

An aerial photograph of Cambridge, UK, showing the city's expansion. White outlines highlight various areas of land designated for future development, including residential zones and green spaces. The city is nestled in a valley, with the River Cam visible winding through it. The surrounding countryside is a mix of green fields and some distant buildings.

CAMBRIDGE EAST EXPANSION LAND

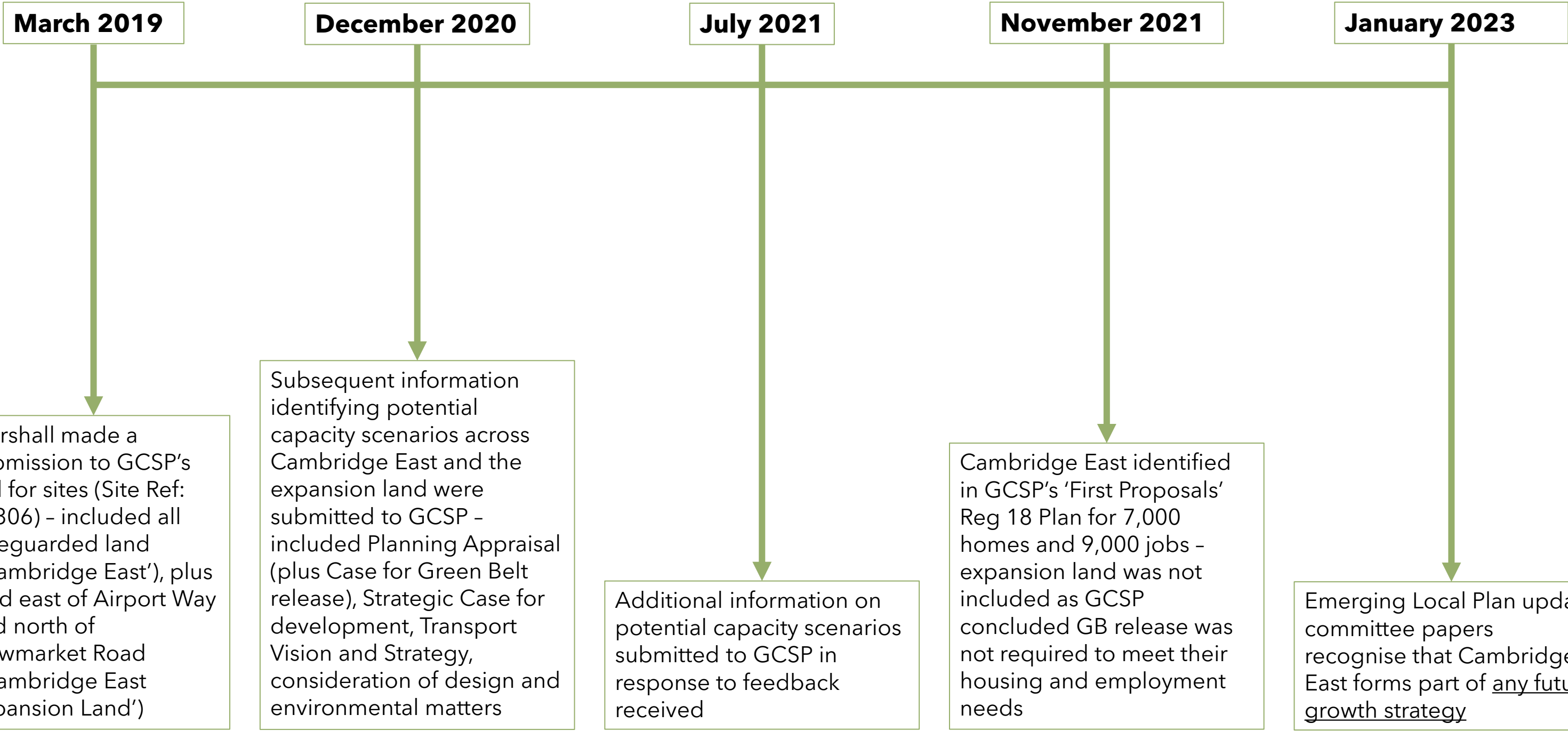
CALL FOR SITES

MARCH 2025

CONTEXT & BACKGROUND

PREVIOUS SUBMISSIONS AND EMERGING LOCAL PLAN

Ongoing: Discussions with GCSP have been ongoing under the terms of a Memorandum of Understanding to develop the emerging policy for Cambridge East, including the consideration of matters that influence overall site capacity



CONTEXT & BACKGROUND

WHAT HAS CHANGED?

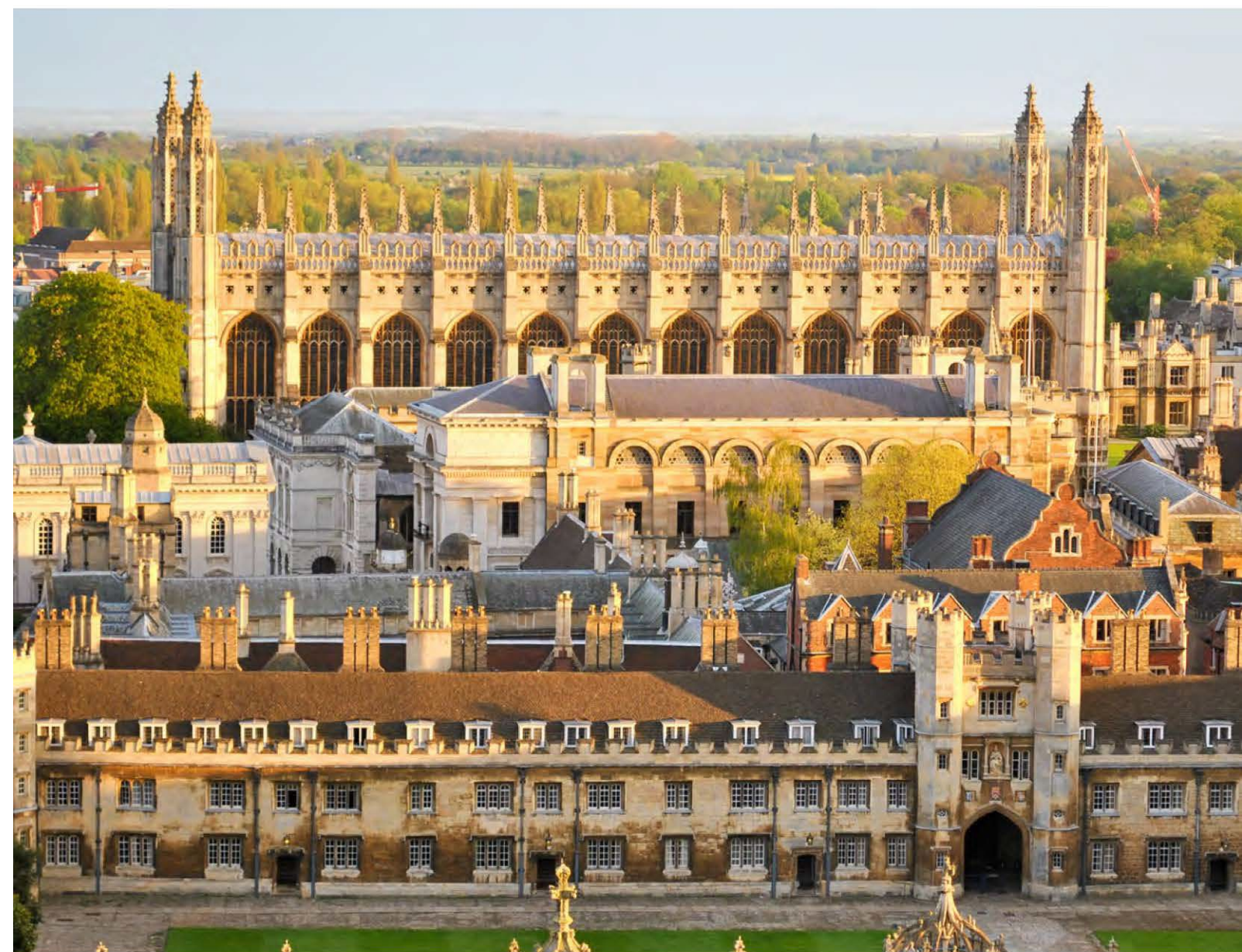
- Since submission of information between 2019 and 2021 and the publication of GCSP's 'First Proposals', there has been a change of Government and **consequential changes to guidance / policy** at the national level which have implications for growth at Cambridge
- Cambridge Growth Company (CGC) was established in July 2023 to drive forward growth in Cambridge - **Government ambition to maximise the economic potential of Cambridge**
- 'A Case for Cambridge' was published with the Spring Budget (March 2024) - recognised the importance of Cambridge as a world-renowned centre of science and innovation and **central component to the success of the UK economy**
- Indicative scales of growth identified for Cambridge - **100,000 - 150,000 new homes** by 2050
- Labour has revised the NPPF and PPG to enable a more **pro-growth approach** to development, including the explicit requirement that **Green Belt options should be examined**



HM Government

The Case for Cambridge

March 2024



CAMBRIDGE EAST EXPANSION LAND

- This submission relates to the Cambridge East Expansion Land – site area extends to **131 hectares** (as indicated in red)
- This land should be **considered within the context of the Cambridge East development**, which has been identified as suitable for delivering a new urban quarter for Cambridge
- Marshall is the **majority landowner** – however there are some parcels of third party land included within the red line, including land owned by the County Council
- A letter confirming that the County wishes to **explore the potential for complementary development** on their land was provided with the March 2019 submission
- The red line includes the land proposed for the **Travel Hub (promoted by the GCP)** – this is in Marshall ownership
- There are other lease and ownership considerations, but **nothing known to Marshall that would impinge on or delay the delivery of development**



SCALE OF THE OPPORTUNITY



- Inclusion of the expansion land in a Cambridge East allocation would create **greater opportunity for transformative growth**, connected green infrastructure and sustainable transport connections
- GCSP's evidence base concludes that development on the edge of Cambridge **ranks 2nd** (behind Cambridge Urban Area) **in terms of sustainability credentials** when considering the appropriate approach to growth in Greater Cambridge
- The Local Plan Sustainability Appraisal confirms that the Cambridge Urban Area (i.e. land outside the Green Belt) is "*unlikely to be able to deliver significant volumes of new homes*" - meaning **edge of Cambridge sites represent the most sustainable opportunities for large scale growth**
- **Some Green Belt land will need to be released** if the growth targets of the CGC are to be met

SITE CONSTRAINTS

EXISTING SITE

Heritage:

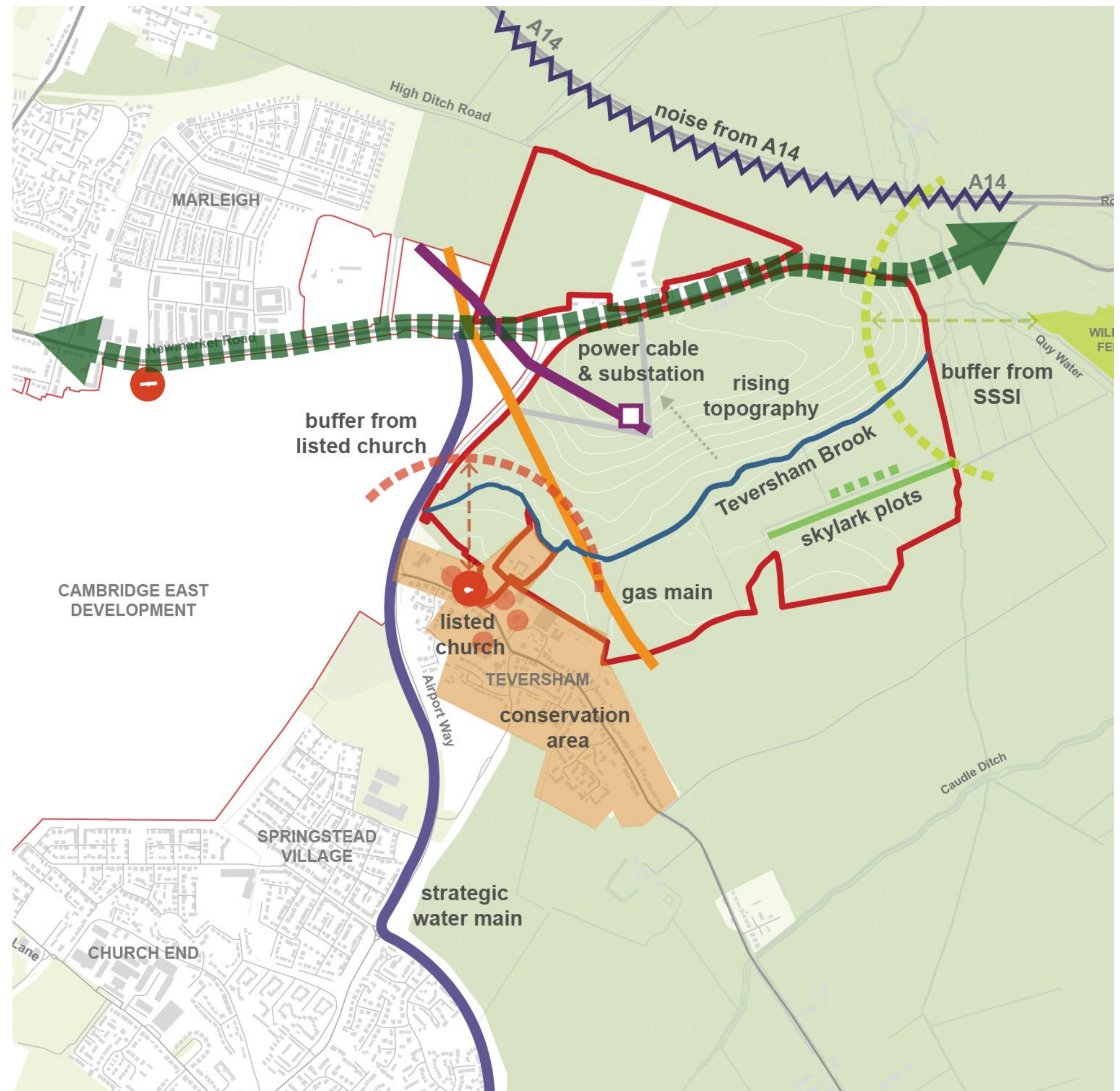
- Consideration must be given to the adjacent Teversham Conservation Area and Listed Buildings, particularly the Grade 2 Listed Church of All Saints.

Landscape & Ecology:

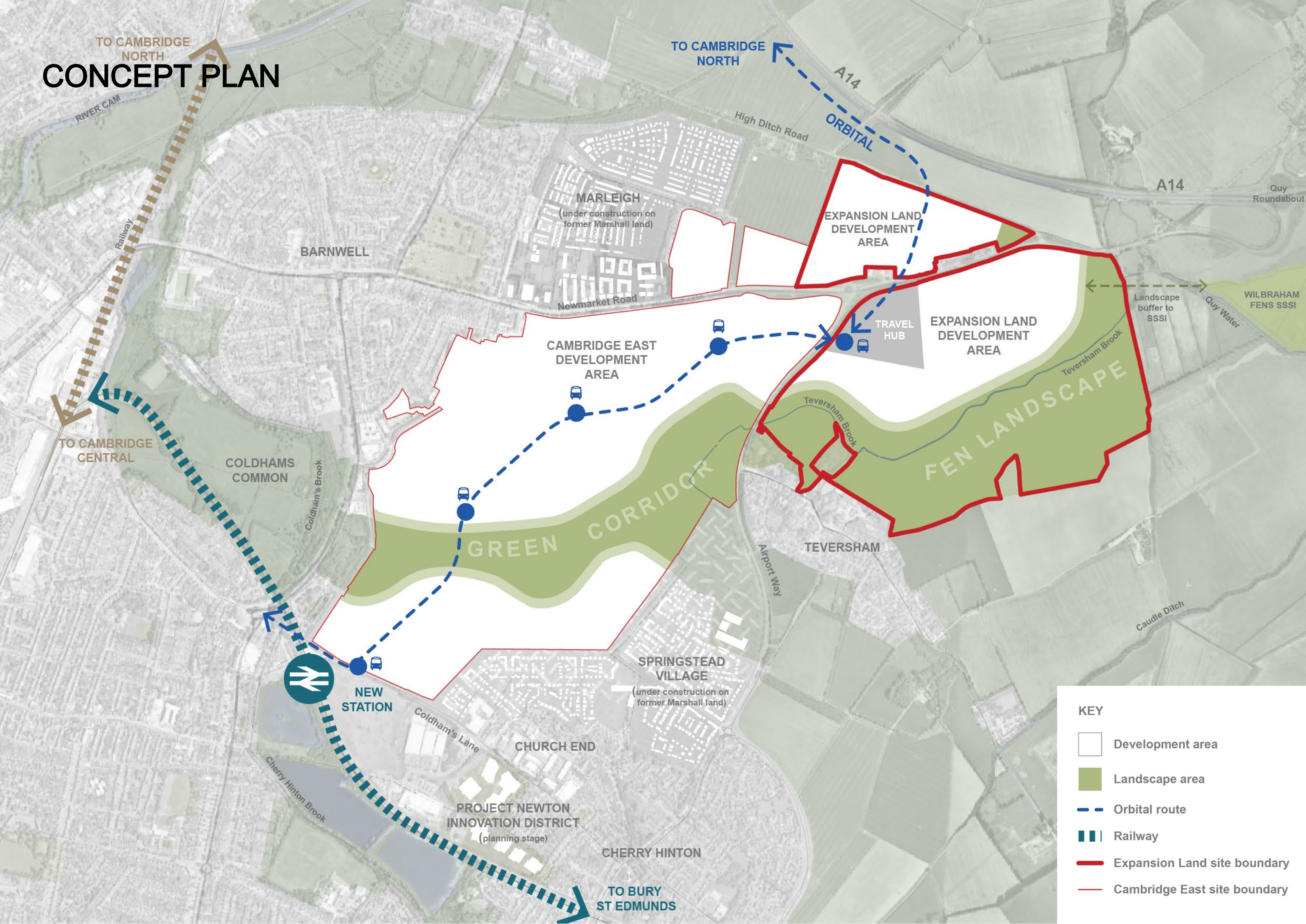
- The site has a gentle rise north of Teversham Brook with AODs ranging from 8 to 15 metres.
- The highest ground to the northeast of the site adjacent to Newmarket Road.
- Consideration must also be given to Little Wilbraham Fen SSSI that lies east of the site through a suitable landscape buffer.

Utilities:

- Underground electrical cables and gas mains run along the east side of the site and would need to be considered.
- A new sub-station is to be delivered within the park and ride site.



CONCEPT PLAN



KEY

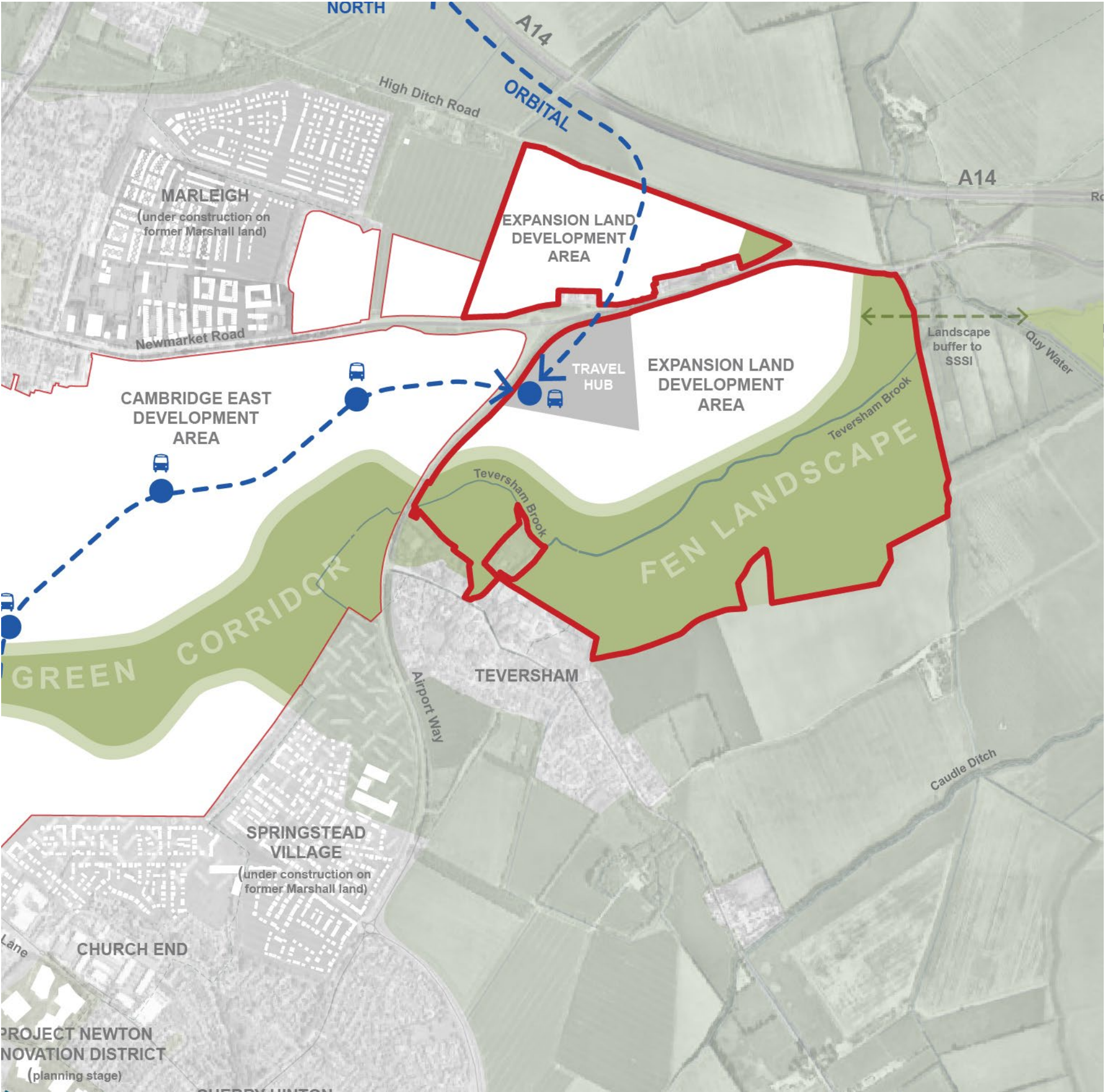
-  Development area
-  Landscape area
-  Orbital route
-  Railway
-  Expansion Land site boundary
-  Cambridge East site boundary

INDICATIVE SITE CAPACITY ESTIMATE

SUMMARY

Preliminary work on the development potential of the site, taking account of all technical and environmental constraints, indicates a site capacity as illustrated below. The precise layout, quantum and mix of development would need to be determined through a design-led masterplan, including consideration of the approach to developing the main Airport site and adjoining safeguarded land.

Residential Units	2750-3250
Offices / Labs	up to 0.4m sqft
Other Commercial	up to 0.2m sqft
Jobs	c. 2000



INDICATIVE SITE CAPACITY ESTIMATE

SUMMARY

Residential Units	2750-3250
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Jobs	c. 2000

KEY ASSUMPTIONS

Housing Mix & Typologies

- 30-40% houses
- Houses make up 35-45% developable land area
- 2-4 storeys
- 30-50 dph (gross density)
- 60-70% flats
- Flats make up 15-20% developable land area
- 3-6 storeys
- 150-225 dph (gross density)

Offices & Labs

- 3-5 storeys
- 40% offices
- 60% labs

Other Commercial

- Nominal allowance for light commercial, retail, entertainment, culture, sports and leisure uses

Open Space Provision

- Significant area of open space retained as buffer to Teversham and Teversham Brook which will contribute to Biodiversity Net Gain requirements.
- Allowance for open space provision within development area in accordance with Local Plan.

School Provision

- Provision of 1 x 4FE or 2 x 2FE primary schools based on estimate of school places required.
- No provision of secondary school on site.

KEY LANDSCAPE & VISUAL CONSIDERATIONS

Site Features:

- Mature vegetation, particularly along Newmarket Road, provides local sense of enclosure and contributes to wooded skyline in long views
- Public footpath runs through Site, adjacent to local water course (Teversham Brook)

Teversham Village:

- Physical separation of development from Teversham will ensure Teversham retains its identity and avoids coalescence with the development (northern part also Conservation Area with listed buildings) - buffer required, containing structural landscape features
- Policy CE/4 for Cambridge East AAP requires Green Corridor (Airport Land) to open up at the Teversham end, with an informal countryside character provided to help maintain individual identity of the village

Views from South & East:

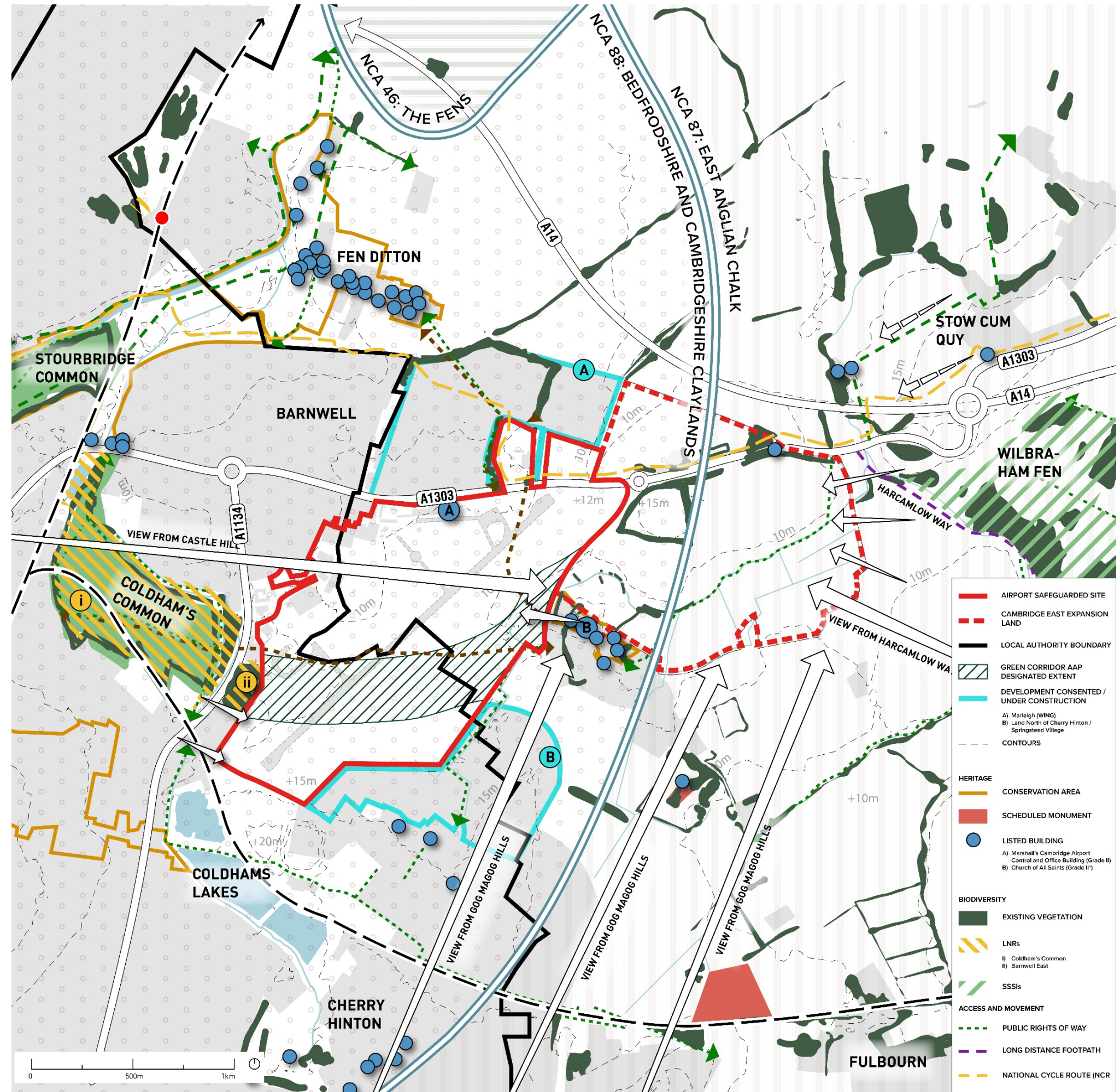
- Long views across open landscape to east and elevated views from Gog Magog Hills to south, susceptible to change
- Retention of existing woodland and structural vegetation (especially to higher lying areas of Site, including along Newmarket Road) will help maintain wooded skyline

Views from North:

- A14 provides separation from landscape to north / northeast, combining with other landscape features to north, limiting influence on character and views
- Stow cum Quy c. 850m to northeast, beyond intervening A14 J35, with filtered middle-distance views of Site

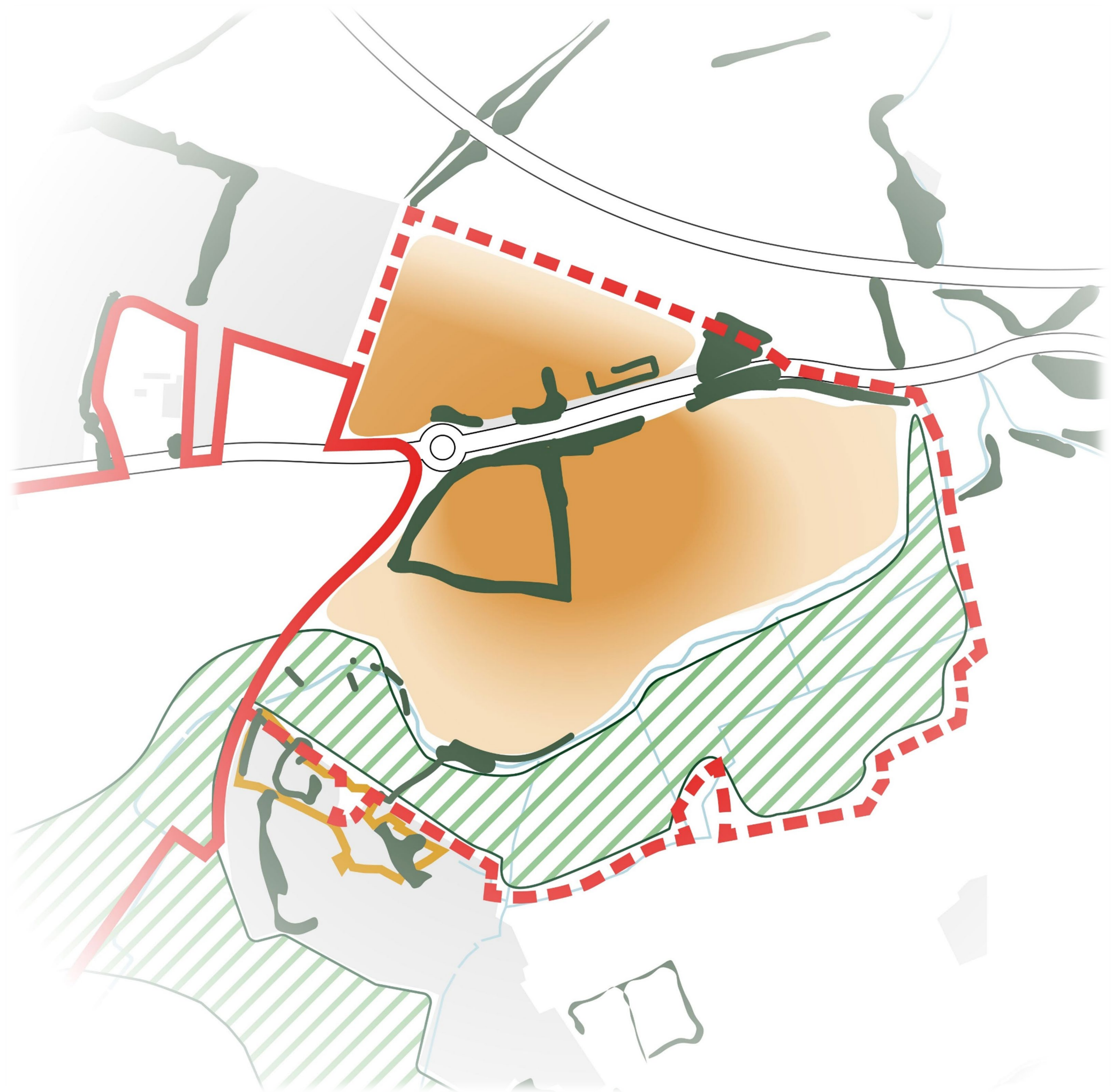
Views from West:

- Long elevated view from Castle Hill Mound, requires consideration of potential impact on skyline
- Otherwise, Site largely disconnected from Cambridge sensitivities by Airport and Marleigh sites



INITIAL HEIGHT CONSIDERATIONS

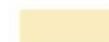
- Development on **edges facing Teversham Village should be of low height** (2 to 2.5 storey) to minimise influence on village and Conservation Area
- **Structural landscape features required along south and eastern edges**, to soften views of built form – with development of low height (2 to 2.5 storeys) on these edges, grading up to max 6 storeys toward centre of Site and Newmarket Road
- **Low sensitivity of northern edge** provides potential for 3 storey, grading up to max 6 storeys along Newmarket Road
- Potential for **range of heights along Newmarket Road** (set behind retained woodland), ranging from 3 to 6 storeys in height



GREEN INFRASTRUCTURE CONSIDERATIONS

POTENTIAL EASTERN CONNECTION

As an expansion beyond Cambridge East, this Green link heads east through land north of Teversham, connecting onto Newmarket Road and National Cycle Route (NCR) 51.

-  SAFEGUARDED SITE
-  OTHER MARSHALLS LAND
-  NECKLACE VILLAGE BOUNDARY
-  WICKEN FEN VISION SOUTH
-  GREEN BELT
-  PUBLIC RIGHT OF WAY - FOOTPATH
-  NATIONAL CYCLE ROUTE 51
-  IMPROVED CONNECTION / CROSSING REQUIRED
-  NEW PUBLIC FOOTPATH CONNECTION
-  (A) BETWEEN AIRPORT WAY AND CONNECTING TO PROW 229/3 ON MARSHALLS LAND
-  (B) FIELD NORTH OF THE A1303 - PRIVATE LAND
-  PROPOSED 30M WIDE ECOLOGICAL ENHANCEMENT / CONNECTION CORRIDOR
-  PROPOSED BUFFER PLANTING

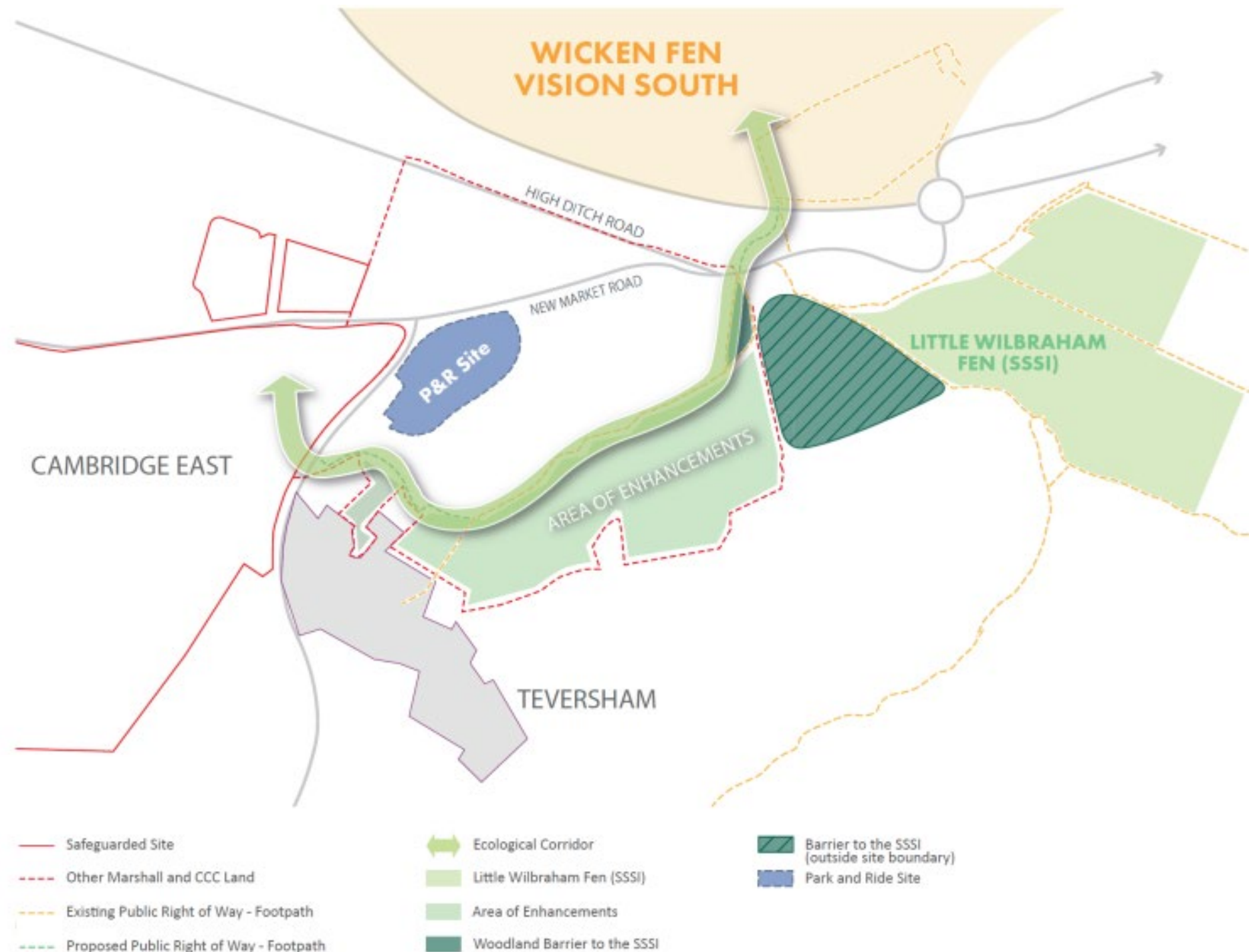


GREEN INFRASTRUCTURE CONSIDERATIONS

EASTERN ENHANCEMENT

Key Principles of the greenspace:

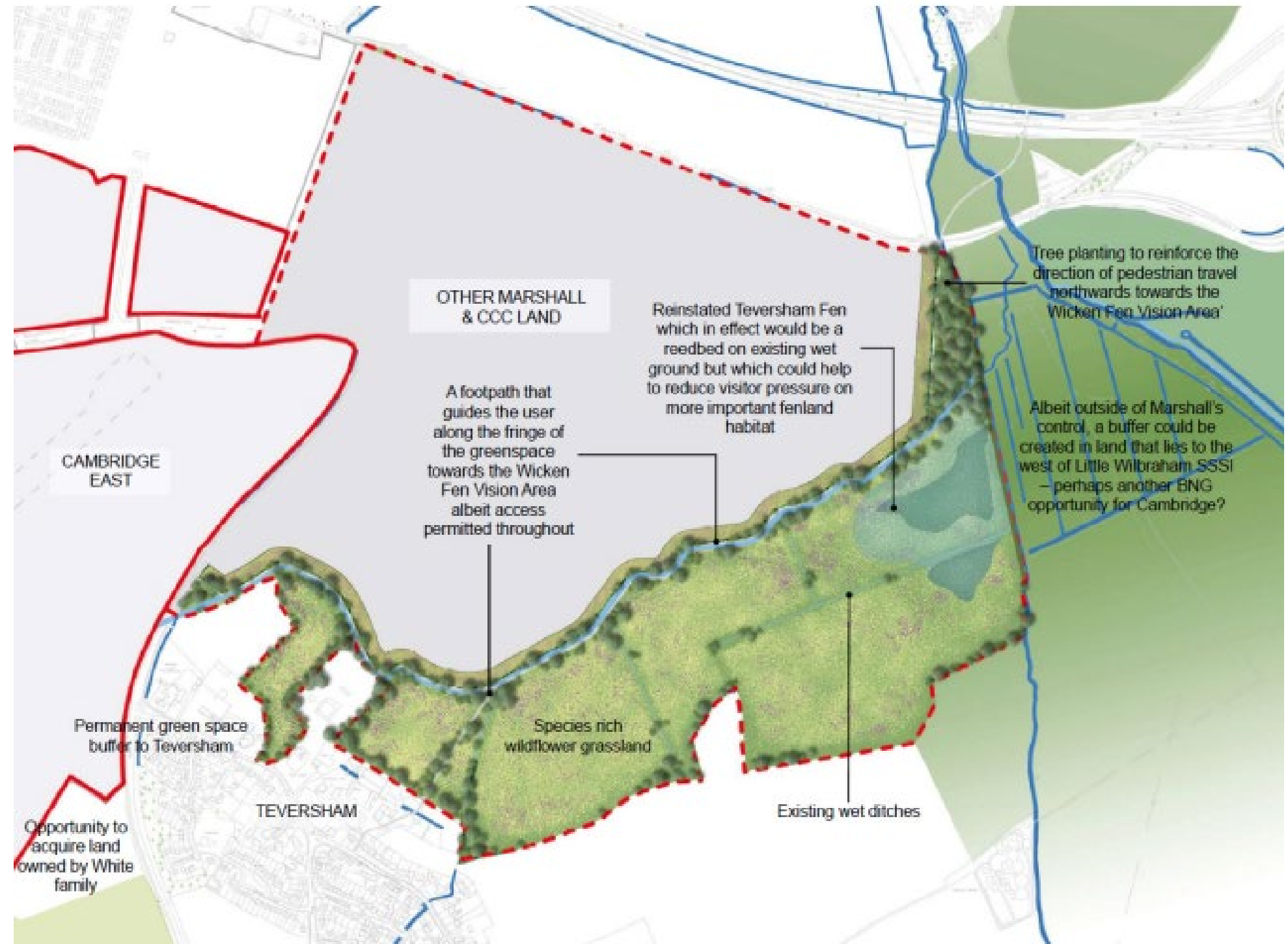
- High value Biodiversity Net Gain (BNG) so that **all BNG is achieved on or adjacent to Cambridge East**;
- Provision of a high-quality footpath within a **corridor that connects Wicken Fen Vision Area with the green corridor** of Cambridge East;
- Open access to most areas thereby providing an **accessible greenspace resource** that can help alleviate recreational pressure for more important ecological greenspaces that occur locally;
- However, with no visitor facilities such as car parks etc. provided thereby it becoming accessible new countryside rather than a country park / green destination – the latter two options would be inappropriate given proximity to the Sites of Special Scientific Interest (SSSIs).
- **Recreational pressure will be directed away from the SSSI** via well-marked and maintained routes ensuring Little Wilbraham Fen does not become an attractive route option with increased footfall. The **SSSI will be screened from development** using appropriate tree species of local provenance to create a physical barrier.



GREEN INFRASTRUCTURE CONSIDERATIONS

EASTERN ENHANCEMENT

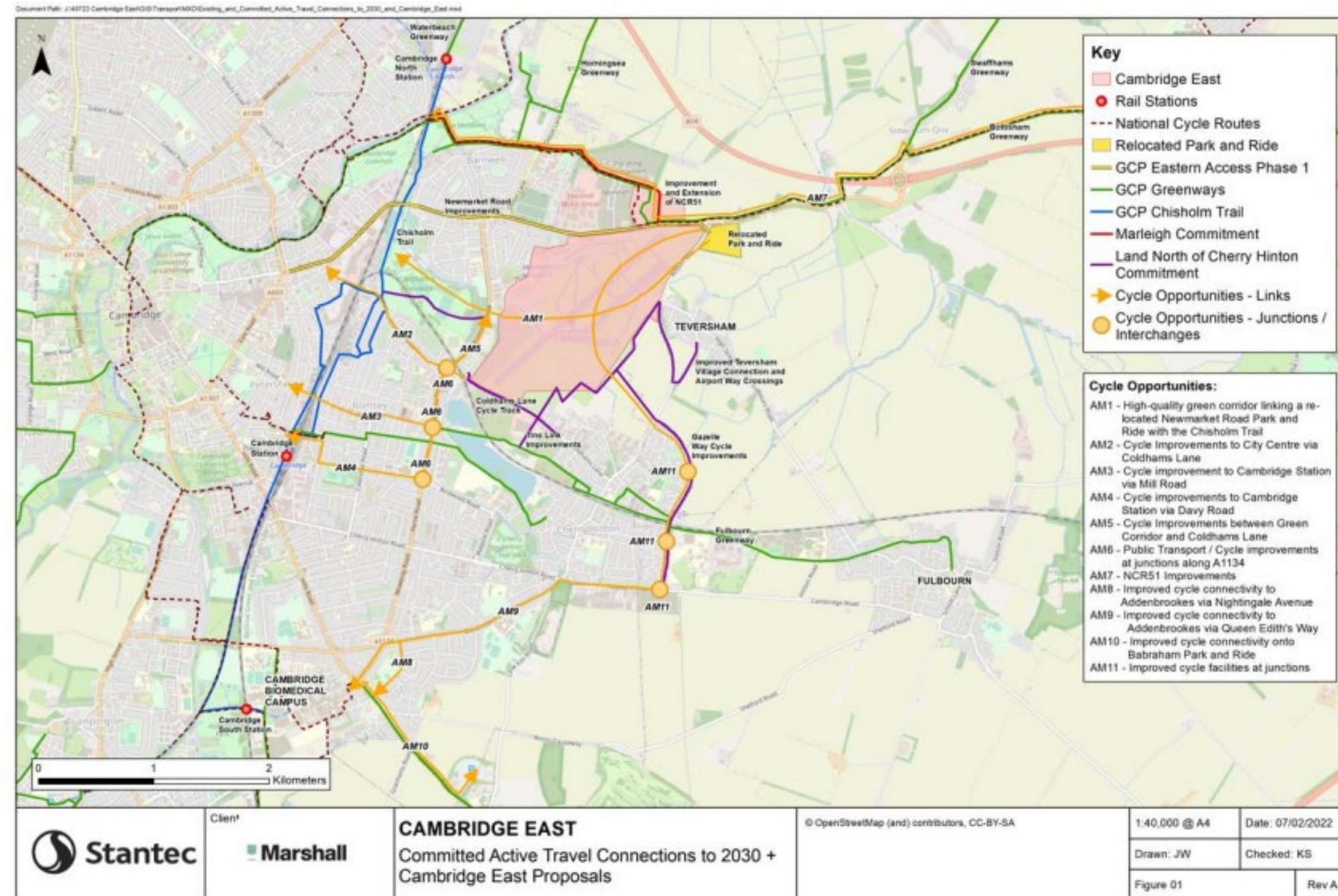
- A significant opportunity exists to **provide biodiversity enhancements** within the Cambridge East Expansion Land including the provision of species rich grasslands and the reinstatement of Teversham Fen from its current degraded state.
- This would **provide a major biodiversity benefit and is a key strand of the draft Cambridge Fens Nature Network Strategy** providing both new additional fenland habitat and a buffer to the highly sensitive Little Wilbraham Fen.
- Development within the north of this plot can be **offset within the southern portion of the land**, providing high value BNG.



TRANSPORT

FURTHER GROWTH LEVERAGING INVESTMENT

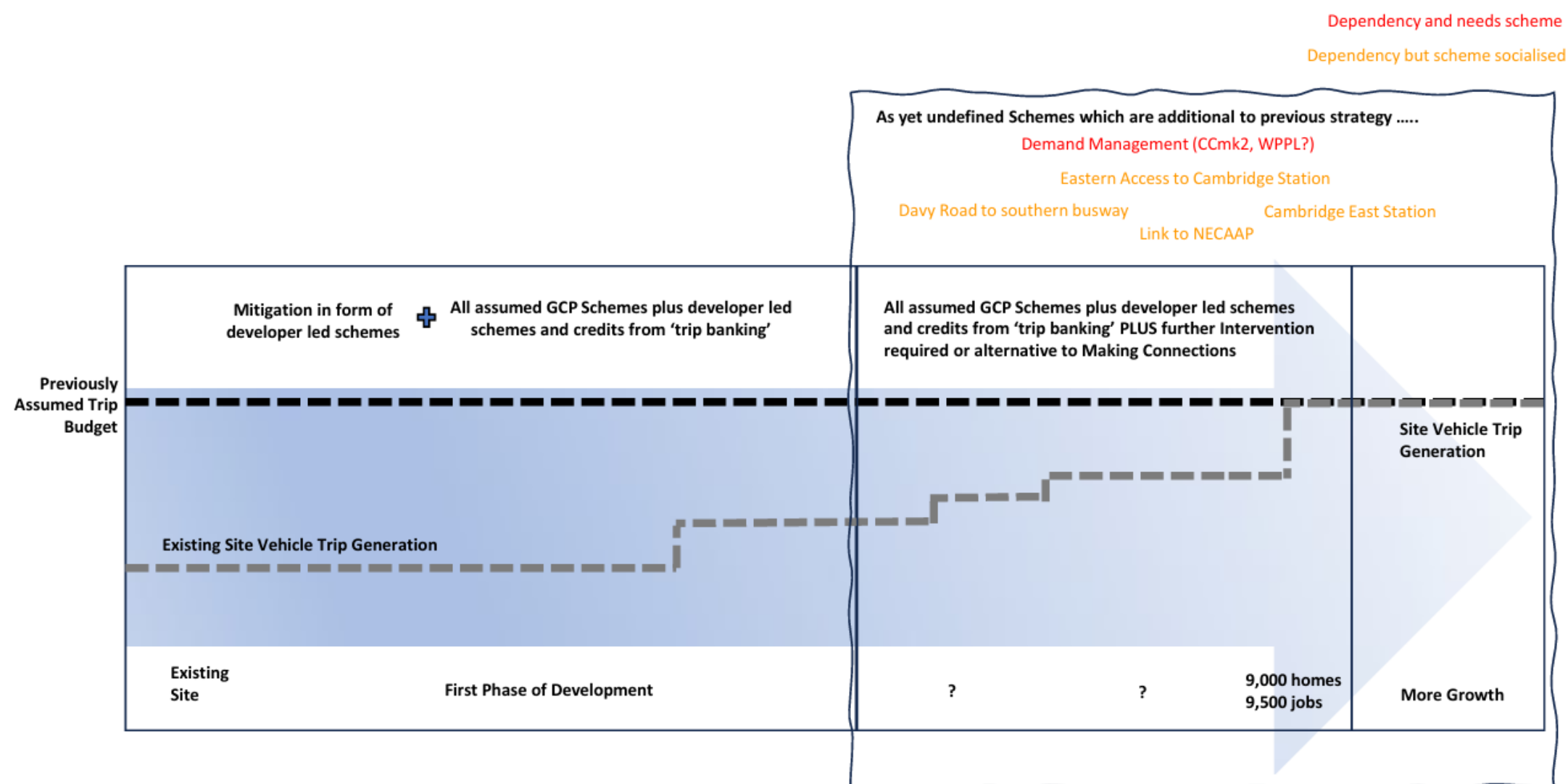
- Cambridge East is a once in a generation opportunity to **leverage transport investment from the growth of a new contiguous urban extension** of Cambridge. This is recognised by Government.
- The main site has been promoted by Marshall for ~9000 homes and ~9000 jobs and have determined that this could be supported by a transport strategy which was broadly consistent with the transport strategy proposed as part of the Preferred Option version of the Local Plan.
- The strategy, shown alongside, includes numerous walking, cycling and public transport investments delivered directly by the development and also schemes associated with the Greater Cambridge Partnerships (GCP's) transport programme.
- The transport evidence and modelling at the time stated *'there is nothing in the modelling results to suggest that the development locations and quantum included in the Preferred Option cannot be accommodated on the transport network and achieve high levels of travel by sustainable modes'*.



TRANSPORT

FURTHER GROWTH LEVERAGING INVESTMENT

- This positive position for the entire Local Plan has subsequently required review given the technical evidence included a proxy for city access and associated demand management which, with the abandonment of Making Connections, cannot now be relied upon in the shorter term.
- Despite this uncertainty, **Cambridge East remains well placed to form a foundation of the next Local Plan.** This confidence relates to the certainty that **a substantial first phase of development can be delivered without any dependency on investments outside the control of development** and that several alternative strategic transport opportunities are being developed, including a likely new station to the south of the site, which will support the realisation of the full allocation.
- Vision led transport planning that works with uncertainty is now national policy.



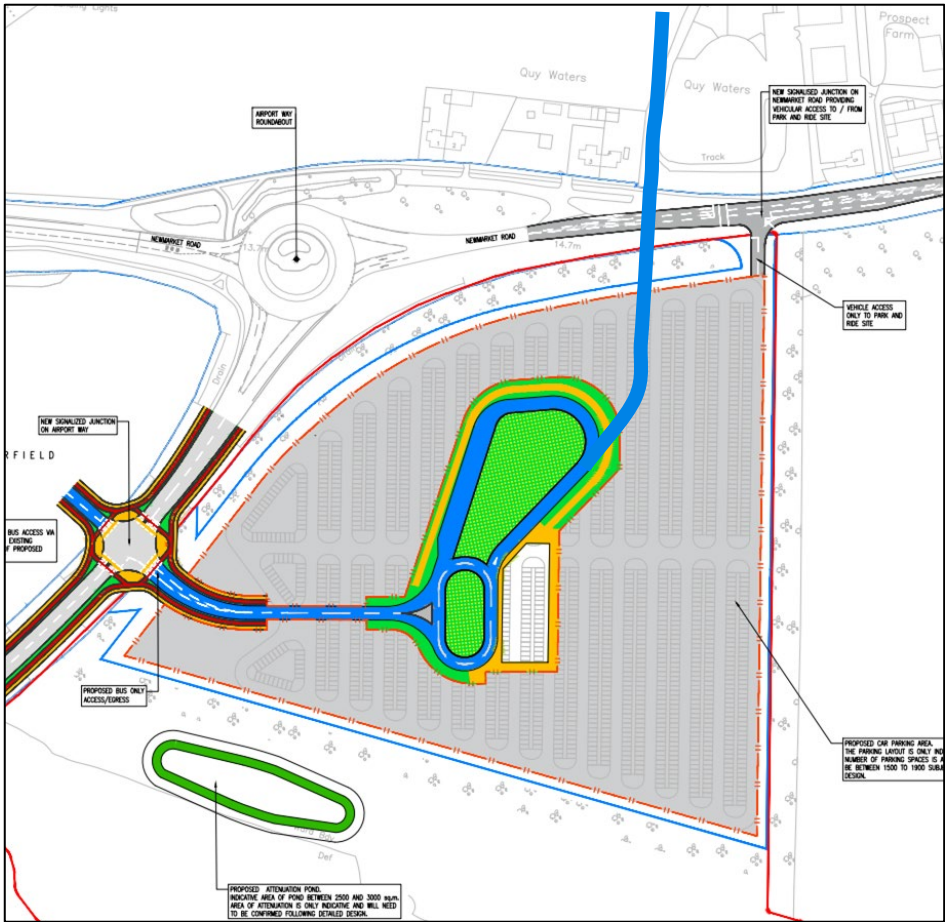
TRANSPORT

FURTHER GROWTH LEVERAGING INVESTMENT

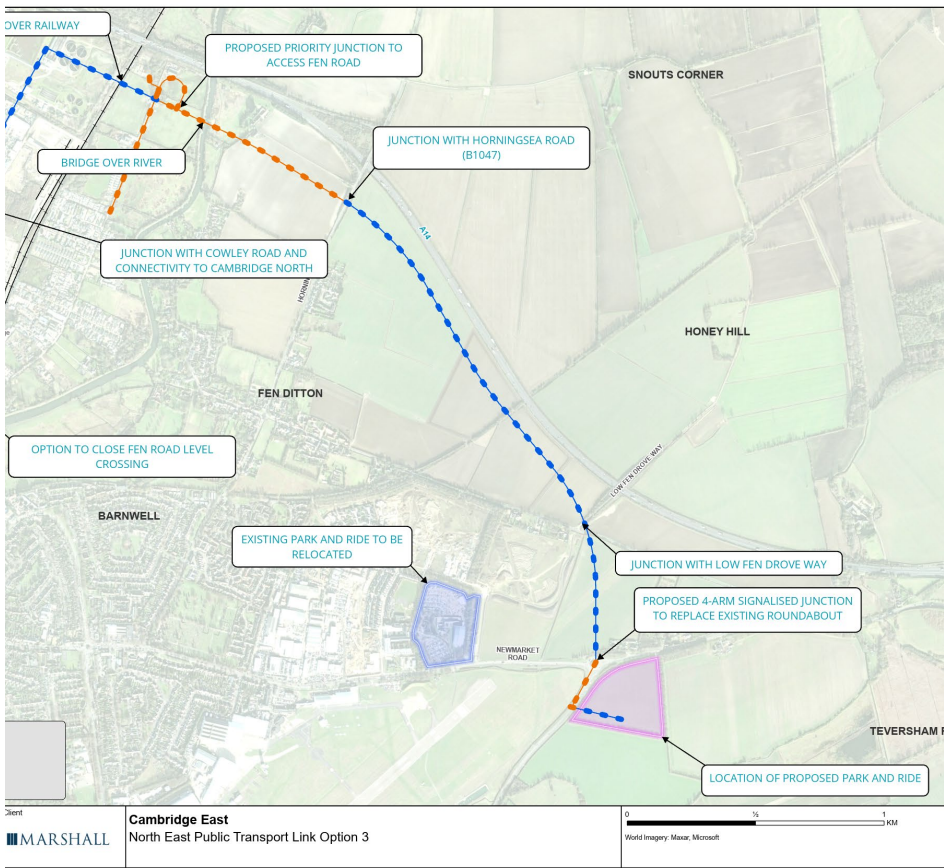
The main site is well-positioned for a substantial first phase and a potential heavy rail station that would connect with the segregated rapid transit route. However, **additional growth would support further transport enhancements for the entire Local Plan**. Allocating the Cambridge East Expansion Land would likely **trigger the need for an orbital sustainable transport connection to the northern fringe**, which has been previously explored with various design options shared with Local Authorities.

This connection would significantly benefit the area by linking major Local Plan allocations, connecting homes, jobs, services, and facilities, and enabling agglomeration. It would also form a critical part of a future transit network, connecting GCP schemes to the north and west with the east, potentially including a new railway station, creating a truly connected Greater Cambridge.

Marshall's modelling using CSRM showed significant benefits, such as people using Park & Ride facilities closer to their homes. While transport authorities could develop this link without the Cambridge East Expansion Land, its allocation would make the justification and funding for the project more apparent and justifiable.



Illustrative Adaption of Newmarket Road Travel Hub for Orbital Connection



The Orbital Connection (1 option) connecting the Travel Hub to the NECAPP

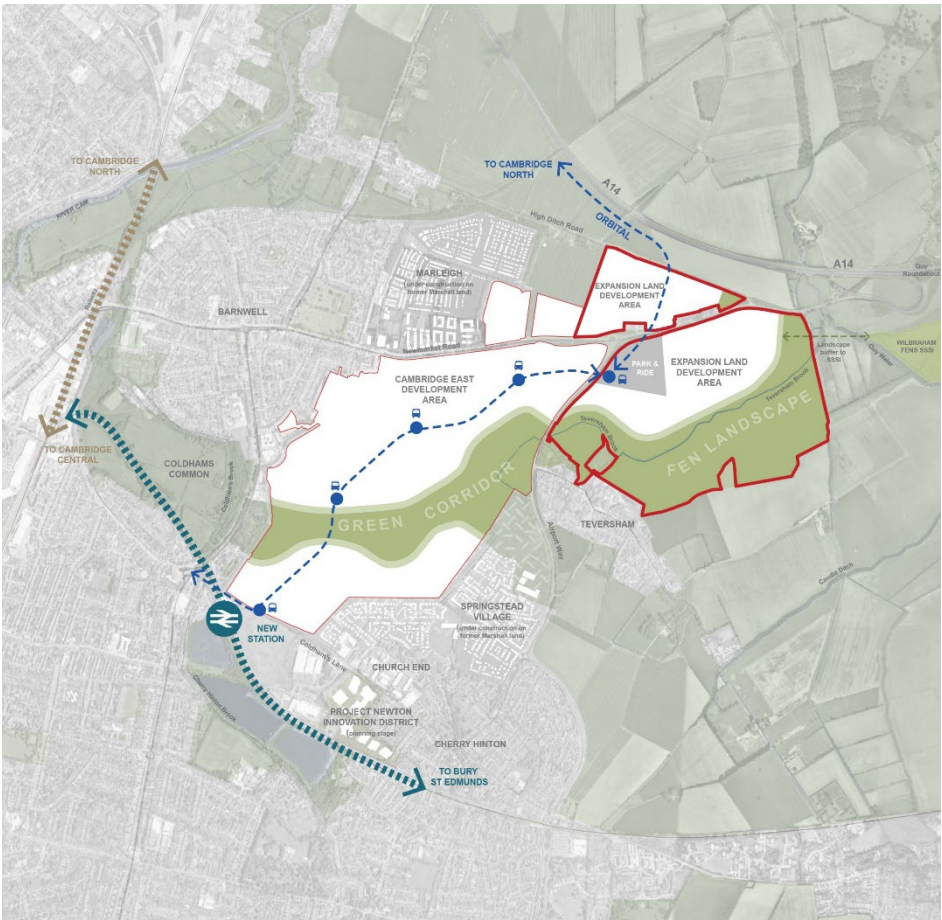


Illustration of Cambridge East Expansion Land as part of an integrated transport system



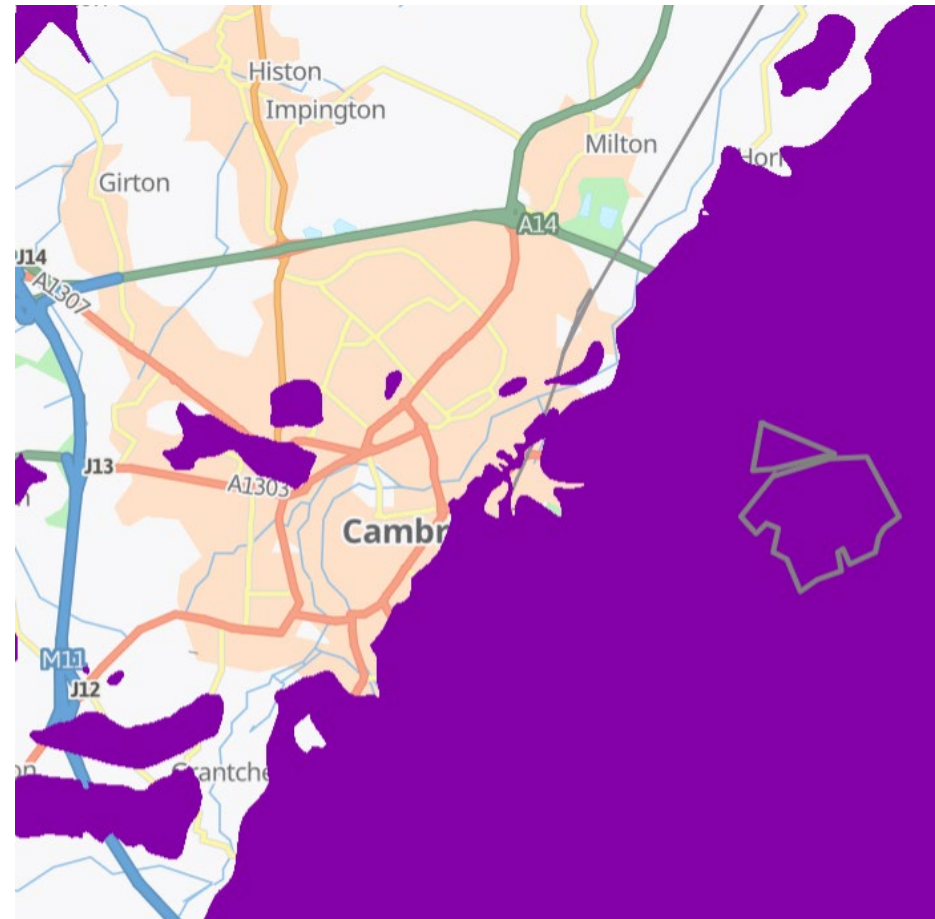
Cambridge East Expansion Land as a network enabler

EXEMPLAR WATER MANAGEMENT

HOLISTIC APPROACH TO WATER CONSERVATION AND MANAGEMENT

The site is uniquely placed within Cambridge to deliver safe and resilient development whilst minimising impact of the water resources.

- Water Consumption can be minimised through design
- The proximity to Honey Hill makes strategic reuse of water an easy solution.
- Being located over the aquifer allows for the option for aquifer recharge to replenish the aquifer.
- Land for development located within Flood Zone 1 and therefore safe for all.



Site Located over the Aquifer to support water recharge



Strategic Re-Use of water from Honey Hill Recycling STP



Integrating Flood Risk into the master plan and green spaces



SUDS and Water Management embedded into the master plan
Image from CIRIA

CASE FOR GREEN BELT RELEASE

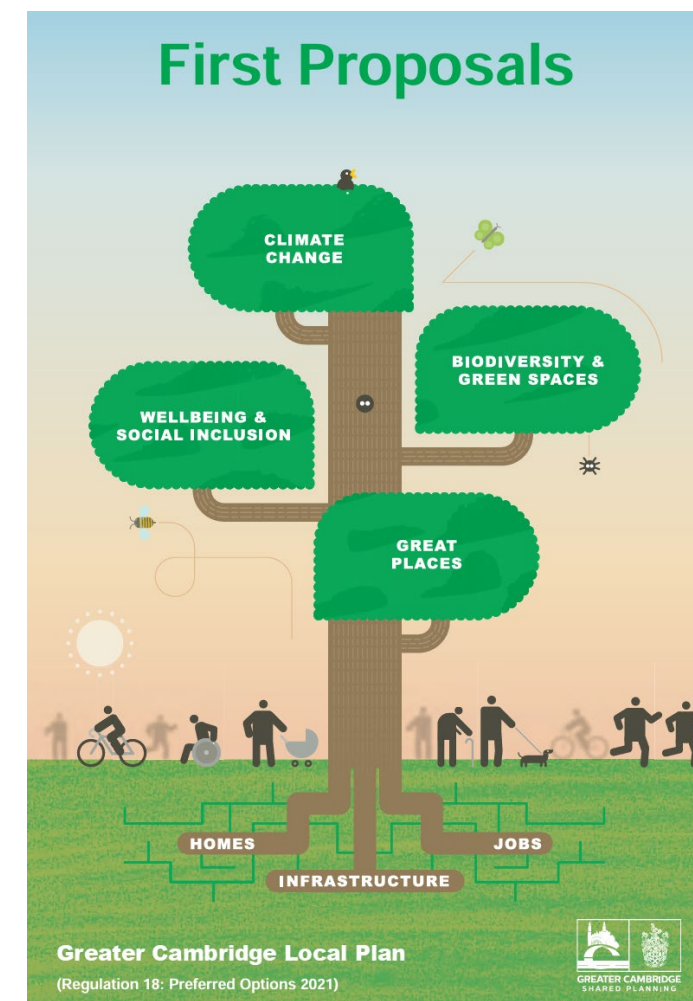
The **NPPF supports the opportunity to release Green Belt land** to meet needs, in sustainable locations:

- **Para 146:** *"Exceptional circumstance in this context include, but are not limited to, instances where an authority cannot meet its identified need for homes, commercial or other development through other means."*
- **Para 148:** *"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously development, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate..."*

"Developments which would create a significant critical mass to fund and deliver new or enhanced infrastructure are more likely to be able to achieve delivery than dispersed options"

- GCSP Committee Report (January 2023)

- **Sustainability and carbon objectives** are at the head of the agenda for the emerging Local Plan
- Significant weight has to be attached to the conclusions from the evidence base which is clear that the options to disperse development away from the City score poorly in sustainability terms compared with **options which consolidate growth** around the existing built-up area
- Green Belt release in principle is necessary - the **expansion land at Cambridge East represents the most sustainable option.**



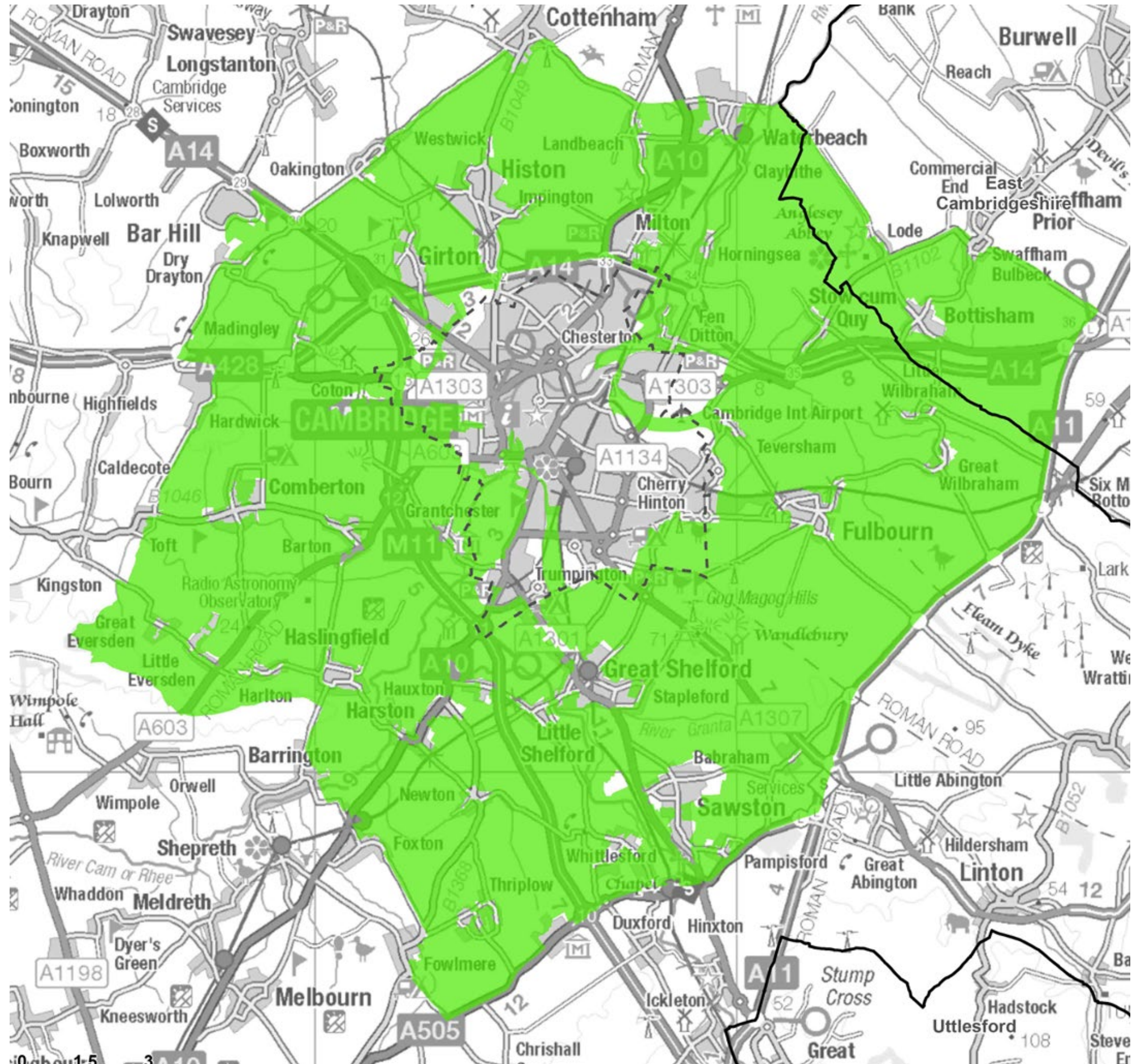
GREEN BELT RELEASE

LOCATION

Since its formation in the 1950s, the Cambridge Green Belt has expanded and **changed to suit the planning requirements of the City** and its districts.

In this constantly changing context, in various areas around the City, **new areas of development continue to alter the influence of the adjacent landscape** of the Green Belt on the setting of the City and changing the strength of the Green Belt's purpose.

Generally Green Belt studies acknowledge that **all Green Belt land surrounding Cambridge is of value and significance to the setting of Cambridge** and cannot be released without some harm to the Green Belt purposes set out in the NPPF.



Extent of the Green Belt in Greater Cambridge - Extract from Greater Cambridge Green Belt Assessment (prepared by LUC - August 2021)

GREEN BELT RELEASE

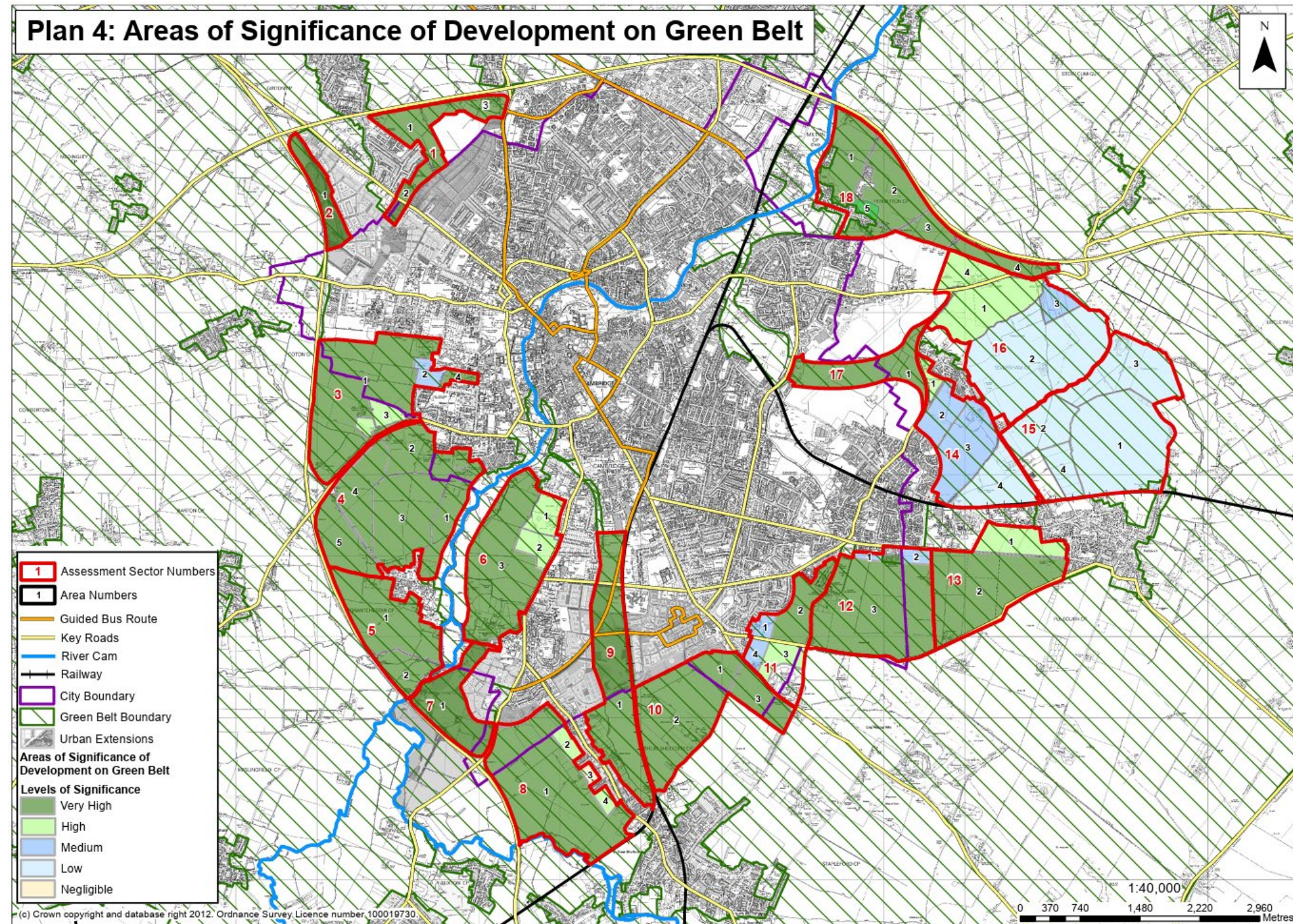
LOCATION

The Joint Inner Green Belt Boundary Study (2012) **assessed the impact of development on Green Belt parcels around the edge of Cambridge**. Key findings include:

- High significance of development impact on Green Belt land to the south, west, and some northern parcels of the city.
- **Lesser significance for some parcels to the east.**

If Green Belt land is released east of Cambridge, **careful considerations** are needed for the **setting and identity of Teversham village** and the **protection** of views to / from the **wider Fen landscape**.

Delivery of development on the safeguarded site and the relocated Park & Ride east of Airport Way will **increase urban influence**, with a reduction in the 'rural character' of the approach to the City from the east.



Areas of Significance of Development on Green Belt - Extract from the Inner Green Belt Boundary Study (prepared by CCC and SCDC - 2012)

GREEN BELT RELEASE

EXCEPTIONAL CIRCUMSTANCES

To date, **growth around Cambridge has not benefitted everyone equally** – the east is mostly residential which is reflected in higher levels of deprivation and unemployment.

Cambridge East provides an opportunity to provide employment space to address the inequalities in its own right – however, the expansion of the site to include land to the east would **provide the critical mass that unlocks the full scale of the opportunity** for sustainable growth.

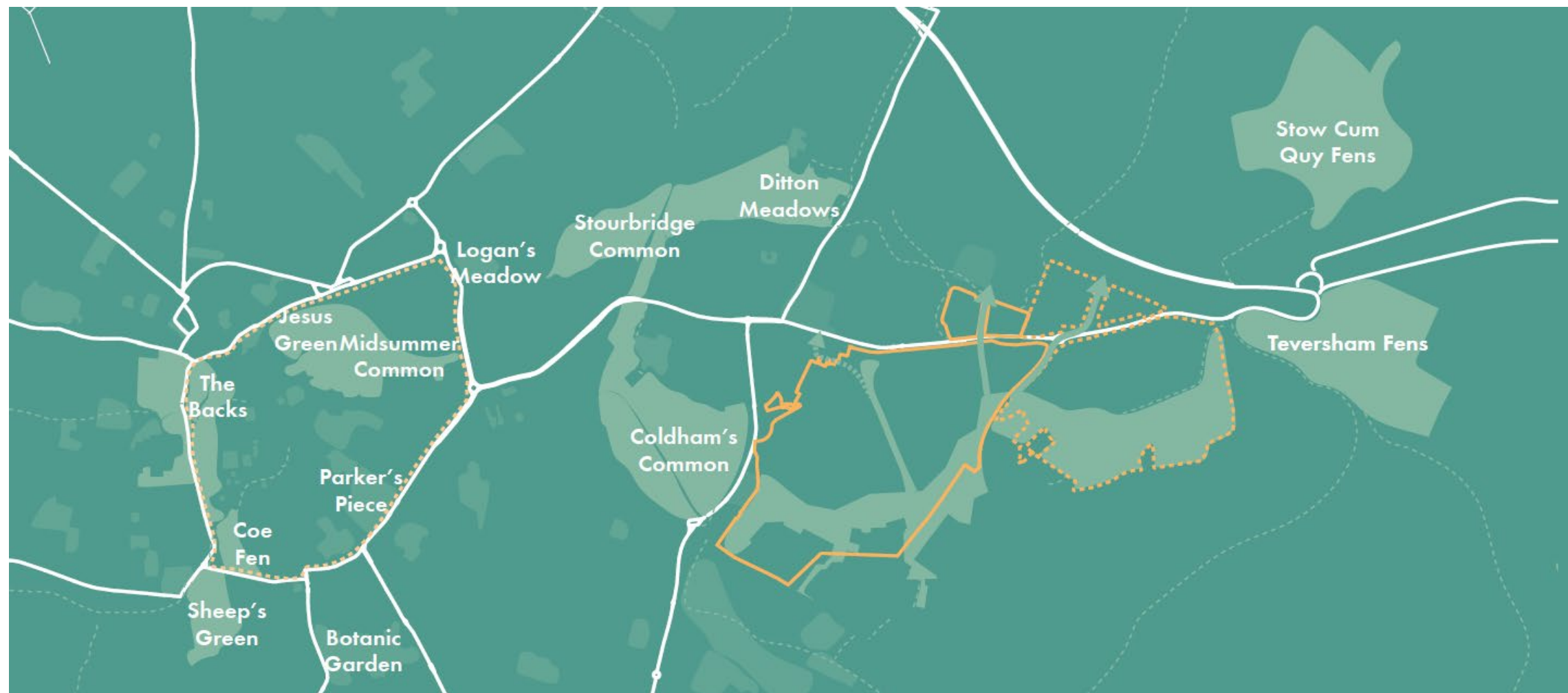
As Cambridge East is already to be developed, a **unique opportunity arises to plan the urban expansion** east of Airport Way and north of Newmarket Road to **ensure maximum integration and synergy**.

ENHANCEMENTS

To facilitate the release of the expansion land for development, any emerging policy and future planning application would need to be formulated, based on the development of **a landscape-led masterplan with high sustainability credentials** (as required by the NPPF para 148).

This would need to include a **strong buffer of Green Infrastructure** that would **maintain physical and perceptual separation** from the necklace villages of Teversham and Stow cum Quy, providing a strong edge to the Green Belt and reducing the visual effects of the eastern suburban edge of the City in views from east and northeast.

Slides 12 - 14 identify some of the GI opportunities that could be incorporated as part of the Cambridge East expansion land.



SUMMARY

If the Councils are committed to capitalising on the economic potential of Cambridge and are to align with CGC's ambition for growth, this cannot be reasonably achieved without the release of Green Belt land.

Green Belt parcels to the east of the City have been identified in the evidence base as having lesser significance than parcels on the south, west and north edges of the City.

Views of the east of the City are already heavily influenced by the presence of the hangars and the development of Cambridge East, plus the new Travel Hub (promoted by GCP) east of Airport Way, will increase urban influence on Green Belt parcels on the east.

The preparation of a new Local Plan gives GCSP the opportunity to consider a review of the Green Belt boundaries – **the Expansion Land is an appropriate and sustainable place to release Green Belt land.**

Cambridge East is **one of the few locations that can accommodate the scale of growth needed** to meet the ambitious economic growth targets and simultaneously contribute to meeting the housing needs of local people. The opportunity should be optimised.

An initial capacity testing exercise identifies that the Cambridge East Expansion Land could accommodate in the region of **2,750 – 3,250 new homes and 2,000 jobs**, on top of those to be delivered at Cambridge East.

A new station east of Cambridge is being considered by EWR – therefore further increasing the site's sustainability credentials and the opportunity to plan at scale on the east side of Cambridge.

The critical mass generated by development on the expansion land would enable **transformative growth, connected green infrastructure and sustainable transport connections** to be delivered.