

## CHAPTER 11

# Towards a preferred strategy

### 11.1 Introduction

- 11.1.1 This chapter draws together the different strands of work and defines a preferred approach to the development and transport strategy. This strategy is constrained by existing commitments and it is within the second 10 years that there will be the flexibility to introduce a new approach. Three optional approaches have been considered and the preferred strategy is likely to contain elements drawn from more than one of these. This study has considered the distribution of the dwelling targets (2001–2021) set in draft RPG14 and the additional 18,000 dwellings that ODPM is seeking to accommodate within the growth area by 2021.

### 11.2 Strategic planning considerations

- 11.2.1 The study area is not an entirely coherent entity. It forms part of a larger Region and its boundary is somewhat arbitrary. However it has been identified by Government as a growth area. Its rationale comes from its transport links, both road and rail, and the existing and potential future growth implications of Cambridge, Stansted and London.
- 11.2.2 In planning terms the study area does not lend itself to a single and all embracing approach to strategy. The area contains a number of distinct and separate sub-areas which each have their own dynamic that are likely to require different approaches and varying degrees of flexibility in responding to development pressures and demands. This has been recognised in the analyses outlined in Chapter 7.
- 11.2.3 Three main economic drivers have been identified as having an actual or potential influence on the study area, the Cambridge knowledge based economy, the growth and development of Stansted, and the influence of London.
- 11.2.4 The growth of the Cambridge economy is proven and has led to significant pressures which were addressed in the Cambridge and Peterborough Structure Plan.
- 11.2.5 The influence of Stansted has still to be fully understood. It is Government policy to expand Stansted beyond its current limits through the provision of a second runway. The economic impact of this expansion is very much open to debate. The legal processes to obtain the necessary consents for expansion have still to be initiated. How and when Stansted develops have still to be determined. This will be critical in determining the nature and extent of direct, indirect and catalytic employment that might be generated. The implications for the growth strategy are that it must embody a degree of flexibility to adapt to alternative future outcomes.