
Greater Cambridge Call for Sites Consultation

Land south of Coldhams Lane, Cambridge

Call for Sites Consultation

Land south of Coldhams Lane, Cambridge



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1. Context

- 1.1. Savills Planning Team in Cambridge are instructed by Anderson O&U Limited, an operating subsidiary of the Anderson Group (Anderson Group hereafter), to make the necessary and relevant representations to the consultation exercise as it relates to Greater Cambridge's Call for Sites stage which is the initial commencement of the Local Plan Review for the Cambridge City and South Cambridgeshire areas.
- 1.2. Anderson O&U Limited is landowner of a significant area of land south of Coldhams Lane in Cambridge and which is identified within the recently adopted Cambridge Local Plan 2018 as falling within an Area of Major Change. (AoMC's) Andersons are the freehold owners of Areas A and B within Figure 3.4 of the Adopted Local Plan and which are those landfill areas either side of the area known as Coldhams Business Park Other landowners within this Area of Major Change are Cambridge City Council and Peterhouse College in respect of parts of the lakes south of the railway line. As such, Andersons are in control of the main developable areas within the AoMC. AoMC's are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. The identification of such areas within the Local Plan acknowledges the need for a comprehensive approach to development and a recognition that these parts of the City will need new significant investment and have the potential as a catalyst for change in the surrounding areas.
- 1.3. The creation of a new single Local Plan to cover both Cambridge City Council and South Cambridgeshire administrative areas is welcomed. It recognises the very clear linkages between the urban area and the area surrounding it and accordingly, in our view, it makes good planning and development logic to set a planning framework that acknowledges the symbiotic relationship between the two areas. One of the key characteristics of the Cambridge area is the pattern of commuting into the City from the outlying rural area – a series of factors have influenced a dispersed pattern of development including policies over the years which have positively encouraged a dispersed pattern of development to encourage economic growth to the north of Cambridge, previous policies which created an Area of Restraint to the south of Cambridge, alongside major land releases to the inner edge of the Green Belt.
- 1.4. Any new review of the two current Local Plans into a single Local Plan will need to continue to address this critical issue of the development sequence i.e. the order of priority given to the location of new development and the time frames for such development to take place.
- 1.5. There was certainly a great deal of discussion at the Local Plan Examination into the two adopted Local Plans about the development strategy options, particularly having regard to the amount of new development being identified for new settlement growth compared to development in and around the City. However, it was commonly agreed in the context of the development strategy that Cambridge remained the most sustainable location for new development – that is the current adopted strategy for both Councils and that in our view, should remain the case as we move into the next Local Plan review.

- 1.6. With Andersons having a substantial landowning area south of Coldhams Lane within the City it is entirely appropriate that it should promote the land for new development. Such a Local Plan promotion may well run in parallel with any new planning application should that choose to be the strategy employed by the client. Such an application would reflect the commitment of the landowner to the early commencement and delivery of development on the site.

2. Site and Surroundings

- 2.1. The site is located south of Coldhams Lane approximately 2 miles east of Cambridge City Centre and lies immediately south of Cambridge Airport owned by the Marshall Group. The term “site” in the context of these representations constitutes that area of land defined within Policy 16 of the Cambridge Local Plan 2018 as an Area of Major Change and shown on Figure 3.4 of the Plan.
- 2.2. The “site” is identified by the red line boundary shown in Appendix 1. (A separate plan shows our clients ownership boundaries within the AOMC and which are shown on page 7 within the enclosed Vision Document. That ownership plan shows those landfill areas and the land south of the railway line in the ownership of the Anderson Group, all of which total up to approximately 31.7 hectares.
- 2.3. The wider area of the AOMC comprises the buildings and car park and service areas of Coldhams Business Park, the open green areas, water bodies south of the railway line and the railway line itself together with the access roads and paths including The Tins that lie within the boundaries.
- 2.4. The site borders established residential areas to the east and west including open land at St Bedes School to the south with Coldhams Lane forming the northern boundary.
- 2.5. This Area of Major Change lies within the main urban area of Cambridge and is in a highly sustainable location situated in a transition area between the City centre and its outlying areas and Cherry Hinton. The focus on this site as a development site continues and indeed this wider area is subject to further change having regard to the currently submitted mixed-use application on that land north of Cherry Hinton which is allocated in the local Plan and is the subject of adopted supplementary planning guidance.

3. Planning Background

- 3.1. The site in the past has been used for landfill and was the site of the former Norman Cement Works. A development platform was created on the sites of the former buildings and which is now the location of the David Lloyd Leisure Centre, the Holiday Inn Express and the parking areas associated with those uses. A number of B2 units were constructed on the northern part of the site together with car showrooms fronting Coldhams Lane. The land that remains following this development is the focus for development consideration.
- 3.2. Area A comprising two land parcels either side of The Tins as shown on Figure 3.4 within the Local Plan are both landfill areas. The northern parcel ceased as a landfill site in 1969. The southern parcel south of The Tins ceased as a landfill in 1974. It is the landowner's view that both of these landfill parcels can be developed in the context of standard development control considerations having regard to the decomposition profile of such land. Such technical matters continue to be the subject of ongoing detailed discussions with the Environment Agency. The lakes to the south of the railway line are not envisaged to be the focus for new significant development.
- 3.3. The promotion of these land parcels for development either side of The Tins cycleway/path running east-west through the site, is not new. The previous landowners of the site, Land Securities, promoted residential development on these parcels of land in their work on the Cambridge Local Plan 2006.

4. Cambridge Local Plan (2006)

4.1. The following extracts from the 2006 Local Plan Inspector's Report make it very clear that the only reason that the site was not allocated for housing was the over-riding risk arising from contaminated land. The Inspector took a precautionary approach in the circumstances and did not allocate the site. The Inspectors assessment of the land (known as Omission site 6) is enclosed at **Appendix 2**. (Omission site 6 equates to Areas A in the current Local Plan Figure 3.4).

4.2. His paragraph 5.43.14 describes the site at that point in time:

"This site is best described as urban wasteland. It is unkempt, overgrown and unattractive, with substantial areas of scrub and bare ground. It is cut off from other open land by development and by the railway; nearby buildings can be seen from much of the land. It should not be designated as protected open space for any other reason than its designation as a City Wildlife Site. However, again, the designation need not prevent an allocation for housing as the wildlife value could be recreated on the western side".

4.3. His paragraph 5.43.15 concludes:

"Although I conclude that the site does not have appreciable value as open space, other than its biodiversity value, and that its contribution to biodiversity could be recreated on land further west, I also conclude that it should not be allocated for housing. This is because of the over-riding risk arising from the contaminated land".

4.4. Such an Inspector's comment is expressed in the context of his summary of the City Council's position at that time. Paragraph 5.43.1 states:

"The Council accepts that the Phase II element of the former Blue Circle land is previously developed land, as a former landfill site, and that it would be a sustainable housing site by virtue of its accessibility to services. It is within the built up area".

4.5. Even back in 2006, the Council accepted the sustainability credentials of the site and as a principle accepted it as a housing site. Clearly the issues of landfill and contamination were important and it remains the case that such elements need to be fully assessed. The Anderson Group have continued to monitor the site and continue to engage with the Environment Agency on such matters to ensure that a comprehensive robust case can be made at the appropriate stage to ensure development can be delivered.

5. Cambridge Local Plan (2018)

- 5.1. The Cambridge City Local Plan was adopted in October 2018 and sets out the way in which the needs of Cambridge will develop and grow up to 2031. It includes a vision for growth and policies which seek to balance meeting the development needs of Cambridge with protecting environmental and heritage assets.
- 5.2. Areas of Major Change (AoMC) are parts of Cambridge which the City Council are actively promoting for development. The City Council through Local Plan Policy 16 is seeking the wider regeneration of the south of Coldhams Lane AoMC with appropriate redevelopment and the creation of an urban country park to serve the east of the City.
- 5.3. Local Plan Policy 16 requires a Masterplan for the AoMC to be developed and identifies two principal policy objectives for the area.
- a) The area immediately south of Coldhams Lane and lying north of the railway line, for appropriate commercial uses on Area A and some outdoor recreational uses and ecological enhancement on Area B. The Policy explicitly states that Area A could provide for the relocation of space intensive uses such as builders merchant sales and storage facilities which are currently located on land elsewhere in the City.
 - b) The area south of the railway line, including the lakes, to provide primarily passive outdoor recreation opportunities in the form of a new urban country park.

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- 5.4. As previously stated, the Anderson Group are owners of a significant part of the site and are committed to bringing forward their land parcels, Areas A and B, and has sought to engage with the City Council on numerous occasions and over a number of years. Anderson Group have also offered to pay for a third party consultant to peer review the geo-environmental and geo-technical work undertaken to date by their consultant.
- 5.5. The 2018 Local Plan thus accepts the principle of development is appropriate on Areas A on Figure 3.4 of the Local Plan showing “South of Coldhams Lane Area of Major Change” (see **Appendix 3**).
- 5.6. The key issue for the Anderson Group is the limitation imposed on the future use for commercial purposes. The term “appropriate commercial uses” is interpreted in the paragraph within the policy as “relocation of space intensive uses” such as builder’s merchants sales and storage facilities which are currently located on land elsewhere in the City that could be made available for housing.
- 5.7. It is abundantly clear that the above wording is out-of-date – this is unsurprising given the original wording was drafted over 5 years ago at a time when Ridgeons were looking at that time to relocate their premises on Cromwell Road and Travis Perkins were also looking at rationalising their operations on Devonshire Road. Since then, the business models for both companies and that sector have changed (i.e. more focus on home delivery of materials, as opposed to builders merchants) and it is the case that Ridgeons (now sold to Huws Gray in Autumn 2018) are in the B2 unit at Coldhams Business Park and Travis Perkins continue to trade from Devonshire Road.
- 5.8. From the commercial market perspective we simply cannot see demand for such a comprehensive use in this location. Moreover, the Anderson Group consider that use of part of the site for housing in such a sustainable location makes logical use of such land having regard to continuing housing demand and its accessibility credentials to all parts of the City. The use of part of the land for housing will enable the potential for the cross funding of the opening up of the lakes for public benefit and the delivery of a new urban country park on Parcel B to the west of the existing industrial units.
- 5.9. The Anderson Group fully accept that the current adopted Local Plan position does not support residential development on the site. However, and notwithstanding the submission of any planning application for such a use, the commencement of a review of the adopted Local Plan provides a clear and obvious policy context for the Council to reconsider its position. As shown above, the Council supported housing on the site in the 2006 Local Plan Examination and we would respectfully suggest that in considering the future use of this site in the next plan period then the obvious use must be a mix of housing and appropriate commercial uses.

6. Community Planning Workshop (November 2018)

- 6.1. As landowners of much of the land within Policy 16, Andersons are fully aware of the liabilities and responsibilities that are associated with the site, particularly in the context of considering future uses of the site not only from a professional planning perspective but also from a history of illegal trespassing into the lakes area south of the railway line. Despite security measures, there continues to be episodes of forced entry into the lakes and consequently there are risks to members of the public regarding the deep nature of the existing lakes, particularly having regard to the steep nature of the sides and difficulties of entry and exit of the water bodies. It is a case that there is significant local interest in the future of the lakes and the wider area and as a consequence of this, Anderson organised a significant public event in November 2018 to engage with the public on their views with regard to the site's future.
- 6.2. It is important to note that Andersons made it very clear what the planning policy was for the site as set out in Policy 16 of the Cambridge Local Plan 2018. Against this background, the site visits, meetings and workshops that took place over the weekend sought the views from the public, local politicians and various stakeholders about their aspirations for the future. It is important to understand that Andersons and the project team played a neutral role within the exercise and played no part in suggesting any new or alternative land uses because it was critical to understand the public views on future use having regard to the policy position.
- 6.3. The resultant output from this major consultation exercise (where over 400 people attended) was the publication of a Vision Document which was sent to City Council officers on the 20 December 2018. The document is at **Appendix 4** and contained an Illustrative Masterplan on page 30 which proposed a new mixed use neighbourhood on Areas A either side of The Tins. Since the issuing of the Vision Document the project team have looked again at the development potential of Areas A and are now looking at some 420 dwellings alongside some 9,200 sqm of commercial uses. It remains the case that the new commercial floorspace is envisaged on or close to the frontage of Coldhams Lane on Area A north of The Tins path as shown in Figure 3.4 of the Local Plan. The new housing is envisaged on the southern part of Area A north of The Tins and also on the other part of Area A lying south of The Tins.
- 6.4. On the western land parcel (Area B in the Local Plan) this is identified as a new Urban Country Park.
- 6.5. To the south of the railway line the lakes would be opened up to public use which would address the significant access concerns referred to above whilst importantly addressing the aspirations of many who wanted to see a safe, accessible, carefully managed and maintained environment combining a mix of informal recreational uses, including the use for anglers who have been looking after the lakes for many years.

7. Conclusions

- 7.1. The Call for Sites provides the opportunity for the Anderson Group to make the necessary representations to the Councils to promote a highly sustainable, previously developed site for new development.
- 7.2. The occasion provides the clear opportunity for the Council to look afresh again at the development on the site. It goes without saying that the technical case for development will need to be made and in such a context the Council officers will be aware of the significant amount of work that has taken place and indeed is continuing regarding the environmental monitoring of the site.
- 7.3. Anderson are entirely confident there is a robust and demonstrable case from a technical perspective to show housing and commercial uses are entirely appropriate and deliverable on the site and in such a context it is a case of what uses are appropriate given the principle of development is agreed on the site. Anderson have the capability and experience to deliver the development envisaged having regard to their projects in Luxborough Lane in Chigwell and Erith Quarry in Bexley.
- 7.4. We remain of the view that the wording in the adopted Cambridge Local Plan 2018 as it relates to 'space intensive uses' was targeted at specific local companies at that time. The passage of time and changes in company profile and business location now changes that context and a new vision needs to emerge informed by up-to-date reasoning and local interests who have expressed views recently in November 2018 resulting in the submitted Vision Document.
- 7.5. We consider that the Area of Major Change south of Coldhams Lane provides a real opportunity for the Council to support a mixed use development in a highly sustainable location which not only delivers new housing (including affordable housing) and commercial development on previously developed land but does so in a manner that delivers public access to the lakes south of the railway line whilst providing the necessary wildlife and environmental protections resulting from new development.
- 7.6. We look forward to being informed of plan progress.

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Appendices

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Appendix 1

Map of Area of Major Change – Land South of Coldhams Lane, Cambridge

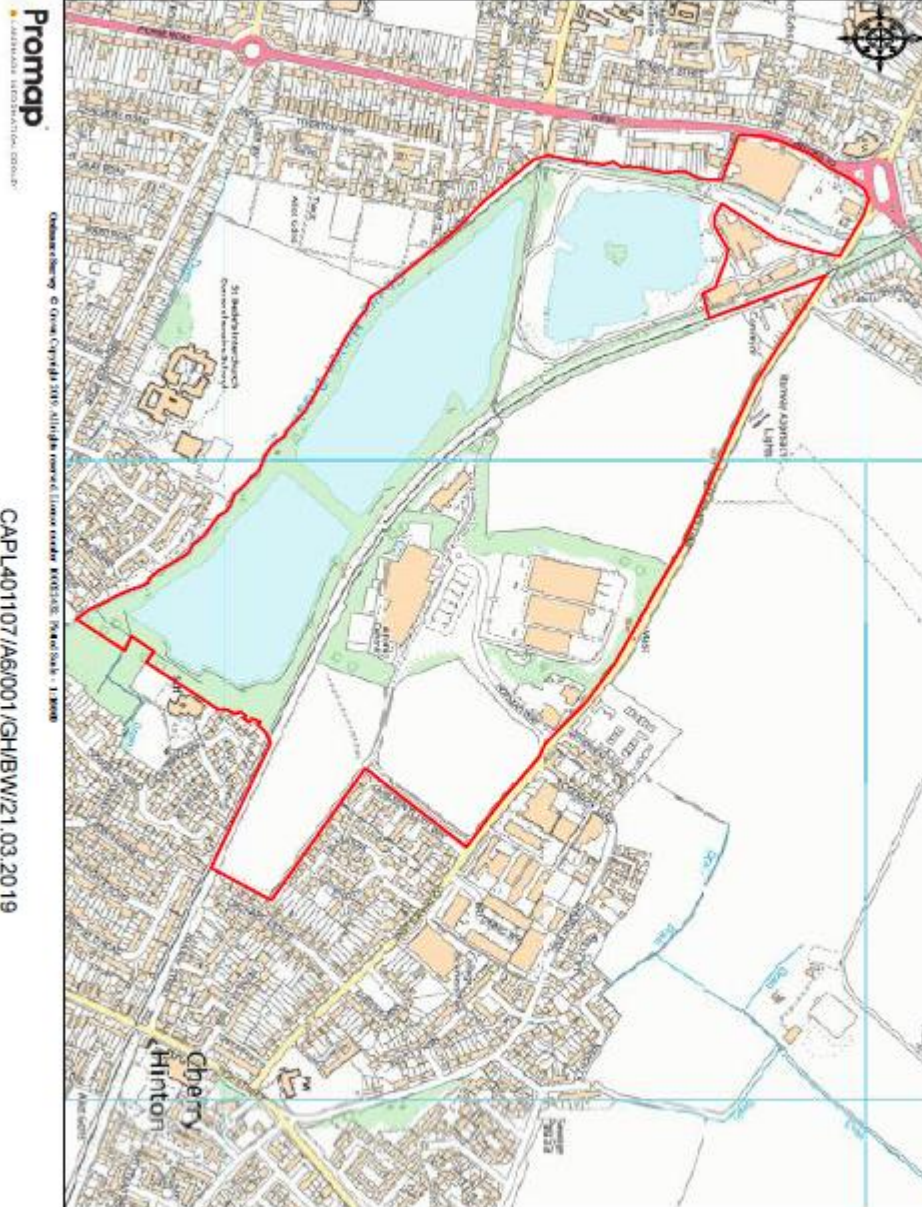
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Area of Major Change - Land south of Coldhams Lane, Cambridge

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LANDMAPS INFORMATION GROUP

CAPL401107/A6/001/GH/BW/21.03.2019

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Appendix 2

Extract of Local Plan (2006) Inspectors Report

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CAMBRIDGE LOCAL PLAN: INSPECTOR'S REPORT

Fringe offers. It is not seen against the background of Addenbrooke's and does not have the kind of screening enjoyed by parts of the Southern Fringe.

5.42.3. There are not exceptional circumstances to justify removing the site from the Green Belt.

RECOMMENDATION

5.42.3. I recommend no modification to the RDD.

5.43 OMISSION SITE 6 – PHASE II OF THE FORMER BLUE CIRCLE SITE, COLDHAM'S LANE

Objections

The objections to this aspect of the Plan are listed in Annex 3.

Summary of Objections

- The site is more sustainable than many of the allocated housing sites and should therefore be allocated for housing, with commercial uses on the Coldhams Lane frontage.
- The gas generation from the contaminated land underlying the site can be managed satisfactorily.
- The land has insufficient wildlife or open space value to warrant protection for these reasons.
- It would be unsafe to develop this site. Development would harm wildlife, reduce open space available, increase traffic and overload services.

Inspector's Reasoning and Conclusions

5.43.1. The Council accepts that the Phase II element of the former Blue Circle land is previously developed land, as a former landfill site, and that it would be a sustainable housing site by virtue of its accessibility to services. It is within the built-up area.

Contaminated Land

5.43.2. This site has been landfilled and contains some very high concentrations of methane. The concentrations are higher than in the sites referred to by the landowner, where housing development has taken place or is in course of preparation. High concentrations give high risk. Low flows of gas reduce the risk, and there is some evidence of low flows at this site. However, the information available on flows is limited to 2 months of measurement, rather than the 6 months which would reduce the risk level from its present 6 (the highest) to 5. There is insufficient information to enable a good understanding of the site's characteristics.

5.43.3. A suite of measures is available to block the pathway of methane to houses and parking spaces. A high permeability layer would be inserted into the tip to collect gas, which could then be vented harmlessly. Above this layer would be a low permeability barrier to gas movement. Roads and services would be raised above this layer. Buildings would be raised above ground level, with undercroft parking beneath them. A management company would, amongst other things, police the site to prevent unsuitable repairs or alterations to properties and to the

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CAMBRIDGE LOCAL PLAN: INSPECTOR'S REPORT

parking areas.

5.43.4. Many other measures could also be taken, but there are possible scenarios which would lead to the danger of explosion and the risk of fatalities. The management of the development may not always be effective, and enclosed spaces might be introduced into undercrofts, or the barrier might be penetrated even if garden areas are intended to be communal. No barrier is completely safe.

5.43.5. The onus is on the landowner to show that the site can be developed safely. The owner has not carried out a quantitative audit, which is in my opinion necessary at this stage because of the high concentrations of gas and the imperfect knowledge of other site characteristics. Without a full risk assessment there is insufficient evidence to show that there would be no residual risk. In my view a precautionary approach should be taken to the proposal: housing is a use which is particularly sensitive to contamination, there is no need for housing here, and there is a residual risk to the safety of prospective residents.

5.43.6. The objector intends to carry out a quantitative audit at the planning application stage. No party knows whether a housing development, which has not yet been detailed, would pass the necessary tests at the application stage. On the other hand land contamination is a material consideration at the development Plan stage, and PPS23 is clear that contamination can preclude certain uses.

5.43.7. Although the Environment Agency does not object to the principle of development, there is a fundamental land use objection to the allocation of this land for housing on the basis of present evidence.

5.43.8. A decision not to allocate in this case does not threaten the national drive to redevelop previously developed land. PPS 23 paragraph 16 requires a balanced approach, which in this instance leads me to conclude against allocation.

Wildlife Value

5.43.9. Recent survey information is available for the site. The objector agrees with the Council that the site meets the criteria for City Wildlife Sites, but argues that the criteria are set so low that the site is effectively of limited interest. These criteria are not part of the RDD and I do not make recommendations in relation to them.

5.43.10. There is a mosaic of habitats, although one which is not unusual on urban wasteland. However the site contains one of the largest areas of scrub in the City, where there is little scrub generally. The species found are common, again typical of species found in these situations and in urban gardens, but there are 19 breeding bird species, with a high density of individual territories. About 30 bird species were recorded on the site. The bird species assemblage is good for Cambridge. There is a small population of common lizards, which occur only sporadically in the City.

5.43.11. The site's function in relation to a possible network of habitats is limited by the built-up surroundings on most sides and the railway which separates it from the open land to the south-west. However the railway will not be a barrier to bird species.

5.43.12. Overall I conclude that the site has importance for biodiversity in the local, Cambridge, context. It appears to me that this is a valid level at which to make an assessment as the City is a community with a population of over 100,000. For this reason, and in recognition of the fact that the site fulfils the necessary criteria, designation as a City Wildlife Site is appropriate.

5.43.13. West of the site is a developed area and beyond that is a further completed landfill site owned by Land Securities Group Plc. This former landfill site

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is capable of providing sufficient mitigation to replace the value for biodiversity of the objection site. It seems to me therefore that the City Wildlife Site designation of the Phase II site should not prevent the allocation of the site for housing.

Open Space Value and Overall Conclusion

5.43.14. This site is best described as urban wasteland. It is unkempt, overgrown and unattractive, with substantial areas of scrub and bare ground. It is cut off from other open land by development and by the railway: nearby buildings can be seen from much of the land. It should not be designated as protected open space for any other reason than its designation as a City Wildlife Site. However, again, the designation need not prevent an allocation for housing as the wildlife value could be recreated on the western site.

5.43.15. Although I conclude that the site does not have appreciable value as open space, other than its biodiversity value, and that its contribution to biodiversity could be recreated on land further west, I also conclude that it should not be allocated for housing. This is because of the over-riding risk arising from the contaminated land.

RECOMMENDATION

5.43.16. **I recommend no modification to the RDD in response to the housing allocation objection. My recommendations concerning related objections are given elsewhere in this report.**

5.44 OMISSION SITE 7 – LAND ADJOINING PETERHOUSE TECHNOLOGY PARK

Objections

The objections to this aspect of the Plan are listed in Annex 3.

Summary of Objections

- This land should be removed from the Green Belt and allocated for housing and/or employment uses.
- The land should not be allocated for environmental, Green Belt, recreational, wildlife and traffic reasons.

Inspector's Reasoning and Conclusions

5.44.1. I deal here with the possible housing allocation. The employment allocation objection is considered below, at the end of Chapter 7.

5.44.2. The landowner's evidence, unanswered by the Council, is that the site is sustainable in that there are good bus services along the nearby main road. There are employment opportunities on the adjoining Technology Park. No infra-structure problems would prevent development. Evidence is lacking as to whether housing development would help to build communities, and there is no technical evidence regarding other matters, such as wildlife.

5.44.3. However I give greater weight to the facts that the objection site is open land, in the Green Belt, and outside the urban area. The Green Belt boundary here is clear and firm, and the site acts to safeguard the countryside on the edge of Cambridge from further encroachment. There is also no need for the land to be released for housing: the RDD, following the Structure Plan, releases sufficient land

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Appendix 3 Policy 16 and Figure 3.4 of Cambridge Local Plan (2019)

SECTION THREE: CITY CENTRE, AREAS OF MAJOR CHANGE, OPPORTUNITY AREAS AND SITE SPECIFIC PROPOSALS

Policy 16: South of Coldham's Lane Area of Major Change

The Council is seeking the wider regeneration of this area with appropriate redevelopment and the creation of an urban country park to serve the east of the city as shown in Figure 3.4. A masterplan for the area will be developed and this will set out the principal uses, quantum of development and extent of developable land, approach to the built form, circulation and movement, public access and landscape improvements, and future management and funding arrangements for the urban country park. The masterplan and associated transport assessment will need to be developed and adopted before any planning application is submitted. There are two main parts to this area:

- a. the area immediately south of Coldham's Lane (lying north of the railway line), which will allow for appropriate commercial uses on the areas marked A on Figure 3.4 and some outdoor recreational uses and ecological enhancement on the area marked B on Figure 3.4; and
- b. the area south of the railway line, including the water bodies, which will provide primarily passive outdoor recreation opportunities in the form of a new urban country park.

Both southern and northern parts of the site could contribute to the creation of a new urban country park. The areas marked A on Figure 3.4 could provide for relocation of 'space intensive' uses such as builders' merchants sales and storage facilities which are currently located on land elsewhere in the city that could be made available for housing.

Development will be supported where it:

- c. takes into account existing site conditions and environmental and safety constraints of this area, including the contaminated condition of the closed landfill sites, Cambridge Airport to the north, related height and use restrictions within the Air Safety Zone and Air Safeguarding Zones, and the existing lakes;
- d. is subject to a detailed feasibility report (to be submitted before any redevelopment can take place on the closed landfill sites), and the form and nature of public access to the urban country park are to be established;
- e. includes the upgrading of existing public routes to support increased pedestrian and cycle access from the wider area;
- f. is part of a masterplan for the entire area, which will provide the mechanism to deliver the required vision; and
- g. recognises existing sites of local nature conservation importance within and surrounding the site, and where development is proposed, provides

SECTION THREE: CITY CENTRE, AREAS OF MAJOR CHANGE, OPPORTUNITY AREAS AND SITE SPECIFIC PROPOSALS

for appropriate ecological mitigation and/or enhancement measures, as compared to the 2005 Cambridge City Wildlife Survey baseline.

Supporting text:

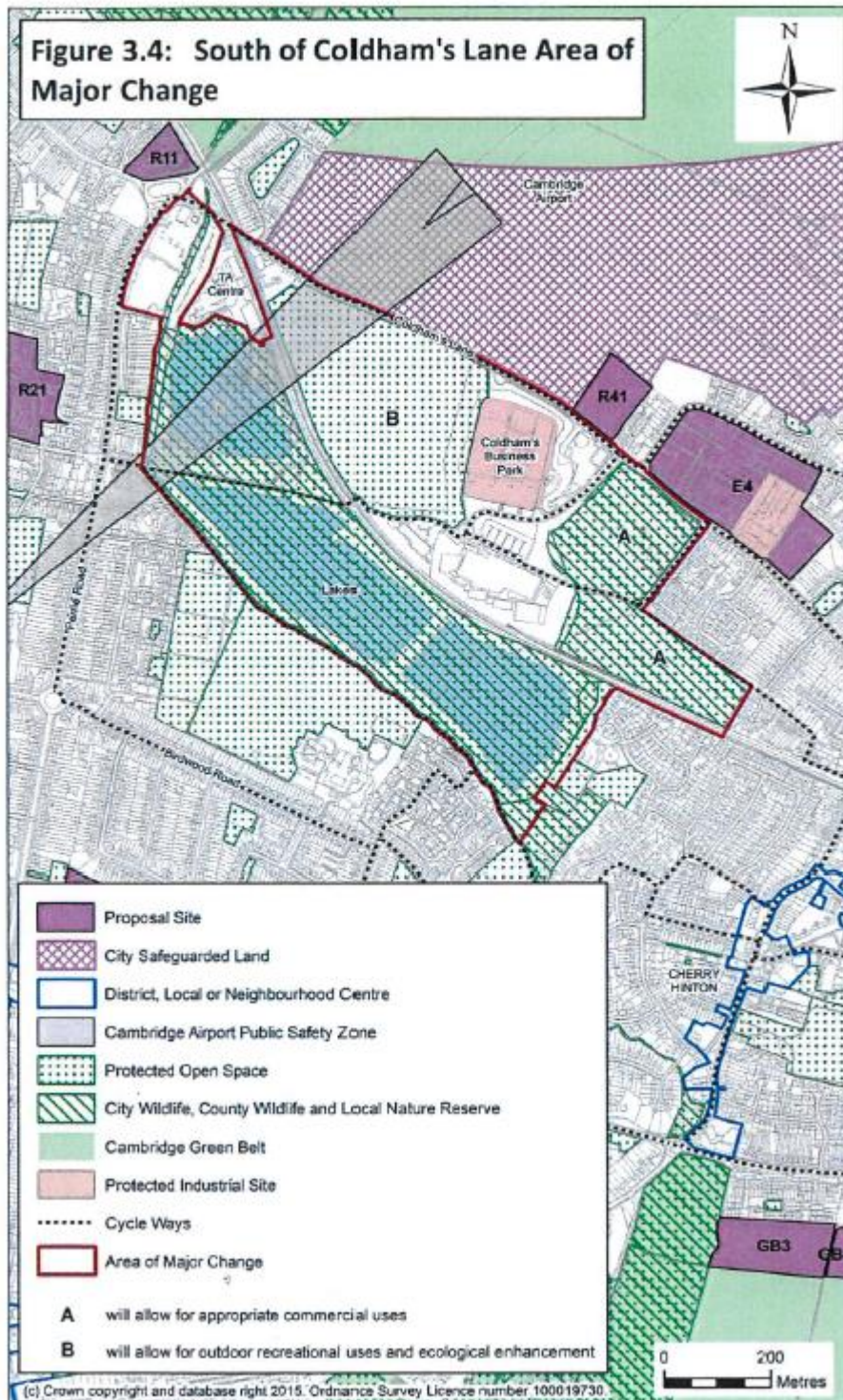
- 3.37 This area of Cambridge, as shown in Figure 3.4, represents a precious resource that should be revitalised. The area provides a unique opportunity to introduce new uses, redevelop key sites and improve access. The redevelopment of the land south of Coldham's Lane as an urban country park will help enhance the existing 'green and blue corridor' of important open spaces that runs from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall, and then further south through to Limekiln Hill Local Nature Reserve and the Cherry Hinton Pit Site of Special Scientific Interest (SSSI).
- 3.38 Subject to appropriate access and safety arrangements, one or more of the former quarries and landfill sites could be used for recreation uses, as well as the lakes and their surroundings. Opportunities could include, but are not limited to, walking, bird watching, cycling, non-motorised cycle BMX tracks, and other leisure uses.
- 3.39 Future uses will need to be sensitive to the nature conservation value of some of these sites. The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of the eastern portion of the landfill sites marked as areas A on Figure 3.4 will require ecological enhancement as part of any redevelopment on site and provision of enhanced wildlife habitat and publicly accessible open space on the western portion of the landfill sites marked as area B on Figure 3.4.
- 3.40 In the life of this local plan, there are also a number of sites in the wider area, (adjoining the defined AOMC) which, in combination with this area, could deliver wider public benefits. Any sites coming forward in this way will be expected to comply with the requirements of Policy 14 and update the masterplan.
- 3.41 To help deliver any improved or new recreational uses, the masterplan will need to address issues including the nature and location of uses, the required funding and budget sources, an assessment of risk, and a long-term management and maintenance plan. Such a masterplan will need to be developed in collaboration with private and public bodies and will need to consider the required infrastructure, phasing, safety, and budgetary and management arrangements.

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Appendix 4 Coldhams Lane Vision Document

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