conditions
15. Financial contributions towards provision of countryside access/Rights of Way	Legal agreement	35. Design and conservation –design guides and provision of conservation enhancements –requirements will vary from site to site	Conditions
16. Land and/or financial contributions as appropriate towards provision of formal (7.8 hectares minimum) and informal open space (15.8 hectares minimum), playspace (2.64 hectares minimum, including toddler, local and neighbourhood facilities), allotments (3.5 hectares) sports and leisure facilities, including a) an artificial turf football pitch, b) 4 grass football pitches, c) improvements to existing rugby facilities, d) shared use kick-about space, e) tennis courts/multi-use games areas (3 groups of three), f) improvements to existing bowling green on King George V playing fields or provision of new facility g) hockey facilities h) new sports hall, improvements to existing swimming facilities or contributions towards a new city-wide facility –locations and further details yet to be confirmed and contributions are subject to final agreed housing figures which are also subject to change.	Legal agreement and conditions	36. Public art –the City Council’s normal requirement is public art to the value of 1% of the capital construction costs -specific requirements will vary from site to site. Further details of requirements yet to be confirmed.	Legal agreement/ and/or conditions
17. Land and/or financial contributions towards provision of community facilities to include a) health care centre incorporating doctors surgery, pharmacy and dentist b) health care facilities within schools c) new community centre d) improvement to existing community facilities in Trumpington e) youth facilities f) locations and any other additional requirements yet to be confirmed such as faith provision.	Legal agreement and conditions	37. Construction strategy	Conditions
18. Land for police station (300m2) –location yet to be confirmed	Legal agreement		
19. Utilities –delivery programme for strategic utilities and land for provision of new electricity sub-station	Conditions		
20. Sprinkler systems in residential units	Conditions		

PLANNING APPLICATION REQUIREMENTS

The following lists documents/studies that will be required to support any planning application for development within the Southern Fringe. Please note this list is non-exhaustive.

- **Planning statement** - general document to summarise contents of application submission, including documentation, vision for development, highlight key issues including Local Plan policy considerations where relevant and include summary of land use mix / breakdown of areas/floorspace.
- **Masterplan and Supporting Design Statement**
- **Environmental Impact Assessment (EIA)** -this must cover not only the impact of the individual development concerned but also the cumulative impact of the proposed developments within the Southern Fringe as a whole.
- **Traffic Assessment (TA)** - submission will also need to consider the individual and cumulative impacts as the EIA.
- **Landscape Strategy**
- **Biodiversity and Ecology Strategy** - this should include a management plan covering maintenance of habitats
- **Open space Strategy** - this should include a maintenance and management plan
- **Sustainable Urban Drainage Strategy** and maintenance plan
- **Lighting Strategy**
- **Public art statement/indicative strategy**
- **Planning obligations strategy**
- **Phasing/implementation/construction statement**
- **Archaeology strategy** - to include details of surveys and investigations carried out where appropriate.
- **Affordable housing statement**
- **Waste Management Strategy**
- **Faith Provision Survey** - required to establish the adequacy of faith provision in Trumpington



8 v

Conclusions

8.0 Conclusions

This document has outlined the broad and specific planning and design approaches to the development of the Southern Fringe. It builds upon an earlier 'draft strategy' approved by the City Council in July 2005, and the Southern Fringe Area Development Framework - draft for public consultation (October 2005). The planning of the five principal sites is both complex and lengthy and will be done over several years. The ADF should act as a strong guide for future planning and negotiation and will support the detailed review of outline and detailed planning applications once submitted in 2006 and beyond.

The City Council is grateful for the continuing input into the preparation of the ADF from all parties, in particular the public, developers, other local authorities and interest groups and agencies.



9

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References

9.0 References

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4. **Cambridge Sports Strategy**, Cambridge City Council, 2003
5. **Sports Provision in Cambridge**, Cambridge City Council, March 2004
6. **Parks for Cambridge People**, Cambridge City Council, 2004
7. **Draft Southern Fringe Area Action Plan**, South Cambridgeshire District Council, 2005
8. **Cambridge Southern Fringe Stakeholder Consultation Day**, Compiled by Nick Wates Associates, October 2003
9. **Cambridge Southern Fringe Community Consultation Event Record**, Cambridge City Council, April 2005
10. **Cambridgeshire County Council Draft Framework for Service Provision**, Cambridgeshire County Council, 2004
11. **Trumpington - Future Development of a historically important parish**, Trumpington Residents Association, September 2004
12. **Addenbrooke's Access Road Environmental Impact Assessment**, Atkins Consultants, 2004
13. **The Urban Design Compendium**, English Partnerships, 2000
14. **Cambridge Sustainable Development Guidelines (Supplementary Planning Guidance)**, Cambridge City Council, 2003

