



Cambourne's Spatial Framework Strategy

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Foreword

Cambourne's Spatial Framework Strategy

The Spatial Framework Strategy describes the opportunity to grow Cambourne to become a thriving regional town which is renowned for its natural environment. The arrival of East West Rail (EWR) and the Cambourne to Cambridge public transport scheme (CtoC) will increase the accessibility of Cambourne by public transport to Cambridge, Bedford, Milton Keynes and Oxford. This creates an opportunity for Cambourne to grow and provide new homes and jobs which will benefit from the improved connectivity.

The concept diagram illustrates the spatial form which Cambourne's expansion could take and describes the type of place it could be, supporting new neighbourhoods connected by a robust set of landscape features.

Cambourne's Spatial Framework and key moves

This Spatial Framework Strategy has been prepared in collaboration with the Greater Cambridge Shared Planning Service (GCSP) and other key stakeholders. It draws on a suite of evidence base documents which have been specifically prepared to inform growth at Cambourne and is a key document in informing the proposed strategic policy allocation in the emerging Greater Cambridge Local Plan.

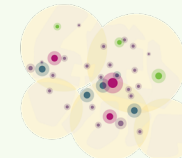
Developing a Spatial Framework Strategy for growth at this scale is complex and requires many considerations to be balanced against each other. The scale and nature of growth has been informed by the baseline evidence and engagement with technical and local stakeholders. Further details on the Spatial Framework are discussed in Chapter 4 of this report.



1 Rooted in Nature - A landscape-led approach will be central to the Spatial Framework.



2 One Cambourne - A strong integrated connectivity network with ample north-south and east-west links will deliver one cohesive future place, blurring the boundaries between 'existing' and the expansion of Cambourne



3 Complete communities - Walkable neighbourhoods realised by providing town centres with mix of uses, jobs and facilities at the doorstep of homes

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This document should be read alongside the Transport Vision and Principles, Rail Integration Study and Busway Integration Study.



0 Introduction

This section introduces the purpose of this report, an overview of the context and the methodology used.

Purpose of this report

This report summarises the work to date on the Cambourne Growth Strategy commission and sets out the Spatial Framework Strategy for the expansion of Cambourne.

The Cambourne Growth Strategy Programme has been established to consider how Cambourne should grow to inform a future allocation in the Greater Cambridge Local Plan (GCLP). The programme will provide one repository of technical evidence to inform the GCLP, EWR's economic development work and GCSP's future responses to the EWR Development Consent Order (DCO).

Planning for the future of Cambourne must take account of the needs of the existing town and surrounding villages/communities; a level of development which is sustainable and responds to the housing, employment and infrastructure needs of Greater Cambridge; and an approach to development which is deliverable and addresses complex site and wider constraints. This report represents the third major gateway of this commission – the first was a compilation of evidence (across a range of subjects, including sustainability, green and blue infrastructure and strategic flood modelling); the second was the identification and assessment of spatial options. Summaries of both milestones are included in this report and inform the development of the Spatial Framework.

Stakeholder Engagement

As part of this work, three engagement workshops have been held to collaboratively discuss Cambourne's future with a range of important stakeholders. During the first workshop the approach to constraints impacting land was presented. This approach is explained in Chapter 1 of this report. The workshop also considered key principles for a future vision for Cambourne. These have directly informed the Vision which is summarised in the second chapter of this report.

The second workshop considered spatial concepts, constraints and opportunities. The outcomes of this discussion and further work considering the received feedback is captured in the third chapter of this report. Further details on the spatial options process and outcomes can be found in the Spatial Options Report.

The methodology to develop the Spatial Framework Strategy captured in this document is underpinned by:

1. **Baseline information** gathered from Phase 1 of this commission; outcomes of the technical and stakeholder workshops; mapping of key constraints; responses to the DCO non-statutory consultation; and details of the EWR scheme.
2. **Stakeholder engagement** undertaken throughout this commission informs the vision and what the framework is trying to achieve.
3. **Studies** developed by the different disciplines (transport, green and blue infrastructure, sustainability and net zero, economy and flood risk.) which have been integrated into this framework and can be accessed in their own separate reports.
4. **References**, essentially the technical work done to date by GCSP, East West Rail Co. and others ensures this work is not starting from a standing start. The approach developed in this report is led by professional best practice.

Development of further evidence base work in future may result in revision to the Spatial Framework Strategy, which will then be reflected in the final policy recommendation for an expansion at Cambourne as part of the emerging GCLP.

Overview and context

Cambourne's expansion and the Spatial Framework Strategy

National Context

EWR proposals as published in the non-statutory DCO consultation December 2024 included a proposed railway station north of existing Cambourne and the A428. The arrival of EWR will create strong connections between Cambourne and the wider Oxford-Cambridge Growth Corridor. Cambourne will be less than 10 minutes from the Cambridge Biomedical Campus, 10 minutes from Tempsford (with connections to the East Coast Main Line), 15 minutes from Cambridge, 20 minutes from Bedford, 30 minutes from Universal Studios, 45 minutes from Bletchley (for Milton Keynes), 60 minutes from London and 80 minutes from Oxford.

Regional / Local Context

First Proposals included Policy S/CB Cambourne which identified Cambourne as a broad location for longer term strategic scale growth as an expansion to Cambourne. First Proposals identified that the overall aim for an expanded Cambourne is to provide sufficient critical mass to perform the following role as a:

- well-connected place through high quality public transport, cycling and walking facilities and routes
- South Cambridgeshire town for the 21st century
- growing employment centre to provide local opportunities for its residents and nearby communities
- place that meets the day-to-day needs of its residents.

First Proposals set out a range of considerations for future development at Camborne.

Cambourne Spatial Framework Strategy

This Cambourne Spatial Framework Strategy sets out a vision for how Cambourne could be expanded. The document includes a baseline assessment identifying the local constraints. It sets out a vision for Cambourne which is for it to continue to grow into a distinct and self-sustaining community, with thriving centres that support and celebrate the best of Cambridgeshire life. The vision is supported by a series of objectives for growth. The Spatial Framework Strategy is illustrated in a key concept diagram and describes four place typologies in more detail: the Town Centre, Station Quarter, Employment and Residential, describing some of the key characteristics of these areas.



Baseline Summary

This chapter covers the key baseline considerations relating to the delivery of the expansion of Cambourne.

Area of Study

Study area surrounding Cambourne

The Area of Study sets the extent of land to be considered as part of technical evidence gathering and identification of spatial options through the Cambourne Growth Strategy Programme.

An Area of Study of 10 kilometres by 10 kilometres centred around the existing town of Cambourne was identified in the early stages of the commission. These distances were chosen in response to the scope of the project (to consider the shape and size of an expansion to Cambourne), the need for any expansion to be underpinned by the use of sustainable transport modes, and site-specific spatial patterns. The distances enable the full consideration of environmental and other factors effecting Cambourne, including surrounding villages and rural areas. The distances also allow a range of different spatial options to be considered for the expansion/growth of the existing settlement.

Legend

 Settlement boundaries



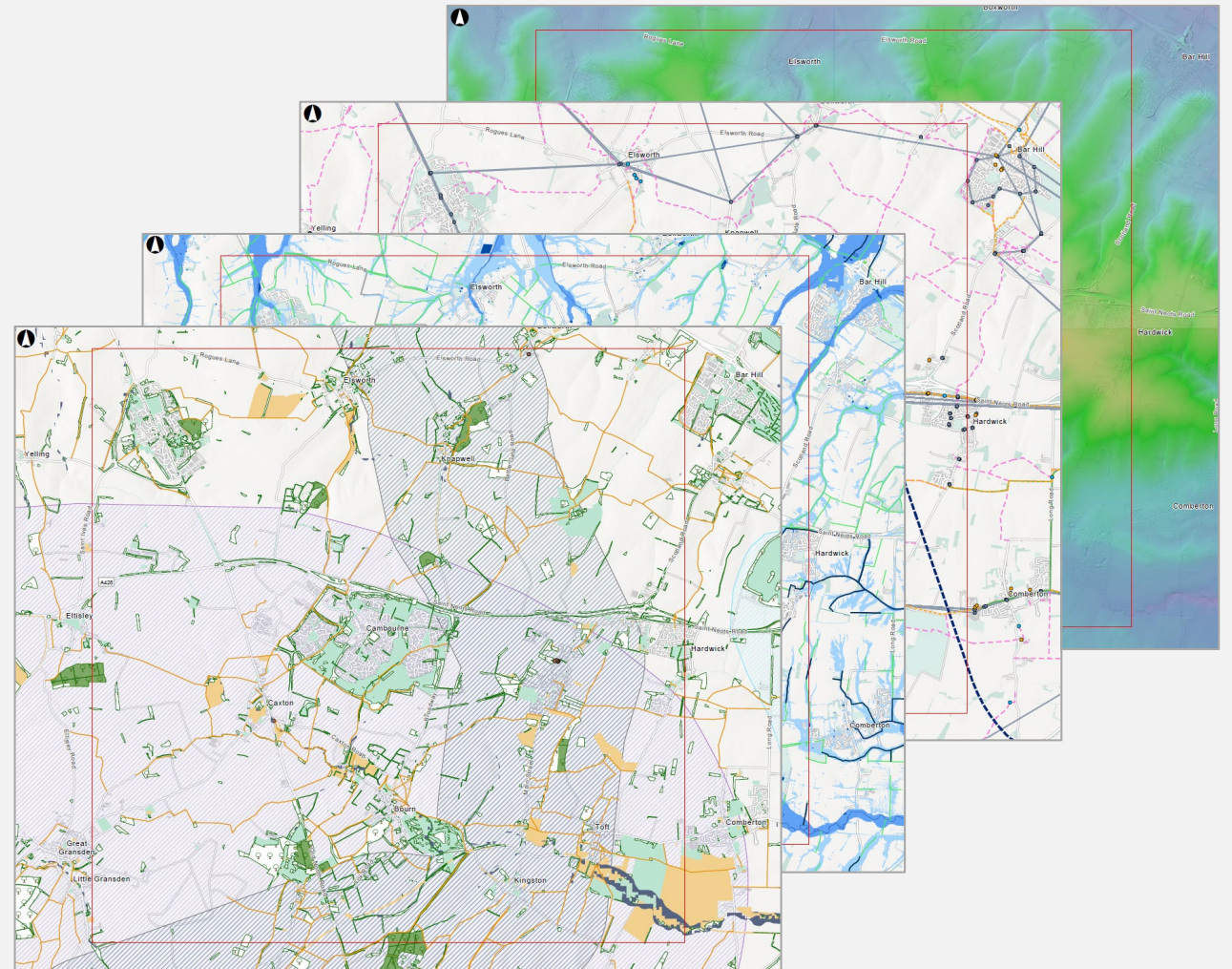
Key considerations

Initial mapping of relevant constraints

This section contains key information from the mapping exercise carried out to understand relevant constraints in the following topics:

- Environmental Constraints - Flooding
- Environmental Constraints - Green Infrastructure
- Nature Conservation Designations
- Land Use and Activity
- Utilities and Infrastructure
- Topography
- Heritage and Character
- Planning
- Agricultural Land
- Archaeology
- Connectivity
- Place assets

For more information about these maps please refer to the Spatial Options Report. For further information on Archaeology and Heritage please refer to the Greater Cambridge Skyline and Tall Buildings Strategy and Heritage Impact Assessment: Cambourne.



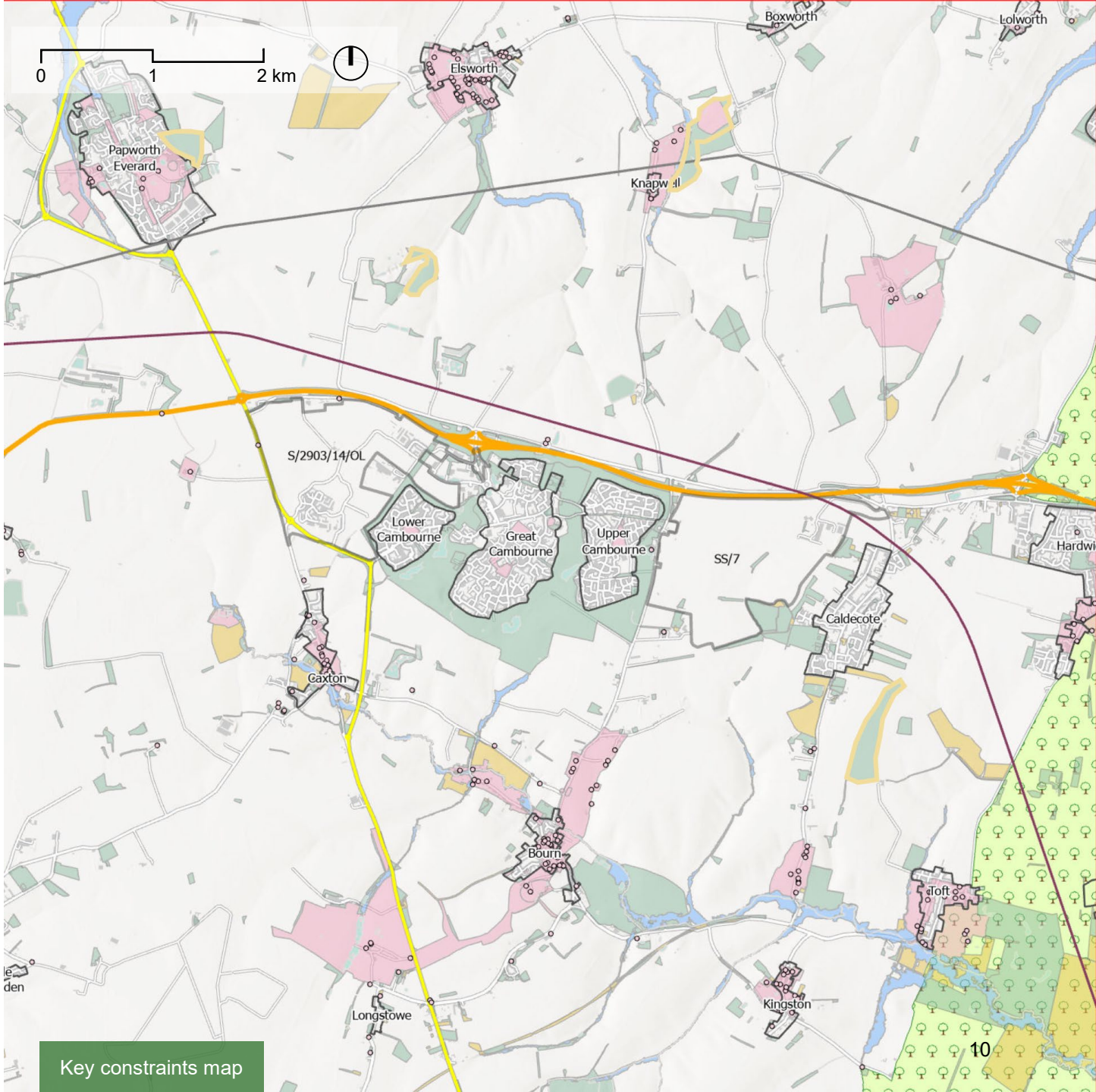
Key constraints impacting potential for development

Relevant constraints were mapped within the Area of Study.

Map Legend

	High Voltage Electricity Transmission Line
	Water Space
	Flood Zone 3
	Woodland, Greenspace or Village Green (including Woodland, Ancient Woodland, Existing green spaces and Registered Village Greens)
	Heritage Assets (including Conservation Areas, Historic Parks and Gardens, Protected Village Amenity Areas and Scheduled Monuments)
	Protected Nature Sites, Reserves and Priority Habitat (including Priority Habitats, County Wildlife Sites, Local Nature Reserves, RAMSAR sites, Special Areas of Conservation and Sites of Special Scientific Interest)
	East West Rail Preferred Route
	Strategic Road Connection (A428)
	Minor Road Connection (A1198)
	Cambridge Green Belt
	Existing Local Plan Site Allocation

The map provides a preliminary desk-based assessment of constraints. Flood Zone 3 constraint layer does not take into account climate change allowances. Overlapping layers are shown according to the order of the legend. See Spatial Options Report for further information.



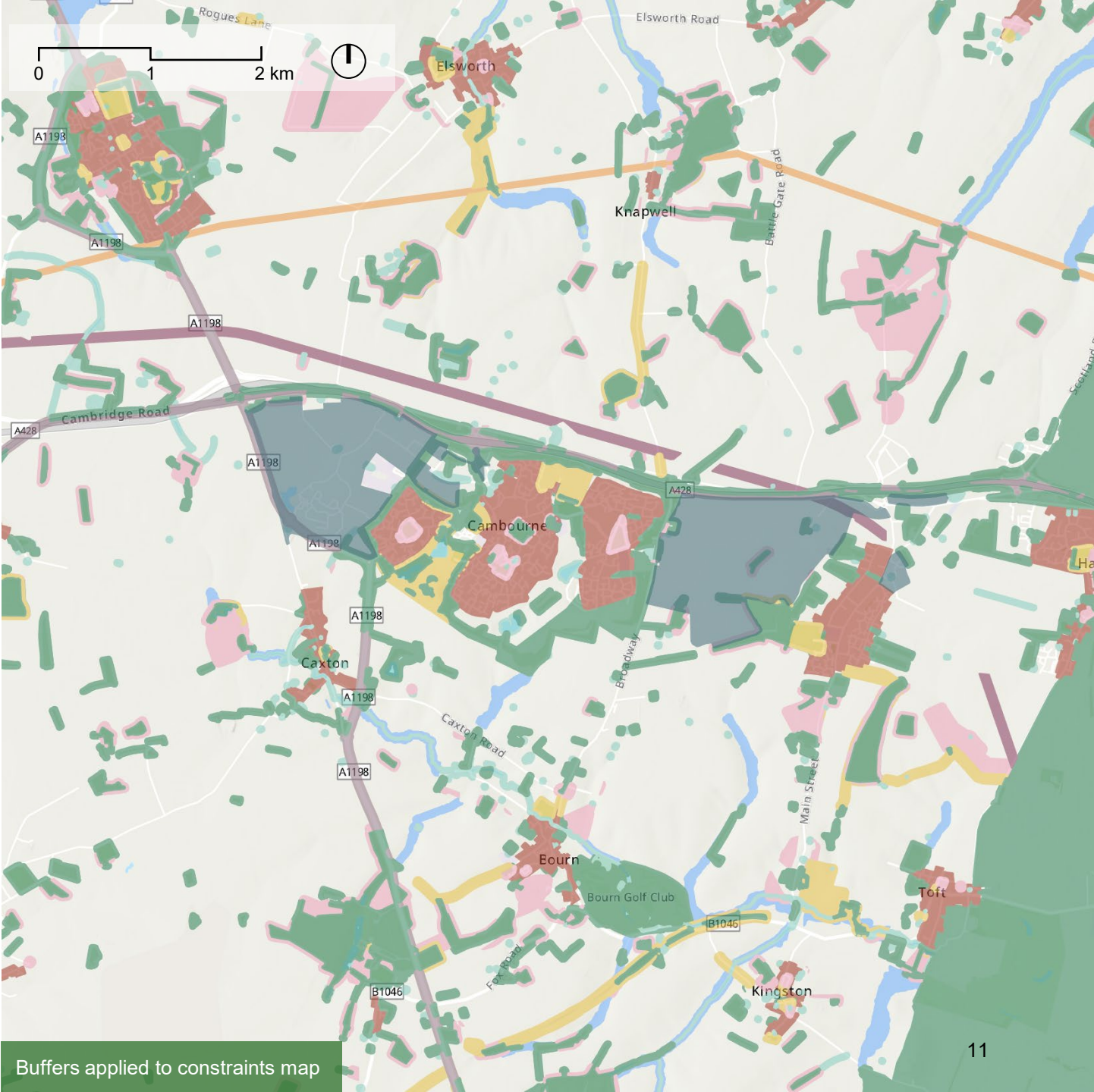
Key constraints map

Buffers applied to constraints

Buffers were applied to specific types of constraints within the Area of Study and mapped. The buffers were applied as a general rule to better understand, at a high level, the potential developable area. The actual size of the buffers necessary to protect and enhance the assets will be determined on a case-by-case basis as part of the next stage of work, informed by: (1) further design development; (2) further assessment (e.g. visual assessment for heritage constraints); and (3) engagement with statutory consultees, asset owners and communities.

Map Legend

Constraint	Applied Offset (Buffer)
Infrastructure corridors	40m - from centreline of East West Rail and A Roads
Green infrastructure	40m – Ancient Woodland 25m – All other green assets
Nature Sites	40m – Protected nature sites, reserves and priority habitats
Existing settlements	No buffer applied at this stage
Heritage	40m – Conservation Areas, Historic Parks & Gardens, Protected Village Amenity Areas and Scheduled Ancient Monuments (Archaeology data not included)
Flooding and Water Space	25m buffer from edge of flood zone 3 and Water Space
Utility corridors	25m from centreline for power lines



Buffers applied to constraints map

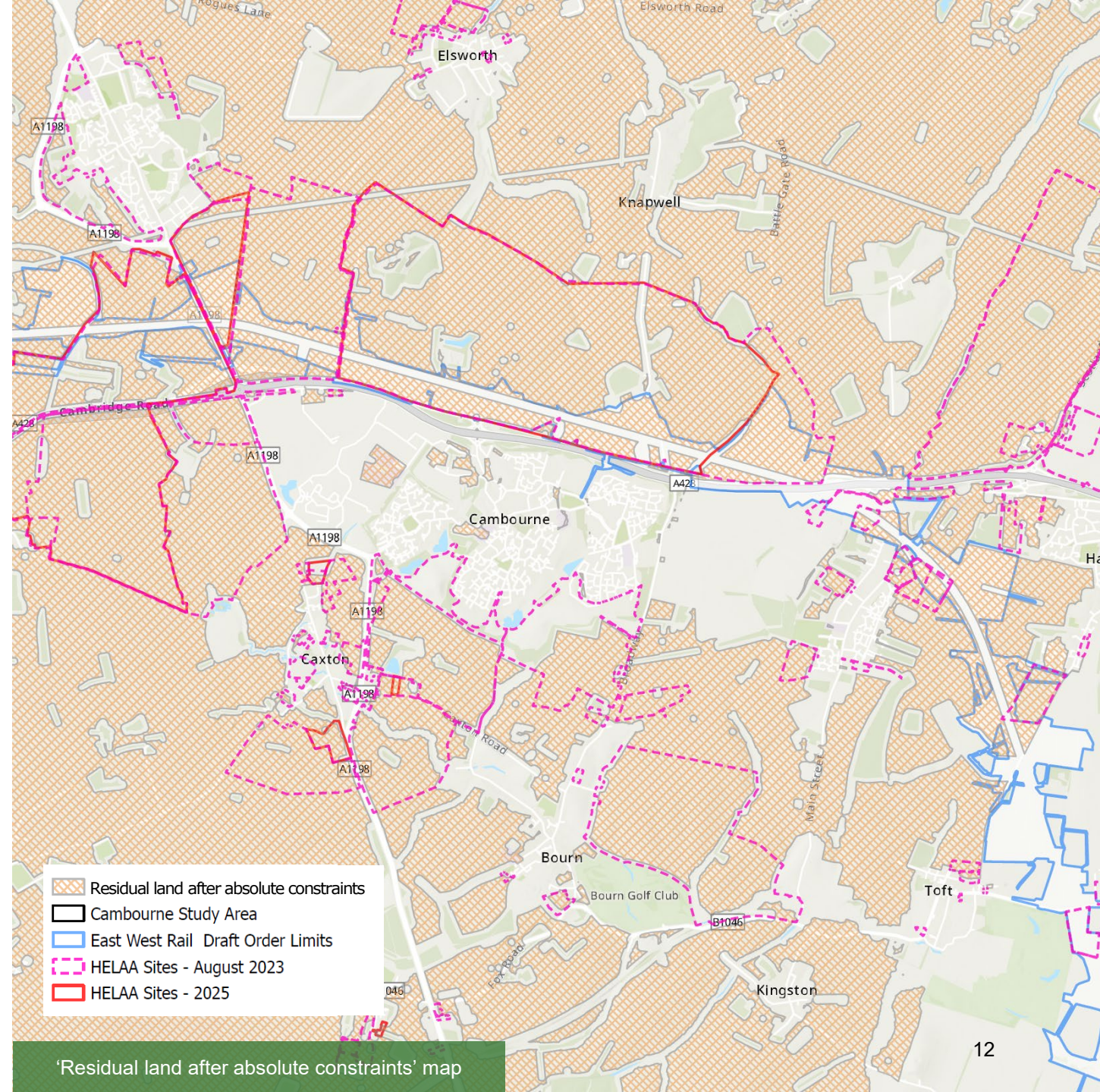
‘Residual land after absolute constraints’ identification

Constraints and buffers were used in order to calculate the residual land after absolute constraints – i.e. land not subject to a constraint or the buffer around a constraint.

- Land shown with orange hatching is considered ‘residual land after absolute constraints’ for the purpose of technical evidence gathering and spatial options identification by the Cambourne Growth Strategy Programme. This is not the same as identifying land suitable for development – the purpose of this exercise is to indicate, at a high level, land which could be suitable for development, subject to more detailed consideration.
- HELAA Sites (shown in pink (2023) and red (2025)) are those submitted by landowners and promoters in recent Call for Sites exercises relating to development of the emerging Greater Cambridge Local Plan. Sites shown as intersecting with the ‘residual land after absolute constraints’ have been considered as part of evidence gathering and options identification by the programme.
- EWR Draft Order Limits are shown in blue (for information).

Within the Area of Study there are:

- 6,348 Ha** of ‘residual land after absolute constraints’
- 13.1%** of total residual land after absolute constraints falling within 2025 HELAA Sites
- 30.4%** of total residual land after absolute constraints falling within 2023 HELAA Sites
- 5.2%** of total residual land after absolute constraints falling within EWR draft order limits



‘Residual land after absolute constraints’ map

2 Vision and Objectives

This chapter describes the vision and objectives for growth in Cambourne, and how growth will benefit both new and existing communities, responding to local challenges and the regional ambition.

Vision

Cambourne 2060

In 2060, Cambourne is a well-connected, sustainable, thriving and prosperous town that is rooted in nature. Cambourne is famous across the region for the forest which wraps around the town – allowing nature to flourish and improving the wellbeing of local residents, employees and visitors. As one of the best connected places in Cambridgeshire, Cambourne is a fantastic place to live, work or base a business. Everyone who calls Cambourne home has easy access to a wealth of employment opportunities, services and facilities. Cambourne's excellent transport connections have also helped to make it a destination in its own right, with the Cambourne Forest, Events Hub, Leisure Hub and Cultural Hub all acting as major draws for visitors.

Vision

Key elements of the vision explained



Well Connected Cambourne

Cambourne is one of the best connected places in Cambridgeshire, with the Cambourne to Cambridge Busway and East West Rail making it a fantastic place to live, work or base a business. New walking and cycling routes and excellent local transport connections mean that every neighbourhood is less than fifteen minutes from local amenities, the Town Centre and Station Quarter, making it easy to get to work and access services.



Destination Cambourne

Cambourne has become a destination in its own right. People travel from across Cambridgeshire and the wider Oxford-Cambridge Region to visit an exhibition at the Cultural Hub, take in a show at the Cambourne Events Hub, go for a swim at the Leisure Hub or spend time in Cambourne's Forest.



Prosperous Cambourne

Start ups, spin outs and mid-tech businesses have flocked to the new Cambourne Station Quarter due to its favourable location (and cheaper rents than Cambridge!). New employment locations are less than 10 minutes from the Cambridge Biomedical Campus by train, as well as less than thirty minutes from several economic hubs to the West. A new economic cluster is growing around an anchor institution which has moved its headquarters here - attracted by the improved quality of life Cambourne offers its employees.



Thriving Cambourne

Cambourne's southern centre has been complemented by a new Town Centre north of the A428, with a new civic square playing host to an everchanging series of events including a regular market. New and improved connections across the A428 and EWR stitch the growing Cambourne together, with a landmark new 'landbridge' acting as an iconic connection between the main centres, Station Quarter, Leisure Hub and Events Hub.



A Place to Call Home

Each new neighbourhood of Cambourne has a unique character, with sensitively designed high quality sustainable homes that are entwined with nature. At the centre of each neighbourhood is a place to gather, with community uses, a corner shop, flexible employment spaces and a café or pub. Flexibility and resilience are built in from the start. People love living here because they can walk their kids to school, cycle to work and have culture, leisure and nature on their doorstep.



Green Cambourne

Cambourne is famous across the region for the forest which wraps around the town - creating homes for nature and improving the wellbeing of local residents, employees and visitors. The whole town has nature at its core, with neighbourhoods and centres connected by green spaces and places, strengthening local ecosystems and creating a healthy, resilient and sustainable intergenerational community.

Objectives

What needs to be achieved to deliver on the vision for Cambourne

Rooted in Nature

1. Cambourne's expansion will create and enhance a comprehensive network of green links, spaces and places easily accessible to the public.
2. A new large-scale woodland will grow alongside the town, creating significant amenity, health and wellbeing value for both locals and visitors and creating a separation between Cambourne and surrounding villages.
3. Cambourne's expansion will protect, enhance and create homes and connections for nature, including the protection of 'nature-only' habitats and routes used by the rare species that call Cambourne home.
4. Buildings, spaces and neighbourhoods will be designed and built to ensure low levels of climate and resource impact and embed high levels of climate resilience.
5. The expansion of Cambourne will help mitigate the impacts and maximise the benefits of major infrastructure investment by integrating these sensibly into the wider landscape, and by integrating nature-based solutions into the implementation of infrastructure proposals.

One Cambourne

1. Cambourne will be centred around a landmark 'living station' at the heart of the town, which is a movement hub that also supports inclusive growth and acts as a focal point for healthy community life.
2. The town centre will be full of activity throughout the day, due to the mix of inclusive civic, cultural, community, commercial, retail, transport and residential uses. Local residents, and those in the surrounding villages and the wider area will be able to rely on Cambourne for their service needs.
3. Walking, cycling, wheeling and public transport will be the most convenient, safe and attractive choices for getting around, with high quality transport links between all neighbourhoods, centres, amenities and surrounding villages.
4. Cambourne will attract a range of a new employment opportunities that are complementary to those in the wider Region. It will secure an employment anchor tenant to become the cornerstone of a new economic cluster.
5. Cambourne will be a destination in the Region, with people choosing to travel by sustainable modes to access the high-quality jobs, services and amenities.

Complete Communities

1. Cambourne will be home to regionally significant cultural amenities, leisure/recreation/events facilities and green space. Together these will support the quality of life of people living in, working in or visiting Cambourne.
2. Neighbourhood centres in Cambourne will provide a range of services for daily life and public spaces for intergenerational communities to gather.
3. Homes in Cambourne will be designed to foster health and sustainability, accommodating people at all stages of life while offering opportunities for self-build and co-housing.
4. Buildings, public spaces, neighbourhoods, centres and services will all be designed to be flexible, allowing them to evolve to meet the changing needs of people, place and planet.
5. Stewardship of Cambourne's new assets will be community-led and managed, expanding Cambourne's distinctive community spirit and collaborative culture.

3 Spatial Options

This chapter covers the outcomes of the optioneering process that led to the preferred option illustrated in the Spatial Framework Strategy. For more information on the options process refer to the Spatial Options Report.

Long list appraisal

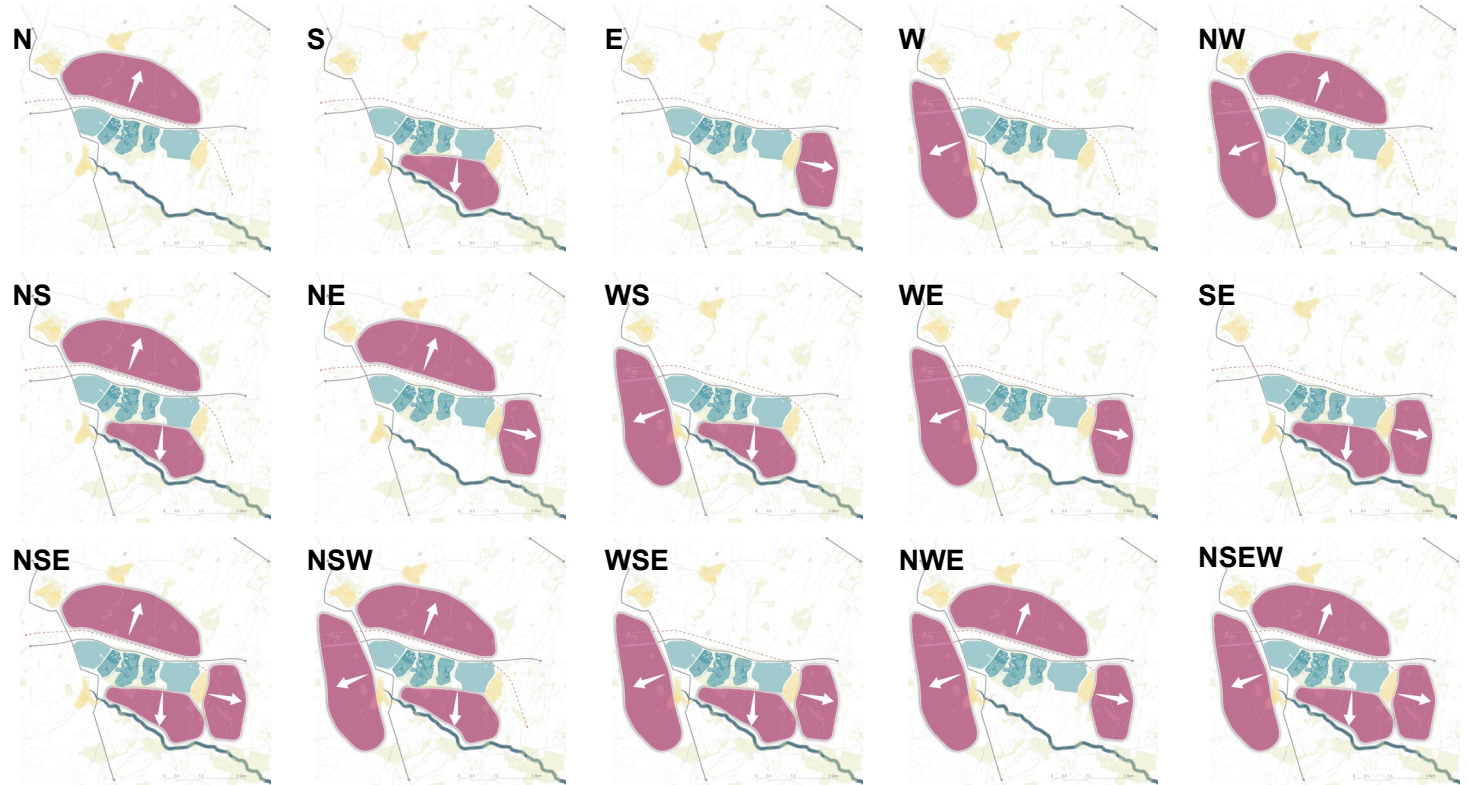
Method

A qualitative analysis was undertaken to progress from a long list of fifteen possible spatial options to a short list of three.

A long list of 'in principle' scenarios was developed to explore different directions and combinations of growth around Cambourne. Each option was then subject to a high-level qualitative review to assess its ability to deliver against key drivers:

1. Alignment with transport connectivity
2. Capacity to accommodate scale of development in the long term
3. Deliverability

An assessment was undertaken for each scenario. This can be found in the Spatial Options Report. These assessments enabled the sifting of the scenarios to arrive at a short list of three for further testing.



Long list of spatial options considered

Long list appraisal

Outcomes

Three options were listed from the long list of scenarios.

The assessment found that the following options should be progressed to short list assessment:

- **North** - Positive option which has excellent alignment with transport connectivity, offers good potential for growth and deliverability prospects, subject to overcoming potential severance.
- **West** - Moderate option which does not align well with transport connectivity but does offer potential for significant growth and reasonable delivery prospects – particularly in the medium-longer term.
- **North + West** - Moderate option which aligns well with transport connectivity to the north, but only moderately to the west. Offers potential for significant growth – with development in the north offering short-term growth potential and development in the west offering medium-long term growth potential. Reasonable delivery prospects, subject to severance being addressed.

These shortlisted options are analysed in further detail in the Spatial Options Report.



Short list of spatial options considered

Short list appraisal

Qualitative analysis of the short list to identify a recommended option

The three short listed options, as described above, were appraised against sixteen appraisal criteria to enable differentiation between their performance in optimising Cambourne's growth. Fifteen of the criteria are aligned to the criteria used in the wider Local Plan Sustainability Appraisal, and the last criteria relates to deliverability in line with the objectives of the Cambourne Growth Strategy Programme.

Each option was given a RAG rating against each criterion, based on the following score descriptors:

- **Red:** short listed option unlikely to make a positive contribution towards meeting the appraisal objective or has a negative impact.
- **Amber:** short listed option makes a partial contribution towards meeting the appraisal objective or would make a positive contribution with mitigation.
- **Green:** short listed option makes a positive contribution towards achievement of the appraisal objective.

A full explanation of each of the appraisal criteria and the appraisal of each of the three short listed options can be found in the Spatial Options Report.



Housing



Access to services + facilities



Social inclusion + equalities



Health



Biodiversity + geodiversity



Landscape + townscape



Historic environment



Efficient use of land



Minerals



Water



Adaption to climate change



Climate change mitigation



Air quality



Economy



Employment



Deliverability

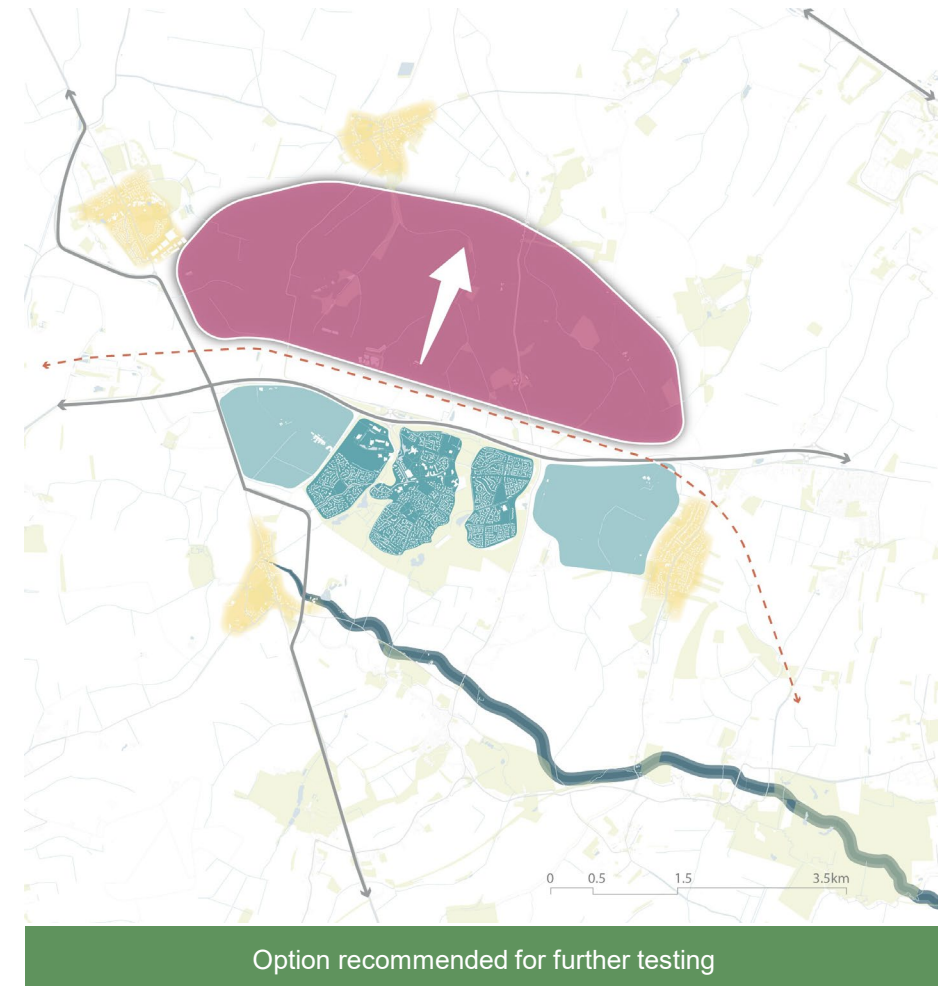
Recommendation

Shortlisted Spatial Option 1: North is recommended for further testing as part of the Spatial Framework stage

Option 1: North performs the best against the appraisal criteria and development to the North offers the best opportunity for growth within the Local Plan period. Option 1 is a positive option which has excellent alignment with transport connectivity, offers good potential for growth and deliverability prospects (subject to overcoming potential constraints including landscape, ecology, heritage and archaeological impacts, and severance). At the last Examination of the South Cambridgeshire Local Plan growth to the north was considered to be highly prominent. Since then, the route alignment of EWR has been confirmed adding further rationale for growth northwards. However, the potential impact on the landscape and other constraints will be important considerations and more work will be needed. It is therefore considered that development to the North offers the best opportunity for the short to medium-term growth of Cambourne.

Planning for long term growth suggests development should be also be considered to the West (Option 3: North and West): It is likely that further growth (beyond the plan period) may be required at Cambourne in the longer term. The development of the Spatial Framework Strategy offers an important opportunity to create a flexible framework for long term potential growth. *Option 3: North West* is, therefore also considered in the narrative of the Spatial Framework as a potential future phase.

Further detailed analysis of the Option 1 North is required to test its suitability, sustainability and deliverability.



4 Spatial Framework

This chapter covers the Spatial Framework Strategy that will accommodate future growth in Cambourne. This includes a set of overarching key moves and development principles and guidance for land use, movement and open space on the site.

Introduction

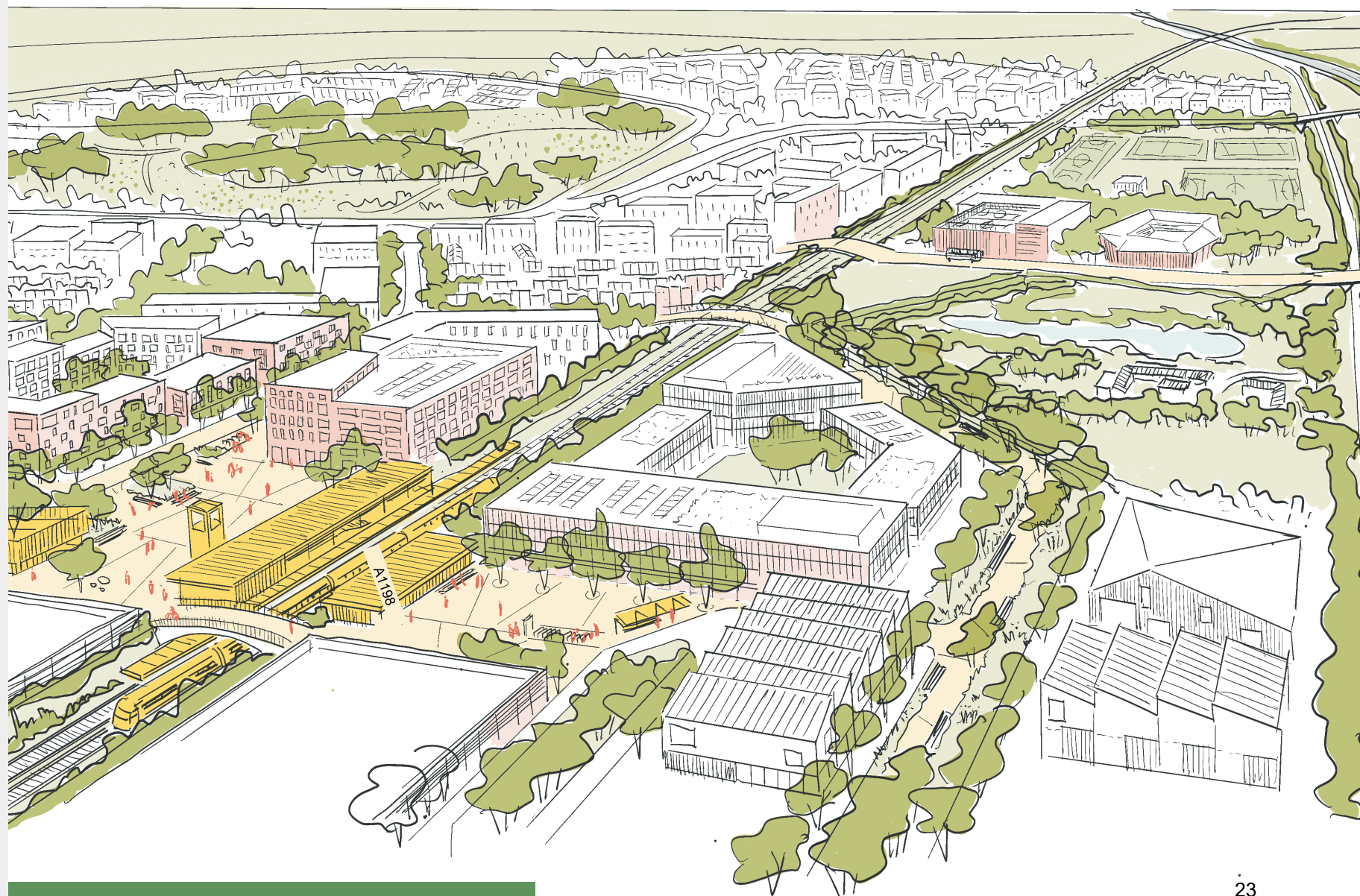
A future-proof framework

The arrival of East West Rail creates the opportunity for a step change in growth for Cambourne. By unlocking sustainable local and regional transport connectivity, EWR enables Cambourne to potentially grow to become the third largest urban agglomeration in the Combined Authority area. This growth needs to be optimised through planned, appropriately scaled expansion of Cambourne. The Spatial Framework Strategy lays out GCSP's preferred approach to expansion.

The following pages outline the principles established for the framework, as well as general guidance on how open space, movement, development and land use should be established in this future place.

For further detail on the step change in growth and sequencing of Cambourne's expansion, see Appendix 1.

For details on how the GBI approach integrates with adjacent sites, see the GBI Spatial Framework Report.



Cambourne New Station and Station Place development

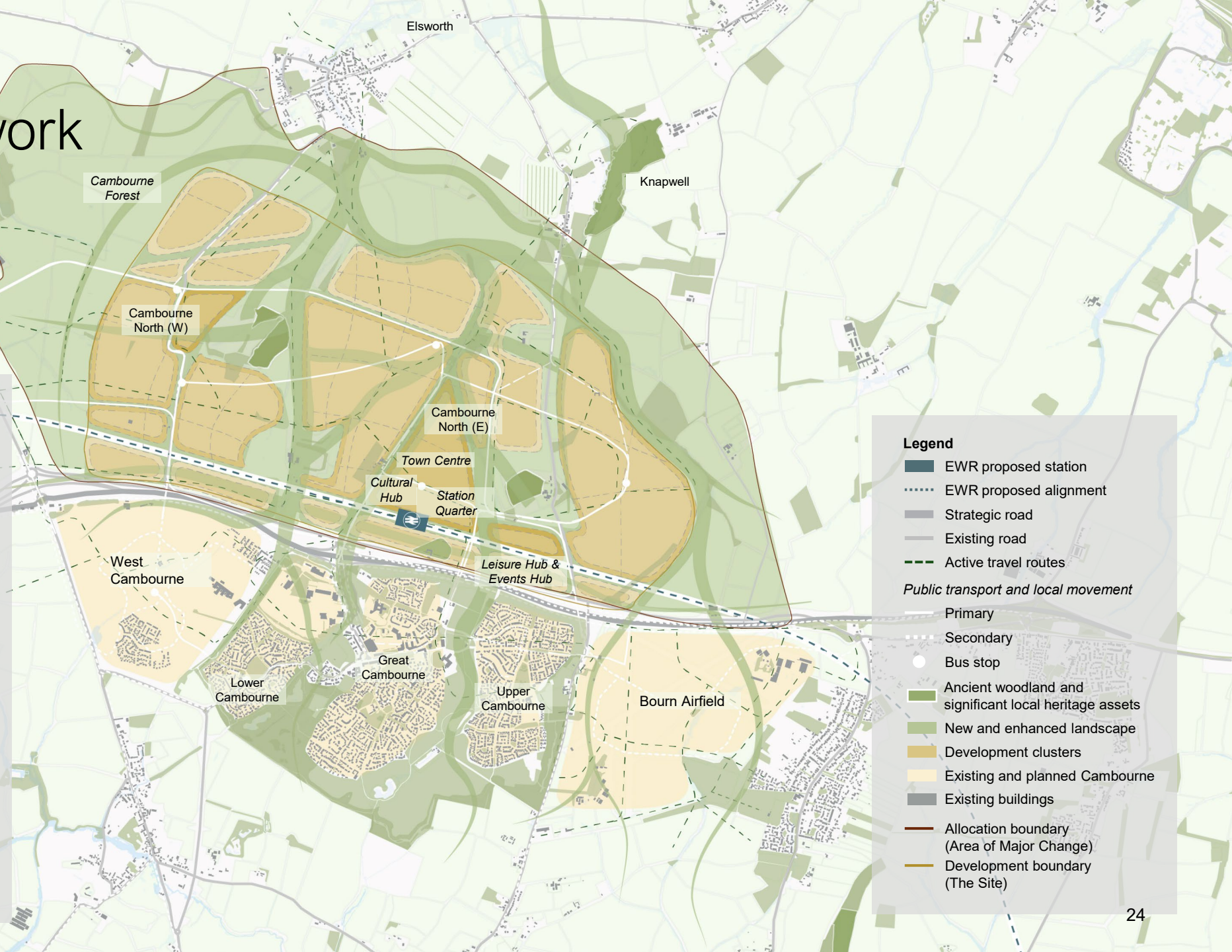
Spatial Framework

Structure

Cambourne's expansion is structured around two main clusters of development comprised of compact and interconnected neighbourhoods, accommodating a range of densities scaled to deliver around 13,000 – 15,000 new homes and 6,000+ new jobs* integrated with high quality open spaces, a regionally significant forest and local services - with strong active travel links with existing Cambourne and to surrounding villages.

The facilities and improvements delivered as a result of this growth, will make Cambourne complete and enable it to function as a whole.

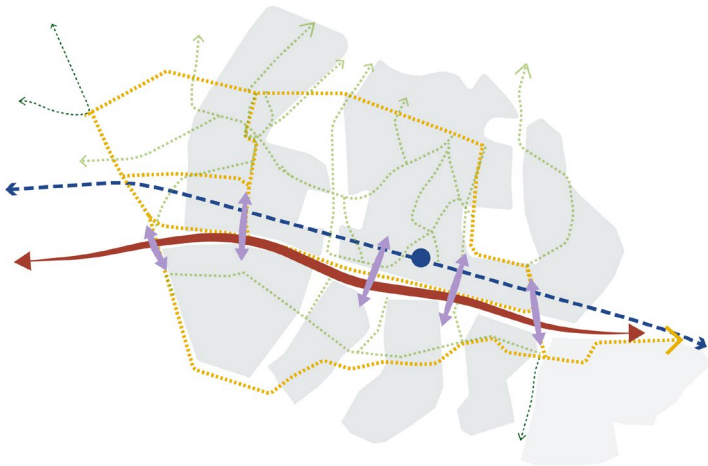
* Made up of around 4,000 office/R&D and mid-tech / light industrial jobs, and 2,000 retail and social infrastructure jobs.



Key moves

of the Spatial Framework

Three key concepts underpin the Spatial Framework:



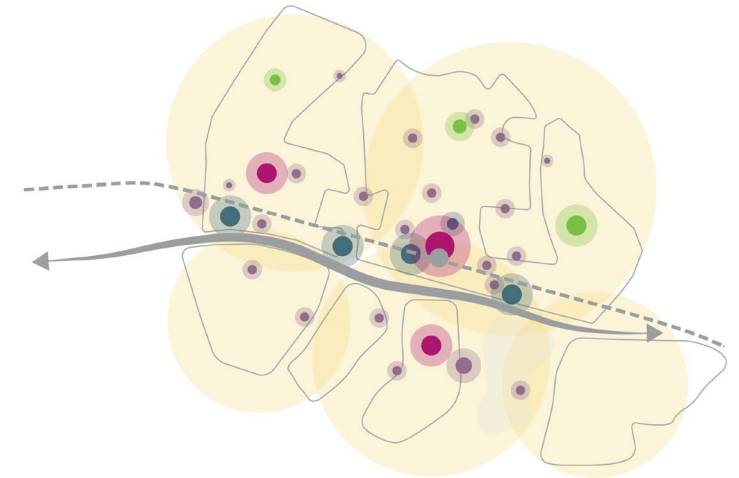
One Cambourne

A strong integrated connectivity network with ample north-south and east-west links will deliver one cohesive place, blurring the boundaries between 'existing' and the expansion of Cambourne.



Rooted in nature

A landscape-led approach will be central to the Spatial Framework.



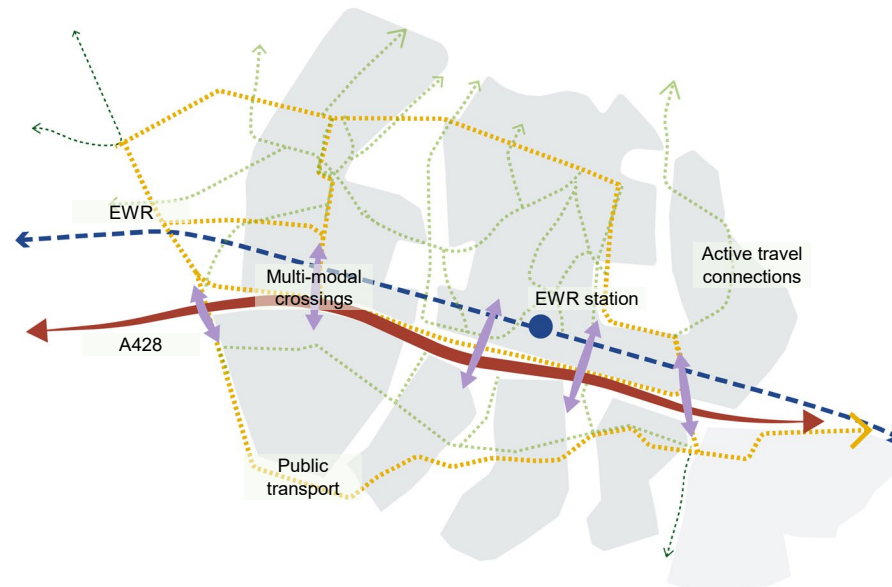
Complete communities

Walkable neighbourhoods realised by providing town centres with mix of uses, jobs and facilities at the doorstep of homes.

Key moves

One Cambourne

A strong integrated connectivity network with ample north-south multimodal crossings and east-west links will deliver one cohesive place, blurring the boundaries between 'existing' and the expansion of Cambourne, allowing it to function as one complete town. Convenient active travel will ensure everyone can easily avail themselves of new and existing commercial, facilities and amenities. Public transport services and active travel will connect neighbourhoods and villages with local and neighbourhood centres and with a vibrant 'living' station quarter at an optimal location to serve existing and new communities alike.



Cambourne Growth Strategy Programme



Dafne Schippersbrug, Utrecht



Tram stop at Rotterdam Centraal

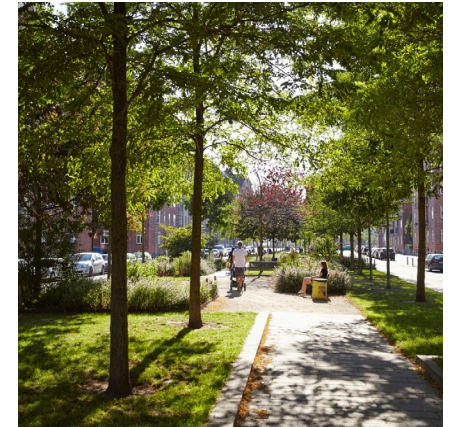
Key moves

Rooted in nature

A landscape-led approach will be central to the Spatial Framework. New and existing infrastructure will be sensitively integrated with prioritised protection of existing habitats, including ancient woodlands. New woodlands and landscape enhancements will provide separation between the surrounding villages and integrate within the new development – protecting the rural setting whilst providing biodiversity and amenity benefits. People in Cambourne will be proud to live in nature, surrounded by a new regionally significant green space, new parks, open spaces, enhanced ecological habitats and a weave of landscape links (green, blue and dark) that will allow both people and nature to circulate and thrive. This approach will also play a vital role in enhancing climate resilience by managing surface water, reducing urban heat, and supporting carbon sequestration through increased vegetation and soil health.



Cambourne Growth Strategy Programme



Sonder Boulevard, Copenhagen

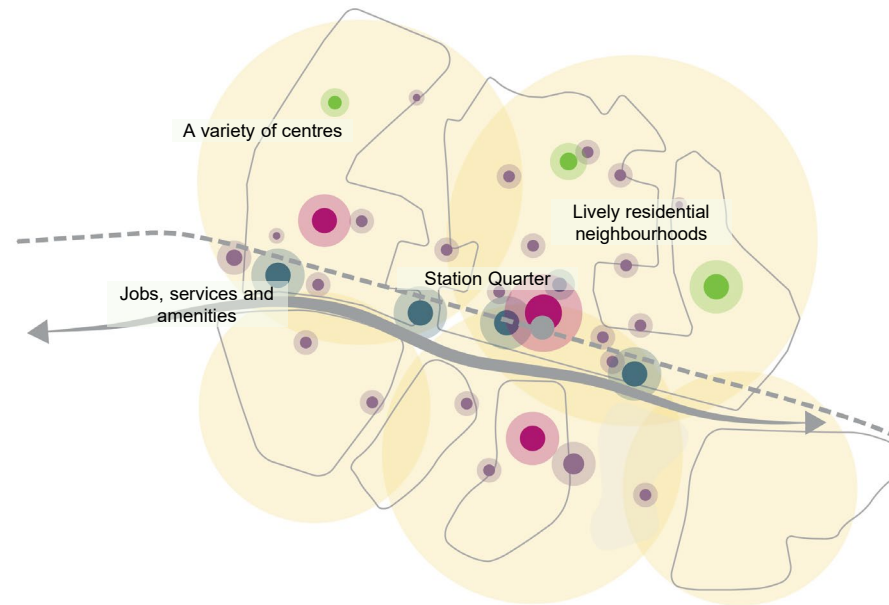


Wandlebury Country Park

Key moves

Complete communities

Walkable neighbourhoods are realised by providing facilities at the doorstep of homes, serving residents' needs and minimising the need to drive. A mix of homes' typologies and densities will create vibrant, mixed neighbourhoods for all incomes and ages. A variety of centres will serve new and existing communities, including a vibrant town centre and station quarter will be anchored by new cultural and recreational uses that will serve the whole town. A leisure, recreation and events anchor and employment uses will sit between the integrated EWR and A428 corridors to provide a jobs-led and services-rich approach to growth.



The Scene Walthamstow, London



Waldron Health Centre, London

Development Principles

Site-wide overarching guidance for land use, open space and transport integration

A series of overarching principles have been created to offer broad guidance for integrating development, transport, and land use within the spatial framework. More specific guidance regarding each component of the framework (connectivity, landscape, and land use) will be presented in the following pages.



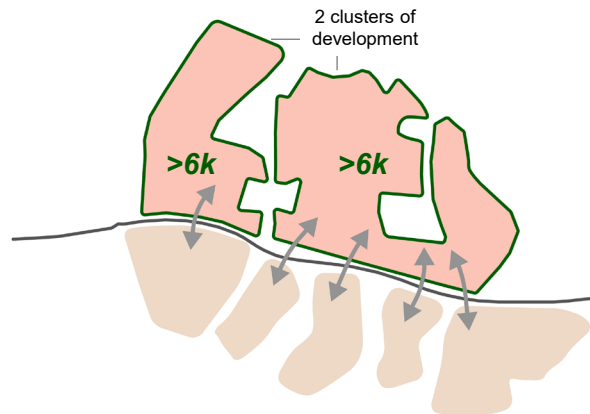
1. All built development will be provided within the site (coloured area within the dotted line) and the location of major land uses and design of the southern edge of the extension will ensure the expansion area is well integrated with the existing settlement. Land outside the site but within **the Area of Major Change** can provide other associated uses and mitigation including drainage, habitat compensation and informal open space.

2. Building on the landscape-led nature of the existing development at Cambourne, **New and enhanced landscape** will be provided around the eastern, northern and western edges of the site, and at strategic corridors within the development clusters to ensure that development responds sensitively to the neighbouring villages and wider landscape. The landscape buffer will include new trees and landscaping to create a transition from the settlement edge.

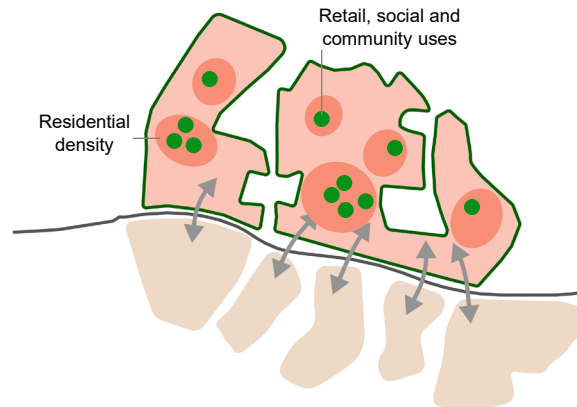
3. The expansion of Cambourne must not prejudice the delivery of the preferred **East West Rail route alignment**. This infrastructure corridor shall be effectively integrated with landscape features and crossing over the EWR and A428 corridors should be provided to reduce severance.

Development Principles

Site-wide overarching guidance for land use, open space and transport integration (cont.)



4. Development should be planned in a way that minimises the need to travel, with **clusters of development** having at least 6,000 homes and significant numbers of jobs, which can support local facilities at their centre. Neighbourhoods should be designed to be well-proportioned, ensuring contiguous development with good connectivity, reflecting a movement hierarchy, with multiples nodes and interchange opportunities that prioritises active modes.



5. The scale of **retail, social and community uses** should be in proportion to the number of homes and jobs and will need to be planned and delivered from the outset to ensure that walkable and sustainable travel behaviours are embedded. **Residential density** should be concentrated around centres of activity and key transport access points such as, bus stops, mobility hubs and stations. This includes the proposed EWR station, centred around higher density development, taller buildings and co-location of uses.



6. Transport infrastructure, connectivity and land use interventions to **existing Cambourne** should optimise the 'One Cambourne' approach and maximise the opportunities for sustainable growth to the north. The significant north-south barriers and severance to movement – the A428, St Neot's Road and the rail line in combination with level changes – should be mitigated through a hierarchy of crossings that serve cars, buses, cyclists, horse riders and pedestrians.

Connectivity

Framework principles and guidance


















Cambourne's expansion will deliver enhanced connectivity within and between neighbourhoods, as well as between all neighbourhoods and the town centre. Links to the railway station and activity centres will interconnect all new areas and will reduce the severance of infrastructure corridors, bringing existing and planned settlements together, ensuring that the benefits of regional connectivity brought by a new EWR station and an extended busway are available to all.

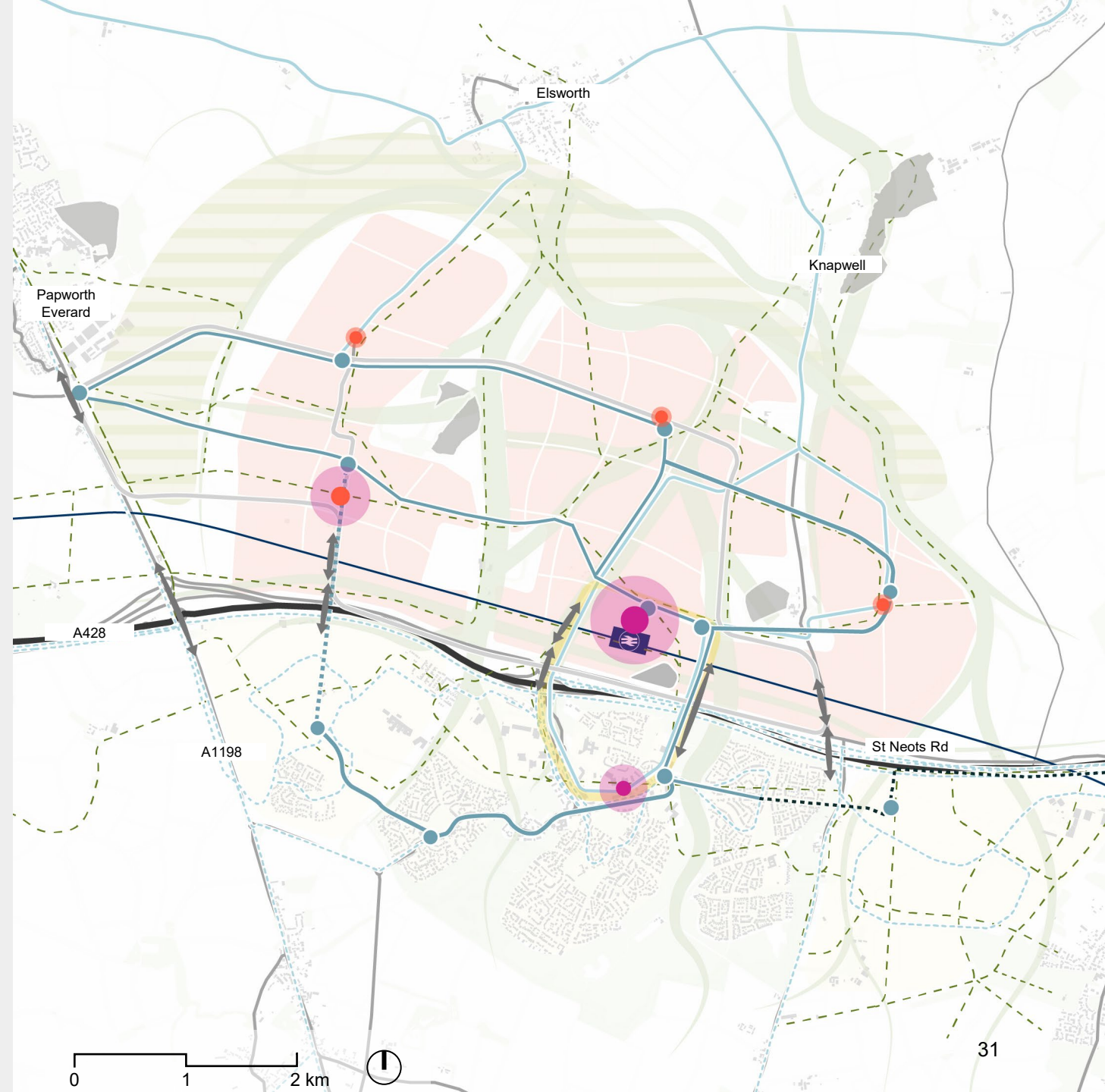
Cambourne connectivity will prioritise:

- Access to services and amenities, including green/open spaces for both existing and new residents, as well as surrounding villages. Connections will also be respectful of landscape linkages and where appropriate, lighting impacts will be mitigated to respect dark corridor designations.*
- Active travel provision and networks to link neighbourhoods and villages to the station, new town centre services and jobs.
- Integrated rail and station assets with well-planned public spaces, jobs, and leisure opportunities centred around a multimodal interchange.

Note: See GBI Framework for details of the hierarchical approach to lighting at crossing points for bat mitigation.

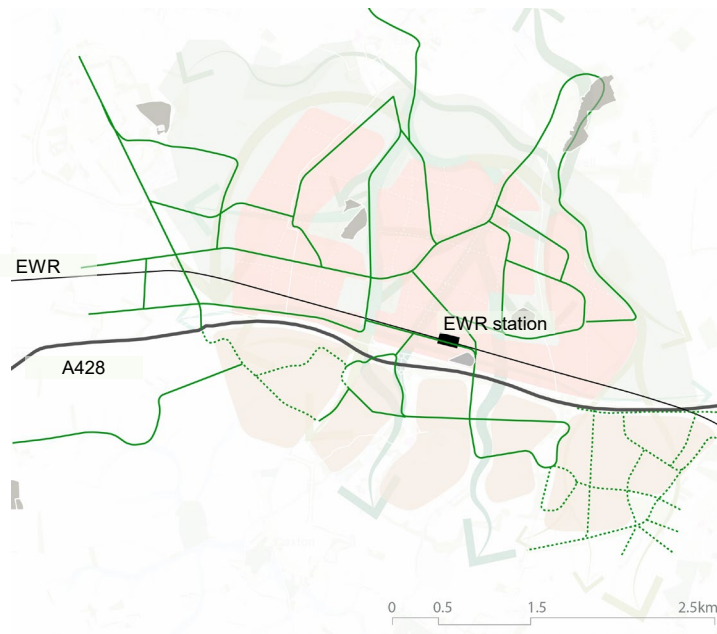
Legend

 EWR proposed station	 Existing bus route
 EWR proposed alignment	 Proposed active travel
 Strategic road	 Existing town centre
 Proposed local distributor corridor	 Town centre
 Proposed multi-modal links	 Local centre
 Planned CtoC	 Neighbourhood centre
 Proposed bus stops	 Main link between existing and expanded Cambourne
 Proposed bus corridor/busway	 Local street network
 Proposed bus route	



Connectivity

Active travel principles



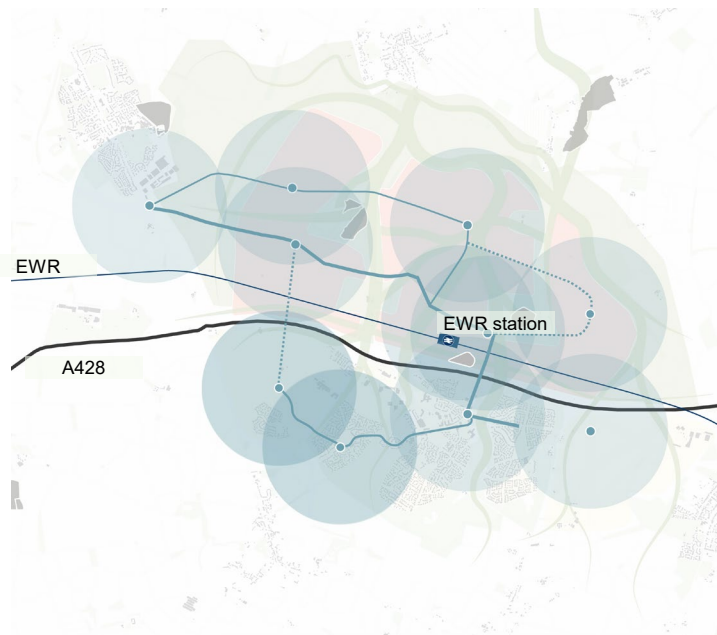
Legend

- Proposed active travel
- Planned active travel within committed development

- Provide a high-quality network of walking, wheeling and cycling routes which form the most direct routes between residential areas, existing and new local centres, bus stops and EWR station.
- Minimise breaks in connectivity through crossings of busway, EWR and highway connections, and priority given when unavoidable, in the form of infrastructure and signage including signalised formal crossings, raised tables and continuous footways and cycleways where there is a need to cross.
- Integrate landscape links for leisure and recreational routes, providing connections to publicly accessible green and open spaces and nature.
- Design local residential streets to be people-centric, appropriately-lit and overlooked for 24-hour use. Activity and multi-modal integration will be encouraged to promote inclusive and equitable use. Where 'dark corridors' (see the GBI Framework) cross the transport network and lighting is a priority for health and safety, sensitive design will be utilised. The design of lighting at these intersections will employ a hierarchical approach for bat mitigation.
- The design should employ Woonerf-type principles on local-scale residential streets, where vehicles are treated as guests, with priority given to walking, wheeling, cycling and play and green and blue infrastructure are well integrated into a 'total-street'-type approach.
- On the more strategic movement routes, which are planned to carry larger volumes of people and vehicles at greater speeds, where there is greater chance of conflict between different modes of travel, separate, dedicated, protected infrastructure should be provided for those walking and cycling (and between these – in line with best practice and guidance).
- Wider-scale, sustainable movement corridors will be delivered between new and existing communities (i.e. between expanded Cambourne, existing Cambourne and the surrounding villages).
- The active travel network, including the internal routes, those connecting to existing Cambourne and to the surrounding villages should be programmed to be delivered prior to occupation of any new development to promote sustainable travel behaviours from the outset of the development.

Connectivity

Public transport principles



Legend

- Planned CtoC
- Proposed bus stops
- Proposed bus corridor/ busway
- Proposed bus corridor/busway extension
- Proposed bus corridor/busway wider integration
- ~800m bus stop/ mobility hub catchment area

- Establish a primary bus corridor through the development with high service frequencies serving local centres, which takes account of the potential in future to extend the currently planned Cambourne to Cambridge Busway. This route will have priority over vehicular movement with bus priority infrastructure provided at key junctions and seamless movement between neighbourhoods via modal filters.
- Integrate the busway into the urban fabric of the development, designed as part of the place, integrating high quality facilities for waiting and accessing buses, with an 'integration-first' approach, seeking to support seamless interchange. This will need to align with the design principles embedded with the Cambourne to Cambridge proposals.
- Develop Cambourne EWR Station as a multi-modal hub with direct and legible walking, cycling and bus access, prioritising sustainable modes in the station public realm. This multi-modal hub will have some provision for EV car sharing and taxi drop-off and pick up.
- Car parking away from the station forecourt to ensure a people-first public realm experience, with active travel linkages and fast and efficient interchange between bus stops and the station.
- To supplement the busway and new rail service from EWR, there will be a need for the local bus network to be redesigned to better meet the needs of both existing and new residents. A number of changes to routings are being proposed to respond to developments to the east and west of Cambourne, a comprehensive replanning of the local bus network is required to support the full development and ensure proximity of residential to a frequent, reliable and comfortable public transport network that connects and integrates with the EWR and Busway proposals.
- Replanning should consider bus access between west Cambourne and north Cambourne.
- Promote further integration of service usage through the implementation of Mobility as a Service on the site. With the multitude of transport options being proposed for expanded Cambourne, is an opportunity that should be considered. Integrated timetabling, supported by real-time information accessed via mobile phone applications and paid for using smart ticketing will all support a more efficient and easier to use network.

Connectivity

Vehicular movement principles



Legend

- Proposed local distributor road
- Existing primary road
- Indicative mobility hub locations

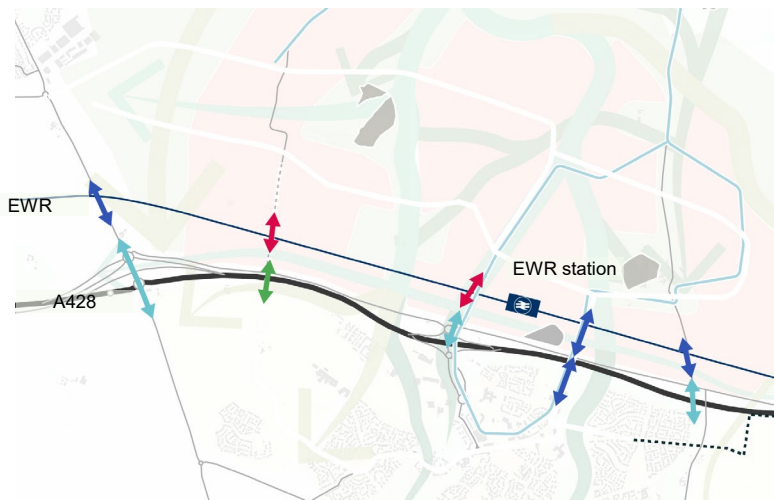
- As an overall principle, the vehicular movement network has been designed as more circuitous and less direct than the sustainable movement network, to encourage movement by walking, wheeling, cycling and public transport.
- Main vehicular access to Cambourne north to be provided via existing/planned infrastructure including Caxton Gibbet junction and the existing dumbbell roundabout from the A428, which is also likely to accommodate majority of demand for vehicles accessing station.
- Vehicle routes will be designed to minimise crossings of sustainable networks, and where there are intersections, central islands or wide refuges will be designed into the street to enable convenient crossing points.
- The design aims to discourage 'rat-running' through the development, surrounding villages and curtail the attractiveness of car trips into Cambridge, through consideration of convoluted through-routing, modal filters and traffic management on main routes into Cambourne north and wider off-site interventions proposed for Knapwell, Boxworth and Papworth Everard.
- Highway connections will be respectful of landscape linkages and, where appropriate, lighting impacts will be mitigated to respect dark corridor designations.
- Streets will be designed to provide a network of connected low speed access routes that balance local vehicle movements between routes and avoid concentration of traffic flows where possible.
- Modal filters will be used where this will support high quality public transport access through the development.
- Car parking for low density areas should be provided mainly on plot, with some provision provided on-street, which could enable road-space reallocation later in the development lifecycle. In higher density areas, parking should be provided in multi-storey car barns on the edge of development potentially integrated with Mobility Hubs. In time, when more sustainable transport options come on-line (e.g. EWR) these structures could be repurposed. This will require consideration of how parking spaces are leased/allocated to residents.
- EV charging infrastructure should be provided in line with emerging local plan policy.
- Car sharing and car clubs should be embedded site-wide at mobility hubs to reduce the need for individuals to own a car.

Connectivity

Multimodal crossings principles

Existing

- At Caxton Gibbet a new grade separated junction is under construction as part of the A428 Black Cat to Caxton Gibbet National Highway scheme. This will deliver a dumbbell junction arrangement with two roundabouts linking beneath a new A428 alignment.
- Cambourne Road dumbbell junction will continue to provide access to the A428. It currently provides 2 northbound and 2 southbound lanes over the A428 with a pedestrian/ cycle route on the northbound side only.
- An existing single carriageway bridge provides one northbound and one southbound lane over the A428 connecting Broadway with St Neots Road. Footways are provided on both sides of the bridge but only a narrow footway on the eastern side is provided beyond this.



Legend

- ➡ Proposed crossing to be provided by EWR -all modes
- ➡ Existing crossing (Local Authority / National Highways) – all modes
- ➡ Proposed crossing provided by Extended Cambourne - all modes except A and B which are ped/cycle/bus only
- ➡ Potential connection subject to consented masterplan
- Proposed bus corridor/ busway
- Proposed local bus route

Future

- All existing crossings (including committed improvements) will be retained. Additional crossings will be provided to mitigate EWR severance (to be provided by EWR) including on the A1198, St Neots Road (north south section) and Knapwell High Street.
- The location of the EWR crossing at St Neots Road (bridging over EWR) is yet to be fixed, therefore the Spatial Framework will need to respond to the final location and an additional EWR crossing may be necessary.
- A new all mode EWR crossing is proposed to the north of Cambourne Road dumbbell junction to provide access to Cambourne North.
- At the appropriate time, the detailed design of these crossing will need to respond the GBI Framework and the potential for integrating green infrastructure and supporting habitat connectivity should be investigated.

Connectivity

Future public transport and active travel crossings



Legend

- ↔ Proposed crossing to be provided by EWR -all modes
- ↔ Existing crossing (Local Authority / National Highways) – all modes
- ↔ Proposed crossing provided by Extended Cambourne - all modes except A and B which are ped/cycle/bus only
- ↔ Potential connection subject to consented masterplan
- Proposed bus corridor/ busway
- - - Proposed local bus route

- Two pedestrian and cycle crossings over EWR and A428 are proposed (to be delivered by EWR) to connect the new rail station with existing Cambourne. It is proposed to upgrade this crossing to a single crossing incorporating buses. This will allow any CtoC public transport extension to connect with the EWR station and new local centres in Cambourne North with existing Cambourne.

- The proposed future multimodal crossing of St Neots Road (north south section) over EWR provides opportunity to extend this connection further south to the committed Cambourne West development. This would enable pedestrian, cycle and potentially bus connections across the A428, linking with existing Cambourne without utilising the busier strategic highway junctions.
- Enhancement of pedestrian and cycle connections at existing multi-modal crossings should also be considered.

Landscape












Framework principles and guidance

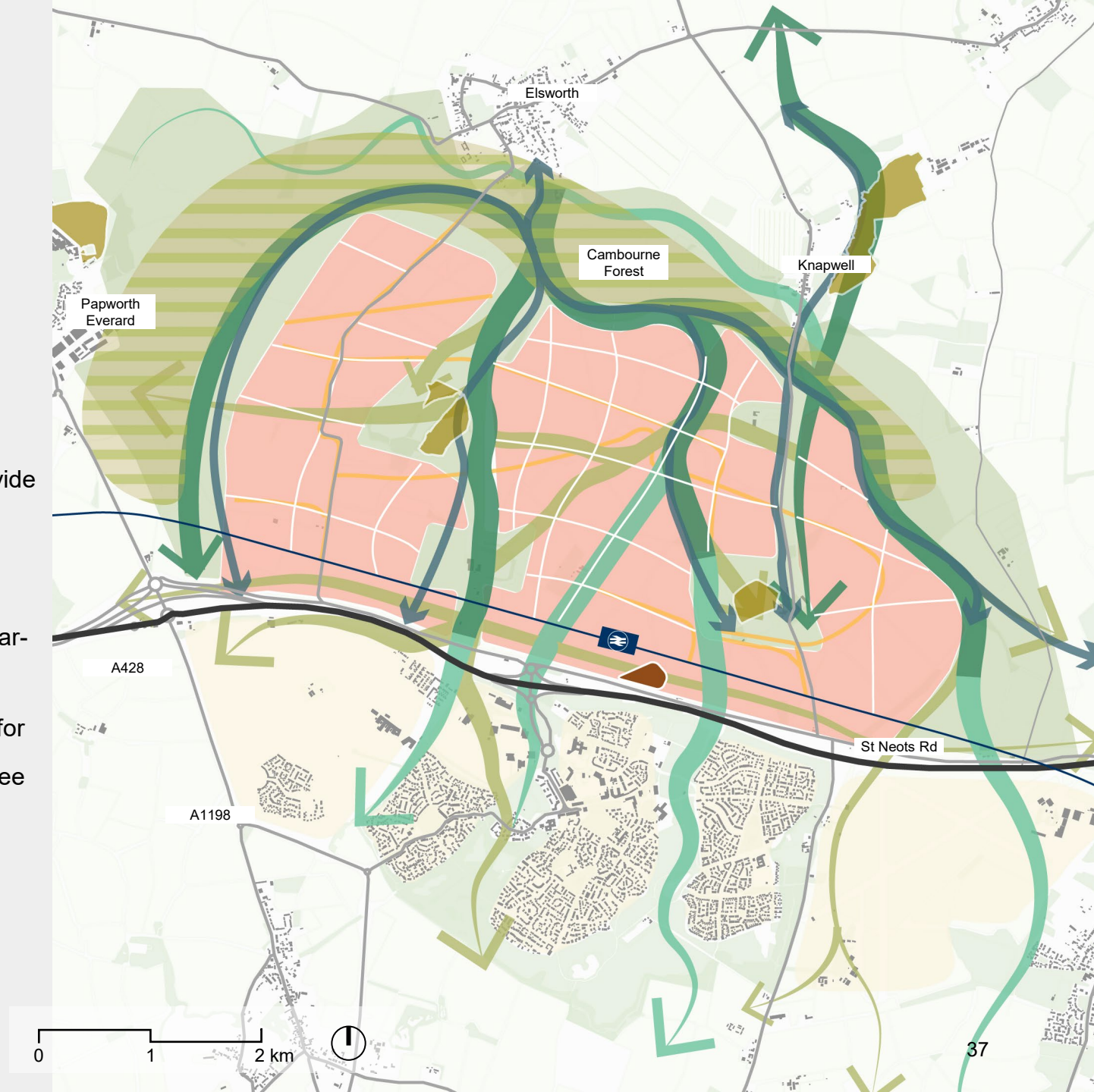
A mosaic of green linkages and greenspaces, including a regionally significant regional scale 'woodland arc' (Cambourne Forest), will characterise the settlement. These GBI assets will provide amenity for locals, ecological benefits for local flora and fauna and contributions to community health and wellbeing.

Cambourne's landscape will prioritise:

- Protection of existing habitats, including ancient woodland, and provide ecological enhancements to enable species to thrive.
- Mitigating the impact of new settlements and infrastructure through landscape improvements and woodland planting.
- Creating sustainable, beautiful and accessible green spaces that support active lifestyles, mental wellbeing, and social connection year-round.
- Integration of a network of 'dark corridors' for bat mitigation. Where these corridors cross the transport network and lighting is a priority for health and safety, sensitive design will be utilised. The design of lighting at these intersections will employ a hierarchical approach (see GBI Framework for details).

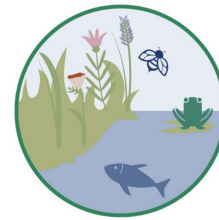
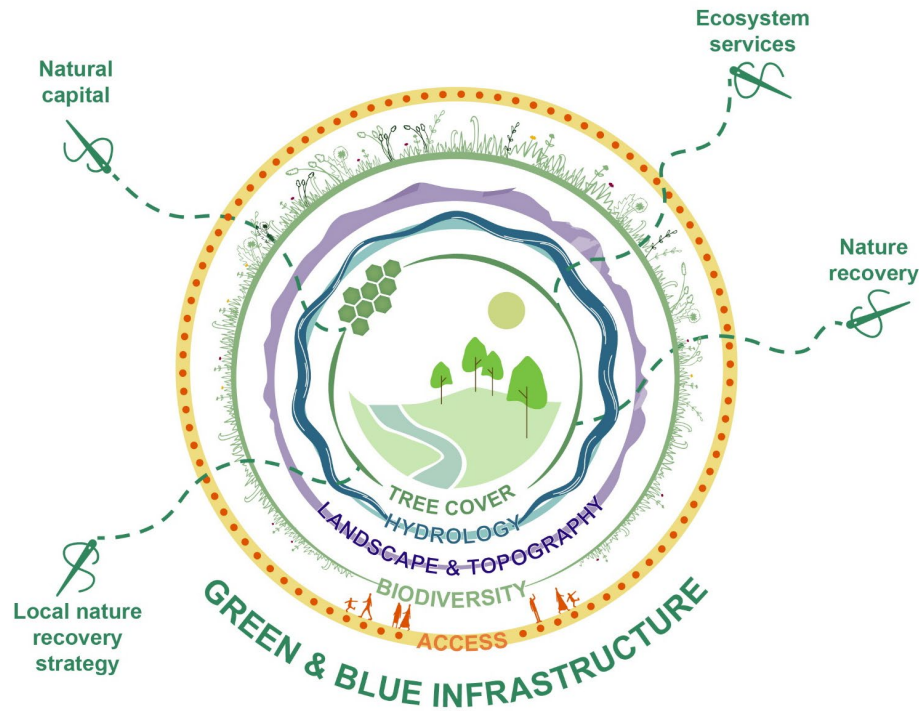
Legend

- | | |
|--|--|
|  Ancient woodland |  Proposed 'woodland arc'/Cambourne Forest |
|  New and enhanced landscape |  Development clusters |
|  Existing green areas |  Existing and planned Cambourne |
| <i>Ecological protection and enhancement corridors</i> | |
|  Primary landscape linkages (also acting as 'dark corridors') | |
|  Primary landscape linkages | |
|  Secondary landscape linkages (also acting as 'dark corridors') | |
|  Tertiary landscape linkages | |
|  Dark corridors | |



Landscape

A 'landscape led' approach



Nature-rich
& beautiful
places



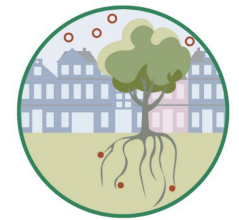
Active &
healthy
places



Thriving &
prosperous
places



Improved
water
management



Resilient &
climate positive
places



Application of Natural England's Benefit Principles to each
landscape linkage to promote GBI multi-functionality

A **bold vision for Green and Blue Infrastructure (GBI)** provides the opportunity to inform future placemaking, defining how development will be integrated within a wider GBI network as part of a **'landscape-led' approach**. Key principles for the siting and integration of GBI have been used to enhance landscape character and local distinctiveness.

GBI is defined by its multifunctionality, with a single asset having the ability to provide many benefits to people, wildlife and wider environmental functions. The 'Benefit Principles' which underpin the Natural England GI Framework have been used to guide the spatial arrangement of proposed landscape linkages.

The following pages outline key elements of the landscape approach. For further information please see Annex 2: Green and Blue Infrastructure Framework.

Landscape

Layers

Protection, connection and granularity are the key elements that define the landscape approach:



Protect rural landscape

A new regionally significant 'woodland arc' (Cambourne Forest) contributes to the setting of the villages of Elsworth and Knapwell, as well as between Papworth Everard and the proposed settlement extent. This greenspace will complement the characteristically well wooded edges of existing villages. The siting of the landscape linkages provides some framed open views from Elsworth and Knapwell across the landscape to the south.

Connect with landscape linkages

A network of proposed landscape linkages have been defined across the wider landscape. This framework aims to provide a multi-functional and interconnected network of GBI. These linkages often follow existing blue infrastructure. The emphasis on multi-functionality of GBI features, including the delivery of societal, environmental and economic benefits, will play an important role in the delivery of sustainable growth.

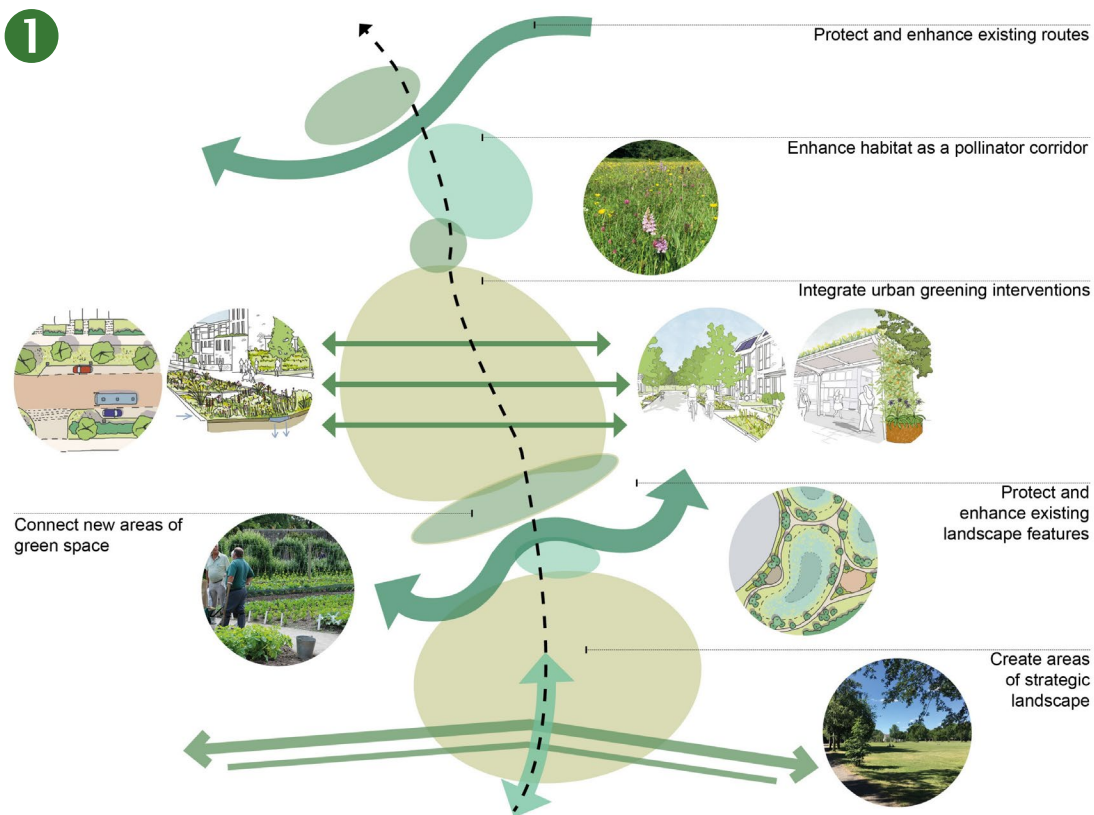
Create a granular GBI network

The landscape linkages have been classified to form a GBI hierarchy of primary, secondary and tertiary linkages. Primary linkages are strategic landscape corridors (including dark corridors). Secondary linkages provide neighbourhood scale connections for nature. Tertiary linkages are integrated into the urban fabric of development at a street scale. ³⁹

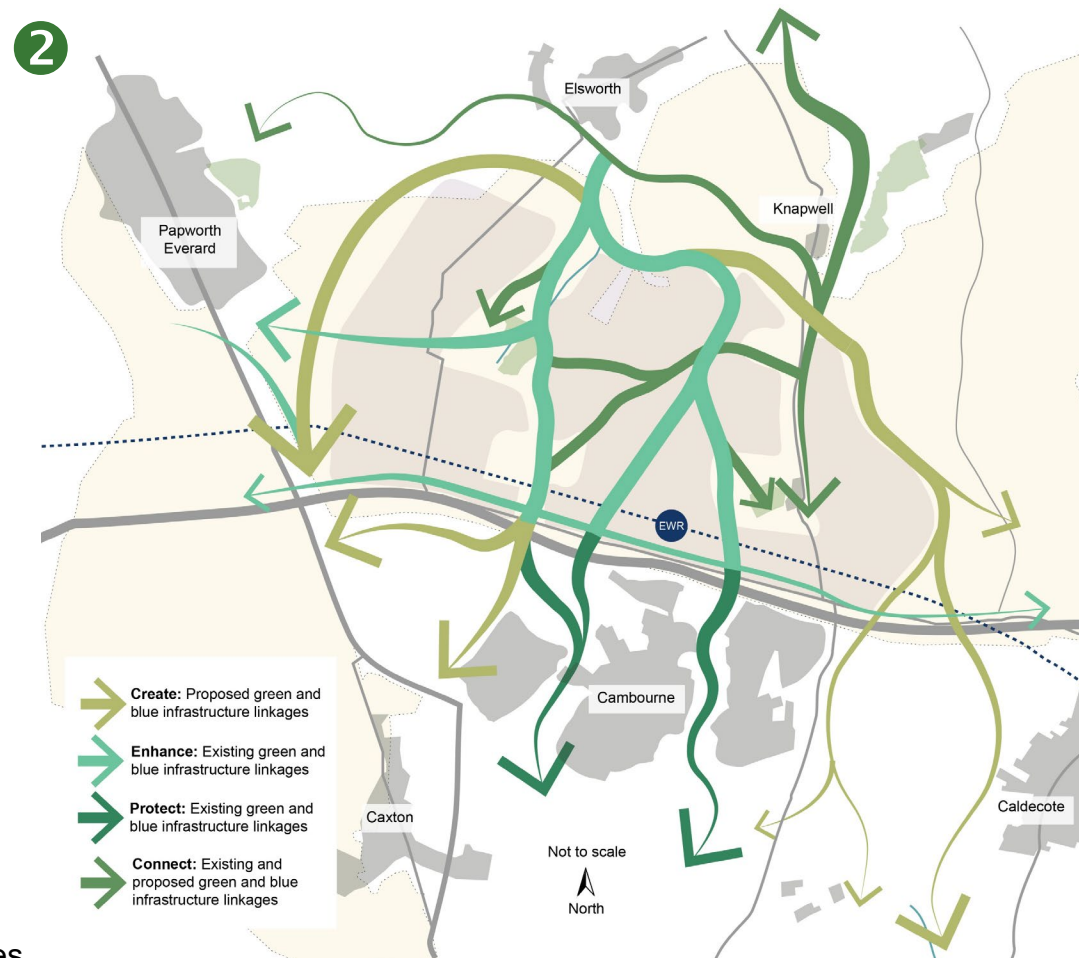
Landscape

Integration of landscape linkages

The network of landscape linkages that have been defined across the wider landscape provide a multi-functional and interconnected GBI network.



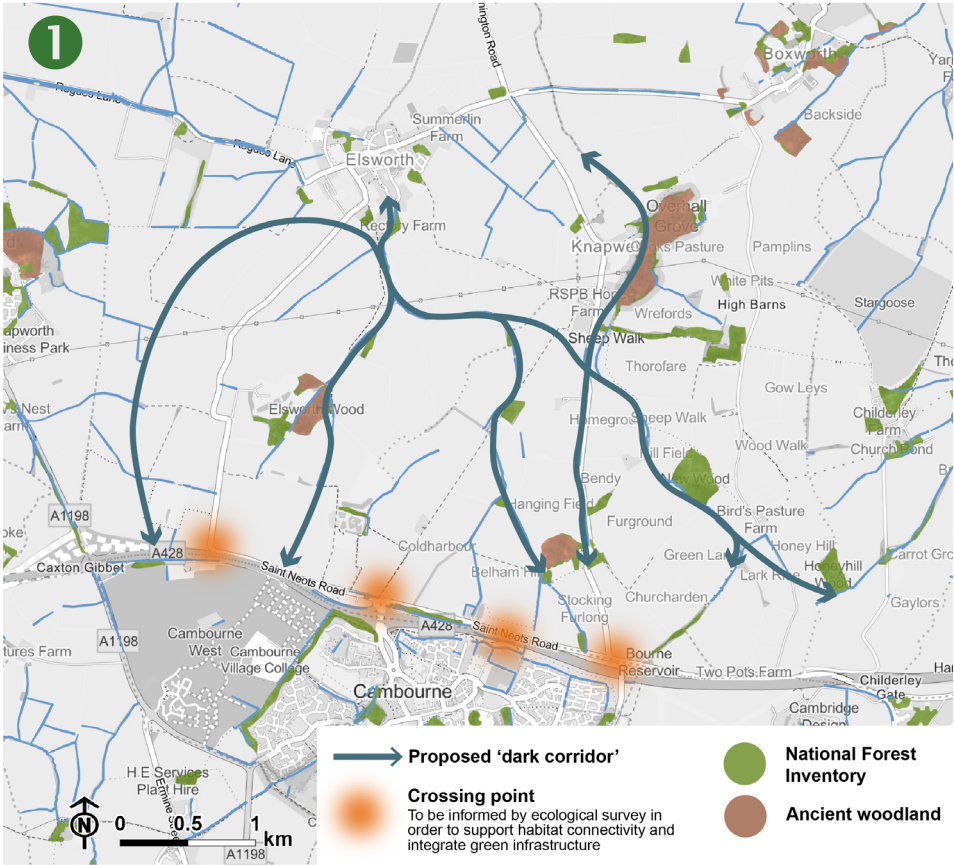
- 1** Landscape linkages grow and shrink in width to fit the local context.
- 2** Landscape linkages follow key existing natural corridors, as well as creating new ones. Landscape linkages create, enhance, protect and connect, dependent on context.



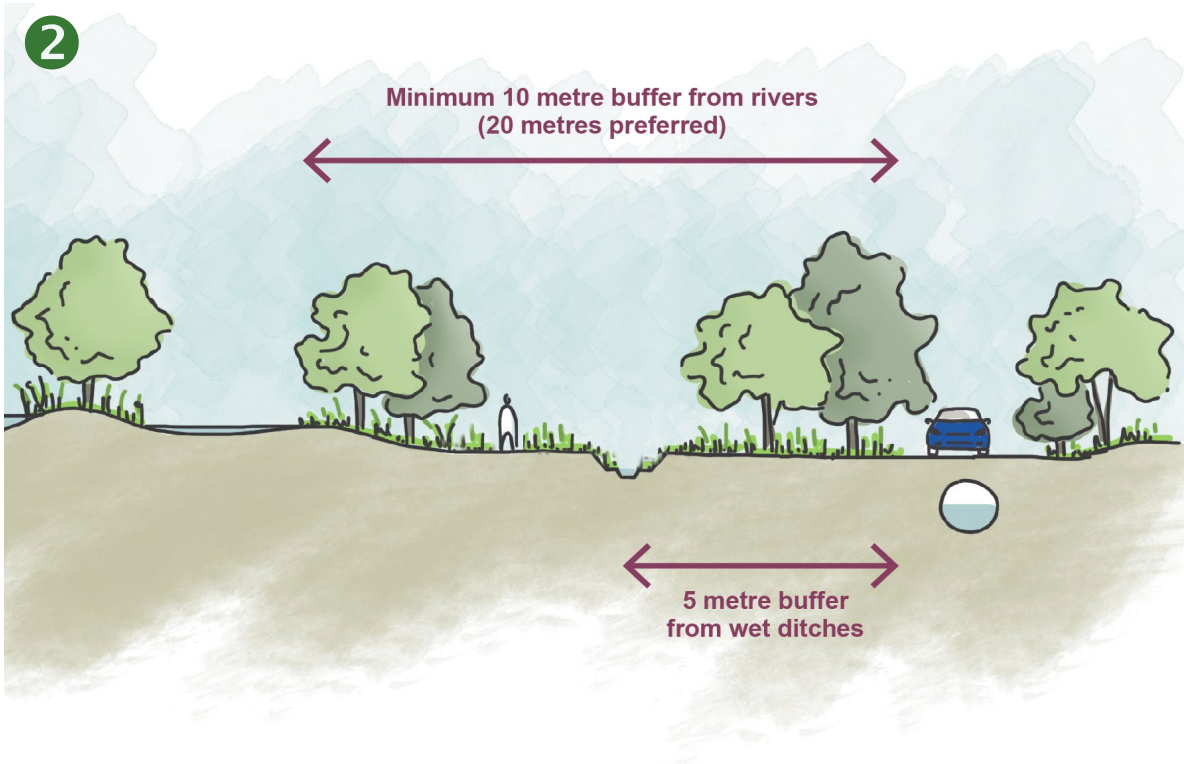
Landscape

Integration of ecological buffers

As part of the landscape linkages, a series of enhancements are proposed to ensure homes and movement corridors for nature are maintained.



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- 1 'Dark corridors' are recommended along pre-existing natural and semi-natural corridors such as streams and hedgerows, as well as woodland assets with mature growth as these have the potential to support roosting Barbastelle bats.
- 2 'Buffers' are proposed around existing ecological constraints– including rivers, wet ditches and woodlands.

Land Use

Framework principles and guidance

Cambourne's expansion will provide equitable and easy access to great jobs and services for both new and existing communities and clustering of amenities into distinctive and beautiful neighbourhoods that are embedded in their place. Land use and activities will be distributed across the new neighbourhoods to ensure a complementary mix of uses, that activates centres 24/7. Transitions between Cambourne's neighbourhoods will balance clear landscape-defined edges with subtle blending of uses to support a cohesive, place-led settlement.

Cambourne's land use will prioritise:

- The development of places which support job creation, flexible workspace and new services alongside new homes - creating truly mixed-use communities.
- Co-location of facilities and a mix of uses in the town, district and neighbourhood centres to ensure vibrancy and promote walkable and cycle-friendly neighbourhoods.
- Flexible plots and development locations which are able to accommodate change and support a diversity of uses.
- Clusters of community services that create jobs and provide support.
- The employment cluster around the station which will offer great access and nearby amenities, attracting talent and supporting high-quality workplaces.

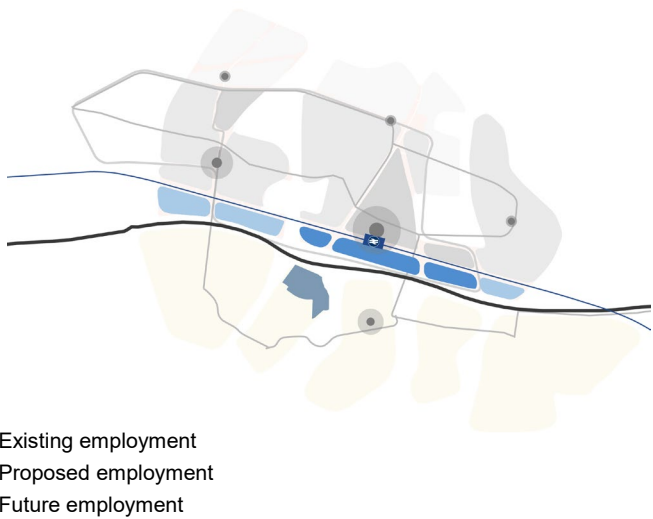
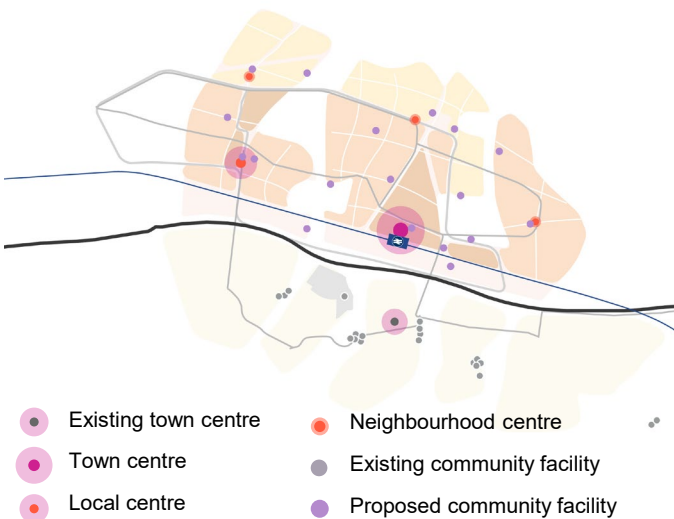
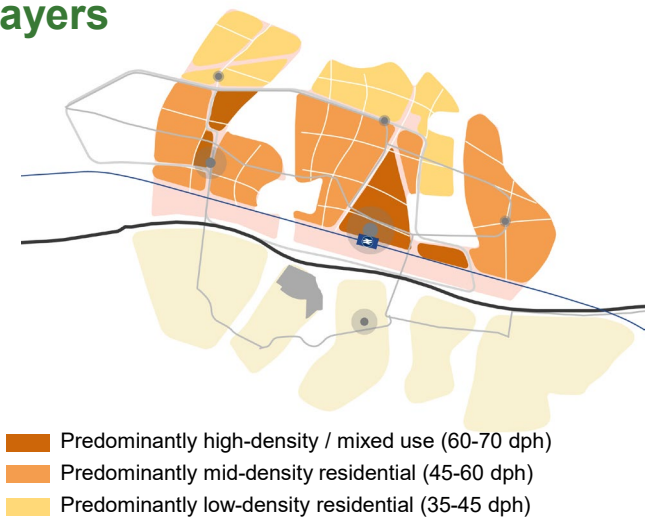
Legend

	Existing town centre		Predominantly high density / mixed use (60-70 dph)
	Town centre		High – predominantly mid-density residential (45-60 dph)
	Local centre		Mid – predominantly low density residential (35-45 dph)
	Neighbourhood centre		Predominantly Workspace / commercial
	Existing community facility		Predominantly Future Workspace / commercial
	Proposed community facility		Flexible working space
			Existing Cambourne
			Urban green links
			Proposed 'woodland arc'/Cambourne Forest



Land use

Layers



Density

A gradation of density will exist in an expanded Cambourne. There will be higher density development in the station quarter and centres, which provide opportunities for increased vibrancy and mix. Bus corridors will be flanked by medium density compact neighbourhoods - each with its neighbourhood centre, amenities, services and flexible office space. Lower densities will be found in the more residential-led and rural-compatible residential areas to the north, integrated with the landscape while still being linked to the wider network. Residential neighbourhoods will be delivered at an average of 50-55 homes per hectare, with communities around the station seeing densities of up to 70 homes per hectare.

All densities in this section are net densities.

Neighbourhood centres and community facilities

Homes will be clustered around 21st century neighbourhood centres which will co-locate a mix uses, providing local services that prioritise walking - including retail and flexible spaces to allow community-led uses and businesses to flourish.

Social infrastructure such as schools and GP's will be provided and placed to create benefits for both the existing and new community.

Employment

Employment will be distributed across the new neighbourhoods to ensure 24/7 vibrancy and bring jobs closer to residential areas, promoting compact, self-contained, sustainable developments. Flexible spaces will encourage businesses to start up, scale and continue to grow in Cambourne. Jobs-focused development will create activation along the rail and road corridors – benefiting from high levels of integration with landscape and excellent road and rail connectivity. As new centres are built out, retail, community, and cultural facilities will serve as key anchors of Cambourne's employment offer—creating a wide range of jobs, attracting footfall, and supporting a vibrant, mixed-use environment.








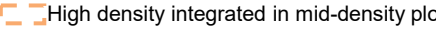
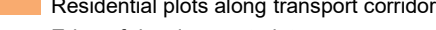
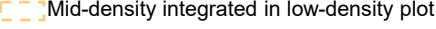
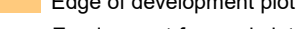
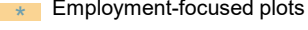
Plot principles

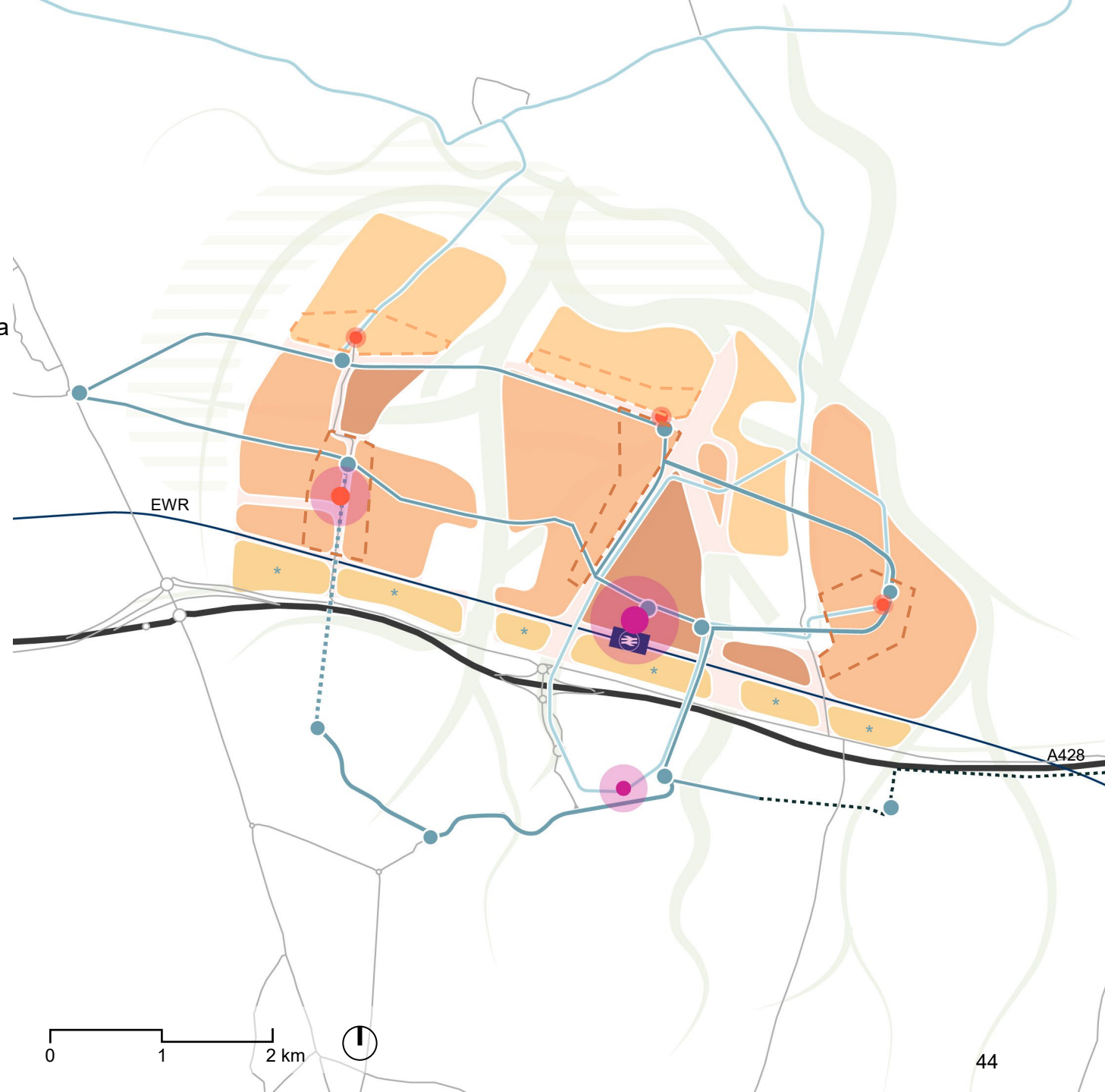
Guidance per plot typology

For the purpose of developing guidance for this framework and understanding the potential capacity for homes and jobs in an expanded Cambourne, four plot categories or typologies were developed. These give a sense of the land use, development density and types of open space to be provided in different parts of an expanded Cambourne. Further technical work should be undertaken to provide a more in-depth and accurate understanding of development and placemaking potential on each plot. The plot typology categories are:

- Category 1 – Town centre/ local centre plots, which are predominantly high-density (60-70dph).
- Category 2 – Residential plots along transport corridor, which are predominantly mid-density (45-60dph), with areas of high-density integrated close to centres.
- Category 3 – Edge of development plot, corridor, which are predominantly low-density (35-45dph), with areas of mid-density integrated close to transport corridors.
- Category 4 – Employment-focused plot, with some mix of non-residential uses.

Legend

- | | |
|--|--|
|  Town centre |  Proposed bus stops |
|  Local centre |  Proposed bus corridor/busway |
|  Neighbourhood centre |  Proposed bus route |
|  Town centre/local centre plots |  High density integrated in mid-density plot |
|  Residential plots along transport corridor |  Mid-density integrated in low-density plot |
|  Edge of development plot | |
|  Employment-focused plots | |



Town centre/local centre

Category 1

Land use

This plot category balances higher density residential blocks with vibrant mixed-use spaces, and community-focused uses. Housing makes up circa 72% of the developable land area, supported by a small provision of employment spaces and activated ground floors with retail, F&B, and cultural spaces. Community assets (accommodate in 20% of the plot land) are evenly distributed to ensure access to education, health, and recreation, often straddling two or more neighbourhoods.






Development

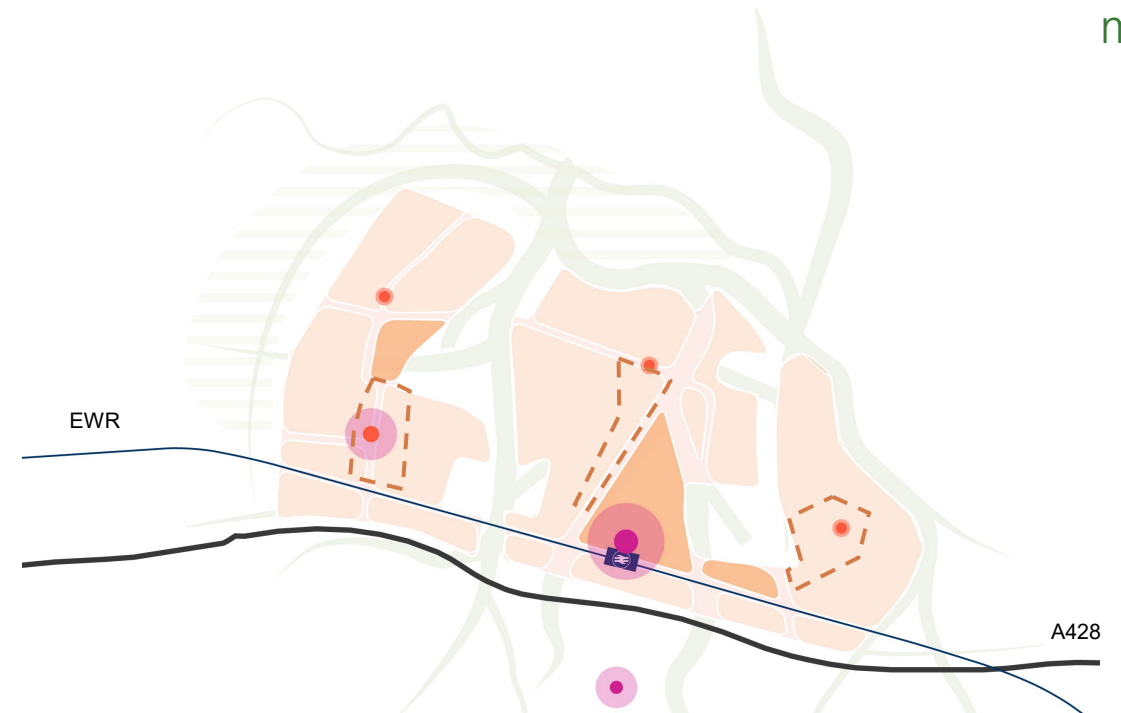
This plot category privileges a dense urban character, with 80% of residential areas planned to be predominantly high-density (60-70 dph) to support generous flats with terraces and balconies, high-quality services and active ground floor uses. The remaining 20% is predominantly mid-density (45-60 dph), introducing a more open feel and adding diversity to the urban fabric.

Open space

Drawing inspiration from earlier phases of Cambourne, generous portions of the plots - 45% - are dedicated to local open space and movement corridors, establishing a connected and accessible green network. This includes a rich mix of parks, plazas, pocket gardens, and tree-lined streets that encourage recreation, social interaction, and biodiversity, all enhanced through thoughtful urban greening interventions.

Legend

-  Town centre
-  Local centre
-  Neighbourhood centre
-  Town centre/local centre plots
-  High density integrated in mid-density plot



Altrincham High Street



The Scene Walthamstow, London

Residential development along transport corridor

Category 2

Land use

This plot category is designed to foster a high-quality, liveable environment by balancing mid-density with vibrant, multifunctional spaces. Housing comprises 83% of the developable land, complemented by a small provision of retail, food & beverage, and event spaces strategically located in the neighbourhood centres and select ground floor frontages along key movement corridors. Employment uses are integrated to support local livelihoods, while 15% of the plan is dedicated to well-distributed community assets that ensure equitable access to education, health, and recreation.

Development

These plots, which largely in areas close to public transport corridors, are designed to embrace a compact and efficient urban form, with 40% of residential areas allocated to predominantly high-density development (60-70 dph) mainly located close to centres. 60% of the area in these plots is predominantly mid-density (45-60 dph), offering a range of housing typologies, such as townhouses and small apartment blocks.

Open space

A well-connected green network, covering 45% of the plot, weaves together parks, plazas, pocket gardens, and tree-lined streets. These open spaces enhance the quality of surrounding residential areas and promote active travel across the neighbourhoods, while also supporting social interaction, and health and wellbeing.

Legend

- Proposed bus stops
- Proposed bus corridor/busway
- Proposed bus route
- Residential plots along transport corridor
- Edge of development plot
- High density integrated in mid-density plot
- Mid-density integrated in low-density plot



Bourne Estate, London



Makerspace Hackney Bridge, London

Edge of development

Category 3

Land use

This plot category, provides a residential-focused environment, with 90% of the developable land dedicated to housing that supports a range of living typologies and fosters a strong sense of neighbourhood identity. Community facilities, making up 10% of the plan, are strategically placed to ensure accessible education, health, and recreational amenities.

Development

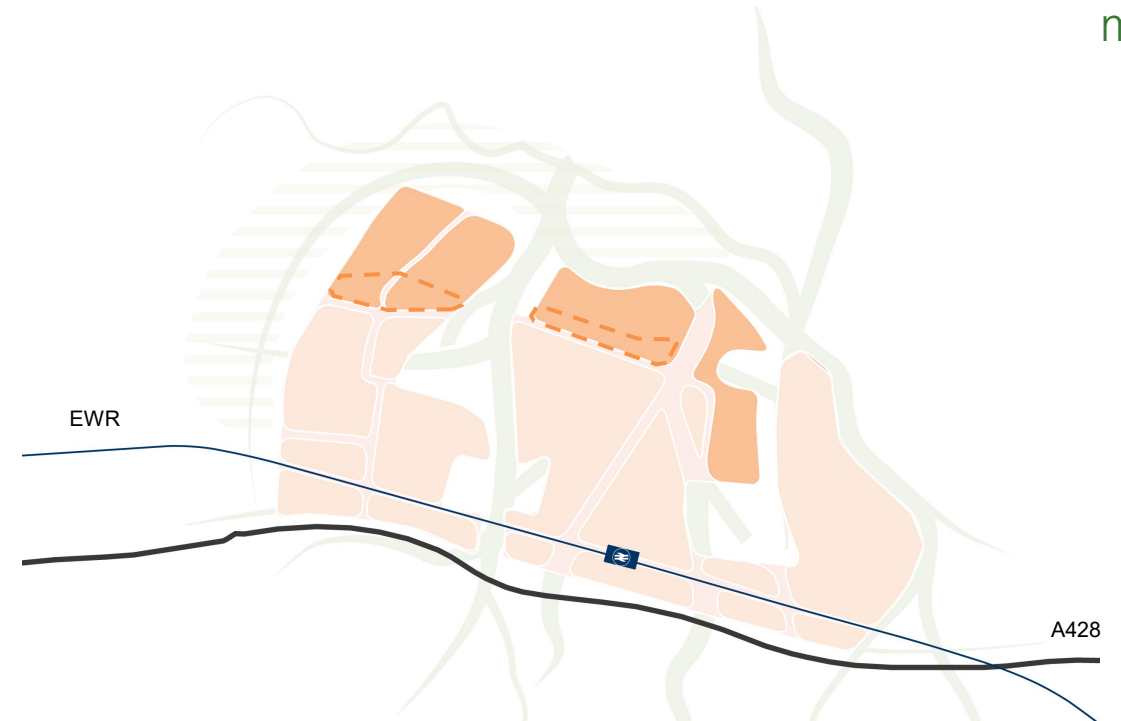
The design prioritizes a mid to low-rise, spacious urban character, with 60% of residential areas close to transport corridors allocated mid-density development (45-60 dph) that supports a mix of townhouses, duplexes, and small apartment buildings, fostering a sense of community while maintaining efficient land use. The remaining 40% consists of predominantly low-density areas (35-45 dph), introducing detached homes and generous private gardens that contribute to a more suburban feel and enhance residential comfort.

Open space

Open spaces make up 45% of the plots, thoughtfully integrated into residential areas to provide accessible parks, and recreational areas. These are further complemented by green spaces from the overarching woodland arc, introducing a natural buffer and creating a calm, serene environment for residents.

Legend

- Mid-density integrated in low-density plot
- Edge of development plot



Hobson's Square, Cambridge



Derwenthorpe, York

Employment corridor

Category 4

Land use

The plot category promotes an employment-led environment, with 83% of the developable land dedicated to workspaces that support a range of industries and flexible business models. Retail and food & beverage uses provision is strategically integrated to activate the public realm, offering amenities that enhance the daily experience of workers and visitors alike. Community facilities provide essential services and cultural spaces, fostering a sense of place and supporting the well-being of the daytime population.

Development

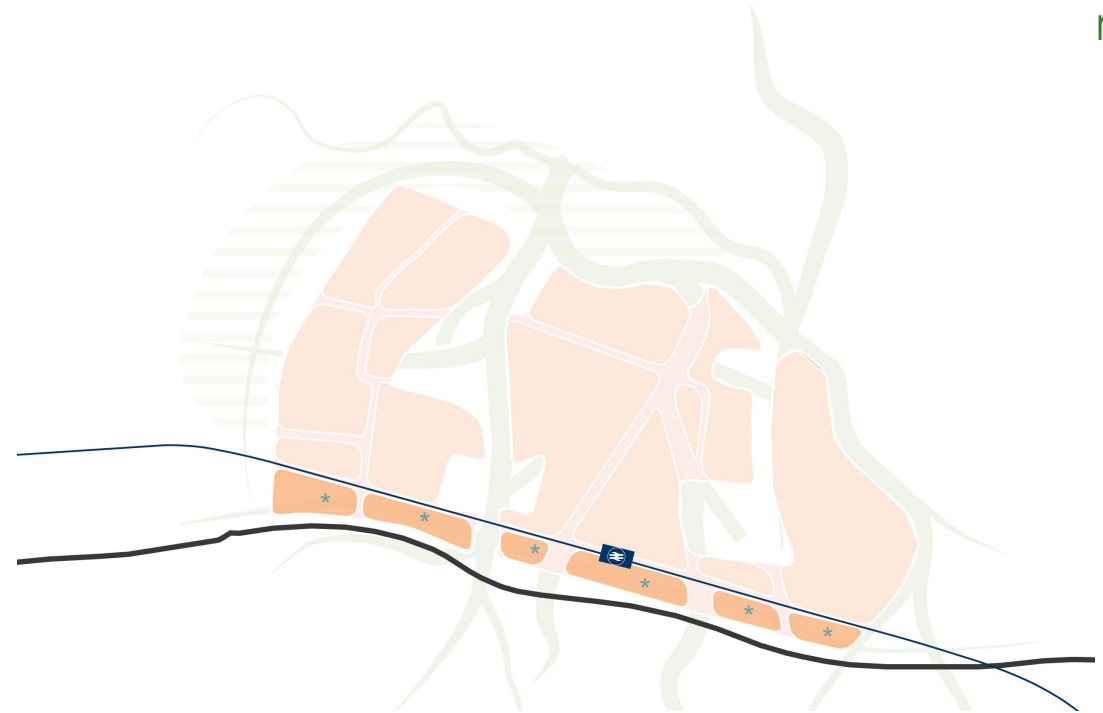
This employment-led zone features a mix of building types and densities to support a range of uses, from light industry to co-working spaces and small businesses. Flexible layouts allow for both larger industrial units, and mid to small scale offices and shared workspaces, creating a diverse and adaptable business environment.

Open space

Within the employment corridor, green spaces and public realm also account for 45% providing welcoming, high-quality environments for workers and visitors—offering places to relax, meet, and recharge throughout the day. These landscaped areas also serve as important buffers, softening the interface between development and adjacent rail lines and roads.

Legend

★ Employment-focused plots



Gewerbehof Laim, Munich



Here East, London

5 Place Typologies

This chapter covers how key principles from the Spatial Framework Strategy are reflected at neighbourhood level – illustrating how the town centre, station place, employment areas and residential neighbourhoods should look and feel.

All diagrams are indicative and should evolve with further development of the Spatial Framework.