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*Planning, Transport, Economics
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**SCEALA (Standing Conference of East
Anglian Local Authorities)**

CAMBRIDGE SUB-REGION STUDY

FINAL REPORT

In association with

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EXECUTIVE SUMMARY

The Purpose of the Study

1 The Cambridge Sub Region Study, commissioned by SCEALA, was undertaken to provide an independent appraisal of options for development in this fast growing area of nearly half a million people, up to the year 2016. It thereby meets the requirements of the Regional Planning Guidance (RPG 6) for a study to develop a vision and planning framework for the Sub Region to inform the review of Development Plans, particularly the Cambridgeshire and Peterborough Structure Plan Review, on which consultation took place from February - April 2001.

2 A key objective is to identify ways of allowing continued growth of the Sub Region to support the growth of the research and technology based economy in more sustainable ways. This Study of the Sub Region is the first in the UK to be carried out under new Government Regional Planning Guidance (RPG) and the first at this scale to reflect new national development policies for a more sustainable society. Notable features of these national policies are a requirement for higher housing development densities, a priority to build on brownfield land and a 'sequential approach' to development, for which the order of preference is given as:

Within the built-up area of Cambridge

On the periphery of the built-up area of Cambridge, subject to a Green Belt Review

In a new settlement close to Cambridge

Within the built-up area of Market Towns, Larger Villages and previously established new settlements where good public transport access to Cambridge exists or can be provided

By extensions to Market Towns, Larger Villages and previously established new settlements where good public transport access to Cambridge exists or can be provided

3 This sequential approach concentrates development in cities and larger towns in preference to smaller towns and villages. This marks a significant shift from previous practice and experience in the Sub Region over the last 15 years, where development has been at lower densities, largely on greenfield sites and concentrated in smaller settlements. A further departure from previous exercises of this nature was the explicit inclusion of a review of the Green Belt in order to assess its possible role as a source of new housing. The Regional Planning Guidance also identifies the need for a new settlement in the Sub Region.

4 The estimated new dwelling requirement for the Study period 1996 - 2016 is 63,500 of which 56,000 (2,800 per year) have to be provided in the Cambridgeshire part of the Sub Region. The balance allows for some flexibility beyond 2016 and for development in adjoining county areas.

A Vision for the Sub Region

5 New Government policies at the national level have to be taken account of and should respond to the existing natural and man made environment of the Sub Region, including the historic heritage and townscape of Cambridge.

6 For this purpose a Vision for the Sub Region (as required by the RPG, particularly to provide a context for a Green Belt Review) has been developed as part of the Study. It provides a framework of aims and principles, which articulate national sustainability criteria and other key policies as objectives to be followed at the Sub Region level. These have been expressed as qualities and features to be promoted and safeguarded, ranging from the protection of the Sub Region's countryside and historic built environment and the encouragement of sustainable travel patterns, to promotion of the Cambridge area's internationally significant research and technology base. These safeguarded qualities form the basis of the sustainability criteria used to appraise development options. The Vision considers the spatial implications for Cambridge and the rest of the Sub Region.

7 It is a key feature of the Vision for the Sub Region that the area will continue to provide a 'springboard' for high technology innovation in the UK and will mature further as an international centre for knowledge-based industry. However, there is a recognised shortage of housing in relation to jobs, particularly close to Cambridge and major shortcomings in transport infrastructure. The main challenge for this Study has therefore been to address the provision of a sustainable pattern of new development, particularly housing, which can be integrated with traditional and new forms of transport investment.

Method of Study

8 The main Study tasks were to define criteria for testing capacity, feasibility (deliverability) and sustainability of options for growth. Then, using the levels of dwelling demand (provided by the RPG) and estimates of the scale of committed development (provided by the local planning authorities), to analyse the dwelling capacities of different parts of the Sub Region. The development of alternative approaches (or Options) to accommodate residual, non-committed development was then undertaken. Each Option has been tested to see how it performs according to sustainability criteria. The capacity assessments will need to be reviewed in more detail through urban capacity studies at a later date.

9 Additional land does not need to be found for dwellings already committed, where planning permission has been given and sites decided or where there is other land almost certain to be developed. These commitments together with windfall development makes up 65% of the growth (more than 40,000 of the 63,500 additional dwellings set by the RPG), leaving only a residual 35% to be located by the Study (22,000 dwellings). This figure was agreed by the Steering Group. The estimation of housing capacity to accommodate this 22,000 in the sensitive areas of the Sub Region was then undertaken.

10 The work was tackled through the preparation of a comprehensive Sites Database system, allowing systematic appraisal of possible development sites according to multiple criteria to assist in the determination of priorities for these sites. The individual site specific needs of major land uses in the Sub Region such as Cambridge University and Addenbrooke's Hospital were not part of the Study. This Database system and detailed Environmental Capacity assessments were used to review the Green Belt, to see if it had the potential to accommodate housing development without adversely threatening its core purposes. Similarly, detailed appraisals were made of the scope for increasing housing capacities in Cambridge City, the Market Towns and each element of the RPG sequence, especially through development on brownfield land and achieving higher densities.

11 Complementing these appraisals were other essential tasks (sectoral studies), including:

• Detailed planning policy and density reviews by district
• Assessment of the need for affordable housing by district
• Analysis of house prices and the housing market in response to increasing densities
• Case studies of three areas within Cambridge
• Transport network and investment assessments throughout the Sub Region
• Transport modelling assessment of MENTOR/SATURN modelling tests
• Assessment of public transport and high quality public transport (HQPT) potential in main corridors

RPG Elements

12 The above assessments allowed each element of the RPG sequence (as detailed in paragraph 2 above) to be analysed for their development potential.

13 The **Urban Capacity of Cambridge City** was assessed according to the progress of committed development, new sites identified and projected windfall sites, within the context of revised policies and densities. Possible ways of increasing the capacity of the city were assessed and the consequences of increasing capacity examined. The work suggested that high densities of 130 dwellings per hectare were realistic for flats in the city centre, providing good design and amenity could be ensured. There is also greater potential for backland development if access requirements can be met, practical difficulties of land assembly can be overcome and the likelihood of public controversy reduced. However, the number of housing units yielded would be comparatively small when compared to the needs of the Sub Region. Reduced and more flexible car parking standards for conversions would help increase the dwelling capacity of the City, however, better public transport would be needed to limit further congestion. The use of allotments was considered, but their capacity was seen as limited.

14 The **Green Belt Review** established that the primary purpose of the Green Belt is to preserve the special character of Cambridge and to maintain the quality of its setting. The secondary purpose is to prevent further coalescence of settlements. This was agreed with the Steering Group. These two main purposes guided the consideration of strategic development options, but inevitably mean that there is a tension between maintaining the Green Belt and accommodating future development needs. A broad review was undertaken of Green Belt land, which helped to identify sites on the inner edge for further assessment. Sites were assessed for their capacity to accommodate change, which depended on several criteria such as landscape character, topography, vegetation structure and cones of view. This was followed by an environmental capacity assessment framework for each individual site. The review concluded that 12,250 dwellings could be accommodated without harming the two main purposes of the Green Belt, at densities considered appropriate for peripheral urban expansion, subject to more detailed planning to accommodate all appropriate uses.

15 A detailed assessment was made of areas of search for potential **New Settlements**. The search process identified broad locations according to criteria set by RPG which were refined into sites for appraisal purposes. There were 15 sites with sufficient capacity for 6,000 dwellings and some up to 10,000. A range of other criteria were then applied to the sites. This included absolute constraints such as SSSIs; non-absolute environmental constraints such as flood plain, drainage issues, brownfield land and pollution; accessibility criteria taking account of the effect of the 'Cambridge to Huntingdon Multi Modal Study' (CHUMMS) proposals, access to motorways, rail and park and ride; and capacity and implementability criteria for example the complexity of development. The short listed sites were Great Abington, Childerley Gate, Longstanton- Oakington and Waterbeach, however, each demonstrated drawbacks and weaknesses.

16 **Market Towns, Larger Villages and Previously Established New Settlements (PENS)** were assessed for their HQPT potential, employment potential, service availability, infrastructure and town character in order to establish their capacity for or sensitivity to growth and to guide the formulation of strategic options. A large number of possible sites were identified (with a capacity of 31,220 dwellings), that were subject to detailed capacity, implementation and sustainability tests in order to prioritise the sites most suitable for development.

Strategic Options for Testing

17 These appraisals were brought together to prepare three strategic Options, each using the five elements of the RPG sequence, as the basis for consultation in the Structure Plan Review. By

placing a different emphasis on each element, different development strategies emerged. The options are set out below:

- ❑ A 'Cambridge centred' option, which maximises urban concentration in the City and surrounding areas, including the inner Green Belt
- ❑ A 'Mixed strategy' option with part of the City and Green Belt housing distributed to the Market Towns (based on a relatively even spread from the RPG sequence and the best scoring sites)A Market Towns/Corridor option with a much larger proportion of growth allocated to these areas. This includes a variation on the chosen Market Town/Corridor distribution (Option 3 and 3A), maintaining the overall distribution of dwellings between city, Green Belt and corridors.
- ❑ Option 3 involves the use of the Huntingdon, St. Neots, Newmarket and Royston corridors; whereas Option 3A uses the Haverhill corridor instead of the Huntingdon corridor. The corridors for testing were selected according to the cost effectiveness of providing HQPT, the availability of housing capacity and the simultaneous consideration of various capacity constraints (e.g. secondary school capacity), efficient use of existing and committed infrastructure and the existing balance of jobs and housing (see table in Section 9). However, other alternative sets of corridors might have a role to play and could have been selected, for example, in relation to preferred new settlement locations (see 10.1.9). The testing of the Haverhill corridor was, in fact, an additional sub-option to examine the implications of going for growth there according to the wishes of the Steering Group.

	OPTION 1 Cambridge Centred and Strong RPG Sequence	OPTION 2 Mixed Strategy (Criteria-based)	OPTION 3 Market Towns/Corridor Emphasis
Cambridge City	3,500	2,500	1,500
Green Belt	11,000	8,000	4,000
New Settlement	6,000	6,000	6,000
Market Towns, Larger Villages and PENS	1,500	5,500	10,500
TOTAL	22,000	22,000	22,000

18 Each of the four options includes a different new settlement selected from the sites that most closely matched the performance criteria. As there were 4 new settlements accorded higher priority and 4 Options being developed, the new settlement that seemed most closely to follow the thrust of the strategy was chosen for that option. However, any of the new settlements could be applied to any of the options. Waterbeach was included in the Cambridge-centred option, Childerley Gate in the Mixed Strategy option and Oakington-Longstanton and Great Abington respectively in the two Market Towns/Corridors options. Maps of the Options are in Section 10.

Sustainability Testing

19 The sustainability testing process involved testing the performance of each option according to nine sustainability criteria. The nine sustainability criteria meet national objectives of maintaining high and stable levels of economic growth, social progress to meet the needs of everyone, effective protection of the environment and prudent use of natural resources. 17 indicators have been selected to measure these nine criteria. The sustainability testing process makes possible an assessment of the strategic options as themes. The overall result for the option does not reflect the

performance of the new settlement site, which has been separately tested (apart from certain transport related indicators). The detailed assessment of the pros and cons of each new settlement is set out in Section 8.

20 Options are scored according to their positive, slightly positive (some good), neutral or negative contribution to sustainability targets and the overall results are summarised in a comparative table. Option 1 performed the best overall and was assessed as 'Some Good'. It has comparatively positive effects in terms of increasing housing density and curbing car mileage for example and no significant negative effects compared to the performance of the other Options. Option 2 performed the next best overall and was assessed as 'Neutral to Some Good'. It performed comparatively well in curbing congestion and reducing average journey times to work, but performed poorly in terms of increasing water recharge through Sustainable Drainage Systems (SuDS). Options 3 and 3A were considered to have a 'Neutral' effect overall. For example both options performed comparatively poorly in terms of maximising use of public transport and increasing housing density. Section 10 examines the results in full.

Implementation Issues

21 Implementation of the potential growth in the Sub Region is a considerable challenge, in terms of administrative effort and funding. This requires the local authority planning process to lay down a framework for making timely decisions on the spatial aspects of development and for establishing new mechanisms and policies required to ensure efficient and sustainable development.

22 The main problems of funding relate to the 'infrastructure deficit' for publicly provided infrastructure, of which the largest element is transport infrastructure. To overcome this deficit will require mobilisation of higher levels of investment. The Government is looking at the potential for much-enlarged public and private partnership arrangements to meet the Sub Region's investment needs. Cambridgeshire County Council, East of England Development Agency (EEDA) and GO-East commissioned a study of how development can be effectively implemented in the Sub Region (called the Cambridge Sub Region Implementation Study).

1. INTRODUCTION

1.1 Regional Planning Guidance 6 and the Cambridge Sub Region Study

1.1.1 This Study was commissioned by SCEALA (Standing Conference of East Anglia Local Authorities) in Spring 2000 in response to the identification of the need to develop the planning framework for the Sub Region within the emerging draft Regional Planning Guidance 6 (RPG 6) for East Anglia. The RPG was published in November 2000 and it provides guidance for the period up to 2016.

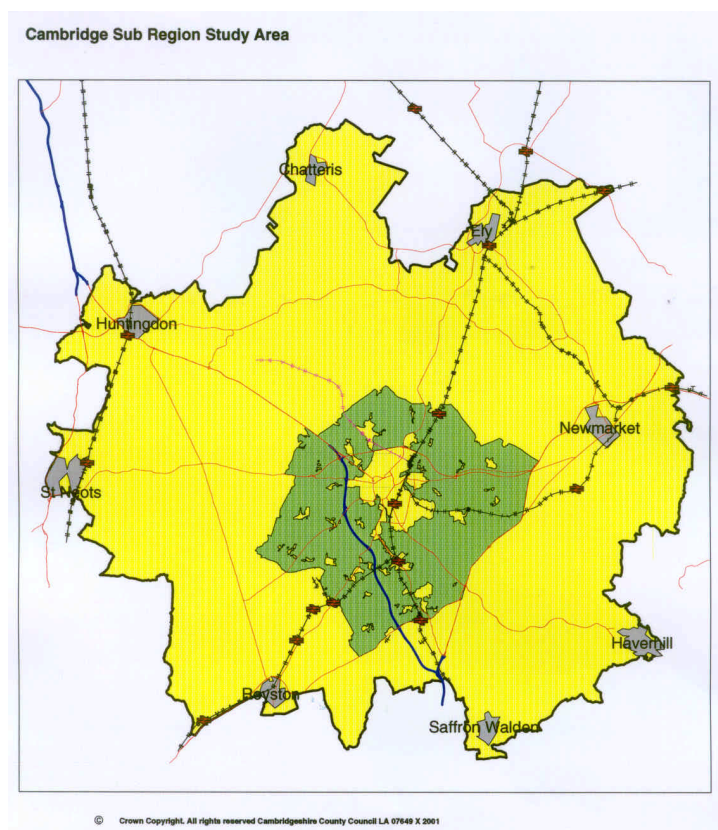
1.1.2 With regards to the Cambridge Sub Region the RPG states:

‘The Challenge is to develop a planning framework which will allow the sub-region’s development needs to be met in a sustainable way, while protecting and enhancing the important environmental qualities of the city and surrounding area and achieving new development of the highest quality’.

1.1.3 An independent and consistent appraisal of key options for development within the Cambridge Sub Region is required to inform the development strategy for and input to the Cambridgeshire and Peterborough Structure Plan Review and informs the development plans of adjoining counties, particularly Suffolk. This Study helps meet that need.

1.2 The Cambridge Sub Region

1.2.1 Cambridge Sub Region has a broad sphere of influence which, whilst not encompassing the entire County area, does extend beyond its southern and western boundaries. Its sphere of influence is defined by the immediate ring of Market Towns of Royston (Hertfordshire), Saffron Walden (Essex), Newmarket and Haverhill (Suffolk), as well as St Neots, St Ives, Huntingdon, Chatteris and Ely.



1.2.2 The Sub Region is an economically buoyant area, which is under considerable pressure for further rapid and substantial growth. This is due to the importance of its knowledge and service based economy, which amongst others includes high technology businesses ranging from computer software to medical research and biotechnology, education, health and administration services.

1.2.3 The Sub Region Study was commissioned to devise development options and strategies that maintain this economic vibrancy, meet development needs (particularly housing needs) and foster a more sustainable pattern of development. Consequently, the Study assesses the environmental and travel impacts of the different development options and considers the capacity of villages, towns and cities within the Sub Region to accommodate further new development. It also assesses housing density, affordable housing, housing development economics, public transport and High Quality Public Transport (HQPT) (defined by the Study as a bus service with a peak frequency of every 10 minutes and 30-minutes for rail services if available, see paragraphs 5.4.2 – 5.4.3 below) and implementation considerations. The Study has entailed a fundamental review of the Cambridge Green Belt and also identified possible locations for a new settlement. The context and aims of the Study are given in Section 2.

1.2.4 This Study provides a major input into the early stages of the new Joint Structure Plan for Cambridgeshire and Peterborough, which is already in preparation. A Deposit Draft Plan will be published early in 2002.

1.3 Management of the Study

1.3.1 The Study was managed at three different levels, namely: day to day management by officers of Cambridgeshire County Council; a Steering Group comprised of the officers of all the local planning authorities (Cambridgeshire, Suffolk, Cambridge City, South Cambridgeshire, Huntingdonshire, East Cambridgeshire, Fenland, Uttlesford (covering Saffron Walden), Forest Heath (Newmarket), North Hertfordshire (Royston) and St Edmundsbury (Haverhill)), SCEALA (Standing Conference of East Anglian Local Authorities), GO-East (Government Office for the East of England) and EEDA (East of England Development Agency); and, a Members Reference Group comprising members from each local authority in the Sub Region.

1.3.2 The Steering Group convened monthly. Their role was to ensure that the Study was fully informed of local issues and circumstances, to provide guidance on the Study methods and to check that the findings were robust and consistent across the Sub Region. The Members Reference Group was consulted at key stages of the Study and provided a useful sounding board for Study progress and for the emerging proposals.

1.3.3 In addition, meetings were held with stakeholder groups – transport, Ministry of Defence and English Partnerships, business development groups, utility authorities/companies, community service (education and health) groups and environmental protection groups. In total, some 30 stakeholder bodies were consulted to obtain information and to discuss key issues of the Sub Region Study.

1.4 Report Structure

Background

Section 2: Provides the Context and the Aims of the Study;

Section 3: Provides the Vision for the Sub Region;

Methodology

Section 4: Provides the Study Methodology;

Summary of Housing, Transport and Economic Studies

Section 5: Provides summaries of the key findings of the policy and sectoral studies, comprising a review of planning policy and density, housing development economics, Cambridge case studies, affordable housing, the transport network and traffic modelling and employment and economy;

Analysis of RPG Elements

The following sections examine the different development locations as identified and in the sequence contained within Regional Planning Guidance 6:

Section 6: RPG Element: Cambridge City;

Section 7: RPG Element: Green Belt Review;

Section 8: RPG Element: New Settlement Site Search and Analysis;

Section 9: RPG Element: Market Towns, Larger Villages and Previously Established New Settlements (PENS);

Analysis of Development Options

Section 10: Outlines the four Development Options and describes the sustainability process and the criteria;

Section 11: Summarises Key Implementation Issues.

Annex A: Provides a list of Capacity and Implementation Criteria.

1.5 Status of the Study

1.5.1 This Study has been prepared in response to the requirements of the Regional Planning Guidance for East Anglia to 2016 (RPG 6). Its analysis and findings will inform the reviews of development plans in the short to medium term, particularly in Cambridgeshire, but also with regard to those parts of the adjoining counties within the Sub Region. In advance of the RPG for the East of England, there is no mechanism to vary the annual house building rates between the different counties. However, the Study provides guidance on how those requirements can be met in ways that could contribute to the development needs of the Sub Region. The Study also indicates how the longer-term development of the Sub Region can be met. It is required to provide information on development options as an input to the Study of the London-Stansted-Cambridge Sub Region proposed in RPG 9 (for the South East). The RPG for the East of England is then required to review the planning framework for the Cambridge Sub Region in the light of the two studies, together with the results of monitoring and other changes.

1.5.2 The Study is intended to inform the Structure Plan process, but does not in any way pre-empt it. Nor does it make any recommendations for the development strategy or the development of any particular site. The analysis has been undertaken for purposes of the strategic assessment of options only. Also, it should be noted PPG 3 (Government guidance on housing) requires capacity studies to be undertaken to support housing land allocation in Local Plans (this is explained further in paragraph 9.3.3 below).

2. CONTEXT AND AIMS OF THE STUDY

2.1 Regional Planning Guidance 6: East Anglia (November 2000)

2.1.1 The Study was guided by the Proposed Changes to the Draft RPG published in March 2000 and then by the Regional Planning Guidance for East Anglia (RPG 6), which was published in November 2000 (the first one to be completed under the Government's new arrangements for regional planning) after the Study was commissioned. However, its requirements and policies have been incorporated within the Study work and findings.

2.1.2 The primary purpose of this RPG is to set the regional framework for development plans in East Anglia in the period up to 2016 – this guidance must be taken into account when formulating Structure and Local Plans and it is a material consideration in decisions for planning applications. The RPG also provides fundamental guidance on this Cambridge Sub Region Study and was produced with the participation of a range of local partners involving considerable consultation.

2.1.3 Also, the RPG sets housing targets and provides an order of preference for the location of new housing within the Sub Region, affirming that all elements in this sequence have a role to play in meeting housing need. It specifies that employment generating development should be located where good public transport, cycling and walking access exists or can be provided: within or by extensions of the built up area of Cambridge; in a new settlement close to Cambridge; and within or by extensions to the Market Towns. With reference to the Green Belt, the RPG specifies that a review should be carried out, starting from a Vision of the city and of the qualities to be safeguarded. It should consider how far the Green Belt is fulfilling relevant purposes and its influence on settlement form. It also specifies the criteria to be used in identifying any new settlement.

2.1.4 The RPG provides a slightly different housing target from that provided within the Draft RPG, at the outset of the Study. The overall housing target for East Anglia has been increased by 250 dwellings per annum, from 9,650 per annum to 9,900 per annum. At the regional level the target for Cambridgeshire remains the same, but it has been increased for Suffolk and Norfolk. Essentially, however, these increases in the adjacent counties relate to strategic growth areas located outside of the Sub Region.

2.1.5 The RPG sets out in Policy 8 the requirements for net increases for Cambridgeshire in dwellings, as an annual average:

4,000 (2,800 per annum in the part of Cambridgeshire within the Sub Region, excluding Hertfordshire and Essex, and 1,200 in the rest of Cambridgeshire County)

2.1.6 The RPG thus confirms, by implication, that the housing figures derived at the outset of the Study remain valid. The distribution was provided by SCEALA and the relevant planning authorities for 1996 to 2016, as follows:

County	Sub Region Target (Total County Target)
Cambridgeshire	55,900 (86,000)
Essex	1,500 (108,400)
Hertfordshire	1,060 (66,000)
Suffolk	5,000 (52,000)
Total	63,460

NOTE:

- 1 The Hertfordshire Sub Region target is capacity identified in the North Herts Draft Local Plan (February 2000 – now withdrawn).
- 2 Suffolk figures are taken from an assumed apportionment of District figures in the adopted Structure Plan and are not strictly targets.

2.1.7 The housing position is, as follows (with the target rounded up):

Target (1996 to 2016)	63,500
Existing commitments	20,730
Small Sites Allowance (under 1 hectare)	7,400
Provisional Urban Brownfield Sites Allowance	4,120
Residual	31,210
‘Base Case’ (committed development identified as part of this Study)	9,500
Residual Study Area Housing Target	22,000

NOTE:

- 1 Existing commitments are all sites with planning permission or allocated in a Local Plan but without planning permission as at mid 1996.
- 2 Small Sites allowance is an estimate of the supply to 2016, of dwellings from sites with capacity of less than 9 dwellings, together with new dwellings arising from conversions or changes of use.
- 3 Provisional urban brownfield sites is an estimate of the supply to 2016, of dwellings from previously used urban sites (urban sites included city, town and village sites). The estimate predated the NLUD survey.
- 4 The ‘Base Case’ is the sites not included in existing commitments identified with the Study Team in conjunction with District Officers, which had either been granted planning permission between mid 1996 and mid 1999 or were considered likely to come forward before 2016 regardless of the development strategy.

2.1.8 The Study area’s residual housing target was drawn up by Cambridgeshire County Council (CCC), in partnership with the local planning authorities and County councils of the Sub Region. It should be noted that the residual figure of 22,000 is only approximately one third of the total dwelling growth for Sub Region. The residual requirements include an element of flexibility to allow for some capacity beyond 2016 (as required by RPG 6) and represent only a part of the substantial change in the Sub Region anticipated over the period to 2016. In accordance with PPG 3, existing commitments will need to be reviewed to ensure that they are in sustainable locations and that they use land effectively. It is anticipated that a greater density may be applied to outstanding planning permissions or local plan allocations in light of PPG3, which could make up for any shortfall if other outstanding commitments were not developed.

2.2 RPG Elements

2.2.1 The RPG provides an order of preference for the location of new housing within the Sub Region, as follows:

- i) within the built-up area of Cambridge, subject to available capacity and environmental considerations;
- ii) on the periphery of the City subject to a review of the Green Belt;

- iii) in a new settlement close to Cambridge;
- iv) within the built up area of market towns, larger villages and previously established new settlements, where good public transport access to Cambridge exists or can be provided, provided that growth in car commuting can be minimised; and,
- v) by extensions to market towns, larger villages and previously established new settlements where good public transport access to Cambridge exists or can be provided, provided that growth in car commuting can be minimised.

2.2.2 Our analysis of commuting patterns and the current balance of jobs and housing has shown beyond doubt that there is a significant shortage of housing relative to jobs in and close to Cambridge. Therefore the priority for new development within the City and in areas to be released from the Green Belt is to provide additional homes. Any major residential extensions would nevertheless include within them a mix of uses to provide local facilities and employment on a scale appropriate to the local community.

2.2.3 RPG indicates that whilst each element of the RPG sequence has a part to play in meeting the needs for development in the Sub-Region, the priority for development should follow the sequence without necessarily incorporating all elements to achieve targets. However, by placing a different emphasis on each element, different development strategies emerge. This Study highlights the implications of 4 different strategies or options, which each involve all the RPG elements.

2.3 The Study Specification

2.3.1 The key aspects of the Study as described in the Study Specification were to:

- Provide a validation of the urban capacity of Cambridge City;
- Carry out a fundamental appraisal of the Cambridge Green Belt;
- Update and fill gaps in the varying information gathered by the local authorities on the Market Towns around Cambridge;
- Assess options for accommodating development in locations with good public transport links to Cambridge including Market Towns, Larger Villages and PENS;
- Give an indication of the potential and feasibility of developing a new settlement or settlements between Cambridge and the surrounding ring of Market Towns;
- Identify criteria relating to capacity, implementation and sustainability; and,
- Assess alternative options against these criteria.

2.3.2 These formed the basis for the different strands of the Study and influenced the sites selected to form the development options.

2.3.3 The individual site specific needs of major land uses in the Sub Region such as Cambridge University and Addenbrooke's Hospital were not part of the Study. This would have required specialised assessment outside of the Study Specification. A separate study of key worker and affordable market housing needs in Cambridge and South Cambridgeshire will report in winter 2001. In any event the overall development assumptions given by the County Council were deemed to include these requirements. In relation to the affordable housing needs of the Sub Region, they were analysed by District and inevitably include a proportion of key workers at these institutions. In addition, all

sites that may or may not be selected for development in the Sub Region, have been assessed for their potential to absorb development, irrespective of ownership and therefore include institutional lands.

2.4 Interpretation

2.4.1 The Study's key aim was to undertake an independent and consistent appraisal of options for accommodating substantial future growth within the Cambridge Sub Region, examining their sustainability, feasibility and capacity. Four different development options for the residual housing target of 22,000 dwellings have been formulated by placing a different emphasis on each element of the RPG development sequence and founded on those broad categories of development location:

Option 1: the 'Cambridge Centred Strong RPG Sequence Option' places the largest amount of residual growth in Cambridge and the inner Green Belt;

Option 2: the 'Mixed Strategy (Criteria-based) Option' places residual growth in all the above elements according to the outcome of the capacity criteria tests; and,

Options 3 and 3A: the 'Urban/Corridor/HQPT Infrastructure Investment Option' places a much larger proportion of the residual growth in Market Towns and in the transport corridors, which lead to them. Option 3 involves the use of the Huntingdon, St. Neots, Newmarket and Royston corridors; whereas Option 3A uses the Haverhill corridor instead of the Huntingdon corridor. The corridors for testing were selected according to the cost effectiveness of providing HQPT, the potential availability of housing capacity and the simultaneous consideration of various capacity constraints (e.g. secondary school capacity), efficient use of existing and committed infrastructure and the existing balance of jobs and housing (see table in Section 9). However, other alternative corridors might have a role to play and could have been selected, for example, in relation to preferred new settlement locations (see 10.1.9). The testing of the Haverhill corridor was, in fact, an additional sub-option according to the wishes of the Steering Group, to examine the implications of going for growth there.

2.4.2 All development options entail the development of a new settlement and to varying extents the expansion of Cambridge City into its inner Green Belt.

