

### Introduction

This design statement seeks to address and expand upon a number of key issues related to the development proposals for Cambridge South, Cambridge, and how the proposals seek to respond to meeting the strategic objectives of the plans and to questions raised through the inquiry process in relation to these specific aspects of the design. The statement is supported by a series of plans and illustrations/diagrams as Appendices and covers six main aspects namely;

- Site and Urban Context (Appendix 1)
- Site and Cambridge Approach Experience (Appendix 2)
- Cambridge Heritage (Appendix 3)
- Density & Character Areas (Appendix 4)
- Green Belt & River Cam (Appendix 5)

### Site and Urban Context (see Appendix 1)

Cambridge South is located on the south west fringes of Cambridge, immediately adjacent the M11 motorway and just north of Great Shelford. The western and northern boundaries are clearly defined by the M11 motorway, Hauxton Road (A1039) and Addenbrooke's Road respectively, whilst the southern boundary is formed by the River Cam and in part by the London-Cambridge railway lines. The site is bordered to the east by a ribbon of residential properties and the local rugby club sports grounds along the Cambridge Road (A1301).

The masterplan proposals importantly retain some 40% of the total site as Green Belt in the southern half, maintaining a physical separation from the village of Great Shelford. This retained Green Belt area is afforded more extensive public access and becomes a rich landscape and ecological resource for Cambridge and the local community as a diverse Country Park.

The northern half of the site forms a relatively low density, sustainable, mixed use development intended to create new science focused employment opportunities and a mix of new homes as a natural addition to recent and current developments on the southern fringe of the city which include, Trumpington Meadows, Glebe Farm, Clay Farm, and the Addenbrooke's Biomedical Campus/Addenbrooke's Hospital site. The combined effect of these existing schemes and Cambridge South essentially follow the strategy for Cambridge's growth discussed in CCC's assessment "Cambridge Green Belt towards 2016" and the earlier studies undertaken by Gordon Logie in 1966, Professor J Parry Lewis in 1974 and the 2006 CC Local Plan. The strategy of expansion on Green Belt land to the south of the city including on the site was considered to be a necessary and acceptable balance between meeting growth requirements and maintaining the setting of the city and the compact city concept.

Site and Cambridge Approach Experience (see Appendix 2)

Cambridge South's primary vehicular access is via Junction 11 on the M11 motorway leading to direct access to the site via the Hauxton Road/Addenbrooke's Road and these primary access routes provide important frontage for the development. The route off the M11 is also an important introduction and approach experience into Cambridge from the west and from the north/south off the motorway. As such the proposed development is consequently an important introductory expression of this arrival experience. The development proposals for Cambridge South are therefore carefully and sensitively conceived as an exceptionally high quality architectural environment, where all buildings are composed within a generous landscaped context, thus creating an exemplar southern gateway into Cambridge, eventually leading to the more historical core at the heart of the city.

Far from having any adverse effect on the setting of the city, this approach to design would considerably enhance the setting of the city on one of its principal approach areas.

Approaching from the south via the M11 northbound, and after crossing the River Cam, the views from fast moving traffic towards the developed part of the site are filtered by the existing trees and in part by the natural contours and ridge line which runs roughly across the central part of the whole site. The speed of the traffic on the M11, the negotiation of Junction 11, and the embankment cuttings when approaching Junction 11 result in restricted approach views of the site frontage. As the levels of the M11 and its slip lanes change closer to Junction 11 then the cuttings create even more visibility restrictions and the site frontage becomes even less visible both from the north and south.

The masterplan for Cambridge South also importantly includes the retention of the Green Belt along a large section of the M11 frontage and a 30-50m wide 'buffer' landscape zone is created over the remainder of the western frontage to further filter views into the new development and create a soft landscaped perimeter character to the new development.

When exiting Junction 11 off the M11 both southbound and northbound traffic are next presented with the views along the Hauxton Road in the direction of central Cambridge. Immediately the 3/4 storey new residential development of Glebe Farm becomes visible in the near distance and views to Addenbrooke's Hospital and the Biomedical Campus open up in the long distance beyond to the north east. Only a little further along the Hauxton Road, the Trumpington Meadows development becomes visible immediately to the west. Already these new developments on the southern fringe have significantly changed the character of the approach into Cambridge from the west and from the M11.

The approach views of the historic Cambridge core only really begin to be perceived close to the intersection of the Trumpington Road and Lensfield Road (A603), after passing the Cambridge University Botanic Gardens.

The extent and form of development has been informed by the assessment of landscape and Green Belt impact combined in the assessments carried out by SLR on behalf of LIH/Pigeon (appendix to CODE's matter 11.2 statement). Development is

largely restricted to the landscape character area of the Rhee and Bourne valleys and incorporates the suggested mitigation measures designed to enhance the landscape setting of the city on the southern approach to the outskirts of the city.

The location of the site ensures easy and rapid access by bus, walking or cycling to Addenbrooke's/CBC, Cambridge City Centre, Cambridge station and Shelford Station.

#### Cambridge Heritage (see Appendix 3)

40% of Cambridge South Site is formed with the retained Green Belt. This non developed area comprises five main elements namely;

- The flood plain of the River Cam
- Current agricultural land north of the River Cam
- The large parcel of land designated as Scheduled Ancient Monument in the south west part of the site
- The buffer zone along the M11
- The structural landscape zone which abuts the residential properties and the rugby sports fields on the Cambridge Road

The most important existing heritage asset of the site is the Ancient Scheduled Monument. This ancient early field settlement is retained and will serve as an important educational opportunity for schools and the public. Direct access would clearly be restricted to the area itself but information panels could be located nearby in the Country Park further to the east providing historical background information on this important heritage resource.

Permissive footpath routes also cross the site from Great Shelford (off Church Street) to the Cambridge Road and Hauxton village. These heritage assets will be enhanced and potentially adjusted to public rights of way and extended with other footway routes through the whole of the site.

The River Cam is also another key heritage asset for Cambridge and sections of the river form part of the site's southern boundary. It is proposed to carefully and sensitively open up parts of the flood plain, currently private land, to allow public access and enjoyment of this unique rural environment. This will be achieved whilst protecting the ecologically rich aspects and character of the riparian environs. This aspect is more fully explained in a later section of this statement dealing specifically with the River Cam and the landscape environment.

It has been suggested by the Local Authority that the heritage of Cambridge includes the landscape green fringes when the city is approached from the south. As explained earlier in this statement this perceived character has already changed very significantly with the developments at Glebe Farm and Trumpington Meadows on the route into Cambridge and with the more distant views to the very significant large scale developments on the Biomedical Campus and Addenbrooke's Hospital sites.

The retention of 40% of the site in the Green Belt, its substantial improvement with additional landscaping and areas of bio-diversity, the increased opportunities for public access and the provision of buffers around the existing frontage asset are all in accordance with the aims of the NPPF and the strategic objectives of the plans.

### Density and Character Areas (see Appendix 4)

Cambridge South seeks to create a sustainable mixed use development to support the natural growth of the city and provide a wide range of science focused employment opportunities, new homes and community facilities.

The design proposals create a range of character areas within the whole site and these can be summarised broadly as follows:

- Low density employment land is concentrated within the northern zone of the site in the form of a Science Park with high quality buildings of largely 2/3 storeys and a maximum of four storeys (plus plant and flues).
- A 'landmark', world class scientific building marks the entrance of the science park in the highly visible location in the north of the site close to Junction 11. It benefits from immediate access to M11. This gateway building seeks to epitomise Cambridge's unique status as an established national hub for world famous research and innovation.
- A mixed use hub is located in the core of the Science Park.
- Medium density residential areas radiate from the heart of the site and become progressively lower in density as they approach the eastern boundaries.
- Three pockets of low density residential zones are located to the south and are adjacent to the retained Green Belt.
- Landscape buffer zones are included close to the existing ribbon of residential land along the east boundary (Cambridge Road) and along the M11 and Hauxton Road frontages.
- A network of primary internal roads connects the main roads adjacent to site and the M11.
- The southern zone of the site comprising the Scheduled Ancient Monument and the retained Green Belt is free from any new development.

Each of these areas will naturally express their own character in the typology, architectural treatment, layout and use of external materials.

### Green Belt and River Cam (see Appendix 5)

The retained Green Belt is formed of the Ancient Scheduled Monument, large open fields of agricultural nature extending to the edges of Great Shelford, a pattern of existing hedgerows and the riparian landscape of the River Cam.

The banks of the river have dense tree areas particularly in the western zone, and an understorey of landscape vegetation. There is an existing permissive footway route across the site which also links Great Shelford with Hauxton in the west. The land south of this route is private with no public access to the riverside. Key aspects of the masterplan include;

- Creation of a Country Park within the retained Green Belt with new greenway footways providing recreational routes throughout the Park and linking into the developed areas of the development. This area is subdivided into 6/7 main zones and each will be landscaped and managed in a range of landscape regimes to provide different character areas and different habitats for fauna and flora.
- Upgrade of permissive routes to public rights of way.
- Creation of specific publicly accessible areas in the flood plain of the River Cam providing recreational areas for Cambridge South residents and the local community. Other areas adjacent the river will be retained and managed as an ecologically sensitive resource.