
The Cambourne to Cambridge Order

Transport And Works Act 1992

Transport And Works (Applications And Objections Procedure) (England And Wales) Rules 2006

Green Belt Assessment

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CONTENTS

1	INTRODUCTION	6
1.1	INTRODUCTION	6
1.2	GREEN BELT ASSESSMENT	6
1.3	THE SCHEME	6
1.4	THE SCHEME WITHIN THE GREEN BELT	7
1.5	STRUCTURE OF THE ASSESSMENT	7
2	PLANNING POLICY FRAMEWORK	9
2.1	INTRODUCTION	9
2.2	NATIONAL PLANNING POLICY AND GUIDANCE	9
	THE NATIONAL PLANNING POLICY FRAMEWORK 2023	9
	NATIONAL PLANNING POLICY FRAMEWORK - DRAFT TEXT FOR PUBLIC CONSULTATION - JULY 2024 (NPPF24)	10
	NATIONAL PLANNING PRACTICE GUIDANCE	11
2.3	LOCAL PLANNING POLICY	12
	SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)	12
	THE CAMBRIDGE LOCAL PLAN (OCTOBER 2018)	13
2.4	EMERGING LOCAL PLANNING POLICY	14
2.5	OTHER RELEVANT STUDIES AND GUIDANCE	15
	THE CAMBRIDGESHIRE INNER GREEN BELT BOUNDARY STUDY (2015)	15
	THE GREATER CAMBRIDGE GREEN BELT ASSESSMENT – FINAL REPORT (2021)	16
3	ASSESSMENT METHODOLOGY	18
3.1	INTRODUCTION	18
3.2	DEFINING THE THREE GREEN BELT TESTS	18
3.3	DEFINING THE BASELINE	19
3.4	DEFINING SECTORS AND SUB-AREAS	19

3.5	GREEN BELT TEST 1 - DEMONSTRATING A REQUIREMENT FOR A GREEN BELT LOCATION	21
3.6	GREEN BELT TEST 2 – PRESERVE THE OPENNESS OF THE GREEN BELT	21
3.7	GREEN BELT TEST 3 - CONFLICTS WITH THE PURPOSES OF INCLUDING LAND WITHIN THE GREEN BELT	21
3.8	CONCLUSIONS ON HARM TO GREEN BELT	1
3.9	VERY SPECIAL CIRCUMSTANCES	1
4	REVIEW OF PREVIOUS GREEN BELT ASSESSMENT WORK	2
4.1	INTRODUCTION	2
4.2	PREVIOUS CTOC GREEN BELT ASSESSMENT WORK	2
4.3	THE LDA STUDY 2017	3
4.4	PHASE 1 CONSIDERATION OF GREEN BELT ISSUES ADDENDUM TO SEPTEMBER 2017 REPORT (AUGUST 2019)	5
4.5	PHASE 2 CONSIDERATION OF GREEN BELT ISSUES SEPTEMBER 2019	7
4.6	REVIEW OF GREEN BELT STUDIES PREPARED AS PART OF EVIDENCE BASE FOR THE EMERGING LOCAL PLAN	9
5	GREEN BELT TEST 1 - DEMONSTRATING A REQUIREMENT FOR A GREEN BELT LOCATION	11
5.1	INTRODUCTION	11
	LOCAL TRANSPORT INFRASTRUCTURE	11
	REQUIREMENT FOR A GREEN BELT LOCATION	11
6	GREEN BELT TEST 2 – PRESERVATION OF OPENNESS	14
6.2	DEFINING OPENNESS	14
	WHAT IS OPENNESS	14
6.3	ASSESSING IMPACTS ON OPENNESS	15
	SPATIAL AND VISUAL IMPACTS	16
	DURATION OF THE DEVELOPMENT, AND ITS REMENDABILITY	17
	DEGREE OF ACTIVITY LIKELY TO BE GENERATED	17
6.4	PRESERVATION OF OPENNESS - APPROACH TO ASSESSMENT	17

6.5	CONCLUSION ON PRESERVING OPENNESS	22
	CONSTRUCTION STAGE	22
	OPERATIONAL PHASE	22
	THE TRAVEL HUB	23
7	TESTS 3 - CONFLICT WITH THE PURPOSES OF THE GREEN BELT	25
7.1	INTRODUCTION	25
7.2	CONCLUSION ON CONFLICTS WITH GREEN BELT PURPOSES	29
8	DEGREE OF HARM TO THE GREEN BELT	30
8.1	INTRODUCTION	30
8.2	IMPROVED ENVIRONMENTAL QUALITY AND ACCESSIBILITY	33
	NEW OR ENHANCED GREEN INFRASTRUCTURE	33
	WOODLAND PLANTING	34
	IMPROVEMENTS TO BIODIVERSITY, HABITAT CONNECTIVITY AND NATURAL CAPITAL	35
	NEW OR ENHANCED WALKING AND CYCLE ROUTES	36
	IMPROVED ACCESS TO NEW, ENHANCED OR EXISTING RECREATIONAL AND PLAYING FIELD PROVISION	36
	CONCLUSION	36
9	VERY SPECIAL CIRCUMSTANCES	37
9.1	VERY SPECIAL CIRCUMSTANCES	37
	Compelling need for the Scheme	37
	Lack of alternative options	38
	Economic benefits of the Scheme	38
	Social benefits of the Scheme	39
	Environmental benefits of the Scheme	40
	Transport benefits of the Scheme	40
9.2	BALANCE OF CONSIDERATIONS	41
9.3	CONCLUSIONS	41

TABLES

Table 3-1 - Sectors and Sub-Areas	20
Table 3-2 - Relationship between National and Local Green Belt Purposes, the 16 Qualities of the Green Belt and the Sectors	1
Table 4-1 – Summary of impacts on the Green Belt – The LDA Study 2017	4
Table 4-2 - Summary of impacts on the Green Belt - Phase 1 LDA 2019 addendum	6
Table 4-3 - Summary of impacts on the Green Belt - Phase 2 LDA 2019 Addendum	8
Table 4-4 - 2021 LUC Assessment – Contribution of each Sub-Area/land parcel to the Cambridge Green Belt purposes	10
Table 6-1 - Preservation of Openness within the Sub-Areas	19
Table 7-1 - Considerations relevant to each Quality of the Green Belt	26
Table 7-2 – Summary of Appendix D - potential conflicts with the purposes of the Green Belt	27
Table 8-1 - Degree of Harm	31

APPENDICES

APPENDIX A

CTOC SCHEME BOUNDARY AND THE GREEN BELT

APPENDIX B

SECTORS AND SUB-AREAS

APPENDIX C

TOPOGRAPHY ALONG THE ROUTE

APPENDIX D

ASSESSMENT OF SUB-AREAS IN RELATION TO POTENTIAL CONFLICTS WITH THE PURPOSES OF THE GREEN BELT



1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. The Cambourne to Cambridge Scheme proposes a new transport route from the growing settlement of Cambourne to the edge of Cambridge City, henceforth referred to as the Scheme. Cambridgeshire County Council (CCC) (the Applicant) is making an application on behalf of the Greater Cambridgeshire Partnership (GCP) to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 (TWA) accompanied by a request for deemed planning permission to approve this Scheme (the Application). The proposed Order will be termed the Cambourne to Cambridge Order 202[x] (the Order).
- 1.1.2. The objectives of the Scheme are to:
- achieve improved accessibility to support the economic growth of the Greater Cambridge region;
 - deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 transport corridor; and
 - contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 corridor and within Cambridge City.
- 1.1.3. The Scheme will enable people to travel by public transport for employment, leisure and education purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Greater Cambridge region.

1.2 GREEN BELT ASSESSMENT

- 1.2.1. This assessment considers the impact that the Scheme would have upon the Cambridge Green Belt to inform the analysis and conclusions of the Planning Statement (document ref: CtoC-15-00). The assessment should be read in conjunction with the Planning Statement (document ref: CtoC-15-00) as well as the Environment Statement (document ref: CtoC-10-ES0-00) specifically the Landscape and Visual Assessment in Chapter 8.

1.3 THE SCHEME

- 1.3.1. The Scheme includes the development of a dedicated guided busway running for approximately 13.6km between the edge of Cambridge City along the A428/A1303 transport corridor to the town of Cambourne with a Travel Hub at Scotland Farm. It would serve existing and proposed communities in Cambourne and the proposed Bourn Airfield development, as well as Hardwick, Coton and the West Cambridge campus. An Emergency and Maintenance Access Track will also be provided that will run alongside most of the length of the guided busway, which would be accessible to pedestrians and cyclists. Most of the length of the service track will also function as a bridleway or permissive bridleway.
- 1.3.2. Construction is anticipated to be undertaken over a period of approximately 24 months from 2025 to 2027. The construction programme is subject to further development.
- 1.3.3. A full description of the works that make up the Scheme is included in Chapter 3 of the Environment Statement (document ref: CtoC-10-ES0-00) and Section 5 of the Planning Statement (document ref: CtoC-15-00-00).

1.4 THE SCHEME WITHIN THE GREEN BELT

- 1.4.1. The route of the Scheme will run from the edge of Cambridge City, westwards to the town of Cambourne passing through both the Cambridge City Council and South Cambridgeshire District Council administrative areas. Sections of the route of the Scheme will be located within the designated Green Belt as summarised below and are shown in Appendix A of this assessment.
- 1.4.2. The route is described here running from east to west, beginning in the Cambridge City Council administrative area.
- 1.4.3. Running from east to west, the route begins at Grange Road on the edge of Cambridge City where it runs through the designated Green Belt along the existing Rifle Range Path in a westerly direction.
- 1.4.4. The route continues through the designated Green Belt northwards along the western boundary of the University of Cambridge Sports Centre. The route then turns west and runs along the southern boundary of the West Cambridge Development area (M13 allocation in the Cambridgeshire Local Plan 2018).
- 1.4.5. The route then leaves the designated Green Belt and enters the West Cambridge Development area until a point east of the M11. This section of route and the West Cambridge Development area are not located within the designated Green Belt.
- 1.4.6. From here the route then re-enters the designated Green Belt, crossing the M11 westwards via a proposed overbridge. At this location the route leaves the Cambridge City Council administrative area and enters the South Cambridgeshire District Council administrative area.
- 1.4.7. West of the M11, the route continues through the designated Green Belt to the east and then to the north of the village of Coton.
- 1.4.8. The section of the route including the proposed Scotland Farm Travel Hub and the section running from the junction of St Neots Road and Cambridge Road to the west of Coton village are both located within the designated Green Belt.
- 1.4.9. Running from east to west, the section of the route from the proposed Scotland Farm Travel Hub to Cambourne is not located within the designated Green Belt.

1.5 STRUCTURE OF THE ASSESSMENT

- 1.5.1. The assessment is structured as follows;
 - Section 2 sets out the planning policy framework specifically as it relates to designated Green Belt land;
 - Section 3 provides a summary of the assessment methodology in line with the three Green Belt tests derived from the planning policy framework;
 - Section 4 provides a summary of the Green Belt Assessment work undertaken to date;
 - Section 5 addresses the first Green Belt test which involves demonstrating a requirement for a Green Belt location;
 - Section 6 assesses the Scheme in relation to the second Green Belt test relating to the preservation of Openness;
 - Section 7 assesses potential conflicts with the purposes of the Green Belt.



- Section 8 provides an assessment of the preferred route in terms of harm to the designated Green Belt along with the enhancements to environmental quality and accessibility to the Green Belt proposed as part of the Scheme; and
- Section 9 sets out the conclusions including the case for very special circumstances should the Scheme be determined to be inappropriate development within the Green Belt.

2 PLANNING POLICY FRAMEWORK

2.1 INTRODUCTION

- 2.1.1. A full review of national and local planning policy is provided in Section 6 of the Planning Statement (doc ref: CtoC-15-00).
- 2.1.2. This section of the Green Belt Assessment provides an overview of national and local planning policies specifically in relation to relevant Green Belt policy only.

2.2 NATIONAL PLANNING POLICY AND GUIDANCE

- 2.2.1. The following sections outlines the planning policy framework specifically in relation to national Green Belt policy.

THE NATIONAL PLANNING POLICY FRAMEWORK 2023

- 2.2.2. The National Planning Policy Framework (NPPF) 2023 sets out the Government's planning policies for England and how these should be applied in decisions for new development proposals.
- 2.2.3. At the heart of the NPPF 2023 is a presumption in favour of sustainable development. The presumption highlights that, proposals which accord with an up to date development plan should be approved without delay unless material considerations indicate otherwise.
- 2.2.4. The objective of sustainable development can be summarised as '*meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (Paragraph 7 of the NPPF 2023).
- 2.2.5. Section 13 of the NPPF 2023 sets out national planning policy as it pertains to the protection of the Green Belt.
- 2.2.6. Paragraph 142 of the NPPF 2023 states that:
- 'The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their Openness and their permanence'*.
- 2.2.7. Paragraph 143 of the NPPF 2023 sets out the 5 purposes of the Green Belt at a national level:
- '*(a) to check the unrestricted sprawl of large built-up areas;*
 - '*(b) to prevent neighbouring towns merging into one another;*
 - '*(c) to assist in safeguarding the countryside from encroachment;*
 - '*(d) to preserve the setting and special character of historic towns; and*
 - '*(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land'*.
- 2.2.8. Paragraph 150 of the NPPF 2023 goes on to state that:
- 'Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land'*.

- 2.2.9. Paragraph 152 of the NPPF 2023 states that *‘Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances’*.
- 2.2.10. Paragraph 153 of the NPPF 2023 states that:
- ‘When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations’*.
- 2.2.11. Paragraph 155 of the NPPF 2023 states that:
- ‘Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its Openness and do not conflict with the purposes of including land within it. These are:*
- (a) mineral extraction;*
 - (b) engineering operations;*
 - (c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
 - (d) the re-use of buildings provided that the buildings are of permanent and substantial construction;*
 - (e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and*
 - (f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order’*.

NATIONAL PLANNING POLICY FRAMEWORK - DRAFT TEXT FOR PUBLIC CONSULTATION - JULY 2024 (NPPF24)

- 2.2.12. A consultation draft of an amended version of the NPPF was published for an 8 week public consultation period from 31 July 2024 to 24 September 2024. Whilst the 2023 NPPF remains the relevant planning policy, a review of the proposed updates to NPPF has been carried out in order to establish whether these would affect the planning case for the Scheme that is subject to this TWAO application. The main changes in the consultation draft are aimed at using planning policy to help better meet the UK's housing need by increasing housing land supply particularly in relation to Green Belt designations. These changes are not considered to materially affect the planning policies affecting this scheme and those aspects of the NPPF which are relevant to this Scheme and references to planning policy set out elsewhere in this TWAO application documentation remain materially unchanged by this consultation draft.
- 2.2.13. NPPF24 prioritises the development of previously developed land wherever possible, this is targeted to meet housing need. It recognises the important role the Green Belt plays in preventing urban sprawl, one of the five purposes of including land in the Green Belt, but seeks to review the post-war Green Belt policy to make sure it better meets the needs of present and future generations.
- 2.2.14. The definition of Green Belt policy has evolved and NPPF24 defines Grey Belt as covering areas of Previously Developed Land (PDL) and/or land take that make a “limited contribution” to the Green Belt purposes.

- 2.2.15. Green Belt purposes are as previously defined in para 143 of the NPPF 2023 and as set out in para 2.2.7 of this report.
- 2.2.16. NPPF24 considers that “Grey Belt” is ‘appropriate’ and does not need to demonstrate “Very special circumstances. It expands the definition of development that is not appropriate in the Green Belt at para 152 to include “Grey Belt land in sustainable locations” and where LPA’s cannot meet the 5 year housing land supply, or fall below the 75% housing delivery test threshold, or “there is demonstrable need for land to be released for development of local, regional or national importance.”
- 2.2.17. NPPF24 also introduces development management policies, at para 155-157 that specifically apply both to developments on land released from Green Belt and developments have been permitted though development management. Para 155 requires that these developments are subject to a criterion, and the criterion relevant is ‘relevant infrastructure improvements’, which are subject to viability testing. In this case it is considered that the provision of a bus way is a viable option in the Green Belt.

NATIONAL PLANNING PRACTICE GUIDANCE

- 2.2.18. The National Planning Practice Guidance (NPPG December 2023) relating specifically to the Green Belt supports the NPPF 2023 and provides further guidance in relation to the aspects of planning policy. In relation to the assessment of development located within the Green Belt the following NPPG paragraphs are considered of importance.
- 2.2.19. Paragraph: 001 (Reference ID: 64-001-20190722) states that consideration of the potential impact of development on the Openness of the Green Belt;
- ‘where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:*
- Openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
 - the duration of the development, and its remendability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of Openness; and*
 - the degree of activity likely to be generated, such as traffic generation’.*

2.2.20. Paragraph:002 (Reference ID: 64-002-20190722), whilst related to plan making, is also relevant and states that

‘Where it has been demonstrated that it is necessary to release Green Belt land for development, strategic policy-making authorities should set out policies for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:

- *new or enhanced green infrastructure;*
- *woodland planting;*
- *landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);*
- *improvements to biodiversity, habitat connectivity and natural capital;*
- *new or enhanced walking and cycle routes; and*
- *improved access to new, enhanced or existing recreational and playing field provision’.*

2.3 LOCAL PLANNING POLICY

2.3.1. The Scheme is located across two administrative areas – South Cambridgeshire District Council and Cambridge City Council. The relevant development plan therefore consists of the following documentation:

- South Cambridgeshire Local Plan (September 2018);
- Cambridge Local Plan (October 2018); and
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021)

2.3.2. Following a review of supplementary planning documents there are no policies considered of relevance to this assessment within the Supplementary Planning Documents or the Cambridgeshire and Peterborough Minerals and Waste Local Plan and so these are not considered further.

2.3.3. The policies considered relevant to development being proposed within the Green Belt are set out below for each local authority area.

SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)

2.3.4. Policy S/4 of the South Cambridgeshire Local Plan 2018 states that:

‘A Green Belt will be maintained around Cambridge that will define the extent of the urban area. The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map, which includes some minor revisions to the inner boundary of the Green Belt around Cambridge and to the boundaries around some inset villages. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework’.

2.3.5. The supporting text to Policy S/4 at paragraph 2.30 states that *‘The established purposes of the Cambridge Green Belt are to:*

- *Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
- *Maintain and enhance the quality of its setting; and*

- *Prevent communities in the environs of Cambridge from merging into one another and with the city’.*

2.3.6. The supporting text to Policy S/4 at paragraph 2.31 goes on to state that ‘*A number of factors define the special character of Cambridge and its setting, which include:*

- *Key views of Cambridge from the surrounding countryside;*
- *A soft green edge to the city;*
- *A distinctive urban edge;*
- *Green corridors penetrating into the city;*
- *Designated sites and other features contributing positively to the character of the landscape setting;*
- *The distribution, physical separation, setting, scale and character of Green Belt villages; and*
- *A landscape that retains a strong rural character’.*

2.3.7. Policy NH/8 (Mitigating the Impact of Development in and Adjoining Green Belt) of the South Cambridgeshire Local Plan 2018 states that:

- *‘Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and Openness of the Green Belt.*
- *Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.*
- *Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality’.*

THE CAMBRIDGE LOCAL PLAN (OCTOBER 2018)

2.3.8. The following text and policies in the Cambridge Local Plan are relevant to development being proposed within the Green Belt.

2.3.9. Policy 4 of the Cambridge Local Plan (The Cambridge Green Belt) states that ‘*The extent of the Cambridge Green Belt within the administrative area of Cambridge City Council is set out on the Policies Map. New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012)’.*

2.3.10. Paragraph 2.13 of the Cambridge Local Plan 2018 states that the Spatial Strategy for Cambridge to 2031 provides for:

- *‘the presumption in favour of sustainable development and what that means in Cambridge;*
- *the delivery of objectively assessed development needs, which will be met primarily within the urban area of Cambridge and in three additional locations, where release from the Cambridge Green Belt to deliver small-scale sites for homes and jobs is judged not to undermine the purposes of the Green Belt;*
- *the delivery of necessary infrastructure to support the needs and mitigate the impacts of growth, and to support the delivery of sustainable new communities; and*
- *the need to maintain important characteristics of the city, including the Cambridge Green Belt, the River Cam corridor and the setting of the city’.*

2.3.11. In relation to meeting need within the Cambridge Local Plan area, section 2.20 of the Cambridge Local Plan 2018 states that:

'The NPPF (2012) states that projected need cannot be considered in isolation and the constraints of an area form an important part of coming to a decision on if and how to meet need. For Cambridge, key constraints are:

- *Cambridge's outstanding historic environment, which is of international, national and local significance;*
- *limited supply of available land, as well as conservation constraints;*
- *transport (and other) infrastructure under pressure; and*
- *the Cambridge Green Belt'.*

2.3.12. The stated purposes of the Cambridge Green Belt as set out in Table 2.4 of the Cambridge Local Plan 2018, mirror those stated within the South Cambridgeshire Local Plan 2018 and are set out below.

- *'preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.*
- *maintain and enhance the quality of its setting.*
- *prevent communities in the environs of Cambridge from merging into one another and with the city'.*

2.4 EMERGING LOCAL PLANNING POLICY

2.4.1. Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for their two respective administrative areas referred to as the Greater Cambridge Local Plan. The councils are currently exploring the issues raised in response to the 'First Proposals' consulted on in November 2021. The South Cambridgeshire Local Plan (September 2018) and Cambridge Local Plan (October 2018) will be superseded by Greater Cambridge Local Plan once it is finalised and adopted. Submission to the Secretary of State for independent examination is currently programmed for Summer/Autumn 2025 with adoption subject to the progress of the independent examination.

2.4.2. Proposed Policy GP/GB titled '*Protection and enhancement of the Cambridge Green Belt*' outlines the proposed framework for the consideration of development proposals in and around the Green Belt. The policy confirms that '*New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.*' The policy goes on to state that the Greater Cambridge Local Plan will include the established local purposes of the Cambridge Green Belt, which are to:

- *'Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
- *Maintain and enhance the quality of its setting; and*
- *Prevent communities in the environs of Cambridge from merging into one another and with the City'.*

2.5 OTHER RELEVANT STUDIES AND GUIDANCE

THE CAMBRIDGESHIRE INNER GREEN BELT BOUNDARY STUDY (2015)

- 2.5.1. Published in 2015 by LDA Design, the Cambridge Inner Green Belt Boundary study¹ ('the LDA Study 2015') was a joint commission by Cambridge City Council and South Cambridgeshire District Council. The study formed part of the evidence base for the Cambridge /South Cambridgeshire District Council local plans process (see section 2.3 of this assessment), with this study being prepared following the suspension of the Examinations of their respective Local Plans in May 2015.
- 2.5.2. Of particular note in the LDA Study 2015 are the 16 qualities specific to Cambridge and its surrounding landscape which directly contribute to supporting Green Belt purposes. These were adapted from policy documents and previous studies (in particular the 2002 Cambridge Green Belt Study by LDA).
- 2.5.3. The 16 qualities were identified as follows:
1. *A large historic core relative to the size of the city as a whole.*
 2. *A city focussed on the historic core.*
 3. *Short and/or characteristic approaches to the historic core from edge of the city.*
 4. *A city of human scale easily crossed by foot and by bicycle.*
 5. *Topography providing a framework to Cambridge.*
 6. *Long distance footpaths and bridleways providing access to the countryside.*
 7. *Key views of Cambridge. from surrounding landscape.*
 8. *Significant areas of distinctive and supportive townscape and landscape.*
 9. *A soft green edge to the city.*
 10. *Good urban structure with well-designed edges to the city.*
 11. *Green corridors into the city.*
 12. *The distribution, physical and visual separation of the necklace villages.*
 13. *The scale, character, identity and rural setting of the necklace villages.*
 14. *Designated sites and areas enriching the setting of Cambridge.*
 15. *Elements and features contributing to the character and structure of the landscape.*
 16. *A city set in a landscape which retains a strongly rural character.*
- 2.5.4. A number of land parcels were checked and refined in the LDA Study 2015 and then assessed for their importance to Green Belt purposes.

¹ https://www.scambs.gov.uk/media/6596/a-cambridge-inner-green-belt-boundary-study_-_main-report.pdf

- 2.5.5. Consideration was then given as to whether there was potential to release land for development without significant harm to Green Belt purposes.
- 2.5.6. The LDA Study 2015 did not employ a scoring system; instead a more qualitative process was followed, whereby each land parcel area was assessed for its importance to the three local Green Belt purposes (listed above at paragraph 2.4.2) and then consideration was given as to whether there was potential to release land for development without significant harm to the Green Belt purposes.
- 2.5.7. The LDA Study 2015 took account of both National Green Belt purposes (with the exception of purpose 5²) and the three local Cambridge Green Belt purposes. Although reference was made to both the NPPF and local Cambridge Green Belt purposes, the focus of the LDA Study 2015 was on how the three local Cambridge Green Belt purposes contribute to the implementation of national policy and on the 16 qualities of Cambridge and its surrounding landscape and how they support the Cambridge Green Belt purposes. The Inspectors' Local Plan Examination reports for the South Cambridgeshire Local Plan 2018³ and the Cambridge Local Plan in 2018 accepted the validity of using the three local Cambridge Green Belt purposes as a measure of how the National Green Belt Purposes can be applied in a local context, reflecting *'the importance of Cambridge as a historic city and the particular role of the Green Belt in preserving its setting'*. As such it was not considered necessary in the LDA Study 2015 to assess the National Green Belt purposes as well.

THE GREATER CAMBRIDGE GREEN BELT ASSESSMENT – FINAL REPORT (2021)

- 2.5.8. Since the LDA Study 2015 was undertaken, a more up to date assessment of the Cambridge Green Belt (the Greater Cambridge Green Belt Assessment – Final Report) was prepared by Land Use Consultants (LUC) in August 2021 ('the LUC Assessment 2021'). This report was prepared to inform the evidence base for the emerging Greater Cambridge Local Plan (see section 2.4 of this assessment).
- 2.5.9. Paragraph 1.8 the LUC Assessment 2021 states that the assessment is:
- 'a broadening of scope from the previous Green Belt study, carried out in 2015 as part of the evidence base for the then-emerging CCC and SCDC Local Plans, which focused on the 'inner' Green Belt area adjacent to the city of Cambridge'.*

² National Green Belt purpose 5 appears from its wording to be equally applicable to all Green Belt land and is therefore not relevant in identifying the relative importance of specific areas of Green Belt land to the overall performance of Green Belt purposes. In addition, the route of the Scheme does not make any difference to the degree to which these purposes are supported. Consequently, it is not considered further in this assessment.

³ Paragraph 58 of South Cambridgeshire District Council Local Plan, Inspector's Report August 2018 - [South Cambridgeshire Local Plan Final Report 2018 \(scambs.gov.uk\)](https://www.cambs.gov.uk/Document/123456789/South-Cambridgeshire-Local-Plan-Final-Report-2018)

2.5.10. Paragraph 2.12 of the LUC Assessment 2021 states that:

‘the guidance elaborates on paragraph 142 of the NPPF which requires local authorities to set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. The guidance endorses the preparation of supporting landscape, biodiversity or recreational need evidence to identify appropriate compensatory improvements, including:

- *New or enhanced green infrastructure*
- *Woodland planting*
- *Landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal)*
- *Improvements to biodiversity, habitat connectivity and natural capital*
- *New or enhanced walking and cycle routes*
- *Improved access to new, enhanced or existing recreational and playing field provision*

2.5.11. The aim of the LUC Assessment 2021 is summarised as follows:

- To identify variations in Openness and the extent to which land contributes to the purposes of the Green Belt; and
- then use this to determine variations in the potential harm to those Green Belt purposes of releasing land within Greater Cambridge from the designation.

2.5.12. The LUC Assessment 2021 differs from LDA Study 2015 by identifying and rating variations in contribution and potential harm to Green Belt purposes that would result from the release of land across the whole assessment area.

2.5.13. The LUC Assessment 2021 also covers the whole of the Green Belt in Cambridge City and South Cambridgeshire, rather than just the ‘inner’ Green Belt area that formed the focus of the LDA Study 2015. In addition, the LUC Assessment 2021 reflects various updates to the NPPF, NPPG, and good practice (in the light of case law and Local Plan Examinations) that have occurred since the LDA Study 2015 was completed.

2.5.14. The LUC Assessment 2021 took the 16 qualities identified in the LDA Study 2015, along with the special character of Cambridge and its setting described in the South Cambridgeshire Local Plan 2018, as a starting point for establishing the assessment methodology.

2.5.15. The LUC Assessment 2021 rated the contribution to Green Belt purposes of relevant land parcels within the Green Belt using a 5-point scale (significant, relatively significant, moderate, relatively limited and limited/no contribution).

2.5.16. Figures 4.1 - 4.3 (Cambridge Purpose Contributions Ratings Overviews) of the LUC Assessment 2021 map the ratings for contribution to each of the three Cambridge Green Belt purposes. Figure 4.4 of LUC Assessment 2021 then maps the overall ratings for the potential degree of harm to the Cambridge Green Belt purposes that would result from release of identified land parcels as an expansion of existing inset or Green Belt edge settlements.

3 ASSESSMENT METHODOLOGY

3.1 INTRODUCTION

- 3.1.1. The methodology for this assessment is based on three Green Belt tests garnered from the NPPF 2023.
- 3.1.2. To ensure a consistent approach as part of an iterative assessment process, the methodology mirrors that of the Green Belt assessment work undertaken by GCP in relation to the Scheme (see summary of the previous assessment work in Section 4 below).
- 3.1.3. This assessment builds on this using more up to date evidence bases, surveys and further assessment work.
- 3.1.4. A summary of the methodology is provided below with further details provided in the relevant sections.

3.2 DEFINING THE THREE GREEN BELT TESTS

- 3.2.1. Paragraph 152 of the NPPF 2023 states that *'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances'*.
- 3.2.2. The assessment methodology therefore considers if the Scheme would constitute *'not inappropriate development'* or *'inappropriate development'* within the Green Belt, and if it or elements of it were considered *'inappropriate development'* whether Very Special Circumstances would be required and if they exist.
- 3.2.3. Paragraph 153 of the NPPF 2023 states that *'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations'*.
- 3.2.4. However, Paragraph 155 of the NPPF 2023 does state that certain forms of development may constitute *'not in appropriate' development* in the Green Belt *'provided they preserve its Openness and do not conflict with the purposes of including land within it'*.
- 3.2.5. Item C of Paragraph 155 of the NPPF 2023 specifically identifies *'local transport infrastructure which can demonstrate a requirement for a Green Belt location'*.
- 3.2.6. There are therefore considered to be three Green Belt tests that the Scheme must meet if it is to be considered *'not inappropriate'* development within the Green Belt, with these being as follows:
 - 1. Be local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 - 2. Preserve the Openness of the Green Belt; and
 - 3. Not conflict with the purposes of including land within the Green Belt.
- 3.2.7. These three Green Belt tests form the basis of this assessment with each test addressed in turn below.

3.3 DEFINING THE BASELINE

3.3.1. To inform the assessment, a baseline was established as follows:

- A review of the previous Green Belt assessment work undertaken by GCP specifically in relation to the Scheme (see section 4 of this assessment)
- A review of the Green Belt studies prepared as part of the evidence to support the adopted and emerging local plans – the LDA Study 2015 and the LUC Assessment 2021 as set out in section 2.5 above;
- A desk based review of aerial (Google Earth) and topographical maps for the route;
- A review of Section 2 (Baseline Environment) of the Landscape and Visual Technical Report of the Environment Statement (document ref: CtoC-TR8 Landscape);
- An initial site visit undertaken in January 2023 to relevant viewpoints along the proposed route of the Proposed Scheme with a second site visit undertaken in May 2024 to ensure no material changes to the baseline had taken place.

3.4 DEFINING SECTORS AND SUB-AREAS

- 3.4.1. For the purposes of this assessment the proposed route of the Scheme has been divided into five Sectors running from east to west along the route (A to E). The Sectors used as part of the assessments were defined on a simple spatial basis with existing roads and landscape features having been used to divide one Sector from another.
- 3.4.2. The definition of the Sectors on a simple spatial basis did not however reflect variations in land use, character or context, which occur in the majority of the Sectors.
- 3.4.3. All Sectors were therefore further divided into Sub-Areas where there were clear changes in these characteristics that would affect the application of the assessment criteria to different areas of land.
- 3.4.4. Appendix B of this assessment shows each of the Sectors and Sub-Areas mapped onto the designated Cambridge Green Belt with the proposed route of the Scheme overlaid. Table 3-1 below provides a textual description of each Sector and their related Sub-Areas

Table 3-1 - Sectors and Sub-Areas

Sector of Route	Section of the Scheme	Sub-Area ⁴	
Sector A	The eastern end of the proposed route begins at its junction with Grange Road, then runs west along the existing Rifle Range Path. The Route then turns north running to the west of the Top Pitch and then turns again to the west, running along the southern boundary of the West Cambridge University site. This whole Sector of route is located within the designated Green Belt. To the west of Foster Court the proposed route exits the designated Green Belt.	A.1	Large arable fields to the south of the West Cambridge University site.
		A.2	Small area of arable and agricultural uses to the west of the residential abutting areas of Gough Way. This Sub-Area is enclosed with hedgerow and tree planting. The Scheme is unlikely to affect Sub-Area A.2, given the distance from the proposed route and the relative enclosure of Sub-Area A.2. Sub area A.2 is therefore not assessed further below.
		A.3	The fields located within Sub-Area A.3 are considered important in Green Belt terms as they are the closest area along the route of open countryside to the historic core of Cambridge.
Sector B	The route then exits the West Cambridge University site and re-enters the designated Green Belt to the east of the M11. An overbridge over the existing M11 is proposed within the Green Belt just west of the M11 and south of the A1303 to the east of Rectory Farm. The route then proceeds westwards to the south of the A1303 and to the north of the village of Coton until a point south of the American Cemetery. A defined hedgerow runs from the southern boundary of the A1303 south-eastwards to Whitwell Way in the Village of Coton marking the western boundary of this Sector.	B.1	This Sub-Area directly to the west of the M11 would be largely screened from view from the surrounding area. The Sub-Area includes large areas of grassland immediately to the west of the M11, but this area is also visually well contained by woodland and tree belts. Coton Orchard is located within this Sub-Area.
		B.2	This Sub-Area lies to the north-west of Coton village with the A1303 running along its northern boundary. The Sub-Area includes steeper slopes when compared to Sub-Area B.1.
Sector C	The route then runs westwards to the south of A1303 and the Crome-Lea Business Park to a point south of the Madingley Mulch roundabout to the junction of Long Road and St Neots Road	C.1	This Sub-Area is largely made up of arable fields and is located on the south facing slopes of a clay ridgeline to the west of Cambridge. The sloping topography within this Sector makes it highly visible from the south and consequently contributes to the Openness of the Green Belt in this location
		C.2	This Sub-Area is located to the south of C.1 and is again largely arable fields. The Scheme within this Sub-Area is considered unlikely to affect Sub-Area C.2, given distance from the route and the relative enclosure of the Sub-Area. Sub-Area C.2 is therefore not assessed further.
Sector D	From the junction of Long Road and St Neots Road the route runs westwards along the existing St Neots Road to the Scotland Road roundabout.	D.1	Sub-Area D.1 follows the corridor of St Neots Road.
		D.2	Sub-Area D.2 follows the A428 corridor to the west of D.1. Sub-Area D.2 consists of large areas of existing highway infrastructure to the east of Scotland Road Roundabout. The Scheme is considered unlikely to directly affect the corridor of the A428 and so only Sub-Area D.1 is assessed further.
Sector E	The proposed Travel Hub at Scotland Farm is located within the designated Green Belt at this location.	E.1	Sub-Area E.1 runs northwards from the boundary with the A428 and is defined by large arable fields and boundaries. The Travel Hub is confined to the southern end of Sub-Area E.3 and so Sub-Areas E.1 and E.2 are not considered further.
		E.2	Sub-Area E.2, located to the west of E.1, also runs northwards from the boundary with the A428 and is defined by large arable fields and boundaries The Travel Hub is confined to the southern end of Sub-Area E.3 and so Sub-Areas E.1 and E.2 are not considered further.
		E.3	Sub-Area E.3, located to the west of E.2, runs northwards from the boundary with the A428 defined by large arable fields and boundaries. A small residential area lies off Scotland Road along the Sub-Area's eastern boundary.

⁴ Sub-Areas highlighted in red are not considered further as part of the latest Green Belt assessment as they relate to previously assessed options assessed as part of previous Green Belt assessment work on the Scheme (as set out in Section 4 of this Assessment). The options and related Sub-Areas are no longer relevant but are included here for completeness.

3.5 GREEN BELT TEST 1 - DEMONSTRATING A REQUIREMENT FOR A GREEN BELT LOCATION

- 3.5.1. To meet the requirements of Green Belt Test 1, the Scheme must be considered local transport infrastructure that can demonstrate a requirement for a Green Belt location.
- 3.5.2. Section 5 of this assessment considers whether there is a demonstrated requirement for a Green Belt location for the Proposed Scheme.

3.6 GREEN BELT TEST 2 – PRESERVE THE OPENNESS OF THE GREEN BELT

- 3.6.1. To inform the assessment as it relates to Green Belt Test 2 on the preservation of Openness, analysis of existing national and local planning policy along with relevant case law is provided in Section 5 to help define the term 'Openness'.
- 3.6.2. Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG outlines '*What factors can be taken into account when considering the potential impact of development on the Openness of the Green Belt?*' (see section 2.2.13 of this assessment). Each of these factors are considered in Section 6 as they relate to each of the defined Sectors and Sub-Areas.

3.7 GREEN BELT TEST 3 - CONFLICTS WITH THE PURPOSES OF INCLUDING LAND WITHIN THE GREEN BELT

- 3.7.1. In relation to Green Belt Test 3 an assessment was then undertaken to identify whether the route of the Scheme within the different Sectors and Sub-Areas (Section 3.4 of this assessment) conflicts with the relevant Green Belt purposes.
- 3.7.2. The purposes of including land within the Green Belt at a national level (the National Green Belt purposes') are set out in Paragraph 143 of the NPPF 2023 as follows:
 - 1. '*(a) to check the unrestricted sprawl of large built-up areas;*
 - 2. '*(b) to prevent neighbouring towns merging into one another;*
 - 3. '*(c) to assist in safeguarding the countryside from encroachment;*
 - 4. '*(d) to preserve the setting and special character of historic towns; and*
 - 5. '*(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land*'.
- 3.7.3. Additionally, both the South Cambridgeshire and Cambridge City Locals Plans (2018) include three local purposes ('the Cambridge Green Belt Purposes') as follows:
 - 1. '*Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
 - 2. '*Maintain and enhance the quality of its setting; and*
 - 3. '*Prevent communities in the environs of Cambridge from merging into one another and with the city*'.
- 3.7.4. The 16 qualities identified in the LDA Study 2015 were used as the criteria against which the Sectors and Sub-Areas were assessed, to identify key considerations relevant to the Green Belt purposes within each.

- 3.7.5. In terms of Green Belt purposes, Table 3-2 shows the relationship between each of the 16 qualities, the National Green Belt purposes and Cambridge Green Belt purposes.
- 3.7.6. Table 3-2 also identifies which qualities are relevant to each of the Sectors, as some of the qualities relate more specifically to the edge of Cambridge City, whilst others are more relevant in the rural areas e.g. given the separation of the route and Travel Hub from the edge of Cambridge City, quality no. 10 (Good urban structure with well-designed edges to the city) was considered of relevance only to Sector A.

Table 3-2 - Relationship between National and Local Green Belt Purposes, the 16 Qualities of the Green Belt and the Sectors

16 Qualities of the Cambridge Green Belt		National Green Belt Purposes				Cambridge Green Belt Purposes			Relevance to Sectors				
		Sprawl	Merging	Encroachment	Setting & Character	Character	Setting	Merging	Sector A	Sector B	Sector C	Sector D	Sector E
1	A large historic core relative to the size of the city as a whole	X			X	X			X				
2	A city focussed on the historic core				X	X			X				
3	Short and/or characteristic approaches to the historic core from the edge of the city	X			X		X		X				
4	A city of human scale easily crossed by foot and by bicycle	X			X	X			X				
5	Topography providing a framework to Cambridge				X		X		X	X	X	X	X
6	Long distance footpaths and bridleways providing access to the countryside				X		X		X	X	X	X	X
7	Key views of Cambridge from the surrounding landscape				X		X		X	X	X	X	X
8	Significant areas of Distinctive and Supportive townscape and landscape				X	X	X		X	X	X	X	X
9	A soft green edge to the city			X	X		X		X				
10	Good urban structure with well-designed edges to the city	X							X				
11	Green corridors into the city	X			X	X	X		X				
12	The distribution, physical and visual separation of the necklace villages		X		X	X	X	X	X	X	X	X	X
13	The scale, character, identity and rural setting of the necklace villages		X		X		X	X		X	X	X	X
14	Designated sites and areas enriching the setting of Cambridge				X		X		X	X	X	X	X
15	Elements and features contributing positively to the character and structure of the landscape	X			X		X		X	X	X	X	X
16	A city set in a landscape which retains a strongly rural character			X	X		X		X	X	X	X	X

3.8 CONCLUSIONS ON HARM TO GREEN BELT

- 3.8.1. In situations where there would be a perceived decrease in Openness or any conflict with the Green Belt purposes, this was considered to result in harm to the Green Belt - Green Belt Tests 2 and 3.
- 3.8.2. In these situations, the degree of harm was then considered using the 5-point scale as used in the LUC Assessment 2021 i.e. low, moderate, moderate-high, high and very high harm.
- 3.8.3. Improvements to the environmental quality and accessibility to the Green Belt that are proposed as part of the Scheme are also considered further in relation to Paragraph 150 of the NPPF 2023 (Section 2.2.8) and Paragraph: 002 Reference ID: 64-002-20190722 of the NPPG (Section 2.2.14).

3.9 VERY SPECIAL CIRCUMSTANCES

- 3.9.1. Consideration is then given to whether, in the event that it is determined that the Scheme constitutes inappropriate development in the Green Belt, that there are 'very special circumstances' which clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm.

4 REVIEW OF PREVIOUS GREEN BELT ASSESSMENT WORK

4.1 INTRODUCTION

- 4.1.1. This section provides a summary of the previous Green Belt assessment work specifically undertaken by GCP as part of the development of the business case for the Scheme. This previous assessment work formed one part of the wider assessment of the scheme options that were considered as part of the development of the business case for the Scheme. For a detailed description of this overall assessment process please refer Chapter 4 of the Environment Statement (document ref: CtoC-10-ES0-00)⁵.

4.2 PREVIOUS CTOC GREEN BELT ASSESSMENT WORK

- 4.2.1. The assessment of the Scheme in terms of potential impacts on the designated Green Belt has been an iterative process. As part of the design and optioneering stages for the Scheme, GCP has undertaken a number of Green Belt assessments to inform decision making as follows:
- *A428 Cambourne to Cambridge Segregated Bus Route - Consideration of Green Belt Issues report* (September 2017) prepared by LDA Design ('the LDA Study 2017') – see section 4.3 below;
 - *Cambourne to Cambridge Rapid Transport Route – Phase 1 Consideration of Green Belt Issues – Addendum to the LDA Study 2017* (August 2019) ('the Phase 1 LDA 2019 Addendum') – see section 4.4 below; and
 - *Cambourne to Cambridge Rapid Transport Route – Phase 2 Consideration of Green Belt Issues – Addendum to the LDA Study 2017* (September 2019) ('the Phase 2 LDA 2019 Addendum') – see section 4.5 below.
- 4.2.2. The methodology used as part of these assessments has in turn informed the methodology for this Green Belt Assessment as set out in Section 3. In summary the above assessments drew significantly from the methodology of the Cambridge Inner Green Belt Boundary Study (the LDA Study 2015), providing commentary on the requirement for a Green Belt location for the Scheme (Green Belt Test 1) and used the 16 qualities of the Green Belt as the evaluation criteria assessed against the Green Belt Tests 2 and 3. The proposed route of the Scheme and its options were divided into five Sectors (A to E) and a series of Sub-Areas.
- 4.2.3. The previous Green Belt assessment work is summarised below to show how the preferred option that forms the basis of the Order application was arrived at and how the issue of the Green Belt was considered throughout each stage.

⁵ The full documentation related to this previous Green Belt assessment work is available as part of the outline business case. Please refer to Appendix U - [C2C-OBC-2020-Green-Belt-Assessment-Report-Appendix-U](https://greatercambridge.org.uk/C2C-OBC-2020-Green-Belt-Assessment-Report-Appendix-U) (greatercambridge.org.uk)

4.3 THE LDA STUDY 2017

- 4.3.1. As part of the optioneering process, a series of options for the alignment of the Scheme between Cambourne and Cambridge were considered through an options assessment report. This study considered route options, in the form of 'catchment areas', not specific alignments.
- 4.3.2. An indicative option corridor was recommended. This option provided for a new offline segregated route linking Cambourne and the proposed Bourn Airfield new settlement, with a segregated route that would run alongside the old A428 to Madingley Mulch roundabout, a new segregated dedicated bus route running north of Coton and parallel to Madingley Road and Madingley Rise to new bridge over the M11.
- 4.3.3. Strutt & Parker and Atkins prepared a Planning Appraisal (August 2017) that included the LDA Study 2017 as appendix C. The LDA Study 2017 assessed the likely effects of the different route options, within three Sectors (A (east of M11), B (North of Coton) and C (west of Coton)) and an assessment of the impacts of these on the essential Green Belt characteristic of Openness and on the purposes of including land within the Green Belt.
- 4.3.4. In summary the Planning Appraisal prepared by Strutt & Parker concluded that Green Belt Test 1 (the requirement for a location within the Green Belt) was satisfied with paragraph 5.4.6 of the appraisal stating that *"The proposals are therefore considered to be fully compliant with paragraph 90 (now paragraph 155 in the NPPF 2023) in respect that the eastern part of the route needs to be delivered on Green Belt land and there are no available options outside of the Green Belt"*.
- 4.3.5. In relation to Green Belt Tests 2 (preservation of Openness) and 3 (conflicts with the purposes of including land within the Green Belt) and the degree of harm as a result of conflict with these purposes related to each option, a summary of the findings of the LDA Study 2017 is set out in Table 4-1 below.

Table 4-1 – Summary of impacts on the Green Belt – The LDA Study 2017

Route Option	Preservation of Openness	Conflict with Green Belt Purposes	Paragraph 90 of the NPPF 2012 (now paragraph 155 of the NPPF 2023)	Degree of Harm
Sector A				
Option A – through West Cambridge	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Option A – south of West Cambridge	Yes	Yes	Inappropriate development	High
Option B– through West Cambridge	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Option B – along southern edge of West Cambridge	Yes	Yes	Inappropriate development	Low
Option B – across open fields and then along Herschel Road	Yes	Yes	Inappropriate development	High
Option B – along the western edge of the athletics ground and then along Herschel Road	Yes	Yes	Inappropriate development	Moderate reducing to moderate-low in the long term
Option C	Yes	Yes	Inappropriate development	High to Moderate-Low
Option D – through West Cambridge	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Option D – south of West Cambridge	Yes	Yes	Inappropriate Development	Moderate-Low
Option A – bridge ramp – northern option	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Option A – bridge ramp – southern option	No	Yes	Inappropriate Development	Low
Option B – bridge ramp	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Option C – bridge ramp	Potentially no	Potentially no -	Potentially inappropriate development	Low (if harm arises)
Sector B				
All Options – within sub area B.1	Yes	No	Not inappropriate development	N/A
All Options – within sub area B.2	Yes	Yes	Inappropriate development	Moderate
All Options – bridge ramp and green bridge	Yes	No	Not inappropriate development	N/A
Sector C				
All Options – within eastern half of Sector	Yes	Yes	Inappropriate development	Moderate, reducing to low
All Options – within western half of Sector	Yes	No	Not inappropriate development	N/A

4.4 PHASE 1 CONSIDERATION OF GREEN BELT ISSUES ADDENDUM TO SEPTEMBER 2017 REPORT (AUGUST 2019)

- 4.4.1. Following further assessment work and consultation on proposed options, preferred options for the alignment of Phase 1 of the route⁶ were identified in 2019. Phase 1 consists of the section of route between the edge of Cambridge City to west of the village of Coton.
- 4.4.2. LDA Design prepared an addendum to the LDA 2017 Study, updating the introductory sections of the study where relevant and refining the findings to reflect the alignments of the preferred options. In summary the Phase 1 LDA 2019 addendum assessed the route in the vicinity of Coton and in terms of the location at which the route would join Grange Road with the following route options considered:
- Coton Options 1 and 2;
 - M11 Crossing and West Cambridge; and
 - Grange Road Options – Adams Road Option and Rifle Range Option
- 4.4.3. The Phase 1 LDA 2019 addendum updated the assessment of the three Sectors (A, B and C) as undertaken in the LDA Study 2017 to understand the key considerations for each Sector in relation to:
- Openness and their performance in relation to Green Belt purposes;
 - whether the proposed route options could be delivered whilst preserving the Openness of the Green Belt;
 - any potential conflicts with Green Belt purposes; and
 - any Green Belt harm that may arise as a result of any stretches of the proposed route.
- 4.4.4. In relation to impacts on Openness, conflicts with the purposes of including land within the Green Belt and the degree of harm related to each option, a summary of the findings of the Phase 1 LDA 2019 addendum are shown in Table 4-2 below:

⁶ These phases are no longer referred to as part of the Scheme but are referred to here for consistency.

Table 4-2 - Summary of impacts on the Green Belt - Phase 1 LDA 2019 addendum

Route Option	Preservation of Openness	Conflict with Purposes	Paragraph 90 of the NPPF 2012 (now paragraph 155 of the NPPF 2023)	Degree of Harm
Sector A				
Adams Road option – along southern edge of West Cambridge to western boundary of athletics ground	Yes	Yes	Inappropriate development	Low
Adams Road option – north of athletics ground	Yes	No	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Adams Road option – along Adams Road	Outside Green Belt	Outside Green Belt	N/A – this option would be located outside of the Green Belt and would therefore not impact the openness of the Green Belt and not conflict with Green Belt purposes	N/A
Rifle Range access option – southern edge Cambridge	Yes	Yes	Inappropriate development	Low
Rifle Range access option – across open fields west and south of athletics ground	Yes	Yes	Inappropriate development	Moderate, reducing to moderate-low with mitigation
Rifle Range access option – north of rugby training pitch	Yes	Yes	Inappropriate development	Low
Sector B				
All options – within sub area B.1	Yes	No	Not Inappropriate development	N/A
All options – within sub area B.2	Yes	Yes	Inappropriate development	Moderate, reducing to moderate-low
All options – bridge and approach ramp	Yes	No	Not Inappropriate development	N/A
Sector C				
All options – within eastern half of Sector	Yes	Yes	Inappropriate development	Moderate, reducing to the west. Reducing to low/none with mitigation
All options – within western half of Sector	Yes	No	Not Inappropriate development	N/A

4.5 PHASE 2 CONSIDERATION OF GREEN BELT ISSUES SEPTEMBER 2019

- 4.5.1. Following further assessment work and consultation on proposed options, preferred options for the alignment of Phase 2 of the route were identified in 2019 with a second Addendum to the LDA 2017 Study prepared (herein referred to as the 'Phase 2 LDA 2019 Addendum').
- 4.5.2. Phase 2 consisted of the route between Cambourne and Madingley Mulch Roundabout, with the stretch from Hardwick to Cambourne being located outside the Green Belt.
- 4.5.3. This report assessed Green Belt considerations in relation to the three route options presented as part of the public consultation document, as well as two Park & Ride options as follows.
- Option 1 (Off-road segregated route);
 - Option 2 (On-Road with junction improvements – low-cost alternative);
 - Option 3 (On-Road with public transport priority lanes);
 - Scotland Farm Park & Ride; and
 - Waterworks Park & Ride.
- 4.5.4. An additional two Sectors within the Green Belt were considered as part of the Phase 2 LDA 2019 Addendum as shown in Appendix B of this Assessment:
- Sector D - located to the north west of Coton, along St Neots Road and the A428. The northern boundary follows the northern edge of the A428. The eastern boundary follows an extension northward from Long Road; and
 - Sector E - located to the south of Dry Drayton, abutting the southern edge of the village. The northern boundary follows the road between Dry Drayton and Madingley. The eastern boundary follows the tree belts around the parkland at Madingley Hall and continues along the access track to Park Farm. The southern boundary follows the northern edge of the A428, and the western boundary follows the eastern edge of Scotland Road.
- 4.5.5. In relation to impacts on Openness, conflicts with the purposes of including land within the Green Belt and the degree of harm related to each option, a summary of the findings of the Phase 2 LDA 2019 Addendum are summarised in Table 4-3 below.

Table 4-3 - Summary of impacts on the Green Belt - Phase 2 LDA 2019 Addendum

Route Option	Preservation of Openness	Conflict with Purposes	Paragraph 90 of the NPPF 2012 (now paragraph 155 of the NPPF 2023)	Degree of Harm
Sector C				
Waterworks Park & Ride – south of St Neots Road (within sub area C.1)	No	Yes	Inappropriate development	Moderate-low reducing to low with planting
Waterworks Park & Ride – north of St Neots Road (within sub area C.3)	No	Yes	Inappropriate development	Moderate-low reducing to low with planting
Sector D				
All Options in relation to works south of St Neots Road	Yes	Yes	Inappropriate development	Low
Public transport link – Option 1	Yes	Yes	Inappropriate development	Moderate, with potential to reduce to low with planting/ vegetation retention
Public transport link – Option 2	Yes	No	Not inappropriate development	N/A
Public transport link – Option 3	Yes	Yes	Inappropriate development	Moderate, with potential to reduce to low with planting/ vegetation retention
Sector E				
Scotland Road Park & Ride	No	Yes	Inappropriate development	Moderate reducing to moderate-low with planting

4.6 REVIEW OF GREEN BELT STUDIES PREPARED AS PART OF EVIDENCE BASE FOR THE EMERGING LOCAL PLAN

- 4.6.1. Since the LDA 2015 study and the previous Green Belt assessment work on the Scheme was undertaken (sections 4.3 to 4.5 above), a further Green Belt assessment for the area around Cambridge - the LUC Assessment 2021 - has been prepared on behalf of the relevant councils as part of the evidence base for the emerging local plan – the Greater Cambridge Local Plan.
- 4.6.2. The findings of the LUC Assessment 2021 provide an additional evidence base to inform this Green Belt assessment, with the criteria and findings in this regard reviewed.
- 4.6.3. The LUC Assessment 2021 rated the contribution to the Cambridge Green Belt purposes of the land parcels within the Green Belt using a 5-point scale (significant, relatively significant, moderate, relatively limited and limited/no contribution).
- 4.6.4. Each land parcel from the LUC Assessment 2021 was mapped to the relevant Sector/Sub-Area related to the Scheme as shown in Appendix B of this assessment. Table 4-4 below sets this out.

Table 4-4 - 2021 LUC Assessment – Contribution of each Sub-Area/land parcel to the Cambridge Green Belt purposes

Sector	Sub-Area	Related Land Parcel in LUC Assessment 2021	Cambridge Green Belt Purposes		
			'to preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre'	'to maintain and enhance the quality of Cambridge's setting'	'to prevent communities in the environs of Cambridge from merging into one another and the city'
Sector A	A.1	HC8	Relatively significant	Relatively significant	Relatively limited
	A.3	NH14	Relatively limited	Significant	Limited/no contribution
	A.3	NH13	Moderate	Significant	Limited/no contribution
Sector B	B.1	HC6	Significant	Relatively significant	Significant
	B.1	CT4	Limited/no contribution	Relatively significant	Significant
	B.1	CT5	Limited/no contribution	Relatively significant	Significant
	B.1	CT6	Limited/no contribution	Limited/no contribution	Relatively significant
	B.1	CT7	Relatively significant	Relatively significant	Significant
	B.2	CT2	Limited/no contribution	Relatively limited	Relatively significant
	B.2	CT3	Limited/no contribution	Moderate	Relatively significant
	B.2	OA11	Limited/no contribution	Relatively significant	Relatively significant
Sector C	C.1	CT1	Limited/no contribution	Relatively significant	Relatively significant
	C.1	OA11	Limited/no contribution	Relatively significant	Relatively significant
Sector D	D.1	OA11	Limited/no contribution	Relatively significant	Relatively significant
	D.1	HA4	Limited/no contribution	Moderate	Relatively significant
Sector E	E.3	HA2	Limited/no contribution	Moderate	Moderate

5 GREEN BELT TEST 1 - DEMONSTRATING A REQUIREMENT FOR A GREEN BELT LOCATION

5.1 INTRODUCTION

- 5.1.1. Paragraph 155(c) of the NPPF 2023 states that local transport infrastructure which can demonstrate a requirement for a Green Belt location is '*not inappropriate*' provided it preserves its Openness and does not conflict with the purposes of including land within it.
- 5.1.2. Therefore to meet the policy requirements for being '*not inappropriate*' development, the Scheme must firstly be considered local transport Infrastructure that can demonstrate a requirement to be located within the Green Belt.

LOCAL TRANSPORT INFRASTRUCTURE

- 5.1.3. The Scheme objectives are set out above.
- 5.1.4. The Scheme Vision as defined in the Outline Business Case (OBC) 2020 as updated in the Addendum Outline Business Case 2024 (document ref: CtoC-20-00) is as follows:
- 'To connect existing and new communities along the A428/A1303 to places of employment, study and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge.'*
- 5.1.5. To achieve the above vision, the second and third objectives of the Scheme as set out as part of the OBC 2020 (Figure 2 of the Non-Technical Summary) are notable in that they seek to:
- *'deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 transport corridor; and*
 - *contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 and within Cambridge City'.*
- 5.1.6. These objectives have been updated in the Outline Business Case 2024 Addendum (document ref: CtoC-21-00).
- 5.1.7. As the Scheme links the communities of Cambourne to the edge of Cambridge City via a public transport route, it is considered to fall within the description of development set out in Paragraph 155(c) of the NPPF 2023 i.e. it is Local Transport Infrastructure.

REQUIREMENT FOR A GREEN BELT LOCATION

- 5.1.8. As set out in section 7 of the Planning Statement (document ref: CtoC-15-00), there is considerable local planning policy support for the development of a public transport route along the A428/A1303 transport corridor, linking the existing communities and proposed major development sites located to the west of Cambridge City to the jobs, education and services in the City.
- 5.1.9. Policy SS/7 of the South Cambridgeshire Local Plan 2018 promotes the development of a new village of up to 3,500 dwellings at Bourn Airfield. An application for outline planning permission has been granted in July 2024 (planning ref: S/3440/18/OL). Condition 13 of this planning permission

states that: “No more that 500 dwellings shall be occupied until such time as the Cambourne to Cambridge Busway is operational between the new settlement hereby permitted and Cambridge.” The Scheme therefore effectively unlocks the Bourne Airfield development. Moreover, the West Campus development (planning ref 16/1134/OUT) Section 106 Agreement requires land to be safeguarded for the guided busway and development at West Cambourne for 2,350 dwellings (planning ref. S/2903/14) requires construction of a busway between Broadway and Sterling Way. These developments are also in part dependent on the Scheme being delivered.

- 5.1.10. Item ii of Part 8(a) of Policy SS/7 of the South Cambridgeshire Local Plan 2018 refers to ‘any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic’. Item iii of Part 8 (a) of Policy SS/7 of the South Cambridgeshire Local Plan 2018 also promotes the ‘Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge’.
- 5.1.11. It is clear therefore that the vision and objectives of the Scheme and the local planning policy support for same highlight the need for transport infrastructure development along the A428/A1303 corridor and to unlock development potential.
- 5.1.12. The western side of Cambridge City is surrounded by Green Belt designated within the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. It is noted that the highways within these areas running from the junction of Cambridge Road and St Neots Road (including the A428, St Neots Road and A1303 as far as its eastern junction with the M11) are all already located within the designated Green Belt. The designated Green Belt is therefore a clear constraint on development that surrounds the city at this location.
- 5.1.13. The routes supported in Part 8 of Policy SS/7 of the South Cambridgeshire Local Plan 2018 would require any proposals to pass through the designated Green Belt, albeit the policy does refer to ‘bus priority measures’ that could be on or parallel to the A1303. As set out in sections 7.2 of the Planning Statement (document ref: CtoC-15-00) proposals for On-Road options including ‘bus priority measures’ have been considered throughout the development of the Business Case for the Scheme (OBC 2020 (document ref: CtoC-20-00)). Chapter 4 of the Environment Statement (Evolution of the Scheme) (document ref: CtoC-10-ES0-00) sets out the alternatives considered as part of this process.
- 5.1.14. A Green Belt Assessment of the options considered at this stage of the development of the Business Case (consisting of the previous Green Belt Assessment work set out in Section 4 above) was included as Appendix U.⁷
- 5.1.15. The OBC 2020 considered a number of options and sub-options within these that can broadly be summarised as On-Road and Off-Road options. As the spatial focus of the Scheme and its proposed route is centred on the A428/A1303 transport corridor and links the areas of Cambourne in

⁷ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-OBC-Jan-2021/C2C-OBC-2020-Green-Belt-Assessment-Report-Appendix-U.pdf>

the west and the major development sites along the route to edge of Cambridge City, all options followed a route through the designated Green Belt at certain points. However sections of the On-Road option, although located within designated Green Belt, would utilise existing highways. The preferred option from the OBC 2020 was a mainly Off-Road route from Cambourne to Grange Road with a Park and Ride at Scotland Farm.

- 5.1.16. In summary the proposed Off-Road option would provide significant transport benefits over the option to use a bus priority lane utilising an On-Road route. One of the main benefits is that the Off-Road option would be that it would not only significantly help to reduce journey time but also maintain better reliability, which the On-Road route would struggle to provide. The On-Road route would also involve significant alterations and disturbance to the existing road network and installation of additional infrastructure (signage and possibly gantries) to an already congested corridor into Cambridge. The On-Road option would also have a significant impact on the setting of the designated heritage asset as it would pass directly in front of the American Military Cemetery which is Grade I on the English Heritage register of Historic Parks and Gardens. The memorial and attached walls, steps and pool surround are Grade II* Listed Buildings.
- 5.1.17. While both the On-Road and Off-Road options were considered to result in some impacts on the environment, the Off-Road option was also considered to have a higher potential to achieve environmental enhancements and opportunities to incorporate a higher level of mitigation. The key issues were that the Off-Road route, unlike the On-Road route, would not directly pass Madingley Wood which is a Site of Special Scientific Interest (SSSI). The On-Road route would result in loss of habitat due to road widening and was considered to have the least potential for ecological mitigation or enhancement.
- 5.1.18. The Off-Road route was considered to have the potential to include a 'green lane' design treatment along its entire off-road length to enhance biodiversity through creation of habitats and provide landscape mitigation. Such benefits would not be achievable with an On-Road route.
- 5.1.19. Overall, the On-Road route was not considered to deliver the transport objectives of the Scheme and was not preferable in transport or environmental terms. In this regard, it is also worth acknowledging that the On-Road option would result in some widening of the existing carriageway within the Green Belt and would therefore also require development to take place within a Green Belt location.
- 5.1.20. In summary, the proposed route from the areas that require connection are geographically surrounded by the designated Cambridge Green Belt (i.e. Cambourne to Cambridge City) and the Off-Road option that forms the basis of the Order was considered preferable in both transport and environmental terms as set out in optioneering process.
- 5.1.21. Considering the optioneering process as set out above it is considered that a Green Belt location to deliver the Scheme is therefore required. It is considered that this satisfies the test of the requirement for a Green Belt location as set out in Item (c) of Paragraph 155 of the NPPF 2023. It is considered that a Green Belt location is essential to achieve the strategic objectives of the Scheme in terms of journey times, reliability and environmental impacts.

6 GREEN BELT TEST 2 – PRESERVATION OF OPENNESS

- 6.1.1. This section identifies national and local planning policy along with relevant case law to assist in the assessment of whether the Scheme satisfies Green Belt Test 2 related to preserving the Openness of the Green Belt within each of the identified Sectors and Sub-Areas.
- 6.1.2. A definition of the Openness of the Green Belt, based on national and local planning policy along with relevant case law is provided first.
- 6.1.3. This is used as the basis for assessing the existing level of Openness in the Sectors and their Sub-Areas and the impact on this following the development of the Scheme.
- 6.1.4. As noted in section 2.5 above, since the LDA 2015 study and the Phase 1 LDA 2019/Phase 2 LDA 2019 Addenda were prepared, a further Green Belt assessment the LUC Assessment 2021- has been prepared. The findings of the LUC Assessment 2021 provide a more up to date evidence base to inform this assessment and so have also been referred to.

6.2 DEFINING OPENNESS

- 6.2.1. Paragraph 142 of the NPPF 2023 states that:

‘The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their Openness and their permanence’.

- 6.2.2. As the NPPF 2023 does not provide a definition of what preserving Openness means, a number of definitions to inform this assessment are set out below.

WHAT IS OPENNESS

- 6.2.3. A number of court judgments have provided guidance on how the term ‘Openness’ can be interpreted.
- 6.2.4. At paragraph 14 of his judgment in **Turner v Secretary of State for Communities and Local Government and Another [2016] EWCA Civ 466⁸**, Sales LJ stated :

⁸ <https://caselaw.nationalarchives.gov.uk/ewca/civ/2016/466>

‘The concept of “openness of the Green Belt” is not narrowly limited to the volumetric approach suggested by Mr Rudd. The word “openness” is open-textured and a number of factors are capable of being relevant when it comes to applying it to the particular facts of a specific case. Prominent among these will be factors relevant to how built up the Green Belt is now and how built up it would be if redevelopment occurs (in the context of which, volumetric matters may be a material concern, but are by no means the only one) and factors relevant to the visual impact on the aspect of openness which the Green Belt presents’.

- 6.2.5. In ***R (on the application of Samuel Smith Old Brewery (Tadcaster) and others) (Respondents) v North Yorkshire County Council (Appellant) [2020] UKSC 3 (On appeal from: [2018] EWCA Civ 489)***⁹, the Supreme Court considered the meaning of the word ‘openness’ as it appeared in paragraph 90 of the 2012 version of the NPPF (Paragraph 90 in the 2012 NPPF is the predecessor of paragraph 155 in the 2023 NPPF). The court noted that there was no challenge to the approach set out at paragraph 14 in ***Turner v Secretary of State for Communities and Local Government and Another [2016] EWCA Civ 466***.
- 6.2.6. At paragraph 22 of the judgment it is stated that paragraph 90 (now 155 of the NPPF 2023) shows that some forms of development (including mineral extraction) may in principle be appropriate and compatible with the concept of openness. By parity of reasoning local transport infrastructure which can demonstrate a requirement for a Green Belt location may in principle be appropriate and compatible with the concept of openness.
- 6.2.7. This judgment outlines that preserving the openness of the Green Belt cannot be considered as tantamount to no physical change. Otherwise, the policy is unworkable.
- 6.2.8. The assessment of the impact of development on Openness should therefore be made on the specifics on a case-by-case basis.

6.3 ASSESSING IMPACTS ON OPENNESS

- 6.3.1. Subsequent updates of the NPPF 2023 and the related NPPG confirm the above judgements with Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG outlining ‘What factors can be taken into account when considering the potential impact of development on the Openness of the Green Belt?’. It states that:

‘Assessing the impact of a proposal on the Openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment.

These include, but are not limited to:

- *Openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*

- 6.3.2. *the duration of the development, and its Remedability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of Openness; and*
- 6.3.3. *the degree of activity likely to be generated, such as traffic generation.'*
- 6.3.4. Each of these factors are discussed in further detail below.

SPATIAL AND VISUAL IMPACTS

- 6.3.5. It is generally accepted from Paragraph 142 of the NPPF 2023 that 'Openness' is predominantly a spatial designation. Some spatial aspects to potentially consider are a developments location and its volume.
- 6.3.6. However the relationship between the 'visual impact' of a development and its effect on the Openness of the Green Belt has been frequently discussed in the courts through the years.
- 6.3.7. Sales LJ, in the judgment of **Turner v Secretary of State for Communities and Local Government & Anor [2016] EWCA Civ 466**¹⁰ states at paragraph 25 that *'The Openness of the Green Belt has a spatial aspect as well as a visual aspect, and the absence of visual intrusion does not mean that there is no impact on the Openness of the Green Belt...'*
- 6.3.8. The High Court appeal was dismissed, but the judgment concluded that:
- 'The question of visual impact is implicitly part of the concept of 'openness of the Green Belt' as a matter of the natural meaning of the language used in para. 89 of the NPPF... There is an important visual dimension to checking 'the unrestricted sprawl of large built-up areas and the merging of neighbouring towns...openness of aspect is a characteristic quality of the countryside, and 'safeguarding the countryside from encroachment' includes preservation of that quality of openness. The preservation of 'the setting ... of historic towns' obviously refers in a material way to their visual setting, for instance when seen from a distance across open fields.'*
- 6.3.9. It is therefore considered prudent to consider the visual impact of a development in addition to the spatial impact, unless development is genuinely not visible and the visual impacts of a development will clearly not be perceived.
- 6.3.10. There is a difference between the visual impacts assessed in Technical Report 8 of the Environment Statement (document ref: CtoC-11-TR08-00) and the visual aspects of 'Openness' which are considered as part of this Green Belt assessment. In the former, an assessment is made on the effects of development on the views available to people and their visual amenity and how this may affect character and scenic quality. This Green Belt assessment assesses the effects of development on the visual 'Openness' of the Green Belt including impacts on long distance views, visual links to the wider Green Belt, inter-visibility between settlements and whether, if a

¹⁰ <https://caselaw.nationalarchives.gov.uk/ewca/civ/2016/466>

development is temporary, restoration measures could restore the current visual aspects of openness.

DURATION OF THE DEVELOPMENT, AND ITS REMENDABILITY

- 6.3.11. In its operational phase, the Scheme is intended to be permanent and so remendability is not considered relevant.
- 6.3.12. However an assessment of the temporary works areas required has been included to highlight impacts during the construction phase that will be both mitigated during this phase and where no longer required, will be returned to their existing land use where possible.

DEGREE OF ACTIVITY LIKELY TO BE GENERATED

- 6.3.13. In terms of vehicular traffic, as the route will only be used by guided buses and occasional maintenance or emergency vehicles, the degree of activity is considered extremely low versus a regular highways scheme. The proposal for the accompanying Emergency and Maintenance Access Track to be used by pedestrians, cyclists and for certain sections equestrian uses will encourage more active travel within the Green Belt. This is taken into account where appropriate in the assessment.

6.4 PRESERVATION OF OPENNESS - APPROACH TO ASSESSMENT

- 6.4.1. The essential characteristics of Green Belts have been considered above in relation to Openness and permanence.
- 6.4.2. It is important to note the guidance provided by case law that preserving Openness cannot be considered as tantamount to no development taking place otherwise the policy in the NPPF would be unworkable.
- 6.4.3. On this basis, within each identified Sector and Sub-Area, the degree to which the Openness of the Green Belt would be preserved is considered against the two main factors:
- The spatial impact – the volume or physical size of the proposed development; and
 - The visual impact - visual openness is considered in the assessment as to whether land is distinct or not from an urban edge, existing infrastructure or if there are significant landform, field patterns/boundaries evident in a Sector or Sub-Area. The assessment considers the impacts of development on the visual openness of the Green Belt including impacts on long distance views, visual links to the wider Green Belt, inter-visibility between settlements.
- 6.4.4. Where either of these two factors indicates a potential reduction in Openness, the other factors noted in the Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG are considered, including the duration of the development and the degree of activity to be generated.
- 6.4.5. For the purposes of this element of the assessment, it is considered that:
- the surface of the guided busway route and Emergency and Maintenance Access Track would generally not affect Openness owing to their flat nature and narrow profile with a limited volume of development perceived;
 - where the route of the Scheme is constructed over flat landform or across the face of a slope requiring relatively modest and balanced cut and fill to create the guided busway, the necessary earthworks would be unlikely to affect Openness. A reduction in Openness could arise where the

route is significantly elevated above existing ground levels or where there is more substantial cut and fill or a significant imbalance between cut and fill; and

- signage and lighting near road crossings are not considered to reduce Openness noting their limited structural massing and the distances between such minor structures.

- 6.4.6. As noted in section 2.5 above, since the LDA 2015 study and the Phase 1 LDA 2019/Phase 2 LDA 2019 Addenda were prepared, a further Green Belt assessment - the LUC Assessment 2021- has been prepared.
- 6.4.7. When considering if land parcels had the potential to play a role with regard to the Cambridge Green Belt Purpose 1, the LUC Assessment 2021 considered if the land could be considered 'Open'. Noting that the LUC Assessment 2021¹¹ identifies variations in Openness for each of the assessed land parcels, the reported contribution that each makes to the Cambridge Green Belt Purposes 1 is set out in Table 6-1 to provide further background and context.
- 6.4.8. The potential spatial and visual impact of introducing the Scheme into the baseline environment in terms of the preservation of Openness were then assessed.
- 6.4.9. For the assessment of both spatial and visual impacts these are reported using a 5-point scale as follows - negligible, low, minor, moderate, high.
- 6.4.10. The results of the assessment in relation to the preservation of Openness within each relevant Sub-Area are presented in tabular form in Table 6-1 below.

¹¹ Step 2: Identify variations in Green Belt openness – sections 3.36 to 3.42 of the LUC Assessment 2021 and Table 3.2

Table 6-1 - Preservation of Openness within the Sub-Areas

Sub-Area	Land Parcel (LUC Assessment 2021)	Contribution to Cambridge Green Belt Purpose 1 (LUC Assessment 2021)	Commentary on the Preservation of Openness
A.1	HC8	Relatively significant	<p>The landform in the Sub-Area is relatively flat (see appendix C). The Sub-Area would be considered relatively Open noting the lack of current urban or agricultural type development within it. The LUC Assessment 2021 defines the contribution that land parcel HC8 (that corresponds with this Sub-Area) makes to Green Belt Purpose 1 as being Relatively Significant noting the <i>'Land is open. There is no development of a scale, character or form that has a significant impact on Green Belt openness.'</i></p> <p>The volume of proposed development associated with the guided busway carriageway and Emergency and Maintenance Access Track within this Sub-Area would not be considered significant noting the flat nature and profile, akin to a highway. Additional works in this Sub-Area include detention ponds south of Clerk Maxwell Road. The ponds are to be located within an area with significant landscape mitigation proposed as part of the Scheme along the western boundary of the Top Pitch area – the introduction of detention ponds is considered to have a negligible impact on Openness as they would not introduce 'development' with a significant volume. Other development being introduced such as signage and lighting is considered negligible in terms of their volume noting their limited structural massing and the distances between such structures. It is considered that the volume of new development introduced into this Sub-Area would therefore be low and so the spatial impact would be negligible to low.</p> <p>In terms of visual impacts the proposed route in Sub-Area A.1 would be viewed with the urban area of Cambridge to the north – notably the existing (and proposed) West Cambridge development. The route (Works no. 10 in the Order) in this Sub-Area would be viewed as a relatively flat piece of transport infrastructure with limited cut and fill required. The route would be viewed in the foreground of the West Cambridge development when viewed from the west and south, with this area already including significant structures/development with significant massing, height and scale.</p> <p>Although the LUC Assessment 2021 considers land parcel HC8 as being visually distinct from the urban area of Cambridge, it is considered that the land required for the proposed route of the Scheme within this Sub-Area would not be significantly distinct from the urban edge i.e. it runs tight along the southern boundary of the urban area with significant development and landscape screening already directly abutting it to the north. It is considered that, noting the lack of visible development introduced by the Scheme into this Sub-Area, and its place in the foreground of the West Cambridge development, that visual impacts in terms of Openness would be negligible to low. Significant landscaping is proposed along the southern boundary of the route with the final detailed design of this to be approved by the local planning authority.</p> <p>Noting the volume of development introduced will not be significant, with the Scheme in this Sub-Area viewed in the foreground and fitted tight to a developed area with significant massing, height and scale already in existence, it is considered that the Openness of the Green Belt would be preserved within this Sub-Area following the introduction of the Scheme.</p>
A.3	NH14	Relatively limited	<p>The landform in the Sub-Area is relatively flat (see appendix C). The LUC Assessment 2021 defines the contribution that land parcels NH13 and NH14 (that corresponds with this Sub-Area) make to Green Belt Purpose 1 as being Moderate and Relatively Limited respectively. Land parcel NH13 is noted as providing a Moderate contribution to Green Belt Purpose 1 as <i>'The parcel has some relationship with the urban area but also a degree of distinction from it.</i> Land parcel NH14 that includes the existing Cambridge Rugby Club is noted as providing a Relatively Limited contribution to Green Belt Purpose 1 as <i>'There is weak distinction between the parcel and the inset area, which reduces the extent to which development would be perceived as diminishing Cambridge's compact character'.</i></p> <p>The Sub-Area would be considered relatively Open due to the lack of current development within it although, as noted in the LUC Assessment 2021, the area is less distinct in visual terms from the urban area of Cambridge .</p> <p>The volume of proposed development associated with the guided busway carriageway and Emergency and Maintenance Access Track within this Sub-Area would not be considered significant due to the flat nature and profile, akin to a highway, similar to that in Sub-Area A.1 described above.</p>
	NH13	Moderate	<p>It is noted that a new crossing of Bin Brook is however required within this Sub-Area. The volume of development associated with this new crossing would be considered low although approach embankments will be required that will raise the level approximately 2.5m above existing ground level. However the volume of visible development associated with the crossing would still be low, as the majority of the crossing works would take place at or below ground level within the banks of the brook. The above ground elements of the crossing would not introduce significant volumes of visible development with the guard rails/parapets and safety barrier not being viewed as solid structures (i.e. they are thin structures that can be viewed through) when viewed from all locations.</p> <p>In terms of visual impacts the proposed route in Sub-Area A.3 would be viewed with the urban area of Cambridge to the north, south and east. The route (Works no. 10 in the Order) in this Sub-Area would be viewed as a relatively flat piece of transport infrastructure with limited cut and fill required. The proposed route in this Sub-Area would not be considered significantly distinct from the urban edge with all development being viewed against the strong backdrop of hedgerows that run east to west along the northern side of the Rifle Range Path. The visibility of the Bin Brook crossing would be limited due to the guard rails/parapets and safety barrier not being viewed as solid structures, but some visual impacts may arise due to the requirement for the approach embankments. With the proposed landscape mitigation (significant aquatic planting is proposed to the south of the proposed Bin Brook crossing as part of the enhancements along the Bin Brook running along the southern boundary of the route, visual impacts would be negligible to minor. The visual impact of the new Bin Brook crossing, as a new form of development, into this Sub-Area would be low to minor with this reducing over time as the landscape mitigation beds the Scheme into its receiving environment.</p> <p>Since the volume of development introduced will not be significant and considering the proposed landscape mitigation and the fact that the development would be viewed in the foreground of an area with a strong backdrop of hedgerows that run east to west, it is considered that the Openness of the Green Belt would be preserved within this Sub-Area.</p>

Sub-Area	Land Parcel (LUC Assessment 2021)	Contribution to Cambridge Green Belt Purpose 1 (LUC Assessment 2021)	Commentary on the Preservation of Openness
B.1	HC6	Significant	<p>The landform in the Sub-Area is relatively flat (see appendix C). The LUC Assessment 2021 defines the contribution that land parcels HC6 and CT7 (that corresponds with this Sub-Area) make to Green Belt Purpose 1 as being Significant and Relatively Significant respectively. Land parcels CT4, CT4 and CT6 are of Limited/no contribution as <i>'Land is not close enough to the main urban area of Cambridge to be associated with it; the land is closely associated with the settlement of Coton. It therefore makes no contribution to Cambridge Purpose 1'</i>.</p> <p>The Coton Orchard area, woodland to the south, hedgerows to the east and west along with the M11 within Sub-Area B.1 provide visual containment resulting in reduced/limited Openness in Green Belt terms within this Sub-Area. The route (Works no. 8) in this Sub-Area would be viewed as a relatively flat piece of transport infrastructure with limited cut and fill required and so the volume of development would be low.</p> <p>However the proposed M11 overbridge (Works no. 9) is located within the eastern extent of this Sub-Area and is closer to the urban area of Cambridge City. The proposed overbridge would require ramped earthwork/embankments, with the bridge deck currently estimated to be approximately up to 6.5m above adjacent existing ground levels. The proposed overbridge would lead to the introduction of a volume of new development. This would, however, need to be considered in the context of the existing infrastructure associated with the M11, which is already in cutting in this vicinity and has affected the Openness of the surrounding countryside within this Sub-Area. Noting this, it is considered that volume of new development introduced into this Sub-Area would not be significant when viewed against this context and the spatial impact would therefore be low to minor.</p> <p>In terms of visual impacts the route in Sub-Area B.1 would be viewed in the foreground with the urban area of Cambridge to the east (the West Cambridge development) and the significant existing infrastructure associated with the M11 along the eastern boundary of the Sub-Area. The proposed route of the Scheme at the eastern end of this Sub-Area would not be significantly distinct from the existing transport infrastructure along the M11 corridor. Given the visual containment evident in the Sub-Area from the existing woodland, hedgerows and tree planting, the M11 overbridge would not be highly visible when viewed from the west into the historic core of Cambridge and so visual impacts would be negligible to low.</p> <p>The Openness of the Green Belt at the eastern end of this Sub-Area, whilst impacted through the introduction of a new volume of development (the M11 overbridge), needs to be considered against the lack of Openness currently within this Sub-Area due to the significant woodland planting, hedgerows and built development (Rectory Farm, Coton Village etc). This would all be viewed in the context of the significant existing transport infrastructure associated with the M11 corridor. As the proposed landscape mitigation matures, particularly in the areas around the proposed M11 overbridge, the impact on Openness would reduce, resulting in the Openness being preserved within Sub-Area B.1.</p>
	CT4	Limited/no contribution	
	CT5	Limited/no contribution	
	CT6	Limited/no contribution	
	CT7	Relatively significant	
B.2	CT2	Limited/no contribution	<p>Sub-Area B.2 has a relatively high and sloping landform (see appendix C) in comparison to Sector A and Sub-Areas B.1 with a relative lack of vegetation. There is no to very limited development within this Sub-Area. These are key considerations in relation to Openness. Very limited new development beyond the carriageway and associated embankments would however be introduced into this Sub-Area. Land parcels CT2, CT3 and OA11 are noted in the LUC Assessment 2021 to be of Limited/no contribution as <i>'Land is not close enough to the main urban area of Cambridge to be associated with it; the land is closely associated with the settlement of Coton. It therefore makes no contribution to Cambridge Purpose 1'</i>.</p> <p>Where the route intersects with the Cambridge Road north of the village of Coton, the volume of the development would be considered minor with new traffic signals and public transport stops proposed - these are considered minor in terms of their massing and have been located in close proximity to the more built up area of Coton to the south and east.</p> <p>In terms of visual impacts given the sloping landform within Sub-Area B.2, there will be a requirement for earthwork operations to ensure a level route through the area. Whilst the sloping landform would increase the visibility of the route at certain locations, particularly as seen from elevated locations to the south, the current designs would be cut into the landform to reduce wider visibility. The remainder of the route in this section would follow the existing ground level and would be viewed as a flat piece of transport infrastructure (The proposed horizontal limits for the route of the busway are shown in the sections that form part of the deposited plans (doc ref: CtoC-12-D01-00 and D02-00)).</p> <p>Consequently, the volume of development being introduced would be low, with limited visibility (negligible visual impacts) and so the Openness of the Green Belt within Sub-Area B.2 will be preserved.</p>
	CT3	Limited/no contribution	
	OA11	Limited/no contribution	
C.1	CT1	Limited/no contribution	<p>The landform in this Sub-Area is relatively high in comparison to Sector A and Sub-Areas B.1 (see appendix C). The Sub-Area has a rural character, despite the presence of transport infrastructure to the north and west (the A1303). There is limited existing built development within this Sub-Area, which consists predominantly of open farmland with occasional individual properties and a small business park along the A1303 to the north and the existing mast in the north west corner of the Sub-Area. Land parcels CT1 and OA11 are noted in the LUC Assessment 2021 to be of Limited/no contribution as <i>'Land is not close enough to the main urban area of Cambridge to be associated with it; the land is closely associated with the settlement of Coton. It therefore makes no contribution to Cambridge Purpose 1'</i>.</p> <p>Given the sloping landform within this Sub-Area, there will be a requirement for cut and fill to ensure a level route, which will result in a volume of new development being introduced within the Green Belt. It is however considered that whilst the sloping landform increases the volume of development required within this Sub-Area, the cut and fill required would be relatively modest and only required at certain locations resulting in limited visual impacts. Landscaping is proposed to the north and the south of the route to embed the route into its receiving environment.</p> <p>The spatial impact and visual impact of this development would be low to minor. With the limited volume of new development and this not being highly visible, coupled with the proposed landscape mitigation and the route being viewed in the context of the existing transport infrastructure to the north, the Openness of the Green Belt would be preserved within this Sub-Area.</p>
	OA11	Limited/no contribution	

Sub-Area	Land Parcel (LUC Assessment 2021)	Contribution to Cambridge Green Belt Purpose 1 (LUC Assessment 2021)	Commentary on the Preservation of Openness
D.1	OA11	Limited/no contribution	<p>This Sub-Area is dominated by the existing St Neots Road that will be used by the Scheme for its On-Road sections. There is significant visual containment through the existing boundary hedges already in existence.</p> <p>Land parcels OA11 and HA4 are noted in the LUC Assessment 2021 to be of Limited/no contribution as <i>'Land is not close enough to the main urban area of Cambridge to be associated with it; the land is closely associated with the settlement of Coton. It therefore makes no contribution to Cambridge Purpose 1'</i>.</p> <p>This Sub-Area plays a limited role in the wider setting of the west of Cambridge, given its physical and visual separation from the city and its existing use as transport infrastructure. As the route will be On-Road through this Sub-Area very limited new development will be introduced. The vegetation to the north and south results in very limited visibility of the Sub-Area and so both spatial and visual impacts are considered negligible.</p> <p>Consequently, the Openness of the Green Belt within Sub-Area D.1 will be preserved.</p>
	HA4	Limited/no contribution	
E.3	HA2	Limited/no contribution	<p>Despite the undulating landform (see Appendix C) the site of the proposed Travel Hub within Sub-Area E.3 is relatively flat, minimising the requirement for cut and fill operations as part of the development of the Travel Hub. There is significant visual containment already existing in the Sub-Area through the boundary hedges along the western and southern boundaries. The LUC Assessment 2021 defines the contribution that land parcel HA2 (that corresponds with this Sub-Area) makes to Green Belt Purpose 1 as being <i>'Limited/No Contribution'</i>.</p> <p>There are occasional individual properties and a small business park along Scotland Road to the south west of Sector E, with road infrastructure and the existing footbridge over the A428 on the southern boundary of the proposed Travel Hub site. The presence of the A428 to the south does diminish the rural character of the Sub-Area</p> <p>Due to the flat nature of the Sub-Area, the requirement for cut and fill operations to construct the Travel Hub and its related car parking is limited. The volume of development associated with this would therefore be low to minor with the majority of works consisting of the hard surfacing/car parking areas. This would not be viewed as development with significant volume. The introduction of increased traffic signage and structures near the proposed road junction with Scotland Road would be negligible in terms of perceived volume.</p> <p>There will be a requirement for ancillary structures such as ticket offices and/or bus shelters, which would introduce a volume of built development within an area of the Green Belt where none exists currently. The degree of spatial impact will be dependent upon the scale of the new building and any associated structures. The final detailed design in terms of location, layout and scale is subject to further approval by the local planning authority. The Applicant will work with the local planning authority in this respect to reduce the perceived volume of any structures necessary for the operation of this infrastructure. These will be designed to appear as modest features in terms of their height i.e. no more than single storey in height and will be located centrally within the overall Travel Hub so as to reduce the extent of visible development when viewed from surrounding areas.</p> <p>Overall, however, the volume of development would be considered minor, with low to minor spatial impacts due to the scale of the site and the visual containment already existing within and around it.</p> <p>In addition to the new buildings required, during the operational phase the large numbers of vehicles parked throughout the day would also introduce visual impacts, albeit temporary. The requirement for lighting at the Travel Hub would result in visible infrastructure during the day and new lit areas in the evenings that would introduce further visual impacts. The extent of the hard surfacing/car parking areas, the vehicles parked during the operational hours of the Travel Hub and the new ancillary structures introduced would result in minor to moderate visual impacts notably when viewed from the east in the absence of mitigation. The existing vegetation along the southern and western boundary of the site of the Travel Hub will be maintained resulting in very limited visibility of the Sub-Area when viewed from the west/south-west. Significant landscape planting is proposed to screen views of the Travel Hub from all sides with native woodland planting proposed around the entire boundary of the site. Within the site, significant additional planting will permeate between the car parking spaces with individual trees and shrub planting proposed. The proposed landscape mitigation, notably to the east of the proposed Travel Hub at Callow Brook would assist in embedding the Travel Hub into the wider countryside and screen views from the east and south-east. Consequently, long distance views of the site and proposed Travel Hub would be limited. The visual impacts would therefore be largely limited to the site itself and would reduce over time from low to medium to low as landscape mitigation matures.</p> <p>In conclusion the Travel Hub would result in some reduction of Openness of the Green Belt within this Sub-Area. The final layout, massing and scale of the ancillary structures as well as the final landscaping treatments and finished ground levels are subject to further approval by the local planning authority with relevant draft planning conditions attached as part of the Request for Deemed Planning Permission. The applicant will continue to work with the local planning authority on the detailed designs for these elements to seek to reduce visual impacts on the Green Belt at this location. The visual impact of the car parking areas and ancillary structures will be mitigated to an extent by significant landscape measures, which will reduce views to the site in the medium to longer term with visual impacts reducing to low.</p>

6.5 CONCLUSION ON PRESERVING OPENNESS

CONSTRUCTION STAGE

- 6.5.1. Construction of the Scheme will require the use of worksites (A to O) including five secondary compounds and ten local works compounds as well as a main compound at the proposed Travel Hub site at Scotland Farm. The locations of these are shown on the Construction Compounds & Site Access drawings (Document ref: CtoC-16 ODP7 Construction Compounds). The following worksites are located within the designated Green Belt:
- Main compound at Scotland Farm; and
 - Worksites E, F, G, H, I, J, M, N and O.
- 6.5.2. During the construction stage, impacts on Openness related to the required compounds would be temporary, with impacts mitigated as far as reasonably possible through the measures as set out in Section 9.5 of the Code of Construction Practice ('CoCP') (document ref: CtoC-26-00) and secured through the Local Environmental Management Plan(s) ('LEMP'). The LEMP will be subject to approval by the relevant local planning authority as required through the planning condition proposed in the Request for Deemed Planning Permission (document ref: CtoC-14-00).
- 6.5.3. In summary at compound locations where appropriate and reasonably practicable the following mitigation will be considered when planning the compound layout and set up to mitigate as far as reasonably possible temporary spatial and visual impacts on the designated Green Belt:
- The construction compound areas will be minimised through the detailed design and construction process;
 - Where a construction compound area is sub-divided and/or bounded by existing hedgerows, planting or trees, the compound layout will be set up so as to reduce the number of access points requiring hedgerow/planting/tree removal;
 - Where compounds are located within the designated Green Belt, site offices, waste management areas, staff accommodation/parking and plant storage areas will be where possible be screened by existing or proposed planting or other features; and
 - The height and massing of any temporary structures or storage areas associated with the construction compounds will be minimised as far as reasonably possible and will be located away from residential and other sensitive visual receptors.
- 6.5.4. The impact of the construction compounds on the Openness of the Green Belt are therefore considered to be temporary, short term and so remediable in line with NPPG Paragraph: 001 Reference ID: 64-001-20190722, with restoration measures restoring the visual aspects of Openness at these locations once construction has been completed. It is therefore considered that the construction stage works would not result in a reduction of Openness of the Green Belt at these locations as these works are not permanent.

OPERATIONAL PHASE

- 6.5.5. During the operational phase, it is concluded that the proposed route closest to Cambridge (Sub-Area A.1), the route sections to the north of Coton (Sub-Areas B.1 & B.2 and C.1) and the On-Road section (utilising existing St Neots Road) in Sub-Area D.1 would preserve the Openness of the Green Belt. This is due to:

- limited requirement for cut and fill, re-levelling or development of significant volume within these Sub-Areas – cut and fill, along with ‘light weight’ development can also be undertaken in a way which is not inconsistent with Openness with visible volumetric development kept to a minimum;
- during the operational phase the route through these Sub-Areas would be experienced by visual receptors as a flat, linear, narrow development (approximately up to 15m wide) with the A428/A1303/M11 and the urban area of Cambridge also visible from the majority of receptors. For the majority of the route the volume of development introduced would be low;
- the proposed Sectors and Sub-Areas would be viewed, reducing visual impacts as follows:
 - development within Sub-Area A.1 would be viewed within the foreground of the urban area of Cambridge to the north – the land associated with the route is not significantly distinct from that within the West Cambridge development;
 - the proposed Bin Brook crossing in Sub-Area A.3 will be viewed in terms of its location close to the urban edge of Cambridge – the proposed structure will be viewed as relatively flat with most of the structure developed within the banks of the brook and the proposed parapets etc. being viewed as light weight structures;
 - the route through Sectors B and C would be viewed with the A428/A1303 and M11 in close proximity;
 - the proposed M11 overbridge in Sub-Area B.1 will be viewed in context with the existing infrastructure associated with the M11 corridor, which is subject to a high degree of level change already in terms of the surrounding Green Belt (see CtoC-16 – DP4 Proposed Site Plans);
 - the On-Road section in Sub-Area D.1 will utilise St Neots Road which is visually and physically contained from the surrounding landscape by existing vegetation and urban development.
- significant landscaping and ecological enhancements are proposed within these Sectors/Sub-Areas (see Section 9 of the Design and Access Statement (document ref: (CtoC-17-00), Proposed Site Plans included as part of the CtoC-11 TR8 Appendix 8.2 Landscape and Visual Figure ; and
- The degree of traffic generation activity likely to be generated during the operational phase will be minor in terms of its impact on the Openness of the Green Belt with potentially nine buses per hour between Cambourne and the edge of Cambridge city throughout weekdays and Saturdays. Congestion would not impact Openness (e.g. traffic queuing) as the route in these Sectors/Sub-Areas is segregated.

THE TRAVEL HUB

- 6.5.6. The undulating landform and pattern of vegetation within much of Sub-Area E.3 are key considerations in relation to Openness within this Sector. It has a rural character, despite the presence of the road infrastructure to the south. There is very limited built development within Sub-Area E.3, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the south west of the Sector, road infrastructure and the existing footbridge over the A428 on the southern boundary of the proposed Travel Hub.
- 6.5.7. Despite the undulating landform within much of Sector E, the southern area where the Travel Hub is proposed (Sub-Area E.3) is relatively flat with significant containment already in existence in the

form of the boundary hedges that are of significant height. The requirement for cut and fill operations to construct the Travel Hub is therefore limited, with the site being screened from most viewpoints, albeit views from the east are available but not heavily used.

- 6.5.8. There would be a requirement for small buildings such as ticket offices and/or bus shelters, which would introduce a volume of built development into the Green Belt, although this would be considered low to minor in terms of spatial impacts.
- 6.5.9. In addition, the parking areas would introduce additional hard surfacing, on which large numbers of vehicles would be parked throughout the day. The requirement for lighting would result in visible infrastructure during the day with new lit areas in the evening being visible at least temporarily.
- 6.5.10. The extent of the hard surfacing/car parking areas along with the new buildings would be visible particularly from the east resulting in minor to moderate visual impacts.
- 6.5.11. The final layout of the buildings and parking spaces is subject to further approval by the relevant local planning authority with proposed planning conditions in relation to the final proposed land levels and the final layout of the onsite buildings to be developed. The Applicant will work with the local planning authority, taking due cognisance of the Green Belt designation to ensure the development at this and other locations is able to assimilate into its surroundings taking account of its Green Belt in accordance with Policies S/4, CC/6, HQ/1, NH/2 and NH/8 of the South Cambridgeshire Local Plan (2018).
- 6.5.12. Overall, the Travel Hub will however result in some reduction of Openness within Sub-Area E.3 noting the volume of proposed development (buildings associated with the park and ride, albeit minor in nature) and the visual impacts associated with the introduction of large areas of car parking and associated infrastructure to the site. The Scheme would therefore not be considered to preserve the Openness of the Green Belt.

7 TESTS 3 - CONFLICT WITH THE PURPOSES OF THE GREEN BELT

7.1 INTRODUCTION

- 7.1.1. This section sets out the detailed assessments within each of the Sectors and Sub-Areas, in terms of whether the Scheme would conflict with the purposes of the Green Belt as set out in both national and local planning policy.
- 7.1.2. As set out in Section 3, the Phase 1 and Phase 2 LDA 2019 Addenda used the 16 qualities identified in the LDA Study 2015 as the criteria against which the Sectors and Sub-Areas were assessed in relation to Openness and the Green Belt purposes. In terms of Green Belt purposes, Table 3-2 above shows the relationship between each of the 16 qualities, the National Green Belt purposes set out in the NPPF and Cambridge Green Belt purposes set out in the relevant Development Plans. It also identifies which of the 16 qualities are relevant to each of the Sectors, as some of the qualities relate more specifically to the edge of the city, whilst others are more relevant in the rural areas e.g. given the separation of the route and Travel Hub from the edge of Cambridge, quality no. 10 (good urban structure with well-designed edges to the city) was considered of relevance only to Sector A.
- 7.1.3. A number of considerations were taken into account when assessing each of the relevant Sectors/Sub-Areas against the 16 qualities of the Green Belt with these summarised in Table 7-1 below.
- 7.1.4. The introduction of new development into each Sub-Area was then assessed using the 16 qualities of the Green Belt to identify potential conflicts with each of the National and Cambridge Green Belt purposes.
- 7.1.5. Appendix D of this Assessment assessed each Sub-Area against each of the 16 qualities of the Green Belt, with the contribution that each land parcel makes to the three Cambridge Green Belt purposes (as identified and assessed in the 2021 LUC Assessment) also informing the conclusions. Table 7-2 below provides a summary of this assessment, drawing out the key points from the criteria-based assessment of each Sub-Area, highlighting instances where elements of the Scheme conflict with the National and Cambridge Green Belt purposes.
- 7.1.6. For the purposes of this assessment, any negative effect on a particular National and Cambridge Green Belt purpose, even if only slight, is considered to be a conflict with said purpose.

Table 7-1 - Considerations relevant to each Quality of the Green Belt

Quality	Consideration
A large historic core relative to the size of the city as a whole	The issue of scale is important to this quality. The comparative scale of the historic core relative to the city as a whole protects the special character of Cambridge. It needs to retain the feeling of being a small city, one still dominated by its historic core, if it is to retain its special character. The Green Belt around Cambridge has an essential role to play in this as it assists with the prevention of sprawl.
A city focussed on the historic core	If the city expands beyond its current size, the existing core will be less accessible to residents of the outer areas of the city due to the distance, and inconvenience of travelling, between residential areas and the centre. This might lead to the development of alternative urban cores that provide the economic and social focus for areas of the city, competing with the historic centre and irretrievably altering the historic form and function of Cambridge.
Short and/or characteristic approaches to the historic core from the edge of the city	The perception of Cambridge as a historic city when approaching and arriving is the key consideration for this quality. Given the separation of the route and Travel Hub from the edge of the historic core, this quality is of limited relevance to this assessment.
A city of human scale easily crossed by foot and by bicycle	The centre and the west sides of Cambridge are of a small, human scale and easily crossed by foot and bicycle. Given the separation of the route and Travel Hub from the historic core and city, this quality is of limited relevance to this assessment.
Topography providing a framework to Cambridge	The landform surrounding Cambridge is illustrated in Appendix C. The relationship of the city to the topography is one of the key defining qualities of Cambridge.
Long distance footpaths and bridleways providing access to the countryside -	Long distance routes, and also shorter, local footpaths and bridleways providing access into the countryside in the immediate vicinity of Cambridge are important qualities of the setting and special character of the city that should be preserved and continue to be enhanced.
Key views of Cambridge from the surrounding landscape -	There are a number of viewpoints that are important and the qualities of the views they afford should be preserved and, where possible, enhanced. The viewpoints identified in Chapter 8 (Landscape) of the Environment Statement (document ref: CtoC-11-TR08-00) are amongst the most important on the west side of the city, as it is from these locations that people can best appreciate the various qualities of Cambridge. However, the proposed route and Travel Hub are located in the opposite direction to the majority of key views and beyond the indicative area of the Green Belt from which Cambridge can be seen. A map of the locations can be found at Figure 8.4 (visual assessment plan) of Technical Report 8 of the Environment Statement (document ref: CtoC-11-TR08-00)
Significant areas of Distinctive and Supportive townscape and landscape	Distinctive and Supportive townscape and landscape are the most essential areas to be safeguarded from the adverse effects of development. These areas relate to the triangle of land surrounding the American Cemetery and Maddingley Wood Site of Special Scientific Interest (SSSI) and were identified in the Phase 1 and Phase 2 Addenda 2019.
A soft green edge to the city	It is important to preserve existing soft green edges and to seek opportunities for planting to improve existing or future city edges which lack this quality. Given the separation of the majority of the route and Travel Hub from the edge of Cambridge, this quality is of limited relevance to this assessment.
Good urban structure with well-designed edges to the city	Given the separation of the majority of the route and Travel Hub from the edge of Cambridge, this quality is of limited relevance to this assessment bar at its eastern end.
Green corridors into the city	Green Corridors are considered key components of the character and setting of the city and also play an important role in maintaining urban structure and thus reducing sprawl.
The distribution, physical and visual separation of the necklace villages	This quality is considered of limited importance noting its focus on the Necklace Villages – the route and the Travel Hub are not considered to result in a physical or visual reduction in separation between such villages.
The scale, character, identity and rural setting of the necklace villages	The rural setting of villages is also a fundamental component of their character. Despite the proximity of Cambridge, all the villages within the study area retain an entirely or largely rural character and it is essential that this should remain the case. The Green Belt has a critical role to play in protecting these qualities of the necklace villages- the route and the Travel Hub are not considered to result in a physical or visual reduction in separation between such villages and so this is considered of limited relevance to this assessment. .
Designated sites and areas enriching the setting of Cambridge	All such areas covered by environmental, cultural and access designations are important elements that enrich the appearance of the landscape and people's experience of it. Consideration was given to views of areas or designations such as the Maddingley Wood SSSI, American Cemetery and distinctive habitats.
Elements and features contributing positively to the character and structure of the landscape	Strong landscape structure provides containment and natural barriers to inhibit urban sprawl. Elements to be considered are field patterns, boundary treatments, ridgelines/topography and the views they afford and other major visual barriers such as infrastructure or large areas of urban development.
A city set in a landscape which retains a strongly rural character	The rural landscape setting is especially apparent in the area west of the city, where the presence of agricultural land immediately adjacent to distinctive townscape areas and extending into the city close to the historic core is particularly important.

Table 7-2 – Summary of Appendix D - potential conflicts with the purposes of the Green Belt

Sub-Area	Potential Conflict
Sub-Area A.1	The Scheme in this Sub-Area would result in conflicts with the purposes of the Green Belt through the introduction of transport infrastructure into an area of largely undeveloped countryside. This would be viewed as different to the existing make-up of the Sub-Area e.g. fields and hedgerows, albeit with the M11 (transport infrastructure) running in a north south direction along the boundary of the Sub-Area The route of the Scheme in this Sub-Area would conflict with National Green Belt Purpose 4 as it would impact the setting and special character of Cambridge when viewed from the west and south-west. Similarly there would be minor conflicts with Cambridge Green Belt Purposes 1 and 2 in that the Scheme in this Sub-Area would impact the unique character of Cambridge as a compact centre by extending the developed area and impact the setting of Cambridge when viewed from the west and south-west. It is considered that no conflict with National Green Belt 3 will arise as the proposed route runs tight along the southern boundary of the West Cambridge development, with limited above ground development to encroach into the countryside. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another.
Sub-Area A.3	Similar to Sub-Area A.1, it is considered that the Scheme in this Sub-Area would result in conflicts with the purposes of the Green Belt through the introduction of transport infrastructure into an area of largely undeveloped countryside. This would be viewed as different to the existing make-up of the Sub-Area e.g. fields and hedgerows, albeit with the Sub-Area being largely enclosed within by urban development on its northern, eastern and southern boundaries. The route of the Scheme in this Sub-Area would conflict with National Green Belt Purpose 4 as it would impact the setting and special character of Cambridge when viewed from the west and to a lesser extent the south-west noting its enclosed shape with urban development on three sides. Similarly there would be conflicts with Cambridge Green Belt Purposes 1 and 2 in that the Scheme in this Sub-Area would impact the unique character of Cambridge as a compact centre by extending the developed area and impact the setting of Cambridge when viewed from the west and to a lesser extent the south-west. It is considered that no conflict with National Green Belt 3 will arise as the proposed route runs tight to the urban edge of Cambridge. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another.
Sub-Area B.1	<p>The existing vegetation to the west of the M11 provides a high degree of visual and physical containment within this Sub-Area. The route of the Scheme through Sub-Area B.1 would be largely screened from view from the surrounding area and the village of Coton due to the existing hedgerow patterns, wooded areas and topography of the Sub-Area. As a result, the route and its carriageway would not impact the setting of Coton (a necklace village) or by extension the setting of Cambridge City. The majority of the development proposed in this Sub-Area would not conflict with the National or Cambridge Green Belt purposes.</p> <p>The development of the proposed M11 overbridge (Works no. 9 - the proposed horizontal limits for the route and overbridge are shown in the sections that form part of the Deemed Planning Drawings (document ref: CtoC-16-00) within this Sub-Area would require ramped earthwork/embankments, with the bridge deck currently estimated to be approximately up to 6.5m above adjacent existing ground levels. Since the overbridge would be viewed/experienced within an area that already contains major transport infrastructure (it will traverse the M11 corridor) with the urban area of Cambridge to the east and significant landscape containment to the west (existing areas of hedgerows, wooded areas), either limited or no conflicts would arise with Cambridge Green Belt Purposes 1 and 2 (and so also little or no conflicts with National Green Belt Purpose 4). National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another.</p>
Sub-Area B.2	<p>This Sub-Area is located directly to the north of the village of Coton. The introduction of development into this Sub-Area would result in conflict with Cambridge Green Belt Purpose 2, which also equates to conflict with National Green Belt Purpose 4. This would be due to the changes in the setting of Cambridge that result from changes to the character and setting of Coton as a village on the outskirts of the city through the introduction of transport infrastructure into the Sub-Area.</p> <p>However it is noted that the A1303 transport corridor would also be viewed in the background from both the north, south and west.</p> <p>National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another.</p>
Sub-Area C.1	<p>This Sub-Area is considered to play a role in the wider setting of the west of Cambridge and forms part of the rural setting to the village of Coton, maintaining the rural character north of the village and preventing village from sprawling north and westwards. The route of the Scheme would run in an east-west direction and would be viewed from the south and west with the A1303 corridor/existing transport infrastructure to the north. The route within this Sub-Area sits below the break of the sloping topography in this Sub-Area when viewed from the north, minimising visibility from along the A1303 (see Appendix C).</p> <p>There would be some conflict with Cambridge Green Belt Purpose 2 as a result of changes to the character of the area in terms of the setting of the village Coton (a necklace village) and consequently the setting of Cambridge, which also equates to conflicts with National Green Belt Purpose 4. This conflict would reduce the further west the route moves from the edge of Coton, until there would be no conflict with the Green Belt Purposes for approximately the western half of Sub-Area C.1.</p> <p>Cambridge Green Belt Purpose 1 is not considered relevant to this Sub-Area due to the 'Limited/no contribution' of the relevant land parcels as set out in the LUC Assessment 2021. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another.</p>
Sub-Area D.1	<p>This section of the route runs within an existing transport corridor – St Neots Road and the area to area between Ste Neots Road and the A428. The existing vegetation to both the north and south of St Neots Road provides a high degree of visual and physical containment from the surrounding area.</p> <p>There is existing built development within Sub-Area D.1, in the form of the row of houses and businesses to the south of the road, at the centre of the Sub-Area. The existing transport infrastructure within this area also detracts from its purpose as designated Green Belt. A 'Limited/no contribution' assessment of the relevant land parcels for this Sub-Area was set out in the LUC Assessment 2021 in relation to Cambridge Green Belt Purpose 1.</p> <p>The route within this Sub-Area will run 'On-Road' within an existing transport corridor and will retain or reinstate any hedgerow along the south of St Neots Road, resulting in the route not being easily visible when. The busway would therefore not conflict with either the National or Cambridge Green Belt purposes within this Sub-Area.</p>

<div>Sub-Area E.3</div>	<p>The undulating landform (see appendix C) is a key considerations in relation to the proposed Travel Hub's conflicts with the purposes of the Green Belt in this Sub-Area noting the increased visibility in terms of long distance views from the west.</p> <p>The area of Sub-Area E.3 where the Travel Hub will be located does not benefit from internal hedgerows with only the existing hedgerows to the south and west currently on site. Due to the proposed location of the Travel Hub tight to the south-western corner of the Sub-Area, the area is already notably influenced by significant areas of existing road infrastructure to the south (the A428) and also to the west (Scotland Road). There is no built development within the proposed Travel Hub site, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the west of the Sector, along with the noted road infrastructure. The Sub-Area has a rural/agricultural character, despite the presence of the road infrastructure to the south.</p> <p>The development of the Travel Hub within this Sub-Area would be entirely located within an area of undeveloped countryside. Cambridge Green Belt Purpose 1 is not considered relevant to this Sub-Area due to the 'Limited/no contribution' of the relevant land parcel (HA2) as set out in the LUC Assessment 2021. Cambridge Green Belt Purpose 3 is not relevant as the development proposed would not result in communities merging into one another.</p> <p>The development of the Travel Hub would however conflict with Cambridge Green Belt Purpose 2 in that it would impact the setting of Cambridge when viewed from the west due to its location at a higher elevation (see appendix C), coupled with the introduction of some minor buildings as part of the Travel Hub. The operational phase would see a high number of vehicles parked throughout the day that may result in conflicts with Cambridge Green Belt Purpose 2 (and so National Green Belt Purpose 4) again in relation to the setting of Cambridge when viewed from the west. The encroachment of the proposed developed into the countryside would also be considered to conflict with National Green Belt Purpose 3.</p> <p>The final layout of the buildings and parking spaces is subject to further approval by the relevant local planning authority with proposed planning conditions in relation to the final proposed land levels and the final layout of the onsite buildings to be developed.</p>
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7.2 CONCLUSION ON CONFLICTS WITH GREEN BELT PURPOSES

7.2.1. Table 7-2 identifies that the Scheme would conflict with the following National and Cambridge Green Belt purposes:

- National Green Belt purpose 3 due to the encroachment of the Travel Hub into the countryside;
- National Green Belt purpose 4 as the Scheme would impact the setting and special character of Cambridge as well as changing to the character and setting of Coton as a village on the outskirts of Cambridge through the introduction of transport infrastructure into the Green Belt;
- Cambridge Green Belt purposes 1 in that the Scheme would impact the unique character of Cambridge as a compact centre by extending the developed area; and
- Cambridge Green Belt purposes 2 in that the Scheme would impact the quality of the setting Cambridge and changes to the setting of Coton as a village on the outskirts of the city through the introduction of transport infrastructure.

7.2.2. National Green Belt purposes 1 and 2 along with Cambridge Green Belt purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging into one another. National Green Belt purpose 5 is not considered relevant.

8 DEGREE OF HARM TO THE GREEN BELT

8.1 INTRODUCTION

- 8.1.1. Noting that the Scheme would not preserve the Openness of the Green Belt and does conflict with certain purposes of including land within, it is therefore considered that it does not fall within the ambit of paragraph 155(c) of the NPPF 2023 as ‘not inappropriate’ development within the Green Belt.
- 8.1.2. Paragraph 152 of the NPPF 2023 states that ‘*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*’. Paragraph 153 of the NPPF 2023 goes on to state that ‘*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations*’.
- 8.1.3. This section includes an assessment of the degree of potential harm to the Green Belt for those Sub-Areas of the Scheme that do not fully meet the tests as set out in Paragraph 155 of the NPPF 2023.
- 8.1.4. For this assessment, the degree of harm is reported using the 5-point scale as used in the LUC Assessment 2021 i.e. low, moderate, moderate-high, high and very high harm. The findings are reported in tabular form in Table 8-1 below.
- 8.1.5. Where relevant proposed mitigation in the form of landscape planting is considered as part of the assessment and the reported degree of harm.

Table 8-1 - Degree of Harm

Sub-Area	Conclusion
Sub-Area A.1	<p>The Openness of the Green Belt would be preserved within this Sub-Area due to the limited volume of development to be introduced, accompanied by the proposed landscaping that will reduce visual impacts overtime (1-15 years). Landscape mitigation is proposed along both the north and south of the carriageway through this Sub-Area. Existing planting will be retained where possible, with a landscaped buffer on either side of the carriageway (north and south as well as to the east) being developed using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales/detention ponds (please see proposed landscape design as shown on the Deemed Planning Drawings (document ref: CtoC-16-DP4- Proposed Site Plan (sheets 15 and 16)).</p> <p>In addition the development would be viewed in the foreground of an area with significant massing, height and scale already in existence e.g. the West Cambridge development and the urban area of Cambridge to the east of this.</p> <p>Within this Sub-Area there would be conflicts with National Green Belt Purpose 4 and Cambridge Green Belt Purposes 1 and 2 in that the Scheme would impact the unique character of Cambridge as a compact centre and its setting by introducing of transport infrastructure into an area of largely undeveloped countryside when viewed from the west and south-west.</p> <p>The degree of harm in relation to the Green Belt would however be considered low as limited ground works are required. Increased site levels that could introduce a new volume of development as well as impact views are therefore not proposed. The route in this Sub-Area would not be highly visible when viewed from the south and south-west, with the route broadly following the southern boundary of the West Cambridge development that presents a significant urban feature, with the proposed development being viewed along its urban edge. The carriageway would be viewed as an area of flat transport infrastructure, viewed within the foreground of the West Cambridge development and so is considered not to have significant visual or spatial impacts. Only minor structures (signage) are proposed within this Sub-Area, so it is considered that the newly introduced development would not be highly visible in views from the south and south-west, thereby reducing the impacts on setting and character . Significant landscape mitigation is proposed along both the north and south of the carriageway through this Sub-Area - this would reduce the visual impacts and so the degree of harm overtime (1-15 years) to low.</p>
Sub-Area A.3	<p>The Openness of the Green Belt would be preserved within this Sub-Area primarily due to the limited volume of development to be introduced, and the fact that the development would be viewed in the foreground of an area with a strong urban setting with a backdrop of residential/educational uses, sports facilities and hedgerows that run east to west.. A new crossing of the Bin Brook is proposed in this Sub-Area but this would not impact significantly on Openness due to the limited height and massing of the proposed structure and its location close to the urban edge of Cambridge. Proposed landscaping particularly in the area around the proposed Bin Brook overbridge will reduce visual impacts overtime (1-15 years). Significant landscape mitigation is proposed along the south of the carriageway through this Sub-Area. Existing planting will be retained where possible notably the trees to the north of the carriageway on Rifle Range Path , with the landscaped buffer to the south of the carriageway being developed using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales (please see proposed landscape design as shown on the CtoC-16 - DP: CtoC-16-DP4) - Proposed Site Plan (sheet 18)).</p> <p>Within this Sub-Area there would be conflicts with National Green Belt Purpose 4 and Cambridge Green Belt Purposes 1 and 2 in that the Scheme would impact the unique character of Cambridge as a compact centre and its setting by introducing of transport infrastructure into an area of largely undeveloped countryside when viewed from the west and to a lesser extent the south-west noting the Sub-Area is enclosed on its northern, eastern and southern boundaries by urban development.</p> <p>The degree of harm in relation to the Green Belt would be low to moderate as limited ground works are required and increased site levels that may introduce a new volume of development as well as impacting views are not proposed. The route in this Sub-Area would not be highly visible when viewed from the south and south-west, with the route broadly being located along the southern boundary of the urban area of Cambridge. The route and its carriageway would be experienced as an area of flat transport infrastructure viewed within the foreground of the noted developments, along the city's urban edge. Landscape mitigation is proposed along the route within this Sub-Area with existing planting and trees retained where possible that would reduce the visual impacts and so the degree of harm overtime (1-15 years) to low.</p>
Sub-Area B.1	<p>The route and carriageway for the majority of this Sub-Area would be viewed as flat transport infrastructure, level with the existing ground levels with limited cut and fill required for the majority of the route. The Sub-Area already benefits from significant landscape containment with existing tree planting, hedgerows and wooded areas.</p> <p>The Openness of the Green Belt around the proposed M11 overbridge would be preserved noting the existing major infrastructure already being viewed from the surrounding area. Proposed landscaping particularly in the area around the proposed M11 overbridge will reduce visual impacts overtime (1-15 years). Significant landscape mitigation is proposed along the south and north of the embankments of the overbridge. Existing planting will be retained where possible with the landscaped buffer to the north and south of the overbridge being developed using a mixture of grassland, individual tree planting and woodland planting. An area of new public open space is proposed to the south of the embankments on the western side of the M11 - please see proposed landscape design as shown on the Deemed Planning Drawings (document ref: CtoC-16-DP4) - Proposed Site Plan (sheet 14)).</p> <p>The proposed M11 overbridge would be experienced within a Sub-Area that is already viewed as major transport infrastructure (it will traverse the M11 corridor) with the urban area of Cambridge in the background to the east and significant landscape containment to the west. This area is already considered subject to a high degree of level change in terms of the surrounding Green Belt and being a considerable distance from the historic core of Cambridge resulting in Scheme having little to no conflicts with Cambridge Green Belt Purposes 1 and 2.</p> <p>It is therefore considered that no harm would arise in relation to the Green Belt within this Sub-Area.</p>
Sub-Area B.2	<p>As the carriageway in this Sub-Area would be viewed as transport infrastructure, level with the existing ground levels, with limited cut and fill required, the Openness of the Green Belt would be preserved.</p> <p>The introduction of the route into Sub-Area B.2 would result in a moderate degree of harm due to the potential conflict with Cambridge Green Belt purpose 2, which also equates to conflict with National Green Belt Purpose 4. This would be due to the changes in the setting of Cambridge that result from changes to the character and setting of Coton as a result of the introduction of transport infrastructure into an area of countryside to the north of village on the outskirts of the city.</p> <p>Landscape mitigation is proposed to the north and south of the carriageway and around the proposed busway stop at the eastern end of the Sub-Area. Landscaped buffering using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales and detention basins are proposed (please see proposed landscape design as shown on the Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 12 & 13)). With the proposed landscaping mitigation, the degree of harm would likely reduce over time (1-15 years) to low.</p>

Sub-Area C.1	<p>The Openness of the Green Belt would be preserved within Sub-Area C.1 due to the low visibility resulting from the sloping landform within this Sub-Area. There will be a requirement for cut and fill to ensure a level route, which will result in a volume of new development being introduced within the Green Belt. It is however considered that whilst the sloping landform increases the volume of development required within this Sub-Area, the cut and fill required would be relatively modest and only required at certain locations resulting in limited visual impacts. Landscape mitigation is proposed to the north and south of the carriageway within the Sub-Area. Landscaped buffering using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales and detention basins are proposed (please see proposed landscape design as shown on the Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 10 & 11)). With the limited volume of new development and this not being highly visible, coupled with the proposed landscape mitigation and the route being viewed in the context of the existing transport infrastructure to the north, the Openness of the Green Belt would be preserved within this Sub-Area.</p> <p>Where the route in this Sub-Area is located close to the western side of Coton there would be a conflict with Cambridge Green Belt Purpose 2 and so National Green Belt Purpose 4. This conflict would reduce/not exist in the western half of the Sub-Area due to distance (1km approx.) from the edge of Coton. The conflict with these Green Belt purposes would result in a low to moderate degree of harm, in the areas closest to Coton (250m west approx.), resulting from changes to the setting of Coton as a necklace village. The degree of harm would reduce further west, until no harm would result within the western half of the Sub-Area. With the introduction of the proposed landscape mitigation to the north and south of the route within this Sub-Area visual impacts would reduce over time (1-15 years) to low.</p>
Sub-Area D.1	<p>This section of the route runs within an existing transport corridor – St Neots Road and the area to area between Ste Neots Road and the A428. The Openness of the Green Belt would be preserved within Sub-Area D.1 due to the low visibility of any new development introduced noting the existing visual and physical containment provided by existing planting on the north and south side of the existing carriageway.</p> <p>The route within this Sub-Area is not anticipated to require significant vegetation removal to the north or south. Given the distance to Cambridge City to the east, the Sub-Area is not considered to form part of the setting of Cambridge .</p> <p>The route within this Sub-Area would not conflict with either the Cambridge or National Green Belt Purposes. It is therefore considered that no harm would arise in relation to the Green Belt within this Sub-Area.</p>
Sub-Area E.3	<p>The undulating landform (see appendix C) is a key considerations in relation to the proposed Travel Hub's impact on Openness and conflicts with the Green Belt purposes within this Sub-Area. The area of Sub-Area E.3 where the Travel Hub will be located does not benefit from internal hedgerows with only the existing hedgerows to the south and west currently on site. Due to the proposed location of the Travel Hub tight to the south-western corner of the Sub-Area, the area is already notably influenced by the existing significant areas of road infrastructure to the south (the A428) and also to the west (Scotland Road). There is no built development within the proposed Travel Hub site, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the west of the Sector, along with the noted road infrastructure. The Sub-Area has a rural/agricultural character, despite the presence of the road infrastructure to the south.</p> <p>Overall, the Travel Hub will result in a reduction of Openness within this Sub-Area noting the introduction of some buildings centrally within the site (these would be considered minor in terms of visual and spatial impacts) and the development of large areas of hard-surfaced car parking and associated infrastructure.</p> <p>The proposed Travel Hub would introduce development into a currently undeveloped area of countryside, although the area is influenced by the presence of the A428 which does diminish the rural character of the Sub-Area. The proposed retention of vegetation to the north, west and particularly to the south will help to limit this encroachment, but visibility from the east would be open until the proposed planting becomes established. This would result in a medium degree of encroachment beyond an area currently partially contained by the hedgerow resulting in a moderate degree of harm to the Green Belt arising from the impact on Openness and a conflict with Cambridge Green Belt Purpose 2 and so National Green Belt Purpose 4.</p> <p>The existing planting will be maintained around the western and southern boundary of the site which provides significant screening for the site when viewed from short to medium length views of the site. Significant landscape mitigation is proposed both around the remaining boundaries but also within the Travel Hub site to bed the development into its receiving environment. Landscaped buffering using a mixture of grassland, individual tree planting and woodland planting will surround the site with a new area of landscaped drainage swales and detention basins proposed to the east of the site (please see proposed landscape design as shown on the Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 7)).</p> <p>With the introduction of this significant landscape planting the degree of harm would reduce over time to a low to moderate degree of harm to Green Belt purposes.</p>

8.2 IMPROVED ENVIRONMENTAL QUALITY AND ACCESSIBILITY

8.2.1. It is considered that the degree of harm to the Green Belt as identified in Table 8-1 should be balanced against the proposed enhancements to environmental quality and accessibility provided by the Scheme as well as the wider benefits of the Scheme as set out in section 3.3 of the Planning Statement (document ref: CtoC-15-00).

8.2.2. Paragraph: 002 Reference ID: 64-002-20190722 of the NPPG states that:

Where it has been demonstrated that it is necessary to release Green Belt land for development, strategic policy-making authorities should set out policies for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:

- *new or enhanced green infrastructure;*
- *woodland planting;*
- *landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);*
- *improvements to biodiversity, habitat connectivity and natural capital;*
- *new or enhanced walking and cycle routes; and*
- *improved access to new, enhanced or existing recreational and playing field provision.*

8.2.3. It is noted that this guidance relates to the release of Green Belt land through the development plan process but it is considered that it does provide policy support to schemes which have an impact on the Green Belt, that these can be balanced against the other benefits of such schemes.

8.2.4. The Scheme provides an opportunity for the local and the wider communities of Cambridge to have greater access to the Green Belt and open countryside as well as introducing a linear network of Green Infrastructure incorporating biodiversity, landscape with enhanced access opportunities.

8.2.5. In line with Paragraph: 002 Reference ID: 64-002-20190722 of the NPPG the Scheme is considered to provide the following improvements to environmental quality and accessibility to the remaining Green Belt that should be balanced against the degree of harm noted in Table 8-1.

NEW OR ENHANCED GREEN INFRASTRUCTURE

8.2.6. The Cambridge Local Plan 2018 defines 'Green Infrastructure' as follows:

'Consists of multi-functional networks of protected open space, woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes. Different aspects of green infrastructure provide recreational and/or cultural experiences, while supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities'.

8.2.7. It is considered that the Scheme will both provide new areas of Green Infrastructure as well as enhancing existing areas of same. Section 9 of the Design and Access Statement (document

reference: CtoC-17-00) along with the landscape design for the Scheme as shown on the Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 1 to18)) and Landscape Mitigation Plans (document ref: CtoC-11-TR08-00) provides further details of proposed new or enhanced areas of Green Infrastructure but in summary these include:

- Areas of new soft and hard landscaping along the majority of proposed route including significant area of grassland, hedgerow, individual tree planting, woodland planting along with landscaped drainage swales and detention basins (see Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 1 to18));
- Ecological enhancements along the route including new areas of habitat :
 - To the west of the University Sports Grounds – the triangle of land between the existing University Sports Grounds and the proposed route provides an opportunity to provide new areas of Green Infrastructure based around the proposed flood storage areas. Opportunities to enhance biodiversity and visual amenities in the area will be pursued based on the final land take at this location (see Deemed Planning Drawings (document ref: CtoC-16-00) Proposed Site Plan (sheet 16);
 - Rectory Farm – it is proposed to provide a new area of open space available to the public, located to the west of the M11. This is to replace the existing area of open space lost to the east of the M11 as a result of the proposed M11 overbridge works. The proposal for this new area of open space includes approximately 5389m² of replacement open space located to the south of the proposed M11 Overbridge – see Open Space Assessment (document ref: CtoC-19-00). The replacement open space will be sited around the proposed detention basin and will be accessible to pedestrians and cyclists from the shared Emergency & Maintenance Access track . In terms of quality, significant landscape and biodiversity enhancements are proposed at this location including new aquatic planting within/around the detention basis, new areas of grassland planting and areas of tree planting providing a new area for recreation for nearby communities (see Deemed Planning Drawings (document ref: CtoC-16-00)) - Proposed Site Plan (sheet 14);
 - Callow Brook – this new area of Green Infrastructure will include extensive habitat creation to the east of the proposed Travel Hub based around the proposed detention basin. This new area will be open to the public and will be accessed from the existing ‘Blue Bridge’ over the A428 located to the south of the Travel Hub and from the proposed Travel Hub via a new access way (see Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 7).

- 8.2.8. The Scheme and the above proposals will also support the policy direction set out in the Emerging Greater Cambridge Local Plan - First Proposals document, specifically *Policy BG/GI: Green infrastructure*, in that they will enhance access and connectivity for the public and local communities particularly to the West Cambridge Green buffer - Cotton Corridor area as identified on Figure 54 of the Greater Cambridge Local Plan - First Proposals document.

WOODLAND PLANTING

- 8.2.9. New areas of native woodland planting are proposed as part of the Scheme at the following locations:

- North and south of proposed detention basin 1 - Deemed Planning Drawings (document ref: CtoC-16-00) Proposed Site Plan (sheet 1);
- North, south, east and west of the proposed junction of the route and St Neots Road, north of Wellington Way and significant length of woodland planting to the south of the proposed route that runs in parallel to St Neots Road - Deemed Planning Drawings (document ref: CtoC-16-00) Proposed Site Plan (sheets 3 and 4);
- Surrounding detention basins 2 and 2a just west of the existing Scotland Road roundabout - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 5);
- Surrounding the proposed Travel Hub site along all boundaries - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 6);
- Significant areas of woodland planting to the north and south of the realigned St Neots Road - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 9 and 10);
- Smaller areas of woodland planting to the south of the proposed route, just west of the proposed busway stop at Coton village Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheets 12 and 13);
- Significant tree planting north and south of the length of the proposed route that runs through Coton Orchard - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 13)
- On each corner of the proposed M11 overbridge - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 14); and
- To the east of the University of Cambridge Sports Centre and Gym and west of the Athletics Club - Deemed Planning Drawings (document ref: CtoC-16-00) - Proposed Site Plan (sheet 15).

IMPROVEMENTS TO BIODIVERSITY, HABITAT CONNECTIVITY AND NATURAL CAPITAL

- 8.2.10. The Scheme has also committed to delivering a minimum of 10% biodiversity net gain (BNG), with the aim of achieving 20% which is in line with the Greater Cambridge Shared Planning Biodiversity Supplementary Planning Document (2022).
- 8.2.11. A BNG Assessment (document ref: CtoC-11-TR5.7-00) has been completed in support of a BNG strategy as part of the application. This assessment describes how the Scheme will deliver the above commitments over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as reported in the ES (document ref: CtoC-10-00).
- 8.2.12. Condition 15 of as set out in the Request for Deemed Planning Permission (document ref: CtoC-14-00) will secure the agreement of a BNG Plan by the local planning authority prior to the commencement of the main construction works.
- 8.2.13. A number of locations along the route include a landscape design specifically intended to help maintain habitat connectivity for bats. The landscaping proposals include planting of woodland, trees and hedgerows at all points intersecting identified bat commuting routes, sometimes using bunds and/or with more mature standard trees specified to ensure the shortest duration of potential severance, and to encourage higher (4m+) flight routes.
- 8.2.14. As a linear scheme, connectivity of habitats across and along the route forms part of the ecological and landscape strategy notably in relation to the Western gateway multifunctional Green

Infrastructure corridor as identified on Figure 54 of the Greater Cambridge Local Plan - First Proposals document.

NEW OR ENHANCED WALKING AND CYCLE ROUTES

- 8.2.15. The Emergency and Maintenance Access Track that runs for most of the route will also provide enhanced pedestrian, bicycle and equestrian access to the Green Belt and open countryside, supporting active travel and healthy, sustainable communities.
- 8.2.16. The Emergency and Maintenance Access Track will also enhance access and connectivity for the public and local communities particularly to the West Cambridge Green buffer - Coton Corridor area as identified on Figure 54 of the Greater Cambridge Local Plan - First Proposals document.

IMPROVED ACCESS TO NEW, ENHANCED OR EXISTING RECREATIONAL AND PLAYING FIELD PROVISION

- 8.2.17. The Emergency and Maintenance Access Track will also provide enhanced access to the existing recreational areas and playing fields such as those served by the existing Rifle Range Path (currently a private means of access) promoting healthy living through the proposed cycle and pedestrian provision and enhanced access.

CONCLUSION

- 8.2.18. In conclusion, the proposed improved environmental quality and accessibility to new and enhanced green infrastructure, woodland planting, improvements to biodiversity, habitat connectivity and natural capital, new and enhanced walking and cycling routes along the route, and improved access to new, enhanced recreational and playing field provision is considered to be overcome the harm to the Green Belt as a result of the Scheme.

9 VERY SPECIAL CIRCUMSTANCES

9.1 VERY SPECIAL CIRCUMSTANCES

- 9.1.1. Having established that the Scheme is 'inappropriate development' as it will not preserve the Openness of the Green Belt (Table 6-1) and does conflict with certain purposes of including land within it (Table 7-2) it is necessary to consider whether 'very special circumstances' exist to support the development.
- 9.1.2. Paragraph 153 of the NPPF 2023 states the following in relation to harm to the Green Belt:
- 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations'.*
- 9.1.3. Neither the NPPF 2023 nor the relevant Development Plans (the South Cambridgeshire Local plan 2018 and the Cambridge Local Plan 2018) provide guidance on what can comprise very special circumstances.
- 9.1.4. The demonstration of very special circumstances inevitably requires the use of professional judgement to conclude whether they exist, and the weight that should be attached to them, and whether that weight is sufficient to clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal.
- 9.1.5. Some interpretation of what can amount to very special circumstances has been provided by the Courts. The rarity or uniqueness of a factor can make it very special, but it has also been held that the aggregation of commonplace factors could also combine to create very special circumstances.
- 9.1.6. The starting point in this assessment is to establish the degree of the harm to the Green Belt caused, focusing on preserving openness and potential conflicts with the purposes of including land within the Green Belt. Any harm by reason of inappropriate development is given substantial weight. The different degrees of harm to the Green Belt by reason of 'inappropriateness' range from no harm, to low, to moderate, taking into account the remendability of the Green Belt and the significant landscape mitigation proposed in each of the Sub-Areas (as set out in Table 8-1). The degree of harm ranges from 'no harm' to 'low to moderate' to 'moderate' all along the route.
- 9.1.7. Having assessed the degree of harm, it is necessary to establish the benefits arising from the Scheme and the very special circumstances to weigh against this harm.
- 9.1.8. There are 17 sets of circumstances that when considered together would combine to create very special circumstances. These can be summarised under the following headings:
- Compelling need for the Scheme**
- 9.1.9. There is a compelling need for the Scheme as set out in full in section 3.2 of the Planning Statement (Document ref: CtoC-15-00)
- In summary, the CPIER produced by CPIEC has found evidence that across Greater Cambridge region, economic growth is higher than official figures suggest. It concludes to state that employment growth is greater than ONS data and that there are doubts as to how well the area is well set up to cope with future growth. This relates to issues with the existing transport network

in the area resulting in congestion and lack of sustainable transport options. The development of the Scheme will be critical to ensuring that the issues with the existing transport network are addressed, linking key employment and housing sites together and with Cambridge City to unlock the development potential of the noted major development sites (Cambourne West, Bourn Airfield/Bourn Quarter and West Cambridge) as set out in paragraph 5.1.9 above. The allocation of the Bourn Airfield site for development as a new village with the Scheme running through development, and its considerable contribution towards adequate housing supply, plays an important role in delivering the required growth in the South Cambridgeshire area.

Lack of alternative options

9.1.10. There is a lack of alternative options that would not result in harm to the Green Belt -

- The western side of Cambridge City is surrounded by Green Belt. The designated Green Belt is therefore a clear constraint on development that surrounds the city at this location. The routes supported in Part 8 of Policy SS/7 of the South Cambridgeshire Local Plan 2018 would require any proposals to pass through the designated Green Belt, albeit the policy does refer to 'bus priority measures' that could be on or parallel to the A1303. As set out in section 7.2 of the Planning Statement (document ref: CtoC-15-00) proposals for On-Road options including 'bus priority measures' have been considered throughout the development of the Business Case for the Scheme (OBC 2020 (document ref: CtoC-20-00)). Chapter 4 of the Environment Statement (Evolution of the Scheme) (document ref: CtoC-10-00) sets out the alternatives considered as part of this process. In summary the Scheme considered a number of options and sub-options within these that can broadly be summarised as On-Road and Off Road options. As the spatial focus of the Scheme and its proposed route is centred on the A428/A1303 transport corridor and links the areas of Cambourne in the west and the major development sites along the route to edge of Cambridge, all options followed a route through the designated Green Belt at certain points. The proposed route from the areas that require connection are geographically surrounded by the designated Cambridge Green Belt (i.e. Cambourne to Cambridge City) and the Off-Road option that forms the basis of this application is considered preferable in both transport and environmental terms as set out in optioneering process.

Economic benefits of the Scheme

9.1.11. The are economic benefits of the Scheme as set out in section 3.3 of the Planning Statement (Document ref: CtoC-15-00) –

- The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. A public transport route running a regular, quality bus service will provide a vital connection for growing communities to access jobs, services and other opportunities. The Scheme will provide this link and will unlock growth by linking key employment, education and housing sites to each other, and with Cambridge City.
- The proposed developments at Cambourne West and Bourn Airfield are dependent on the introduction of the Scheme. The proposal for 3,500 homes new homes (40 per cent of which should be affordable) at Bourn Airfield is explicitly tied to the provision of the Scheme (or an equivalent public transport link), with no more than 500 homes permitted until the Scheme is in place (see condition 13 below). The land value uplift (a measure of the difference between the value of land with and without consent for the Scheme) due to the Scheme is almost £200M. For Cambourne West, the Scheme also offers almost £50M of land value uplift. This is key to

ensuring that the potential for housing growth and, with it, the additional workforce that becomes available to local businesses, is realised. Labour market impacts are captured under wider economic impacts in the Business Case.

- Condition 13 states that, *“Transport - 500 dwellings limit*
 - *a. No more than 500 dwellings shall be occupied until such time as the Cambourne to Cambridge busway is operational between the new settlement hereby permitted and Cambridge. This means the Cambourne to Cambridge (C2C) Better Public Transport Project (being one of four corridor schemes that form part of the Greater Cambridge Partnership's sustainable transport programme) which is made up of: A public transport route between Cambourne and Cambridge, A new travel hub site off the A428/A1303, and New cycling and walking facilities, Or an equivalent scheduled rapid mass transit passenger carrier service as is notified in writing to the Owner, or successors in title, and District Council by the County Council.*
 - *b. The first reserved matters application of each subsequent phase of housing or commercial development shall be accompanied by a Transport Assessment, to the satisfaction of the Local Planning Authority, in consultation with the Local Highway Authority. The commencement of construction of the subsequently approved buildings shall be subject to any reasonable measures first being implemented that may be required by the Local Planning Authority, in consultation with the Local Highway Authority, in the interests of the monitoring and management of transport in the vicinity of the site. The phases of development are those identified in the Phasing Plan to be submitted and approved under Condition 11 of this decision notice.*
 - *Reason: To ensure that the development is founded on the provision of significant improvements to public transport provision in accordance with Policy SS/7 (8) (a) of the South Cambridgeshire Local Plan 2018”.*

Social benefits of the Scheme

9.1.12. The social benefits of the Scheme as set out in Section 3.3 of the Planning Statement (Document ref: CtoC-15-00) -

- The Scheme will support the promotion of healthy communities by providing a significantly improved public transport system.
- The Scheme will provide an enhanced pedestrian and cycling provision (the Scheme includes an Emergency and Maintenance Access track which will run that will be utilised as a shared use active travel path which will support journeys by pedestrians, cyclists and equestrians) between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work.
- In addition, by alleviating congestion, the Scheme will support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.
- There are clear health benefits from the Scheme, including better connectivity and easier access with health facilities in Cambridge, including Addenbrooke's and Papworth hospitals; facilitated active travel through provision of cycling and walking along the length of the Scheme.

Environmental benefits of the Scheme

9.1.13. There are a number of environmental benefits of the Scheme – At a high level the Scheme is likely to provide clear environmental benefits in terms of:

- Greenhouse Gases (Technical Report 6 (TR6) – Document ref: CtoC-11-TR06-00) shows that, as a worst-case, the user emissions (modal shift and changes in traffic flows) are estimated to present carbon savings of -36,060 tCO₂e⁸³. These benefits will be partly offset by the infrastructure carbon impact (+29,130 tCO₂e) and changes in vegetation (+1,910 tCO₂e), resulting in a net carbon reduction of -5,020 tCO₂e over an assessed 60-year period. GHG emissions arising from the Scheme are expected to account for approximately 0.0016% of the 4th UK Carbon Budget and contribute positively by 0.0003% to the 5th and 0.0004% to the 6th UK Carbon Budgets.;
- improved air quality through removal of private car trips and promotion of cycling/walking. Impacts of the Scheme on NO₂ and particulates will be generally beneficial, with three times as many receptors experiencing a decrease in concentrations of NO₂, PM₁₀ and PM_{2.5} as would experience an increase, when compared to the situation without the Scheme.. ;
- improvements to the quality of life of local communities by reducing negative impacts on amenity associated with private vehicular trips;
- the enhanced environmental quality, accessibility to the Green Belt and new/existing Green infrastructure that will be provided (see Section 8.2 of this assessment)
- the 10% BNG (aspiration of 20%) that the Scheme will provide;
- the provision for a new area of Open Space located to the west of the M11 which will include environmental enhancements around and within the proposed detention pond at this location including habitat creation such as ecological balancing ponds, species/meadow rich grassland and tree planting throughout the space. Areas of informal seating and wayfinding features will be provided to enhance the recreational use of this area with access around the detention pond provided by means of an access track that will link to the Emergency and Maintenance Access Track.
- Several attenuation ponds along the route have been designed to maintain wet habitat where possible, so benefitting general biodiversity and increasing habitat complexity. Ponds west of the Cambridge University sports ground, southwest of the M11 overbridge, and alongside Callow Brook will hold water on a more permanent basis

Transport benefits of the Scheme

9.1.14. The Transport benefits of the Scheme as set out in full in section 3.3 of the Planning Statement (Document ref: CtoC-15-00) –

- In summary the Scheme will run between Cambourne and Cambridge, passing to the north of the villages of Hardwick and Coton. Residents from Cambourne, as well as residents in nearby villages, will be able to take advantage of the Scheme and travel directly into Cambridge, by walking, cycling or by bus. the Scheme will result in a likely modal shift change with more people cycling and walking through the introduction of use of the Emergency and Maintenance Access Track.
- This in addition to the guided busway will enhance access to the Green Belt and existing/new areas of Green Infrastructure through active forms of travel promoting healthy communities.

- 9.1.15. On balance, it is considered that very special circumstances in support of the Scheme exist which are in summary: the compelling need for the development; lack of alternative 'options that would not harm the Green Belt; the economic, social and environmental benefits to the local and wider communities and the enhanced environmental quality, accessibility to the Green Belt and new/existing Green infrastructure that will be provided are sufficient to clearly outweigh any harm to the Green Belt and any other harm resulting from the Scheme.

9.2 BALANCE OF CONSIDERATIONS

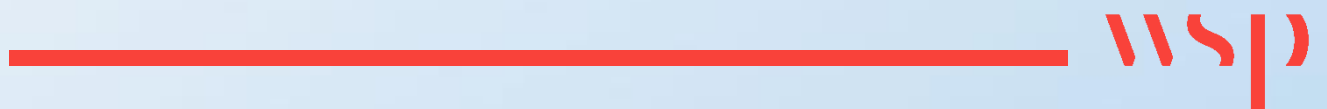
- 9.2.1. This assessment has identified that there would be some reduction in the Openness within Sub-Area E.3 (the Travel Hub) as a result of the proposals as set out in Table -1. There would be some limited conflict with the purposes of including land within the Green Belt as set out in Table 7-2. Whilst substantial weight must be given to potential Green Belt harm, the harm is considered to range from low to moderate depending on the section of the proposed route (Table 8-1), with these in general reducing overtime when mitigation is considered. The very special circumstances set out above are considered sufficient to clearly outweigh any harm to the Green Belt and any other harm resulting from the Scheme.

9.3 CONCLUSIONS

- 9.3.1. Having established that the Scheme is inappropriate development in that it will not preserve the openness of the Green Belt and does conflict with certain purposes of including land within it (see Tables 6-1 and 7-2). It is necessary to consider whether very special circumstances exist to support the development.
- 9.3.2. As set out in this document and the Planning Statement (Document ref: CtoC-15-00) very special circumstances are considered to apply to this scheme for the following reasons:
- Compelling need for the Scheme;
 - Lack of alternative options that would not harm the Green Belt
 - The economic, social and environmental benefits of the scheme to the local and wider communities
 - Accessibility to the Green Belt and the new/existing green infrastructure that will be provided by the Scheme.
- 9.3.3. These benefits are considered to be sufficient to clearly outweigh any harm to the Green Belt and any other harm as identified within this document or section 9.5 of the Planning Statement (Document ref: CtoC –15-00)

Appendix A

SCHEME BOUNDARY AND THE GREEN BELT





Existing Features:

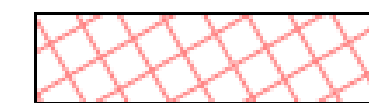
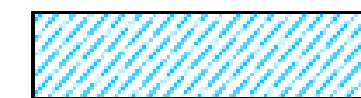
Indicative Major Development Site Extents



Designated Green Belt



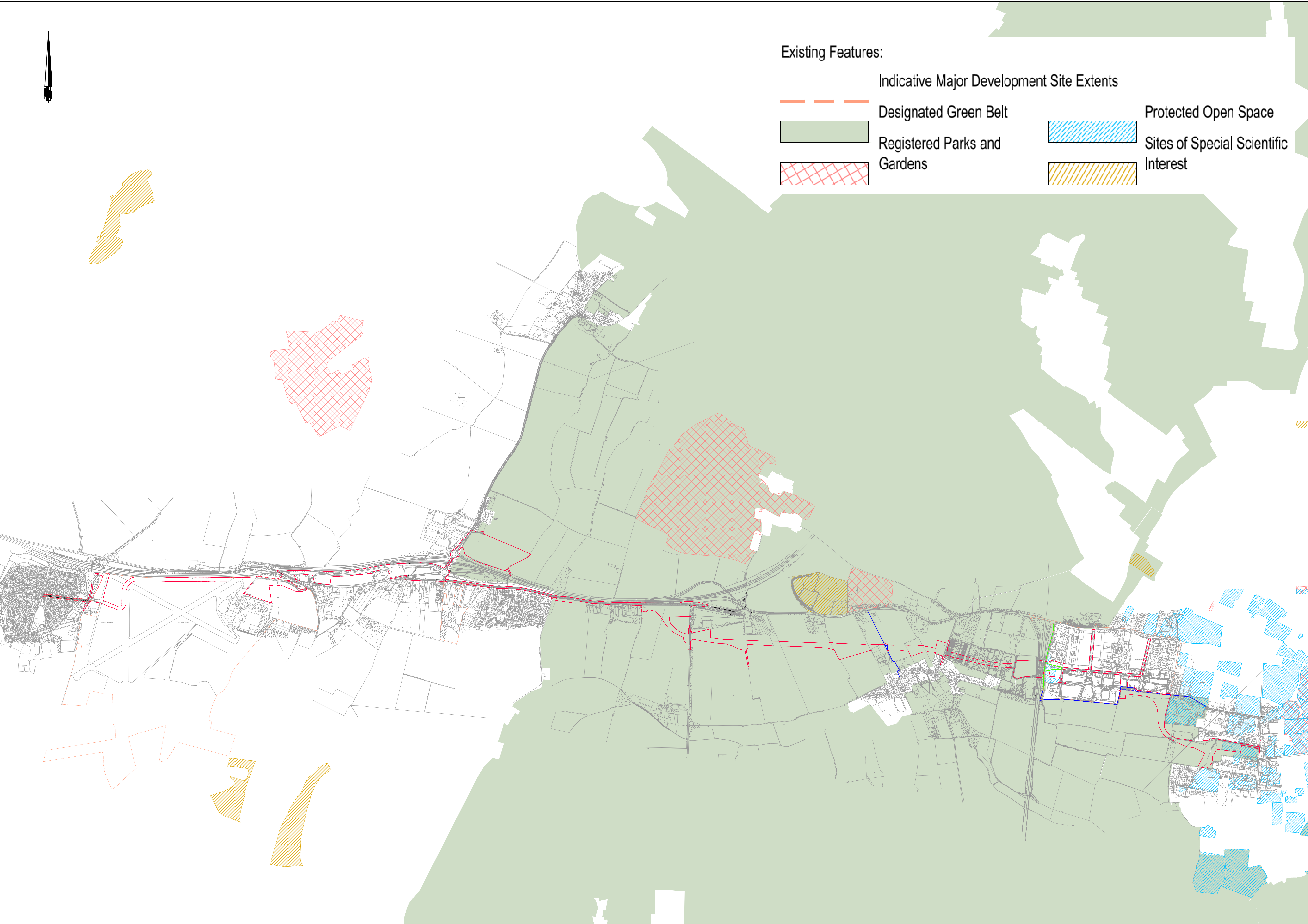
Registered Parks and
Gardens



Protected Open Space

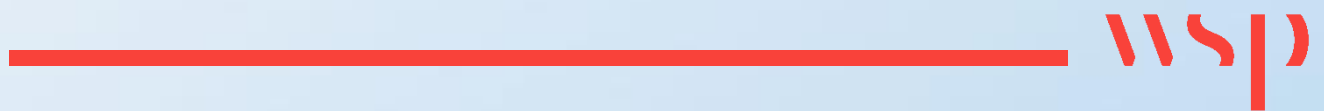


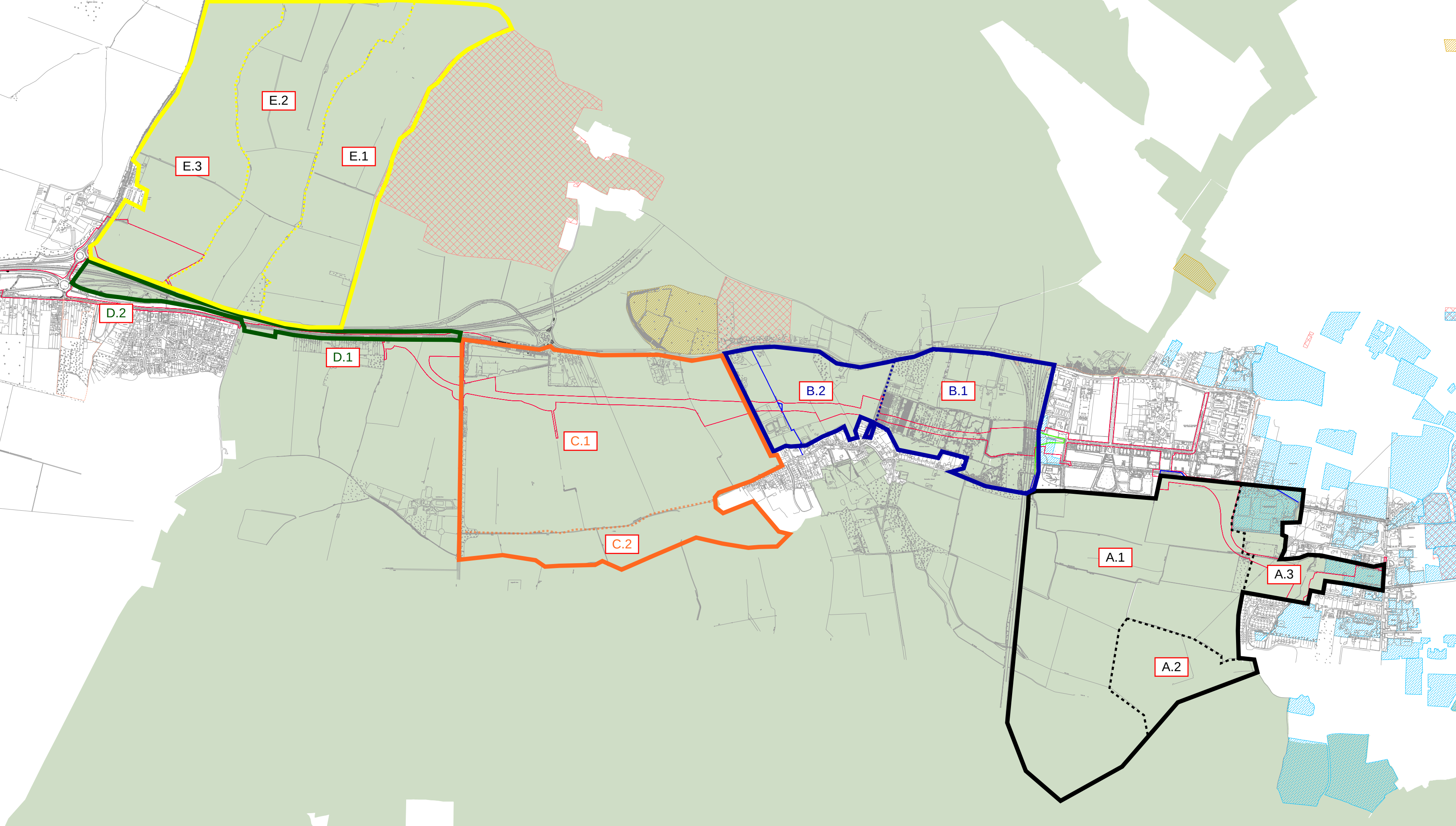
Sites of Special Scientific
Interest



Appendix B

SECTORS AND SUB-AREAS





Appendix C

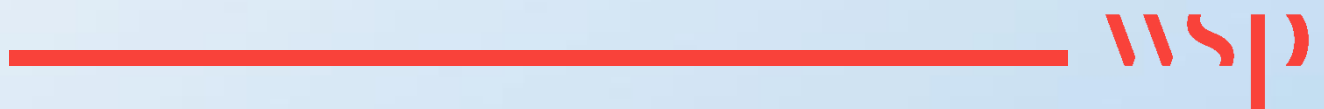
TOPOGRAPHY ALONG THE ROUTE





Appendix D

ASSESSMENT OF SUB-AREAS IN RELATION TO POTENTIAL CONFLICTS WITH THE PURPOSES OF THE GREEN BELT



Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
1. A large historic core relative to the size of the city as a whole	When compared to Sub-Area A.3 this Sub-Area is not as distinctive as the townscape located to the north that consists of more modern university buildings within the West Cambridge development. This Sub-Area plays an important role in restricting the growth of the city in this direction with its rural make up even though it is further away from the historic core of Cambridge	This is the closest Sub-Area of the Scheme to the historic core of Cambridge. Most of the townscape in the vicinity to the north and east is highly distinctive as it consists of numerous Cambridge University Colleges, Fellows' houses and their settings.	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A	N/A
2. A city focussed on the historic core	The proposed route in this Sub-Area affords some views of distinctive landmarks in the historic core from public rights of way through this arable land. However, since the proposed route in this Sub-Area runs along the southern edge of the West Cambridge development with the Cambridge University Athletics Ground to the east, with both including dense modern building plots and significant massing, these would reduce the above noted views within this Sub-Area	This Sub-Area provides limited views of distinctive landmarks within the historic core although it is the closest Sub-Area of the Scheme to this core.	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A	N/A
3. Short and/or characteristic approaches to the historic core from the edge of the city	Footpaths 39/31 and 59/9 provide important approaches to the city from the west for walkers and cyclists with other local footpaths providing short approaches into Cambridge City. The Proposed Scheme's impact in terms of this quality would be negligible ; rather it would improve the approaches to the historic core through the provision of enhanced pedestrian and cycling infrastructure as part of the Emergency and Maintenance Access Track	The Rifle Range Path although in private ownership does provide access for walkers along the northern boundary of this Sub-Area.	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A	N/A

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
4. A city of human scale easily crossed by foot and by bicycle	Footpaths 39/31 and 59/9 provide important approaches to the city from the west for walkers and cyclists with other local footpaths providing short approaches into Cambridge City The Proposed Scheme's impact in terms of this quality would be negligible and would improve the approaches to the historic core through the provision of enhanced pedestrian and cycling infrastructure as part of the Emergency and Maintenance Access Track	The Rifle Range Path although in private ownership does provide access for walkers along the northern boundary of this Sub-Area.	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the historic core of Cambridge to the west of the M11	N/A	N/A
5. Topography providing a framework to Cambridge	The Sub-Area is characterised by flat arable land that provides the characteristic setting to Cambridge when viewed from the west. This flat foreground in views from the west is a key factor in the Openness of the Green Belt within Sector A - see Appendix C for topography within the Sub-Area	The Sub-Area is characterised by flat arable land provides the characteristic setting to Cambridge from the west. This flat foreground in views from the west is a key factor in the Openness of the Green Belt within Sector A	This Sub-Area slopes less steeply than Sub-Area B.2 and forms more of a transition from the Claylands to the flatter landscape immediately around Cambridge. The M11, on the eastern edge of this Sub-Area, is located within a cutting, which has interrupted the underlying topography and has affected the Openness of the Green Belt.	The sloping topography (the ridgeline follows the A428/A1303 corridor becoming more level north of Coton) within this Sub-Area makes it highly visible from the south which contributes to the Openness of the Green Belt in this location.	This Sub-Area is located on the south facing slopes of a clay ridgeline to the west of Cambridge. This is one of a series of ridgelines within the Claylands landscape to the west of Cambridge, which form a key element of the topographic bowl in which Cambridge is located. This provides physical and visual containment to the west of the city in a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. The sloping topography within this Sector makes it highly visible from the south which contributes to the Openness of the Green Belt in this location	This Sub-Area is located on the top a ridgeline located to the west of Cambridge within the corridor formed by St Neots Road. This is one of a series of ridgelines within the Claylands landscape to the west of Cambridge, which form a key element of the topographic bowl in which Cambridge is located. This provides physical and visual containment to the west of the city in a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. The ridgeline would be highly visible from the north and south if the ridgeline was not well vegetated along St Neots Road.	This Sub-Area is located on the north east facing slopes of the ridgeline to the west of Cambridge. This is one of a series of ridgelines within the Claylands landscape to the west of Cambridge, which form a key element of the topographic bowl in which Cambridge is located. This provides physical and visual containment to the west of the city in a marked contrast to the lower lying ground on which Cambridge is located and the Fen landscape to the north and east of the city, physically manifesting the underlying geology. The undulating topography within this Sector creates areas of containment as well as areas that are highly visible both of which contribute to the Openness of the Green Belt in this location. Parts of Sub-Area E.3 are not visible from areas further to the north due to the topography.
6. Long distance	The Sector includes a reasonable network of	The Sector includes a reasonable network of	There is no public access to or through this Sub-Area, but	There is a limited network of footpaths through this	There is a limited network of footpaths through this	There are no public rights of way through this Sub-	There is a limited network of footpaths through this

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
footpaths and bridleways providing access to the countryside	footpaths that provide access to the rural setting of Cambridge and across the M11 to the wider countryside beyond. These include the Harcamlow Way/Wimpole Way footpath/cycleway along the northern boundary of the Sector. A public footpath also crosses the Sector from Barton road and leads to a footbridge over the M11. The Proposed Scheme's impact in terms of this quality would be negligible and would improve the approaches to the historic core through the provision of enhanced pedestrian and cycling infrastructure as part of the Emergency and Maintenance Access Track	footpaths that provide access to the rural setting of Cambridge and across the M11 to the wider countryside beyond. These include the Harcamlow Way/Wimpole Way footpath/cycleway along the northern boundary of the Sector. A public footpath also crosses the Sector from Barton road and leads to a footbridge over the M11.	the Harcamlow Way/Wimpole Way, which runs along the southern boundary of the Sub-Area, is an important footpath/cycleway route connecting Cambridge to Coton and the surrounding countryside.	Sub-Area, with a single public footpath running from the A1303 into Coton and joining the Harcamlow Way/Wimpole Way, which runs along the boundary of the Sub-Area, linking into the wider network of rights of way.	Sub-Area, with limited access through the rural setting west of Coton. The exception to this is the Harcamlow Way/Wimpole Way, which is a bridleway in this location and runs along the boundary between Sub-Areas C.1 and C.2, from the western edge of Coton to Long Road	Area. However, there is a cycleway along the southern edge of St Neots Road that is a continuation of a route along the A1303 from Cambridge.	Sector, linking Dry Drayton to the north with Hardwick to the south. There is a single public footpath through Sub-Area E.3, linking Callow Brook and Scotland Road, with the next closest public right of way located east of Callow Brook along the eastern boundary of the Sub-Area
7. Key views of Cambridge from the surrounding landscape	This Sub-Area forms the foreground of Cambridge due to its flat arable land/topography. It includes a number of key and more local views, showing the rural landscape abutting the edge of Cambridge. This flat foreground with a rural character in views from the west is a key element of the Openness of the Green Belt within Sector A. There is a key view of the historic core of Cambridge from Red Meadow Hill within Coton Countryside Reserve to the west of the M11. In addition, there are further views from Grantchester Road (from Coton) as it passes over the M11, as well as low level views from the western end of Barton Road, the Harcamlow Way and local footpaths to the east of the M11	This Sub-Area forms the foreground of Cambridge and includes a number of key and more local views, showing the rural landscape abutting the edge of Cambridge. This flat foreground with a rural character in views from the west is a key element of the Openness of the Green Belt within Sector A. There is a key view of the historic core of Cambridge from Red Meadow Hill within Coton Countryside Reserve to the west of the M11. In addition, there are further views from Grantchester Road (from Coton) as it passes over the M11, as well as low level views from the western end of Barton Road, the Harcamlow Way and local footpaths to the east of the M11	A key view from the A1303 towards Cambridge looks along the northern edge of this Sub-Area. However, in general, views through or into this Sub-Area are not possible. The M11 corridor within this Sub-Area is relatively visually contained due to its location in a cutting and the wooded nature of the cutting slopes.	There are no key views in or through this Sub-Area, although the key view towards Cambridge from the A1303 is located on the northern boundary of this Sub-Area. The sloping topography within this Sub-Area makes it highly visible from the south which contributes to the Openness of the Green Belt in this location.	There are no key views in or through this Sub-Area. However, there are occasional panoramic views into the Sub-Area, across open countryside, from the A1303. There are also occasional glimpsed views of some of the landmark features in the historic core of Cambridge when approaching Coton from the west on the Harcamlow Way/Wimpole Way. From Red Meadow Hill there is a key view east towards the city. From some locations, it is possible to also see Sector C from Red Meadow Hill, in a separate part of the view to the landmarks within the historic core of Cambridge. There are also additional locations on Red Meadow Hill that have clear views towards Sector C, where there is a stronger visual relationship than with Sector B. The sloping topography within this	There are no key views in or through this Sub-Area. Vegetation along the A1303 and St Neots Road prevents views into the Sector from more distant locations with panoramic views.	There are no key views in or through this Sub-Area. However, there are occasional panoramic views into the Sub-Area, across open countryside, from Scotland Road to the west. There are limited locations within the surrounding landscape with views into Sub-Area E.3 due to the combination of landform and vegetation

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
					Sub-Area makes it highly visible from the south which contributes to the Openness of the Green Belt in this location.		
8. Significant areas of Distinctive and Supportive townscape and landscape	This Sub-Area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.	This Sub-Area is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right up to the outskirts of the City	The northern edge of the whole of Sector B, on the highest ground, forms part of the Supportive landscape associated with the approach to Cambridge on the A1303 and around Madingley Woods. The remainder of the Sub-Area is Connective landscape, forming part of the landscape setting to Cambridge	The northern edge of the whole of Sector B, on the highest ground, forms part of the Supportive landscape associated with the approach to Cambridge on the A1303 and around Madingley Woods. The remainder of the Sub-Area is Connective landscape, forming part of the landscape setting to Cambridge	The northern edge of the Sub-Area, on the highest ground, forms part of the Supportive landscape associated with the approach to Cambridge on the A1303 and around Madingley Woods. Most of the remainder of the Sub-Area is Connective landscape, forming part of the wider landscape setting to Cambridge	This Sub-Area is within the outer rural area of the Green Belt. Land to the west of the Sub-Area is located outside the Green Belt	There are no key views in or through this Sub-Area. However, there are occasional panoramic views into the Sub-Area, across open countryside, from Scotland Road to the west. There are limited locations within the surrounding landscape with views into Sub-Area E.3 due to the combination of landform and vegetation
9. A soft green edge to the city	Within this Sub-Area, the distinctive dense tree planting is a strong feature of the appearance of Cambridge. Tall distinctive landmarks within the historic core are visible above the treed edge to the city, but the West Cambridge development and general tree/hedgerow boundaries screen the historic core when viewed from the west and south-west	The Grange Road area is well treed, making this Sub-Area appear as a soft green edge to Cambridge.	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A	N/A
10. Good urban structure with well-designed edges to the city	The northern boundary with the West Cambridge development is not heavily vegetated when compared to that in Sub-Area A.3	The presence of colleges and Fellows' houses in the area to the east of this Sub-Area includes a well vegetated edge to the city which creates a high quality boundary between the city and the countryside	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City	N/A	N/A

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
11. Green corridors into the city	This Sub-Area does not contribute to any of the green corridors from the countryside into the heart of Cambridge	This Sub-Area includes small fields and sports pitches but is distinctive as a Green Corridor	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City and does not provide a green corridor into the city	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City and does not provide a green corridor into the city	N/A – this quality is not considered relevant to this Sub-Area as it is located a significant distance from the edge of Cambridge City and does not provide a green corridor into the city	N/A	N/A
12. The distribution, physical and visual separation of the necklace villages	Plays a key role in the separation between Cambridge and Coton, with the M11 forming part of the separation, although it is relatively well vegetated for stretches of its route.	Minor contribution to the physical separation between Cambridge and Coton due to the distances and greater level of sub-divisions and boundaries within the Sub-Area.	Coton is one of the necklace villages surrounding Cambridge. Whilst Sector B contributes to the physical separation between Coton and Madingley, there are existing transport corridors that provide physical and visual separation at present, alongside existing vegetation and the ridgeline along which the proposed segregated bus route would run. This Sub-Area plays a key role in the separation between Cambridge and Coton, with the M11 lying within the area of separation, although it is relatively well vegetated for stretches of its route and therefore adds visual as well as physical separation. This Sub-Area is the only remaining separation between West Cambridge and Coton.	Coton is one of the necklace villages surrounding Cambridge. Whilst Sector B contributes to the physical separation between Coton and Madingley, there are existing transport corridors that provide physical and visual separation at present, alongside existing vegetation and the ridgeline along which the proposed segregated bus route would run. This Sub-Area plays a more limited role in the separation between Cambridge and Coton, given its location more to the north of the village and the role played by Sub-Area B.1.	Coton is one of the necklace villages surrounding Cambridge. However, the location of this Sub-Area to the west of the village means that it makes no contribution to the physical and visual separation between Coton and Cambridge. Whilst the Sub-Area provides some physical separation between Coton and Madingley, there are existing transport corridors that provide physical and visual separation at present, alongside existing vegetation and the ridgeline along which the proposed segregated bus route would run.	Coton is one of the necklace villages surrounding Cambridge. However, the location of this Sub-Area to the west of the village means that it makes no contribution to the physical and visual separation between Coton and Cambridge. Whilst the Sub-Area is located between Coton and Madingley, there are existing transport corridors that provide physical and visual separation at present, alongside existing vegetation and the ridgeline on which the Sector is located. Hardwick, immediately to the west of the Sector, is located outside the Green Belt and is not a necklace village.	Dry Drayton to the north of Sector E and Hardwick to the south are both located outside the Green Belt. Madingley to the east is sufficiently separated from Sector E, both physically and visually, not to require consideration

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
13. The scale, character, identity and rural setting of the necklace villages	N/A – this quality is not considered relevant to this Sub-Area as it is close to the historic core and is not located close to any necklace villages	N/A – this quality is not considered relevant to this Sub-Area as it is close to the historic core and is not located close to any necklace villages	This Sub-Area has historically comprised orchards associated with the village. The historic core reaches to the edge of the village in some areas adjacent to the Sub-Area, which could be as a result of the presence of the orchards preventing expansion north eastwards. The orchards form part of the character and identity of the village, and form part of its rural setting. The M11, with its heavy traffic, infrastructure and location within a linear corridor, is entirely separate from the village and its setting. Although the Sub-Area is in close physical proximity to the edge of Coton, its wooded nature limits visual connectivity with the settlement edge.	This Sub-Area contains smaller scale parcels of land that relate well to the scale of the village. Their presence has largely prevented the sprawl of the village to the north, meaning that the historic core reaches to the edge of the village in some areas adjacent to the Sub-Area. The smaller fields form part of the rural setting to Coton. This Sub-Area is adjacent to the edge of the village and has a strong visual connection to the village. The settlement edge has limited vegetation along it in some locations, allowing views into the Sub-Area	The western part of Coton is predominantly post-war suburban housing and not as historic as areas towards the centre of the village. This Sector provides part of the rural setting of the village to the north and west. Its relationship with Bin Brook is also a key part of its identity, with the village located on the lower ground in the valley of the brook and the large, sloping arable fields forming containment and a rural setting to the village. This Sector is immediately adjacent to the existing edge of Coton. From the west, existing vegetation along the village boundary screens views of the edge of the village. From the north, a single hedgerow runs along the edge of the village, allowing a stronger visual relationship between the settlement and the adjacent countryside.	Containment by existing vegetation means that this Sector is visually separated from the setting of any necklace villages or any other villages within the Green Belt. Hardwick is located immediately to the west of the Sector, but outside of the Green Belt. The corridor of St Neots Road already influences the northern edge of Hardwick, meaning that it has a semi-rural setting to the north.	Sub-Area E.3 is sufficiently distant from both Dry Drayton and Madingley to avoid any effect on their character, identity and rural setting. The corridor of the A428 and St Neots Road also creates physical and visual separation from Hardwick.

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
14. Designated sites and areas enriching the setting of Cambridge	A number of the hedgerows within this Sub-Area are County Wildlife Sites and enrich the setting of Cambridge, as well as people's experience of this setting of the City	Bin Brook through this Sub-Area is a City Wildlife Site. It also abuts the West Cambridge Conservation Area and contains Protected Open Spaces in the form of university sports grounds, and the Rugby Club and related practice pitch.	Both of the Sub-Areas within this Sector abut short sections of the Coton Conservation Area. There are no other environmental or cultural designations within the Sector.	Both of the Sub-Areas within this Sector abut short sections of the Coton Conservation Area. There are no other environmental or cultural designations within the Sector.	N/A - This Sub-Area does not adjoin the Coton Conservation Area. There are no environmental or cultural designations within the Sub-Area	There are no environmental or cultural designations within the Sub-Area.	There are no environmental or cultural designations within the Sub-Area

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
15. Elements and features contributing positively to the character and structure of the landscape	Important landscape elements within Sector A include the pattern of hedgerows and tree belts, which largely run east to west, and contain many hedgerow trees. Drainage ditches and watercourses also flow through the Sector. These are however not considered to be distinctive	Important landscape elements within Sector A include the pattern of hedgerows and tree belts, which largely run east to west, and contain many hedgerow trees. Drainage ditches and watercourses also flow through the Sector. The collection of small fields within this Sub-Area, which include areas of arable land and rough grassland as well as sports pitches, form a distinctive part of the immediate setting of Cambridge to its west	The orchards form a distinctive part of the character of the local landscape, defining its structure and creating localised containment. These orchards and other woodland within this Sub-Area reduce the visual Openness of the Green Belt within this Sub-Area. The M11 does not contribute positively to this Sub-Area at present, other than through the vegetation on its cutting slopes but is visually contained by its location in a cutting	Areas of woodland and tree belts through the centre of this Sub-Area and along the A1303 provide a structure to the landscape, providing both visual and physical containment. However, the majority of this Sub-Area is open or contains lower hedgerows, allowing views both in and out, and contributing to the visual Openness of the Green Belt.	There are relatively few hedgerows through the Sub-Area. Those that do occur are low, clipped features, running north south down the slope. There are tree belts along Long Road to the west and the A1303 to the north that create physical and visual containment to the landscape. However, the majority of this Sub-Area is open or contains lower hedgerows, meaning that there is very little physical or visual containment to the east or south, contributing to the visual Openness of the Green Belt. An existing mast is located on high ground in the north west corner of this Sub-Area. It forms a prominent feature on the high ground that does not contribute positively to the character of the landscape.	There is a tree belt along the northern side of St Neots Road that creates physical and visual containment to the landscape at this location. A lower hedgerow to the south allows some visibility over agricultural fields to the south	There is a tree belt along the northern side of the A428 that creates physical and visual containment to the landscape. Callow Brook runs along the eastern boundary of Sub-Area E.3, with vegetation along its course, and creates an important feature of the local landscape. The footbridge over the A428, which allows pedestrian movement between Hardwick and Dry Drayton, is a prominent feature in the landscape adjacent to the south of Sub-Area E.3 and does not make a positive contribution to the landscape, along with the presence of the A428 and the elevated junction of the A428 and Scotland Road. There are also a number of large buildings at Scotland Farm to the west of the Sub-Area that detract from the character of the area

Quality	Sub-Area A.1	Sub-Area A.3	Sub-Area B.1	Sub-Area B.2	Sub-Area C.1	Sub-Area D.1	Sub-Area E.3
16. A city set in a landscape which retains a strongly rural character	The West Cambridge development has some urbanising influence on the northern part of the Sub-Area. The M11 affects the tranquillity of the Sub-Area. However it is considered to retain a rural character but this may become more urban into the future as a result of the development of the West Cambridge site.	It is considered that this Sub-Area does not retain as strong a rural character as Sub-Area A.1 noting the large areas of sports pitches, the proximity to the urban area of Cambridge and the modern developments located along the northern, eastern and southern boundaries of the Sub-Area	Externally, this Sub-Area appears largely wooded and therefore retains a strong rural character, with the exception of the entrance area to the garden centre, off Cambridge Road. The M11 interrupts the flow of the rural landscape in to Cambridge, creating some separation and impacting on the Openness of the Green Belt.	This Sub-Area is largely rural in character, but there are a number of features that impact on that rural character. These include existing covered reservoirs, which although grass covered are obvious man-made features when viewed from some locations. There are also a series of individual properties along the southern edge of the A1303, on the high ground. Coton, as a nucleated village with relatively little modern sprawl, does not detract from the rural character of the Sub-Area.	This Sector as a whole retains a rural character, with only occasional glimpses of any features identifying the close proximity of Cambridge to the Sub-Area. There are a series of individual properties and a small business park along the A1303, on the high ground on the north edge of the Sub-Area. Coton, as a nucleated village with relatively little modern sprawl, does not detract from the rural character of the Sub-Area.	This Sector retains a semi-rural character, with the vegetation to the north of St Neots Road preventing visibility of the A428 beyond. There is no visibility of Cambridge from the Sector. There are a row of individual properties and small businesses to the south of St Neots Road at the centre of the Sector, which front on to St Neots Road	This Sector retains a rural character, with the vegetation along the northern edge of the A428 reducing visibility of the road beyond, although its presence is still notable. There is no visibility of Cambridge from the Sector. There are individual properties and businesses to the west, along Scotland Road, which do begin to diminish the rural character in the south of the Sub-Area.



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