

Town Centre

Introduction

The town and district centres within an expanded Cambourne will be the focal point for the majority of non-residential uses including medical and educational facilities.

Given the size of the development extension and type of settlement, Cambourne will have one main new town centre associated with the station at Cambourne North - East, an additional local centre associated with the second development cluster in Cambourne North – West, and further smaller neighbourhood centres to ensure that the town is walkable and supports sustainable travel modes.

Taking inspiration from some of the successful characteristics of the earlier phases of Cambourne, where possible, new commercial uses will have a strong relationship to green infrastructure to help create a robust sense of place.



Cambourne Town Centre – commercial spaces fronting green corridors



Cambourne Town Centre

Town Centre

Introduction continued

Centres will be “right sized” and comprised of flexible units to respond to changing market demand over the duration of the delivery programme. They will be the most connected places within the new settlement, accessible by all modes. They will have the greatest concentration of the highest density residential development within the new settlement. The main new town centre interfaces directly with the new station and is the focus of this section.

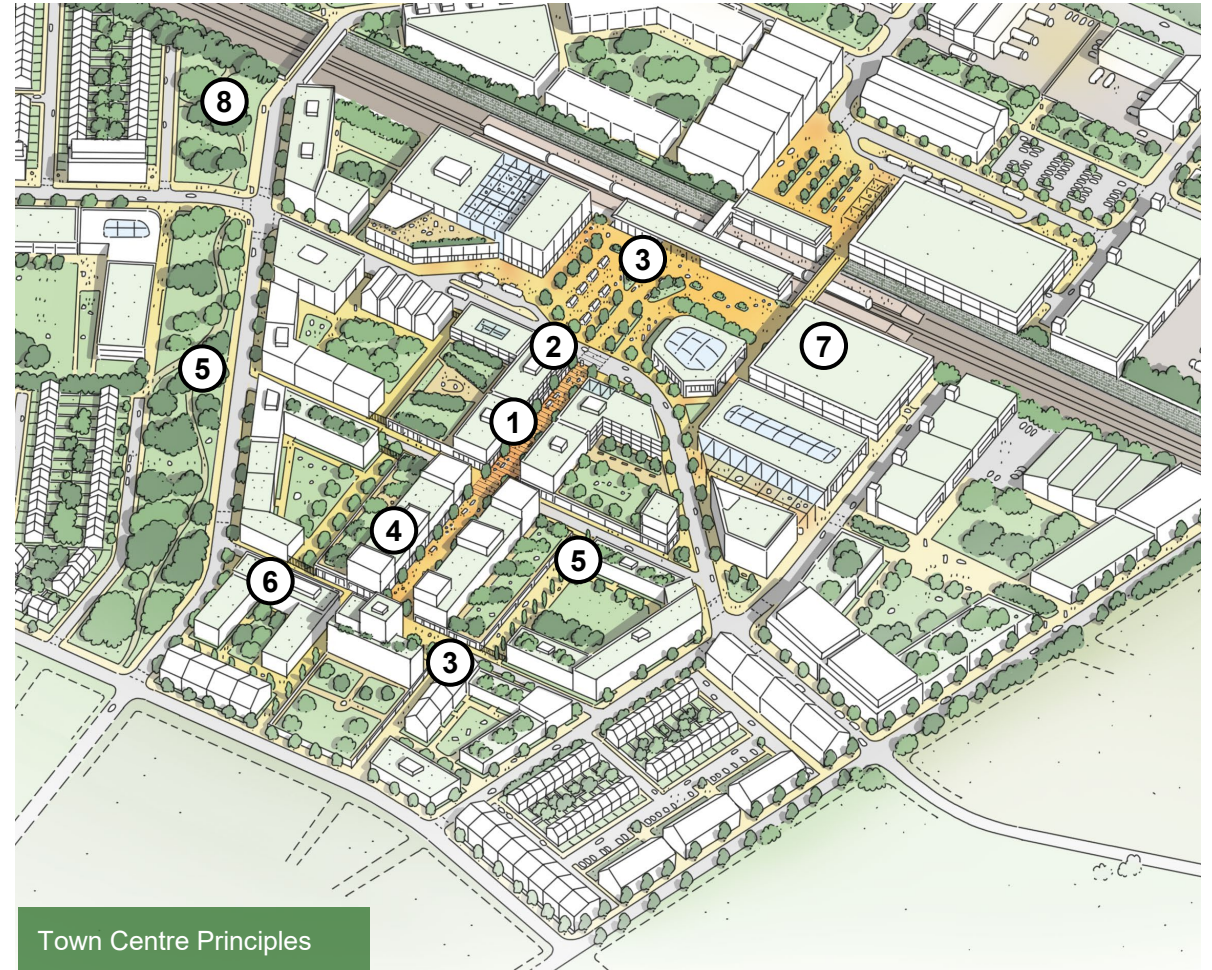
The relationship to Cambourne's existing centre will be complementary rather than competitive. Some uses that serve each centre's immediate catchment area will be replicated across both (e.g. grocery stores, cafés, restaurants etc) while others will only be present in the expanded Cambourne's town centre but will likely draw visitors from both the old and new settlements (e.g. a cinema).

Guiding principles

Town Centre

The new town centre interfacing with the station quarter should:

1. Create a high street of circa 200 meters, segmented into 2 blocks to allow for expansion from a defined core depending on market conditions/occupier interest. A "figure of 8" connects multiple anchor points avoiding a linear strip of commercial space.
2. Adhere to the priorities on the key frontages diagram (see the following page) when identifying locations for non-residential uses.
3. Be anchored at one end by the Station Quarter Square and at the other by a smaller public open space with a more intimate character.
4. Create small flexible units on the ground floor that are suitable for a range of uses to respond to market demand. These should be fine grain, wrapping and capping larger units and integrating a diverse range of occupiers.
5. Be highly accessible by non-car modes, acting (in combination with the Station Quarter) as the interchange for walking, cycling, rail and bus connectivity.
6. Incorporate residential development of 60-70dph, with heights of 4-5 storeys.
7. Provide car parking spaces in a mobility hub as well as limited unallocated and flexible spaces, avoiding surface car parking outside of the areas associated with the station to protect the urban grain.
8. Provide a strong connection with ancient woodlands and watercourses to the east via with strong walking and cycling routes.



Town Centre Principles

Uses

Town Centre

The land use strategy for the new town centre creates a transition from a commercial and employment cluster around the station to a civic focus at the north of the high street.

Immediately around the station (purple) uses will focus on leisure, food and beverage, commercial and more conventional retail.

Blocks (red) further to the north along the high street will be 'ultra flexible' mixed-use typologies (small unit sizes suitable for a range of uses through the life-cycle of the project) to give the high street room to grow and respond to market demand, as well as integrating key community uses.

The blocks at the end of the high street (yellow) will feature a key community building terminating the view, flanked by active residential frontages transitioning into the residential areas beyond.

The secondary school is co-located to further support footfall.

A new civic square – the Station Quarter Square- plays host to an everchanging series of events including a regular market.



Connections

Town Centre

The town centre connects to surrounding neighbourhoods and to existing Cambourne via a multimodal network of bus routes, active travel, vehicle routes, with a series of bridges linking north-south across the road and rail lines.

A bus stop and key active travel connections are co-located with the station to maximise convenience when shifting modes.

The strategy for pedestrianised spaces (at the station plaza and on a section of the high street) seek to balance pedestrian experience with a sense of safety and activity at different times of day, as well as servicing and access for those who are less mobile.

Key active travel routes connect the station quarter and town centre north to south and east to west, integrating with key landscape features.

Legend

Bus Route

Bus Stop

Key Active Travel Routes

Pedestrianised Areas



See chapter 4 to see a wider plan of the movement strategy.

Landscape

Town Centre

The town centre acts as a point of intersection for the various landscape elements within the spatial strategy, with landscape acting as a draw along with commercial uses.

The town centre will have a strong link to ancient woodlands and watercourses to the east, encouraging linked trips.

The station square and high street market square will both be softened with trees and planting, as well as including street furniture that encourages rest and play.

Significant blue and green infrastructure integrates existing landscape features into the proposed road network, and street trees/planting help to create a micro-network of spaces and maximise biodiversity and SUDs.

The key active travel route linking the station and the high street will be greened, with treatments varying along the route dependent on context.

Legend

- Green spaces
- Trees / planting
- Water courses
- Green links



Station Quarter

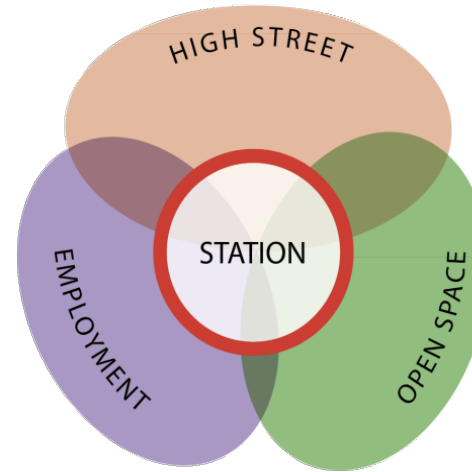
Introduction

The new EWR Station at Cambourne will become the heart of the town's expansion. It will serve both existing Cambourne and the new development north of the A428 and railway line.

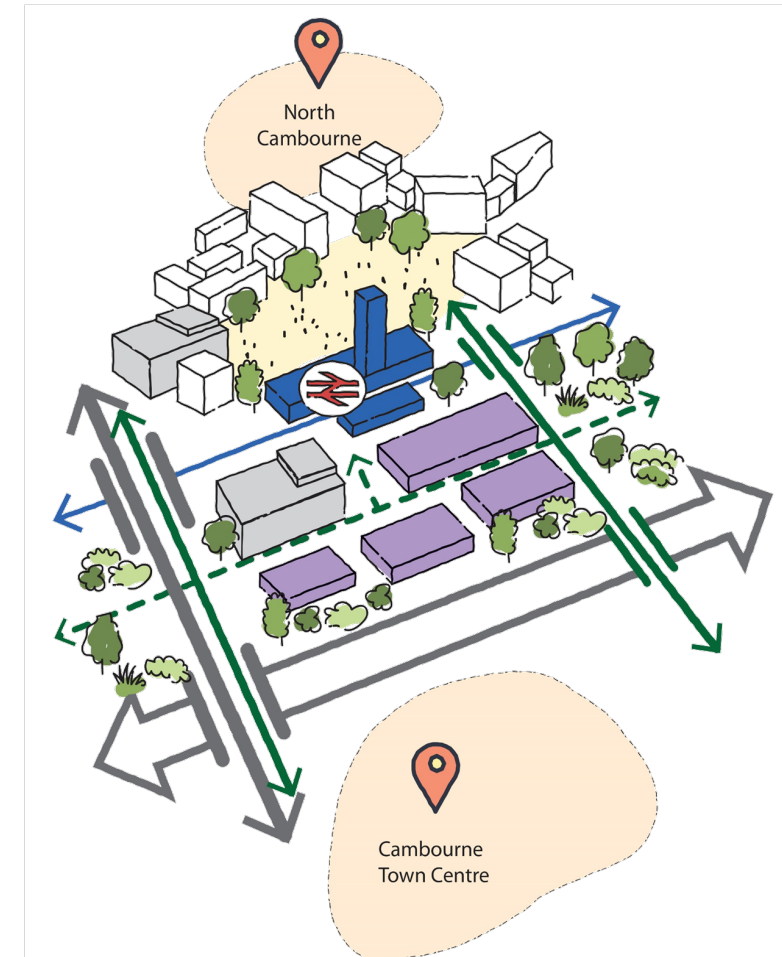
The station is planned as a landmark catalyst and community hub, providing a concentration of key uses in Cambourne, including:

- the mixed-use high street, including residential, health care, leisure and cultural facilities
- access to open space, sport and long-distance recreational routes
- a range of employment uses, associated F&B and a hotel – Cambourne is not just a place to commute to and from

This constellation will ensure the station is an active place through-out the day and week, facilitating sustainable travel across many activities.



Cambourne
Growth
Strategy
Programme



Guiding Principles

Station Quarter

The Station Quarter should have two fronts, or public faces:

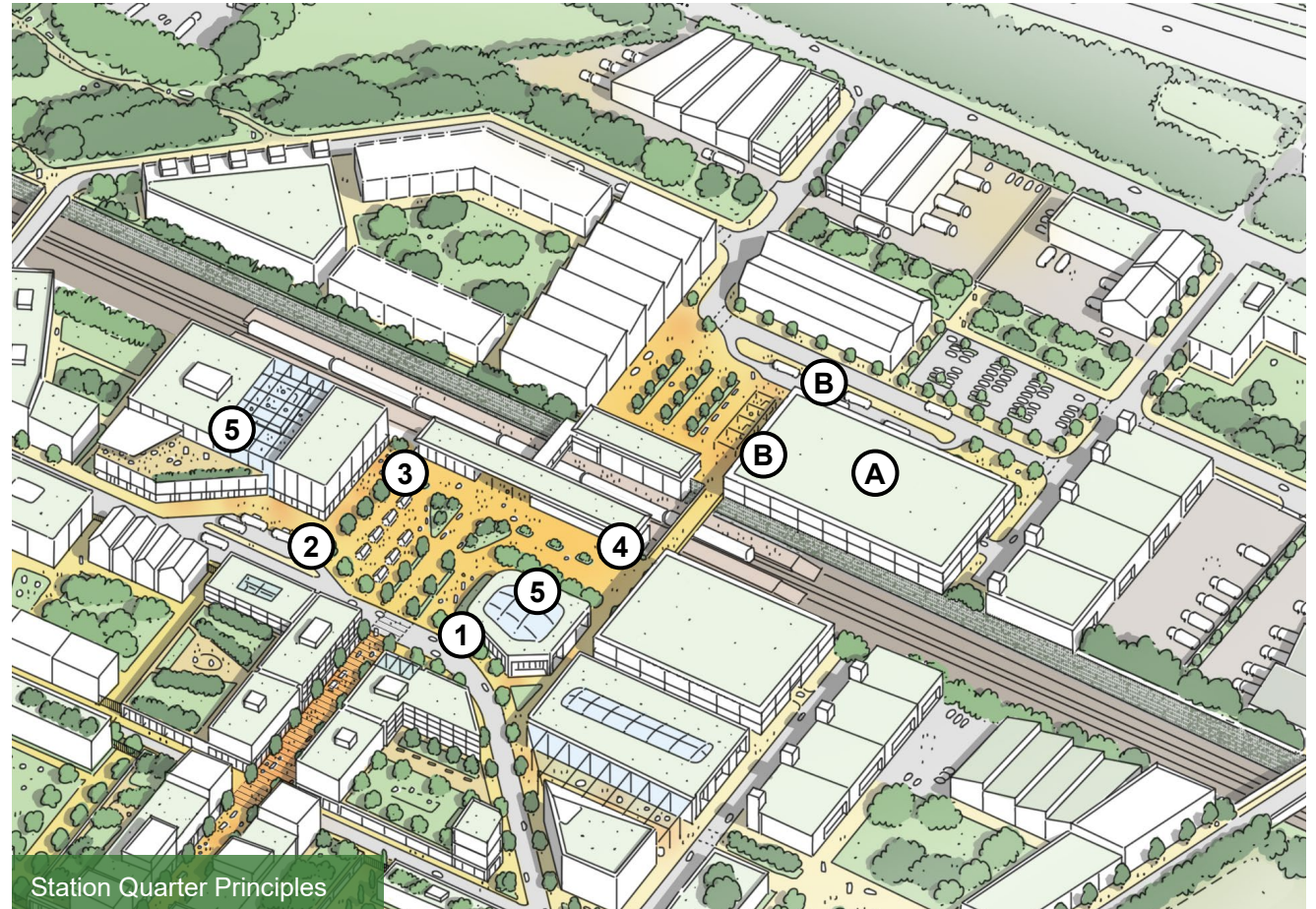
A main entrance facing north, provides the following elements:

1. Clear sightlines and a strong visual link to the High Street
2. Local bus/busway stops located within close proximity (on the edge of the forecourt) for increased connectivity
3. Active frontages ensure that the Station Quarter Square is safe and overlooked with the potential to use it as a market square
4. An active travel hub at the station forecourt and clear active travel routes (integrated connectivity network)
5. A mix of commercial and community buildings framing the station plaza

A secondary entrance facing south provides access to:

- A. A multi-storey car park/mobility hub structure integrated into the urban fabric of the employment cluster to mitigate visual impact and still create an overlooked station environment
- B. Clear and convenient taxis and blue badge drop off in close proximity to the station entrance
- C. An active travel hub and clear onwards travel

The station itself should be a landmark building.



Uses

Station Quarter

The land use strategy for the Station Quarter is to create a 'complete' neighbourhood which will offer a range of uses benefitting from the high degree of accessibility and footfall in this location resulting from both the local and wider catchment area.




A range of uses such as employment, retail and regional level leisure and hospitality provisions will seamlessly blend into the high street. These will be complemented by community uses such as healthcare and civic uses.

The Station Quarter will also include a considerable amount of housing to maximise the catchment in close proximity to the station, overlooking and activity throughout the day and evenings.

The relationship between the station and the immediate mixed use context must provide unpaid connectivity, to ensure the required footfall.

Land use allocations must ensure active ground floor uses on the main active travel routes to the station and adjoining public realm.

Legend

	Residential		Commercial/ Industrial
	Mixed Use		Hotel
	Retail/ F&B		Sports & Leisure
	Entertainment		MSCP



Density

Station Quarter

Land-use efficiency in the Station Quarter is maximised, encompassing all land-uses. Residential densities will be the highest in close proximity to the Station.

This capitalises on the high accessibility to a mix of uses within a short walking catchment of the station – in turn the high level of footfall will sustain a vibrant high street.

Higher densities in the Station Quarter will also facilitate creating a sense of place associated with the new town centre and any landmark buildings.

Outside the immediate station surrounds, the density will be reduced to medium and lower density.

Legend

- High Density
- Medium Density
- Low Density
- Active Frontages



Station Quarter Density

Station Quarter

Introduction

The station squares will be designed as spaces to dwell and interchange, with each having a different focus:

The northern square (pictured) will be the 'book end' of the high street, clearly framed and contained by mixed-use development, whilst being sufficiently generous to accommodate soft landscaping, repose and interchange functions.

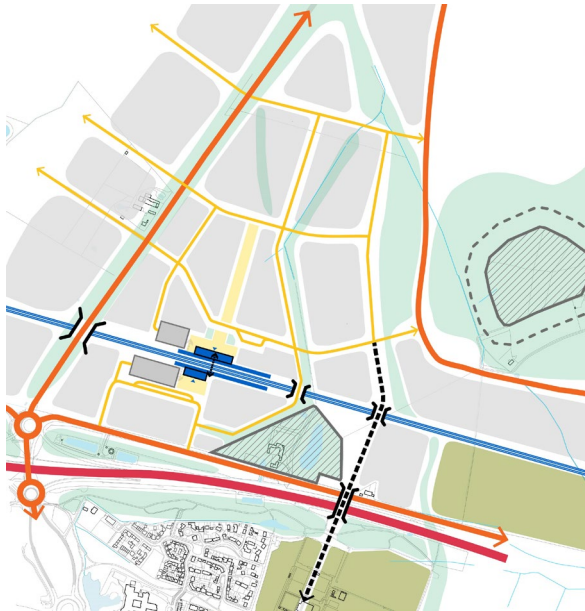
The southern square – the Station Quarter Square, the first to be realised, will be initially more open in character, connected by green links, until employment-led uses start populating the allocated adjacent sites, creating the character of a 'business district'. Dwell spaces are envisaged as part of F+B ground floor uses. This square will have a stronger focus on interchange functions (e.g. blue badge parking, vehicular drop off, etc), which will need to be provided from day one.



Cambourne Station Quarter

Connections

Station Quarter



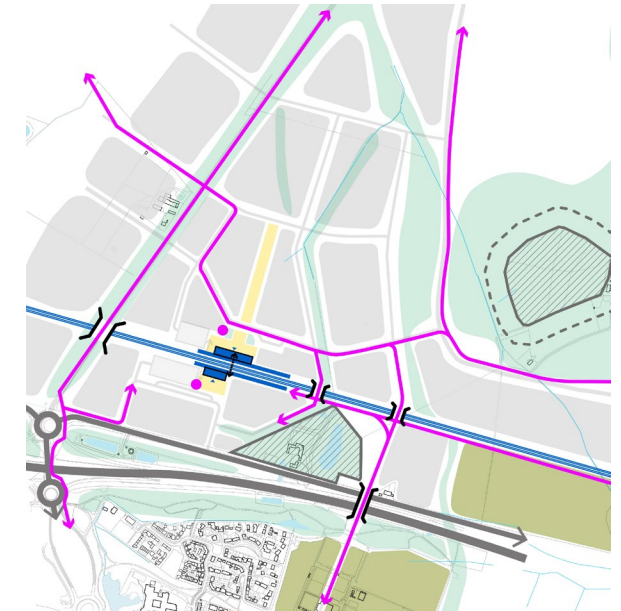
Road Hierarchy

- Primary Road
- Secondary Road
- Local Streets
- - - - Bus-only Access Route



Public Transport

- Rapid Service (Links to CtoC Busway)
- Local Feeder Routes
- Bus Stop



Cycle Network

- Primary Cycle Route
- Cycle Parking

The strategy for the road hierarchy is to **create a permeable network**, which connects to car parks associated with the station. However, the station quarter is **designed to prioritise high quality active travel modes** both from existing Cambourne and the new development, and as such is not directly served by the primary or secondary street network.

A **bus interchange** is proposed in close proximity to the station and high street. All active travel routes are designed to provide a high degree of overlooking and activity for safe use at all times.

Landscape

Station Quarter

Within the Station Quarter there are several landscape and public realm assets:






1. Station plazas (both sides) and the high street
2. Existing and proposed green corridors, ancient woodlands and watercourses
3. A Grade 2 listed building and associated lake
4. Green buffers
5. Sports pitches and playing fields

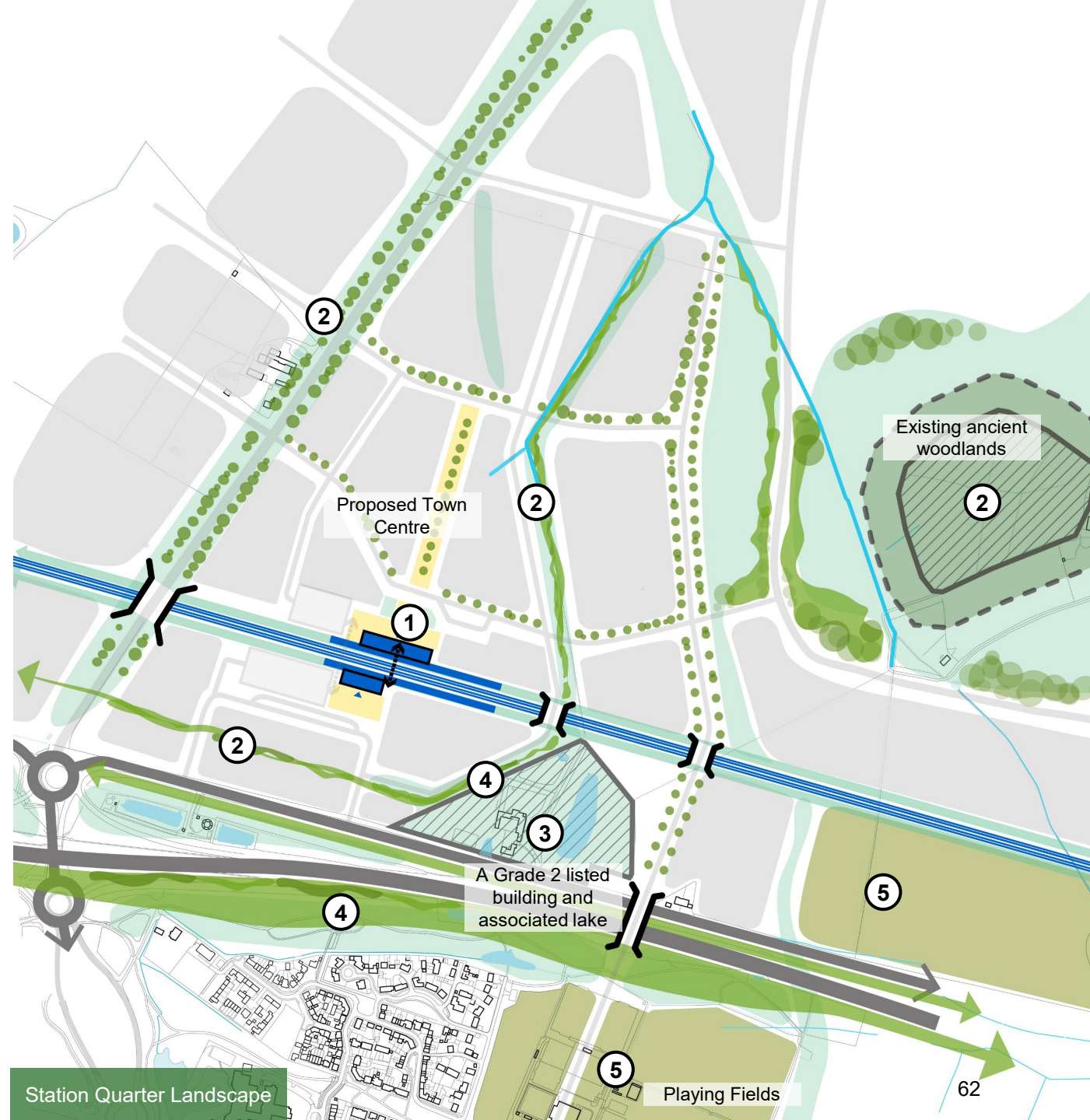
In accordance with the landscape strategy for the scheme, the aim at the Station Quarter is to ensure a connected green infrastructure network, which combines both amenity for future residents and visitors, as well as maintaining and enhancing biodiversity and climate change resilience.

The green infrastructure will be integrated harmoniously into the built environment and will provide buffers to sensitive locations such as the listed building and woodlands.

The station plazas and high street will provide high quality, welcoming gateways - places for the community to enjoy - as well as providing a convenient and accessible interchange and retail function.

Legend

-  Green Connectors/ Ancient Woodlands
-  Playing Fields
-  Station Squares/ High Street
-  Protected Assets
-  Green Streets

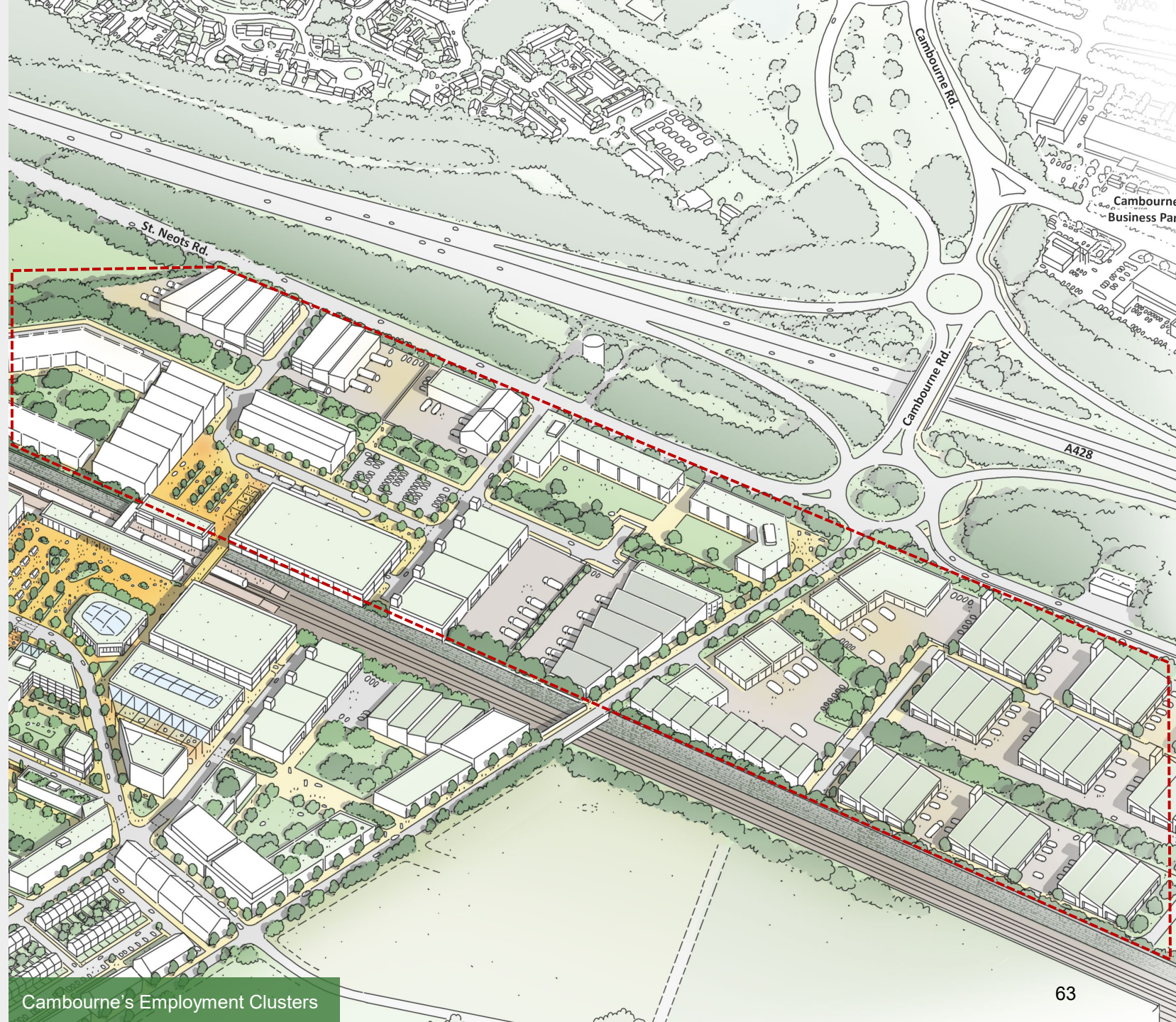


Employment Cluster

Introduction

Cambourne has a unique opportunity to drive local economic growth, taking advantage of the wider economic context and the strength of its connectivity. The Greater Cambridge economy has performed strongly in recent years, particularly in life sciences and technology, aided by a wealth of institutions and research centres. There is a vast range of growth sectors across the Oxford to Cambridge sub-region particularly across science and technology. Cambourne has not, to date, notably benefitted from this but there are opportunities for this to change, especially when underpinned by an efficient transport link.

The vision for the employment cluster is to provide sustainable job opportunities for local residents and the wider catchment, which seamlessly integrates into the broader economic context of the region. It is envisioned that this site will be desirable for office, lab space, mid-tech and industrial style premises..





Employment Cluster

Introduction continued

The employment cluster is expected to work in conjunction with the existing business park, proposed Station Quarter and high street, providing both high levels of accessibility by public transport and the strategic road network of the A428.

The employment cluster has the potential to comprise an emphasis on R&D / office mix as well as industrial mid-tech development in the rail/road corridor, with EWR making it a train stop from Cambridge Biomedical Campus. The employment offer will be at scale to drive critical mass and be supported by quality amenities. An anchor tenant or institution would have a catalytic effect on economic growth prospects.

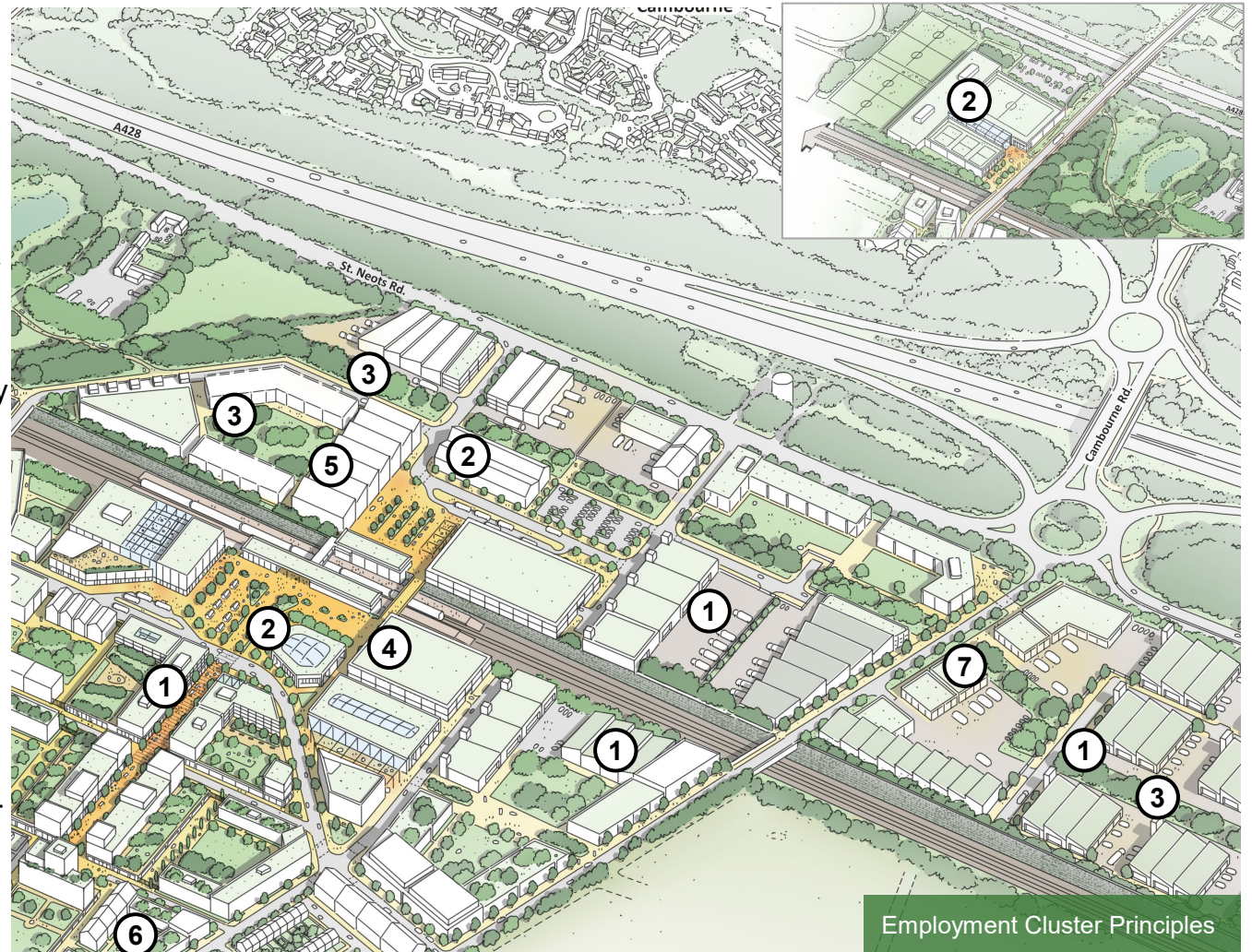
The employment cluster around the station will not only benefit from great accessibility, it will also be close to shops, leisure facilities and green space, providing compelling amenities that could attract the talent from the region to high quality places to work.

Guiding Principles

Employment Cluster

The employment cluster areas should:

1. Provide a flexible range of mixed-use and employment spaces which respond to their immediate context: high street mix, strategic road network access, noise sensitivity (or lack of), increased densification around the station.
2. Ensure amenities (local F&B, high quality public realm and access to leisure) are within walking distance to attract a highly skilled workforce and high quality employers.
3. Integrate the employment uses within the landscape: integrate existing and proposed green corridors for increased biodiversity and well-being; provide permeable surfaces and greening of larger structures.
4. Provide off-plot parking for staff and visitors in the town centre to allow progressive management of parking provision and flexibility.
5. Ensure buildings and main entrances provide frontage to the public realm and screen yard and parking spaces.
6. Allow residential-led areas to provide complementary employment uses as appropriate.
7. Promote high-density development near the station, with lower-density uses positioned closer to the strategic road network.
8. Articulate large building footprints through the treatment of the roofscape, setbacks and varied massing.



Employment Cluster Principles

Uses

Employment Cluster

The strategy for employment provision is to use the land in the rail/road corridor for light industrial and mid-tech uses comprising a primary cluster.










The town centre would also offer a variety of employment opportunities in different sectors in close proximity to the station.

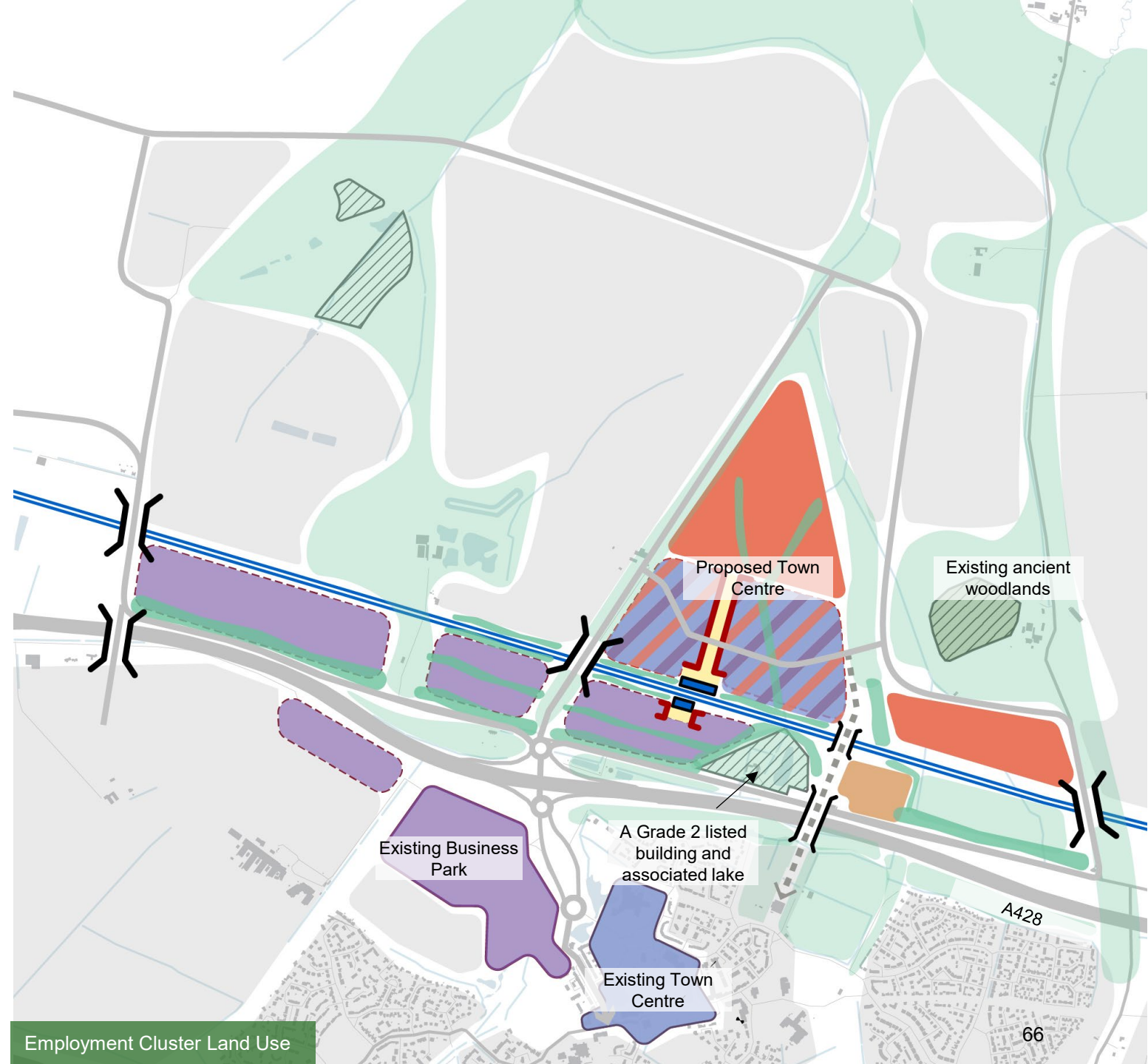
The periphery of the main town centre and the other local centre would be mixed use - residential that ground floor units to accommodate shops or workplaces.

A new leisure, recreation and events hub to the east of the station provides a range of hospitality and recreation focused jobs.

Refer to the next slide for precedent images of the character for each employment zone.

Legend

-  EWR Station
-  Mixed Use Town Centre
-  Retail/ Commercial
-  Residential – Led Mixed-Use
-  Industrial/ Commercial
-  High Street
-  Sports & Leisure
-  Playing Fields
-  Active Frontages



Employment Cluster Land Use

Precedents

Employment Cluster Uses



Makerspace – Hackney Bridge, London



Light Industrial/ Mid-tech – Gewerbehof Laim



High Street – Altrincham

The employment cluster will feature a diverse range of building typologies to accommodate a range of business types as illustrated here:



Employment Cluster Land Use Precedents



Mixed Use Residential – Eddington, Cambridge



Mixed Use Residential – The Scene, Walthamstow



Anchor Institution – HereEast, London



Business Park – Chiswick Park, London

Connectivity

Employment Cluster

All employment areas are located next to a secondary road providing good vehicular access for people and goods.

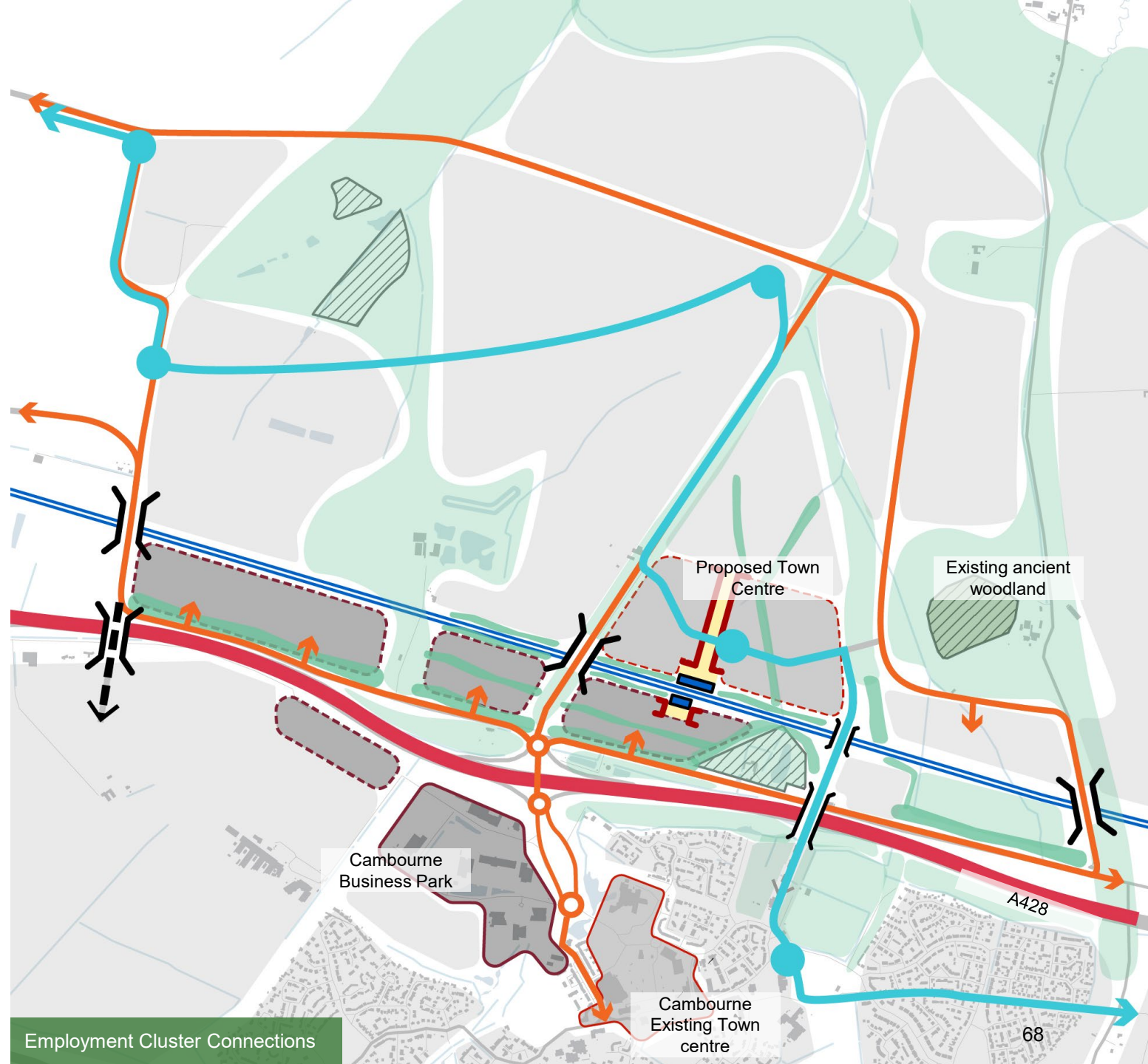
Access to plots will be mainly from St Neots Road for the employment sites between St Neots Road and the railway corridor. Employment uses located north of the railway will be accessed via the new proposed road network

The scheme proposes a bus corridor to promote the use of public transport as a key commuter mode to the employment areas.

All employment uses will also be accessible via the active travel network, as per the town centre drawing.

Legend

- Primary Road
- Secondary Road
- Rapid Service (Links to CtoC Busway)
- - Bus-only Access Route



Landscape

Employment Cluster

The vision for the employment cluster is to integrate it with the landscape, providing biodiverse rich habitats and sustainable drainage within the plots.

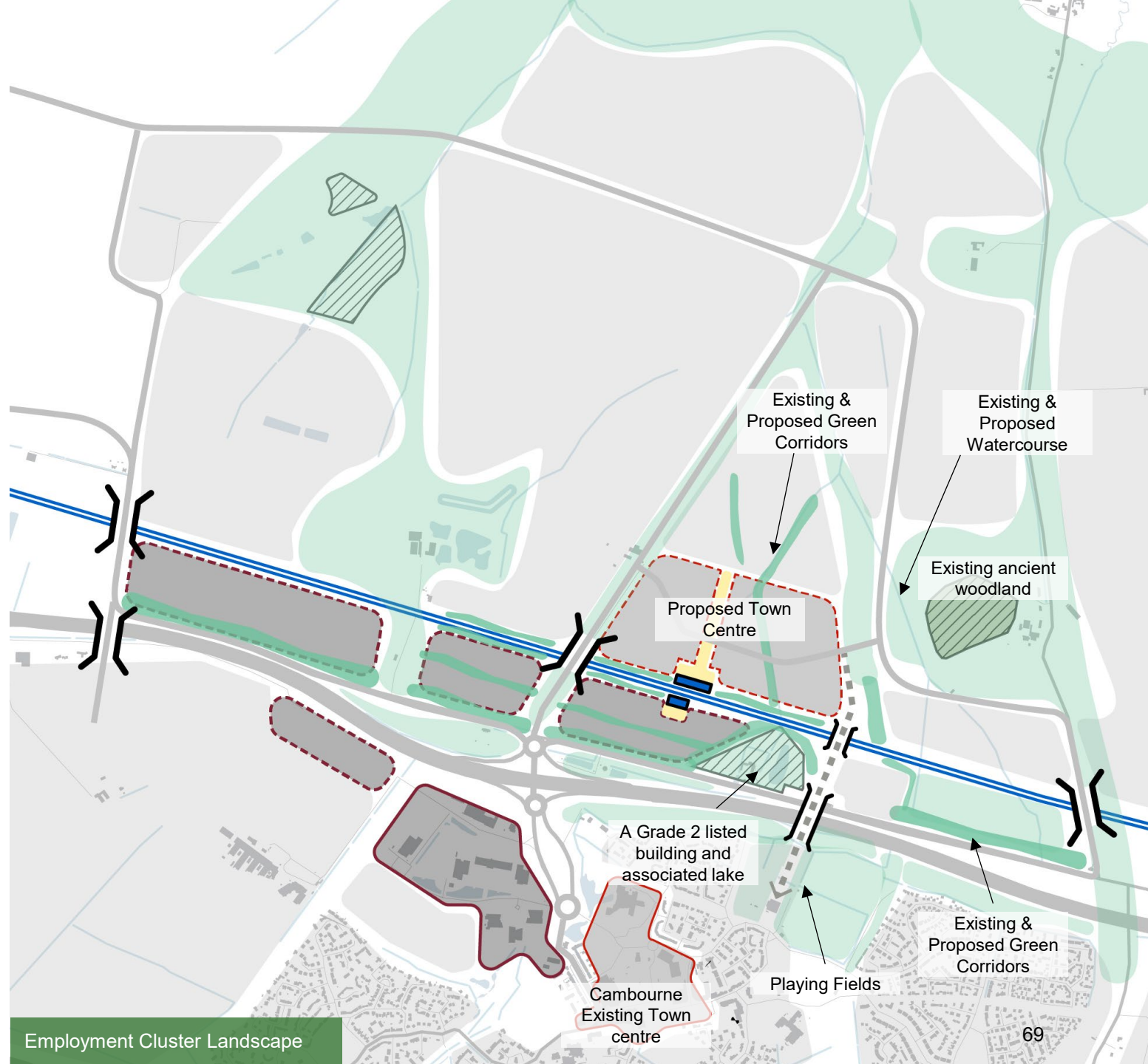
This can be achieved by integrating green walls, green and brown roofs, permeable parking surfaces and significant natural planting, amongst other measures.

A significant green corridor, following St Neots Road, will provide filtered views into the employment zones, an acoustic buffer, whilst also ensuring a consistent green infrastructure network is delivered.

The landscape strategy for the employment cluster also includes the provision of green amenity spaces, active travel routes and the provision of new sport pitches. The sport pitches will be sized for the new community/ wider regional demand, as well as re-providing space lost from the existing pitches by the new access route. The sport pitches will be overlooked by a residential-led plot to the north and managed via the new leisure centre.

Legend

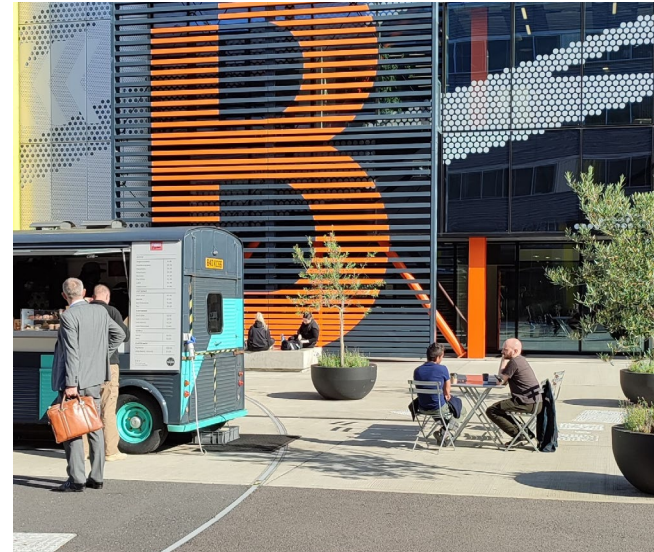
- Green Connectors/ Ancient Woodlands
- Playing Fields
- Station Forecourt/ High Street
- Protected Assets
- Green Corridor
- Watercourse



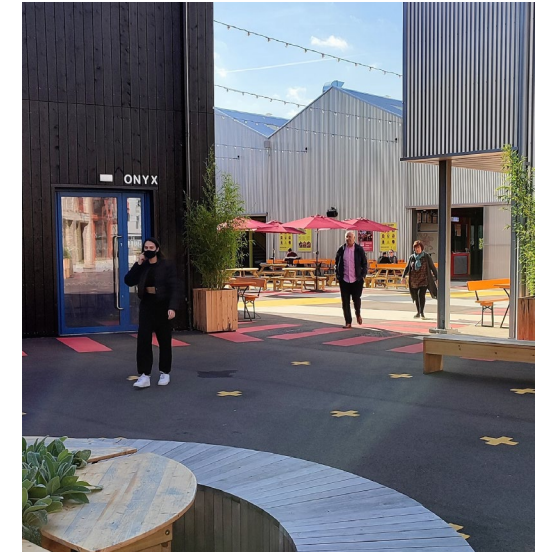
Indicative Section

Employment Cluster: key design elements

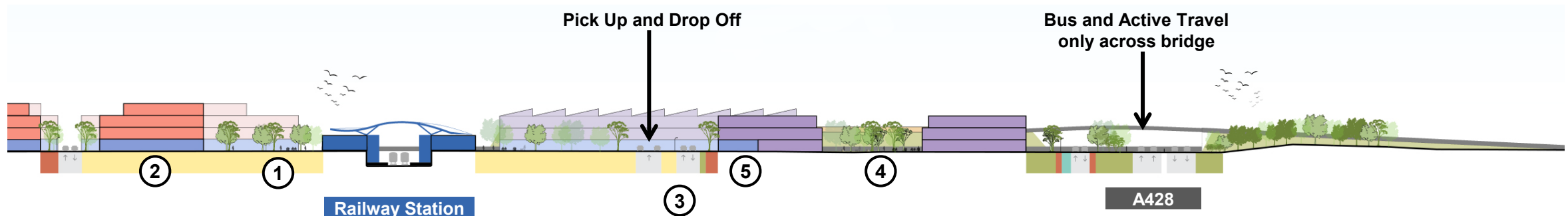
1. Station forecourt to provide a proper sense of arrival with clear visual links to high street.
2. Retail frontage to provide activation of the station forecourt
3. Vehicular access to be located to the edge of development plots
4. Green/blue spine and vehicle free area through the centre of the employment plot
5. Amenities provided within large employment plots to create places to gather and dwell (see images to the right)



Anchor Institution – HereEast, London



Makerspace – Hackney Bridge, London



Residential Neighbourhoods

Introduction

Future development at Cambourne will comprise a range of residential neighbourhoods, providing a variety of tenures, house types and densities. This extract focuses on "Medium density" areas, as these areas will contain a variety of uses and types of buildings.

Medium density residential areas will combine a mixture of terraced and semi-detached houses, town houses, and flats to support an average density of 45-60dph. The mix could include a combination of adapted house types and bespoke types to balance quality and deliverability. All new homes should be calibrated to respond to specific characteristics of Cambourne. All homes in blocks of flats should benefit from outdoor amenity and be dual aspect to maximise cross ventilation. Where possible, ground floor flats should have their own front doors and defensible boundary.





Cambourne Growth Strategy Programme

Neighbourhood centres will provide a focal point for some medium density neighbourhoods, co-locating a school, greenspace/play area, bus stop, café and corner shop/grocery store. Space for mobility hubs, e-bike hire, and car sharing should also be sensitively integrated.

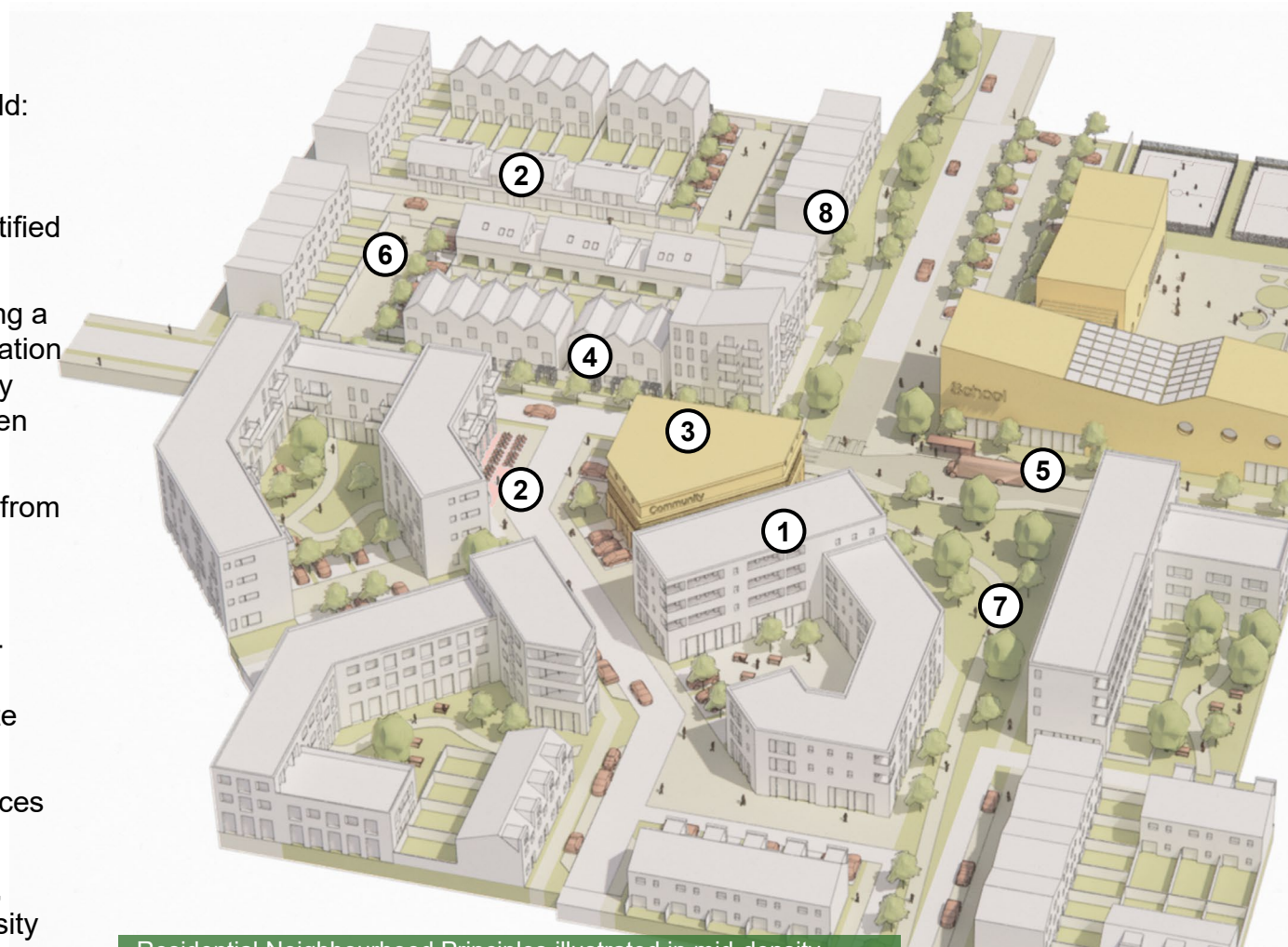
Like the town centre, neighbourhood centres will seek to integrate a close relationship with green infrastructure; a key defining principle of Cambourne's character.

Guiding principles

Residential Neighbourhoods

Neighbourhoods that are predominantly of medium density are located along main routes and transport corridors. These should:

1. Aim to achieve densities of 45-60dph
2. Ensure a balanced mix of types and tenures based on identified local needs.
3. Incorporate a clearly defined neighbourhood centre providing a range of co-located uses. These will vary dependent on location within the wider plan but might include: a school, community space and/or facility, grocery store, cafe, play area and green space.
4. Buildings should be aligned and share consistent setbacks from the pavement.
5. Be highly accessible by non-car modes.
6. Set low parking ratios and optimise garden spaces/back-to-back and overlooking distances. Where parking courts are utilised they should be secure, well overlooked and integrate urban greening.
7. Frame green and blue spaces, with overlooking and entrances onto key spaces.
8. Provide a coherent built form, with consistent building lines, street frontages, and a scale that reinforces a medium-density character, typically comprising 3–4 storey buildings.



Residential Neighbourhood Principles illustrated in mid-density neighbourhood

Uses

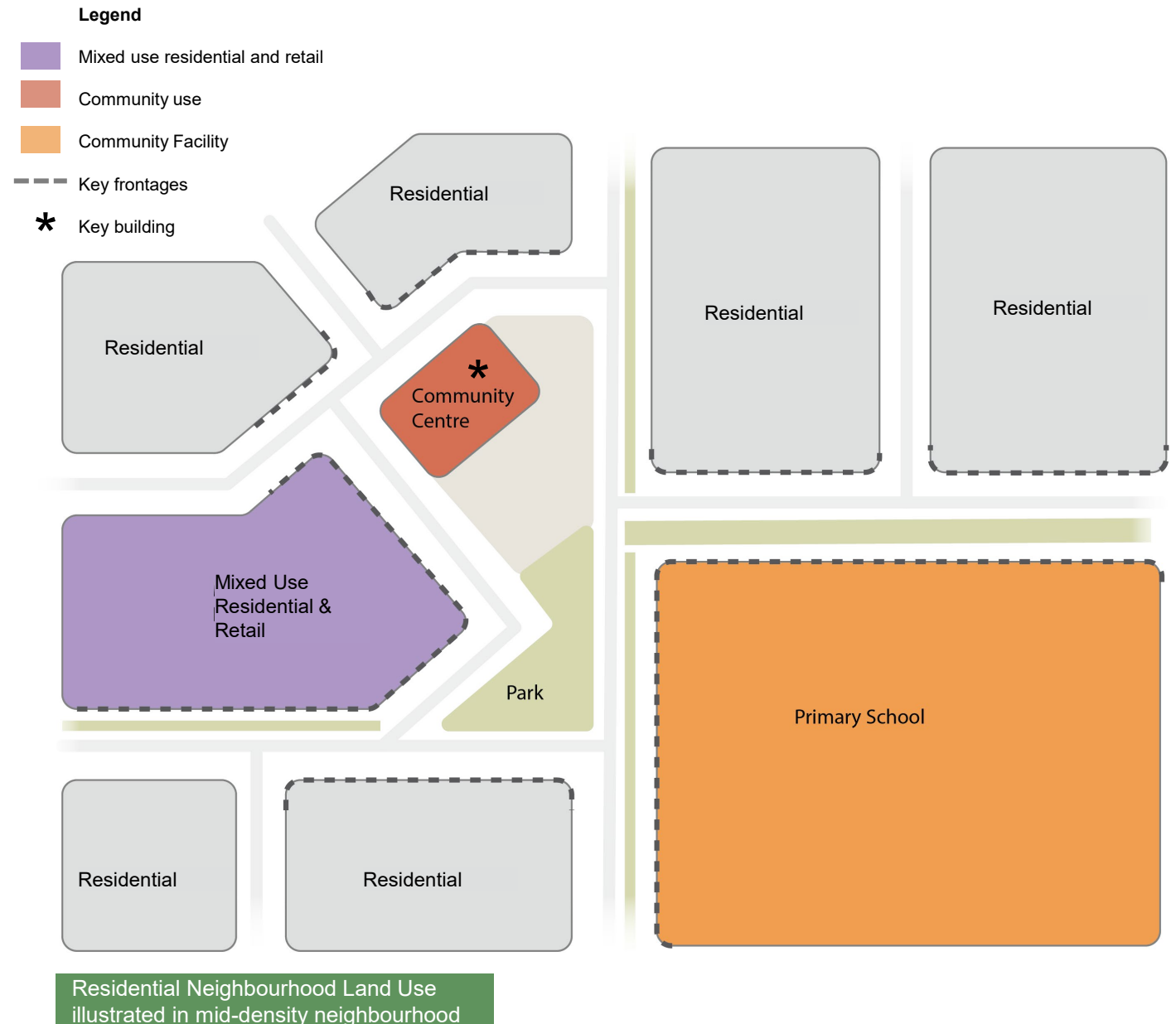
Residential Neighbourhoods

Some medium density residential areas will feature a neighbourhood centre which will act as the focal point for the wider neighbourhood.

Whereas the existing Cambourne distributes non-residential, community and amenity uses throughout the residential areas, future Cambourne will maximise vitality by co-locating these in a single area – a neighbourhood: e.g. a school, grocery store, community building, greenspace/play space, supported by a combination of terraces and flatted development.

This encourages sustainable movement patterns by facilitating linked trips, helps to create critical mass for the non-residential uses and increases community cohesion through increased opportunities to meet and interact.

The residential components will comprise a mix of apartments and higher density house types (e.g. terraces, mews and flats over garages). Apartments should be dual aspect and look to design out overheating.



Connectivity

Residential Neighbourhoods

It is expected that generally a neighbourhood centre will occur at the intersection of an upper tier level of the road hierarchy (e.g. a secondary route – here running north-south) and a key greened active travel route (here running east-west).

This replicates the natural process of non-residential uses coalescing at points of high movement/footfall.

Bus stops will also be co-located with neighbourhood centres, further maximising accessibility and vitality; this is not just where people come to use the shop but where they go to school, relax in the park and catch the bus.



Residential Neighbourhood Connections illustrated in mid-density neighbourhood

See chapter 4 to see a wider plan of the movement strategy.

Landscape

Residential Neighbourhoods

The key active travel route running east to west will be greened in a variety of ways along its extent, dependent on context. At the neighbourhood centre the route opens up into a park, including play areas. This, as much as the retail/community uses, will generate footfall to the centre.

Street trees and planting will be included along the north-south vehicle route, creating a narrow boulevard-like environment and signalling the approach to the park/centre.

Slightly more formal hard landscaping will surround the community hub/café allowing for tables/activity to spill out. This will be softened with trees and planting and will transition seamlessly into the park and play area.



Residential Neighbourhood Landscape
illustrated in mid-density neighbourhood

6 Next Steps

This chapter covers next steps to progress the Cambourne Growth Strategy Programme to the policy stage and beyond.

Next Steps

Progressing from Spatial Framework Strategy to Policy

This Spatial Framework Strategy has been prepared to inform the preparation of an allocation in the Local Plan. The next stages of work comprise:

- **Policy Drafting:** The culmination of the Cambourne Growth Strategy Programme will be strategic policy recommendations. Draft recommendations have been created to support the Regulation 18 consultation stage of local plan making. However, these will need to be finalised taking into account engagement feedback and development of the evidence base.
- **Costing and Viability Testing:** Further evidence is needed to demonstrate that development at Cambourne is viable and that there is a credible approach to funding, financing and delivering the infrastructure necessary to unlock the proposed growth. The key components of the Spatial Framework Strategy will be costed and assessed through viability assessments. Final outputs from this viability testing are expected as part of Stage 2 of the Cambourne Growth Programme, ahead of the Regulation 19 consultation stage of local plan making.

Stage 2 of the Cambourne Growth Programme will include further work necessary to ensure a robust evidence base for the Cambourne Local Plan policy and move the growth programme towards delivery. This is likely to include:

- **Engagement and branding:** Further work is needed to articulate the exciting opportunity at Cambourne and gain buy-in from key stakeholders. Work to date has focused on developing the evidence base and policy for Cambourne. Next stages of work should consider the branding of Cambourne more broadly, to create a clear, compelling narrative on the vision and plans for Cambourne to raise awareness and support.
- **Further technical evidence:** Further technical evidence is needed to better understand specific elements and confirm the overall shape and structure of the Spatial Framework. These are listed on the next page.
- **Business Case:** The viability testing process may illustrate that in order to deliver the agreed vision for Cambourne external funding is necessary. Further work will be necessary to develop the business case for investment.
- **Delivery Strategy:** The approach to delivering growth at Cambourne needs to be developed, this will include but not be limited to considerations of delivery vehicles, governance, stewardship and long term management and maintenance of assets and community engagement. Further information on this is provided on Page 80.

Areas for development of further technical evidence

<p>Topic Rat Running</p> <p>Suggested Study Traffic Calming Measures Study (including community engagement)</p> <p>Reason Increased traffic and rat running through surrounding villages were identified as significant concerns during engagement with members. The need for traffic calming has been identified in the Spatial Framework, however further work is needed to confirm which specific traffic calming measures should be utilised, in collaboration with local residents.</p>	<p>Topic Travel demands</p> <p>Suggested Study Further modelling to confirm impact of Cambourne's growth (including transport mitigations) on journeys and impact on wider Local Transport Plan</p> <p>Reason The Transport Strategy associated with the Spatial Framework Strategy assumes high levels of trip internalisation and sustainable mode shares, based on spreadsheet-based models. Further modelling using appropriate modelling techniques that align with those being used to inform the wider local plan should be undertaken to fully understand travel behaviours and ensure that the appropriate trip budget for Cambourne can be met.</p>	<p>Topic Landscape Impact</p> <p>Suggested Studies Landscape Visual Impact Assessment ZTV analysis of updated development plots and proposed mitigations</p> <p>Reason Likely impact on landscape has only been assessed through desktop assessments and through stakeholder engagement. Further on-site assessments should be carried out to confirm landscape impacts and the detail of proposed mitigations.</p>	<p>Topic Heritage</p> <p>Suggested Study Further archaeological assessment</p> <p>Reason A desk-based heritage impact assessment has been carried out, however given higher heritage sensitivity in this area on site surveys should be carried out to fully understand potential archaeological impacts.</p>	<p>Topic Economic Purpose</p> <p>Suggested Studies Future-looking market demand analysis Community Engagement Employment Strategy</p> <p>Reason Further work is needed to fully understand the requirements of transformative employment growth at Cambourne. This would need to include engagement with potential anchor employment. Further engagement with local communities is also needed to better understand the place they want Cambourne to be in the future. The Cambourne Employment Strategy would bring together these elements to confirm the ambition and roadmap to unlocking the preferred employment growth scenario at Cambourne.</p>	<p>Topic Ecology and Dark Corridors</p> <p>Suggested Study Detailed protected ecology strategy, including development of reference specification for dark corridors</p> <p>Reason The Green and Blue Infrastructure Framework has identified the need for enhanced ecological protection (including dark corridors) for protected species who live in the local area. Further work is needed to develop the specification of these ecological protections and confirm the impacts on how development comes forward as Cambourne grows.</p>
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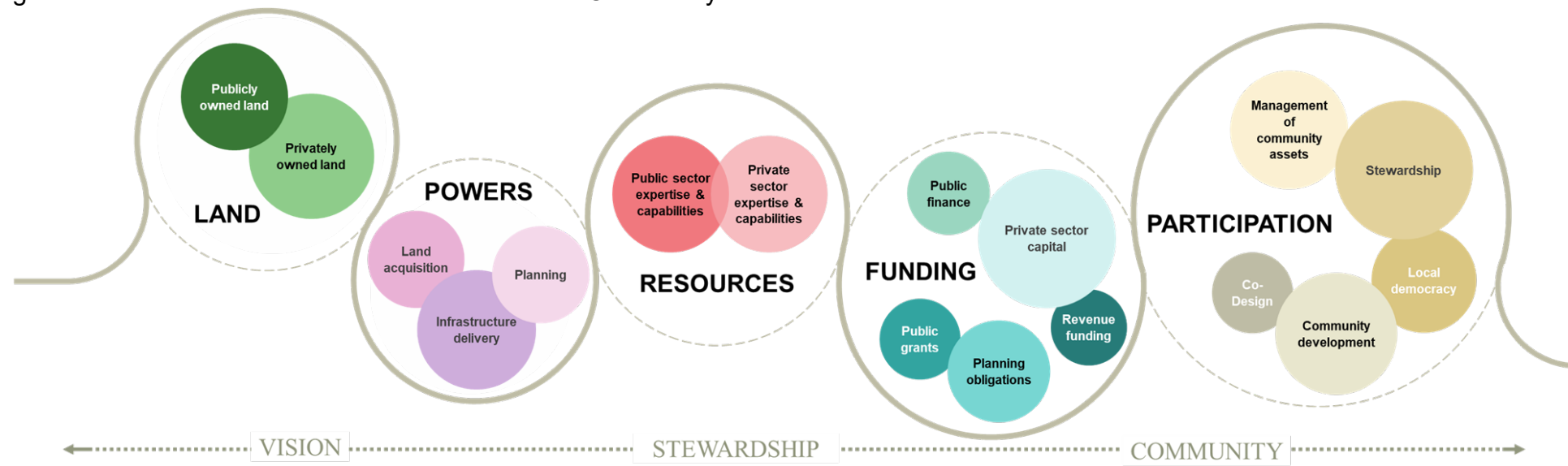
Delivery Strategy

Governance, Delivery Vehicles and Stewardship

One of the key next steps for Cambourne is to identify how Greater Cambridge Shared Planning will work creatively and collaboratively with partners to deliver the ambitious vision for Cambourne's growth.

Given the transformative ambition for Cambourne and scale of development being planned, it is likely that a dedicated delivery vehicle in some shape or form will be required. A dedicated delivery vehicle would create a single point of focus for Cambourne's growth – bringing together land, powers, resources and funding to drive a different outcome to business as usual. Further work is required to assess planned development, identify the appropriate delivery vehicle and build the case for its creation.

Establishing the right approach to governance and stewardship will be critical to success. Cambourne currently has an active Town Council – a tier of local government which is closest to its people. The Town Council is responsible for balancing the precept, supporting the local economy and providing quality amenities. Our engagement with local representatives has highlighted the important the role the Town Council plays in Cambourne's sense of identity. The future governance and stewardship of Cambourne must continue to be community owned, allowing existing and future residents have a say in how community assets, spaces and natural places are managed for the benefit of all in perpetuity. Community participation will be essential in developing future plans for Cambourne, this should take a variety of forms including formal consultation on the Local Plan as well as Community Forums.



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Appendices

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Appendix 1

How Cambourne's population could grow

This appendix describes how Cambourne and surrounding settlements could grow, based on publicly available planning documents.

One of many larger villages and smaller towns

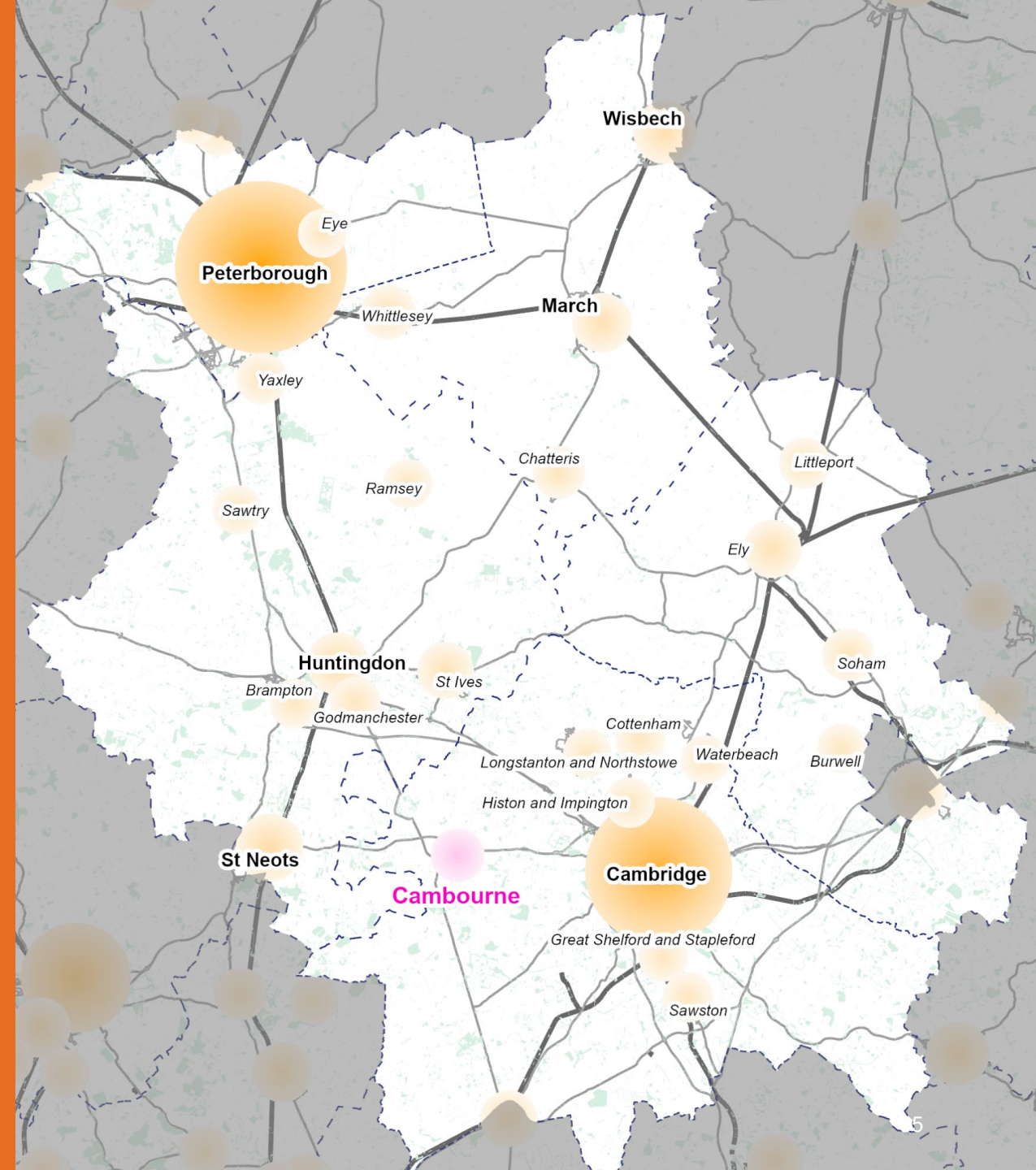
Cambourne's place in Cambridgeshire today

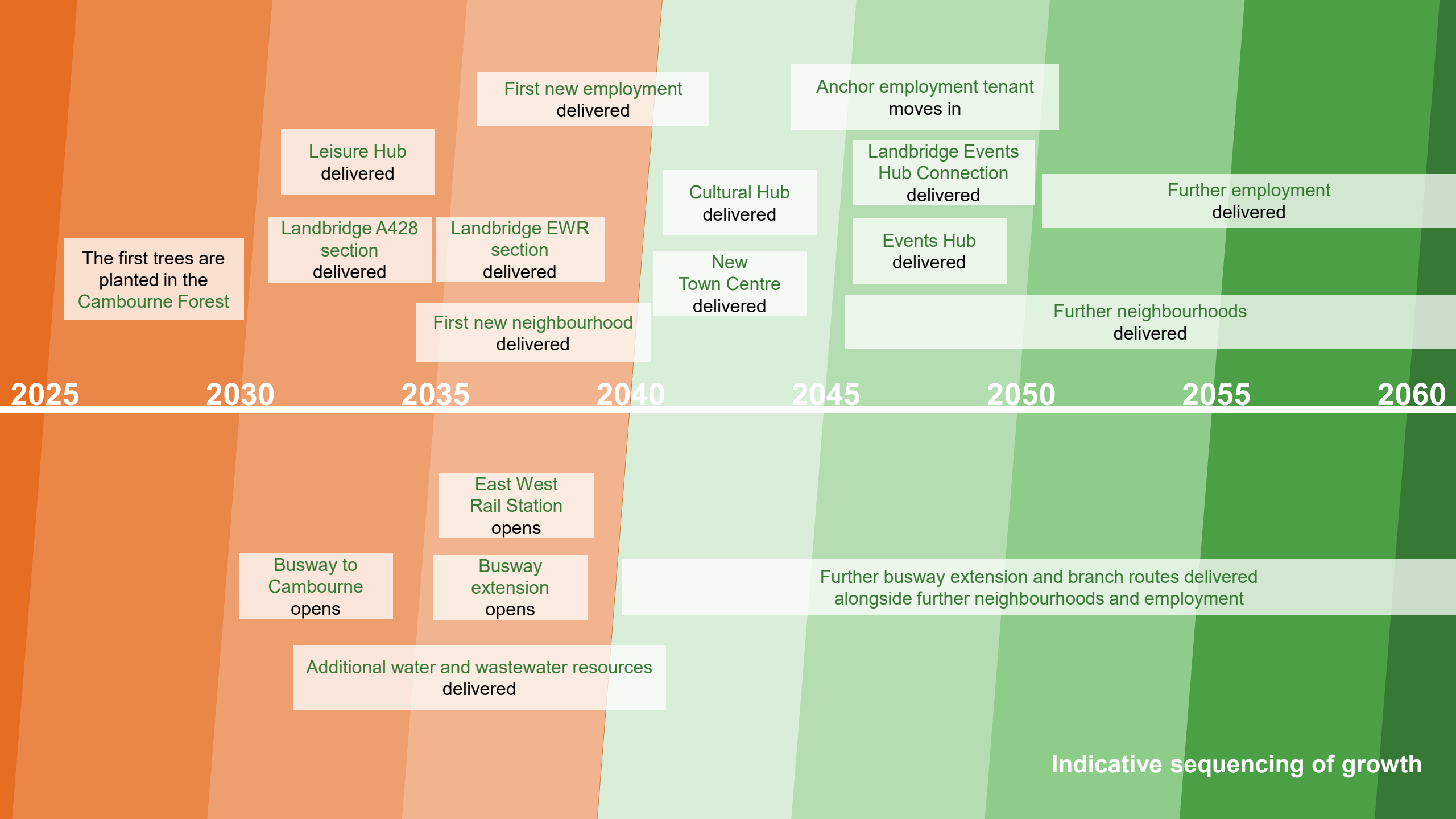
Cambourne today is one of the many larger villages and one of the smaller towns in South Cambridgeshire. Despite being home to a vibrant community and high quality open spaces, it is not a destination in its own right. It is reliant on the larger historic settlements of Cambridge and St Neots for a range of services and amenities.

As Cambourne grows, its role and place in the settlement hierarchy will change – this is explored further over the next two pages.

Populations based on 2021 Census

Circles represent population size, not extent of development area





Growing to the third largest community in CPCA

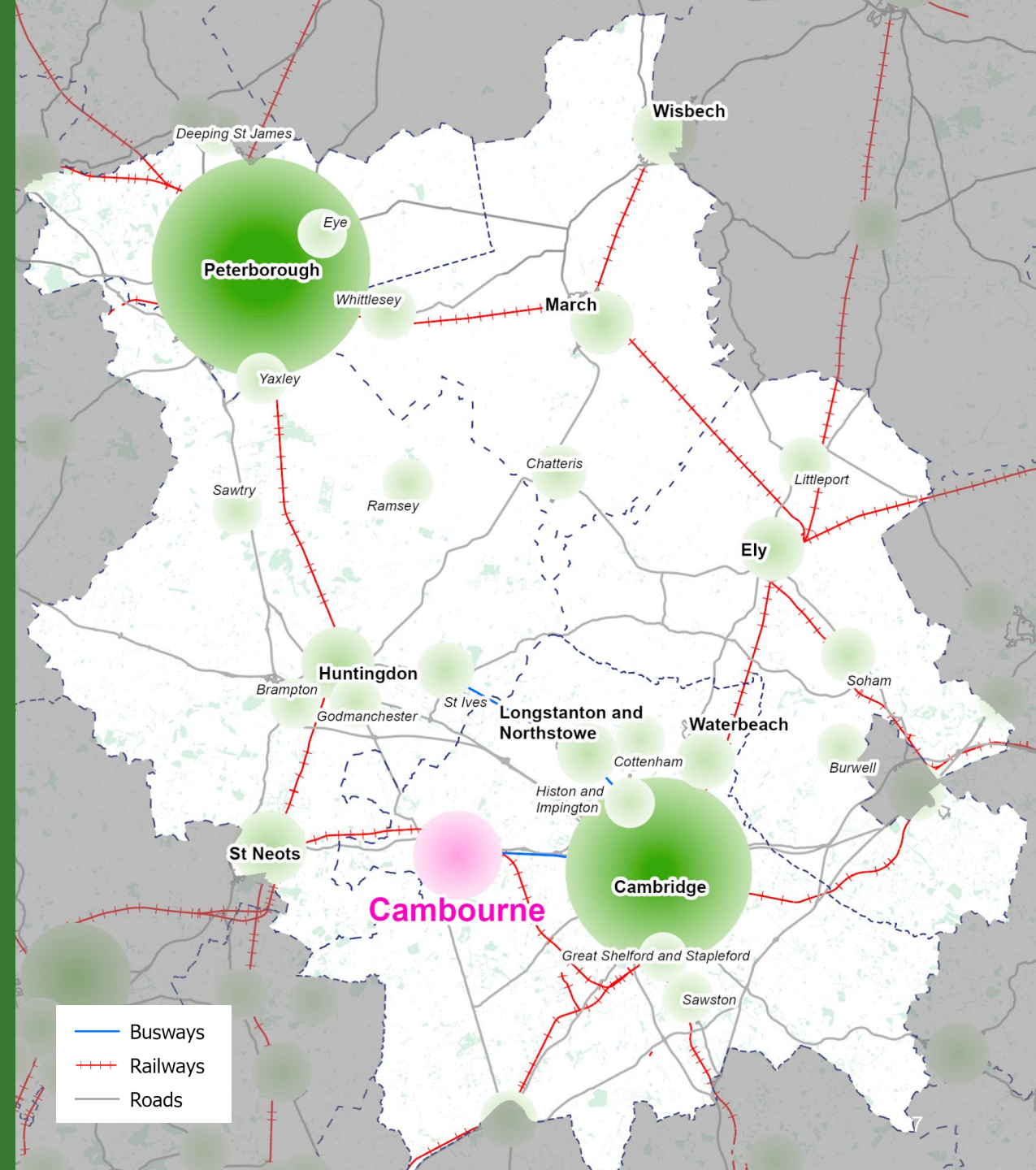
Cambourne's place in Cambridgeshire in the 2060s

As Cambourne grows, its role as a town and place in the hierarchy of settlements will change. Eventually Cambourne is likely to become the third largest settlement in the Cambridgeshire and Peterborough Combined Authority (CPCA) area. This means it will be a destination in its own right – with services and amenities that complement neighbouring Cambridge, Huntingdon and St Neots.

Cambourne will also need to have a service offer that fully establishes its own unique identity as a place – including a cluster of specific employment sectors, an enhanced cultural and events offer, and sports, leisure and recreation facilities for not only the town but also surrounding places. A new woodland arc, cultural hub and leisure/recreation/events hub have therefore been identified as part of the Spatial Framework Strategy to provide flexible spaces for Cambourne to forge its own identity as it grows.

2050s populations based on 2021 census population in built up areas plus planned housing growth as identified by Greater Cambridge Local Plan First Proposals and planning documents by other combined authority area unitary and district authorities.

Circles represent population size, not extent of development area



Appendix 2

Summary of workshops with County, District, Town and Parish councillors

This appendix summarises three engagement workshops held with political representatives of Cambourne and surrounding settlements.

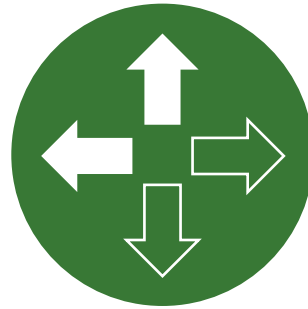
The aim of workshops

- The Team led by Arup are supporting Greater Cambridge Shared Planning to understand how a possible expansion of Cambourne could be considered as part of the emerging Greater Cambridge Local Plan.
- The three workshops were sessions to collaboratively think about Cambourne's future. They looked at:



Principles

What works well in existing Cambourne
What could work better
Ambition for future Cambourne



Spatial Options

Type of growth
Direction of growth
Shape of growth



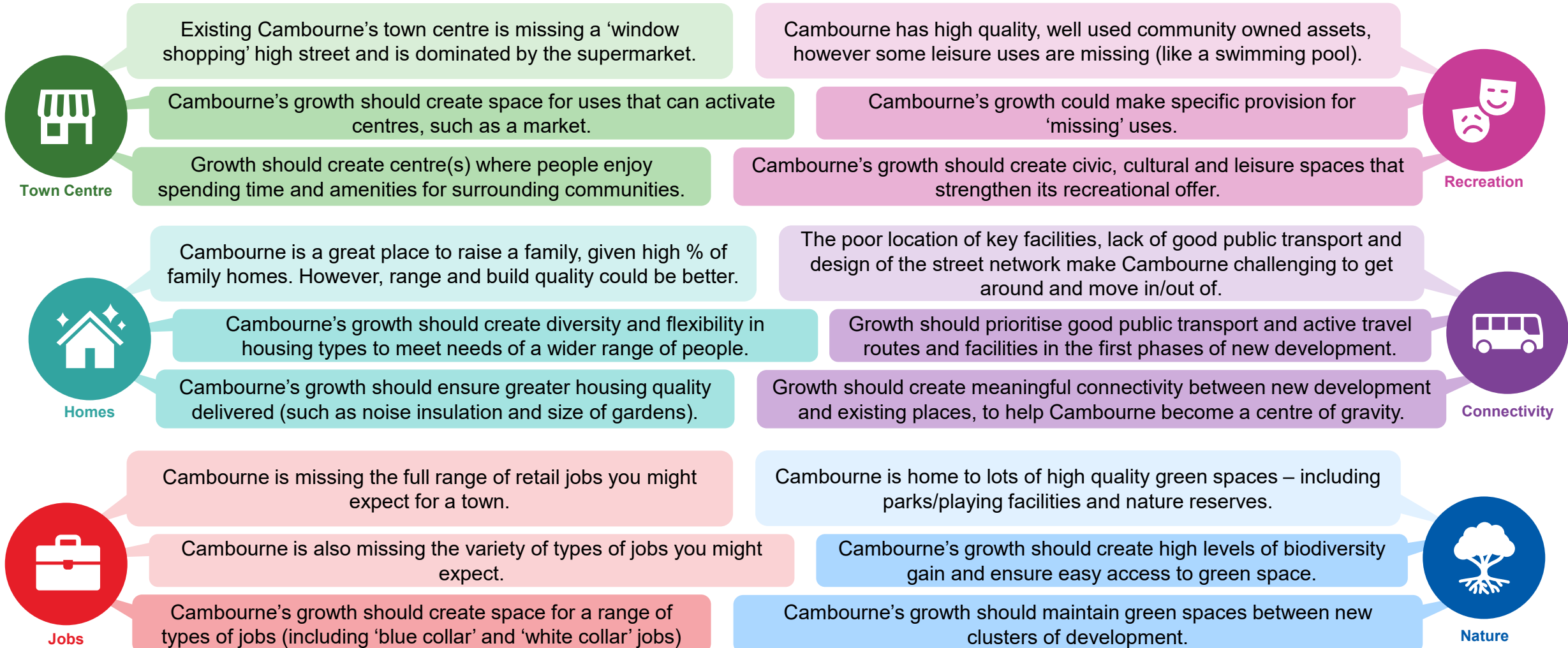
Spatial Framework

Key spatial moves and fixes
How new areas should look and feel
Relationship to existing places

- Not engagement for engagement's sake! The sessions have been key to shaping the policy recommendations and Spatial Framework to inform the emerging Greater Cambridge Local Plan.

Summary of discussion in Workshop 1

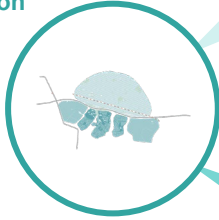
Six Key Themes



Summary of discussion in Workshop 2

Exploring differing approaches to growth

Denser development focused around the station



Denser development would lead to less sprawl and make it easier to move around by active travel / public transport

Risk of impact on views from surrounding area / communities with more compact development

Potential to integrate landscape within development and new green & blue infrastructure

A series of new villages

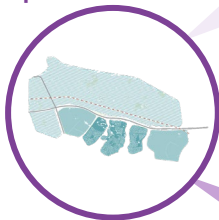


More villages would match the built form of existing Cambourne, providing easy access to nature and a clear phasing approach

Results in greater fragmentation, with no obvious centre and potential for a lack of critical mass

Potential to use station to create centre of gravity, despite separation of development clusters

Lower density 'continuous' development



A lower density 'new town' would enable expansion of Papworth Industrial area, a different EWR station location and more family homes

Risk of lower density becoming too much like suburbia, distances too large to move around easily, impact on surrounding villages could be significant

Potential to add significant new green spaces as part of development

Cambourne's growth...



Should include multiple 'clusters' of development separated by green space

Should include a centre of activity around the station

Could include leisure, recreation and/or nature in the gap between the A428 and EWR



Should include more north/south connections across the infrastructure corridor

Should include denser development towards the station, less dense development towards edges



Should move station location to put it at the centre of town

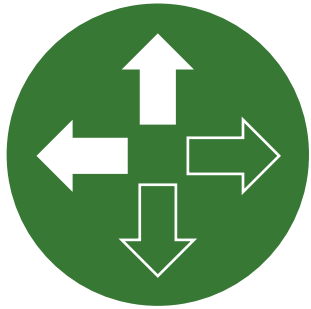
Should have larger sized development 'clusters' than existing Cambourne villages

Could grow Papworth Everard alongside Cambourne or treat Papworth like other surrounding villages

Could have a bigger buffer between new development and surrounding villages or a smaller buffer

Between Workshop 2 and 3

We worked on...



Identifying preferred
directions for growth



Developing the
Spatial Framework
Strategy

Shape | Size | Key Moves
Landscape | Connectivity | Land Use



Developing the
character areas

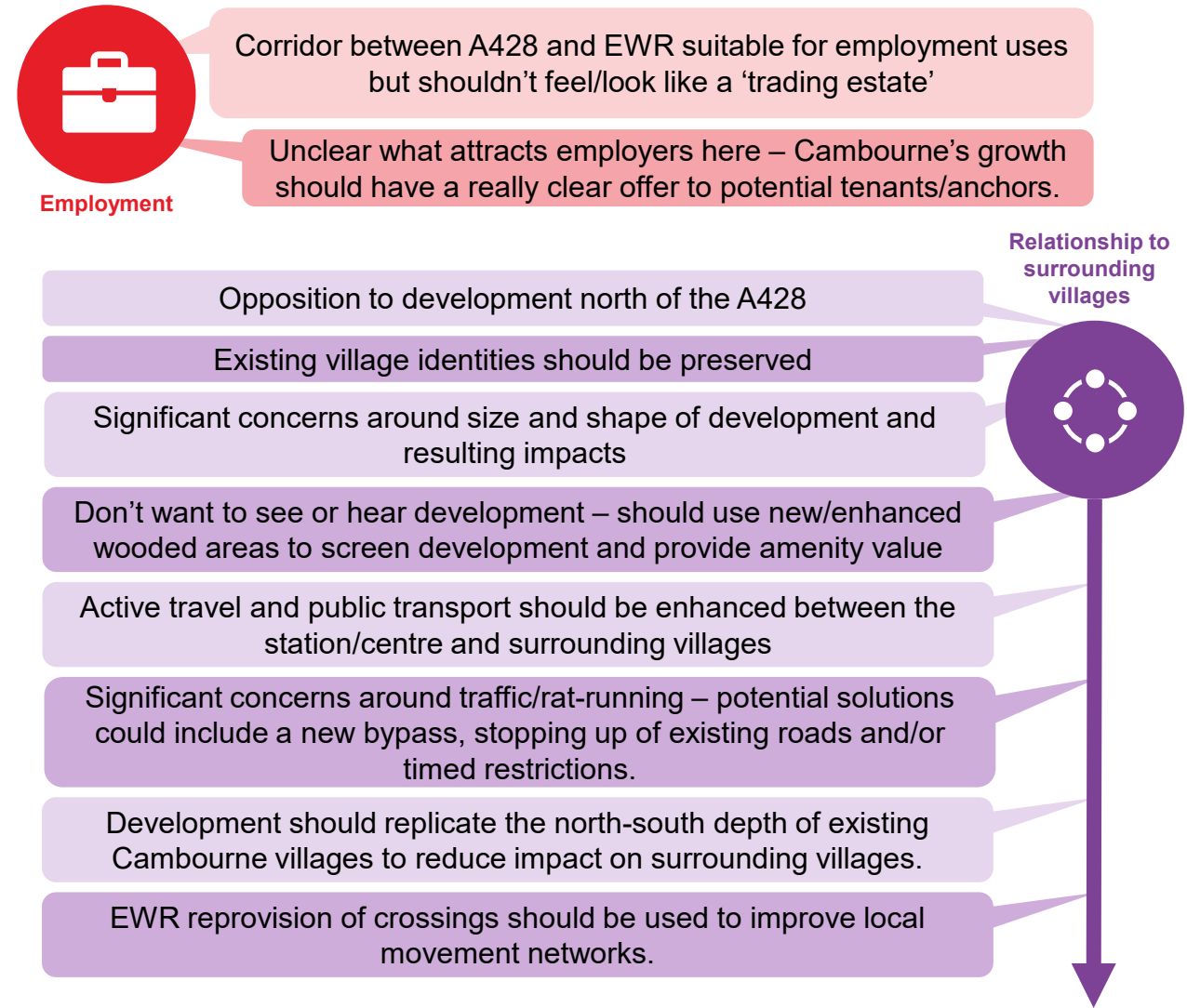
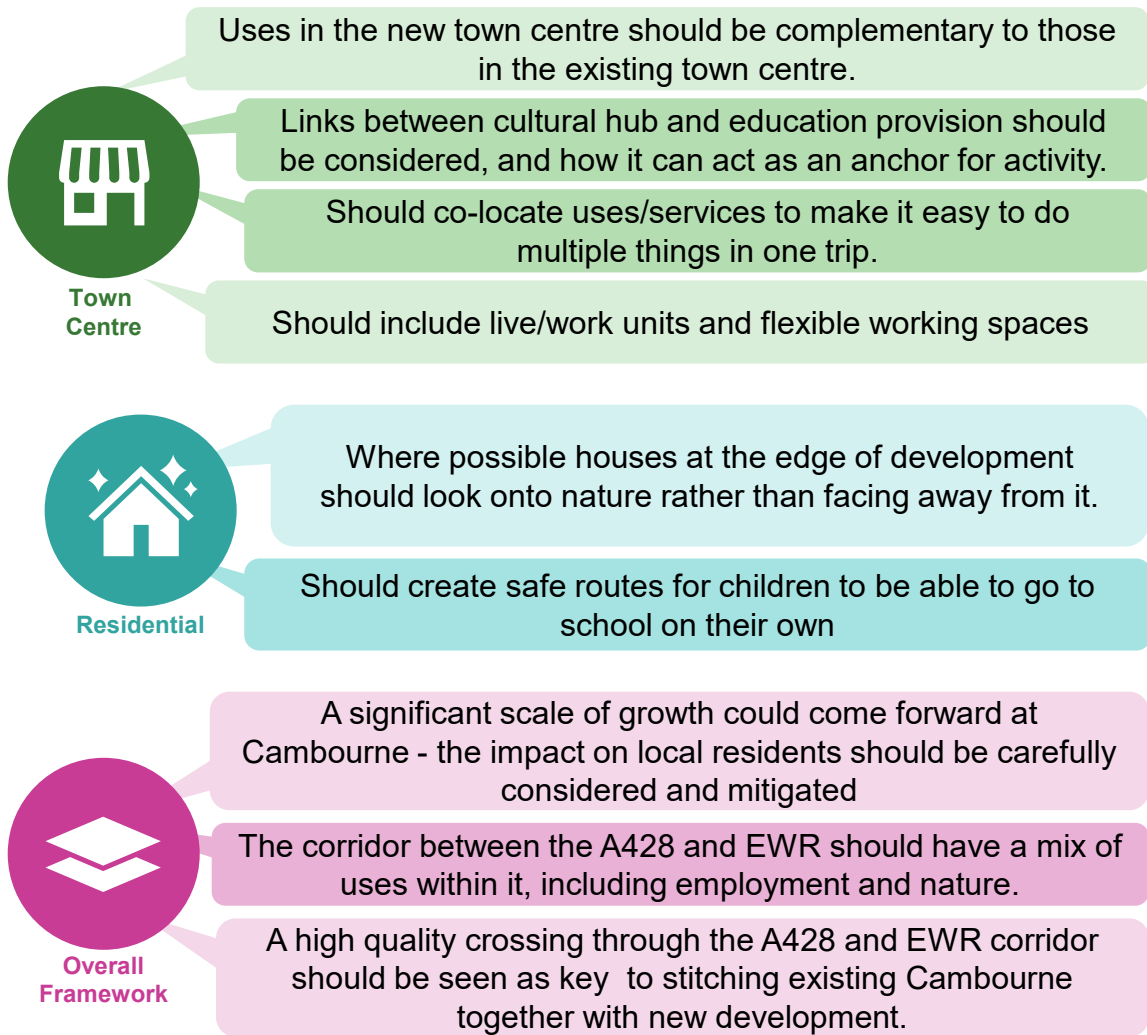
Station Area | Employment
Residential | Centres



Identifying necessary
infrastructure

Summary of discussion in Workshop 3

Part I – feedback on emerging Spatial Framework Strategy



Summary of discussion in Workshop 3

Part II – Relationship to specific villages

Knapwell

Development should not come further north than Whale Barn Farm if impacts on long views are to be avoided

Significant new tree coverage should be provided to protect views

Topography should be carefully considered in combination with building heights to reduce impact on views

'High Street' at highest risk of rat-running – changes to road network / traffic measures necessary to alleviate these

Highfields Caldecote

Development north of the A428 should not come too far east, so as to avoid impacts on views from the northern end of the village

Papworth Everard

Papworth is relatively self sufficient in terms of amenities and services

Should avoid encouraging unnecessary journeys by car between Papworth and Cambourne

Risk that Cambourne's growth causes a loss of services at Papworth

Appendix 3

Alternate Futures

This appendix summarises two potential alternate futures for Cambourne if external factors result in a change in how Cambourne's expansion needs to come forward.

Alternate Futures

Testing propositions

Alternate Futures

A number of potential alternate futures have been considered as part of the development of the Spatial Framework Strategy.

The subsequent pages summarise two of these potential futures:

- Cambourne continuing to grow to the west
- Transformative jobs growth at Cambourne (through an anchor employment occupier)

These potential futures are included to provide an understanding of how the framework could adapt to reflect changing circumstances.

Potential for expansion to the West

Alternate Future #1

What would this future mean for Cambourne?

Continued residential and employment growth to the West of the A1198 to meet the needs of a growing town and region in the distant future (after this Local Plan period and the full build out of an expanded Cambourne).

What would this future mean for the Spatial Framework?

This would catalyse an extension of the active travel and public transport network and provision of new crossings over infrastructure to provide improved connectivity between clusters of development, the town centre and the station. It would include a new local centre with community facilities, integration of green and blue infrastructure, landscape buffers at existing villages and the application of other key principles as per other development clusters.

What conditions would allow this future to be realised?

- Proven need/demand for further housing/employment in this location taking into account the long term spatial strategy for the region.
- New crossings to reduce severance from A1198 and A428.
- Provision of high quality active travel and public transport connectivity.
- Appropriate flood risk mitigation.
- Appropriate treatment of heritage assets including two Scheduled monuments, the Conservation Area at Caxton, the historic landscape at Longsdown Hall and other heritage assets.
- Adequate forest buffer between the new development and Papworth Everard.



Potential for transformative employment growth

Alternate Future #2

What would this future mean for Cambourne?

A significant increase in the number of office, R&D and mid-tech jobs (5,000 to 8,000 more jobs than currently shown in the Spatial Framework Strategy).

What would this future mean for the Spatial Framework?

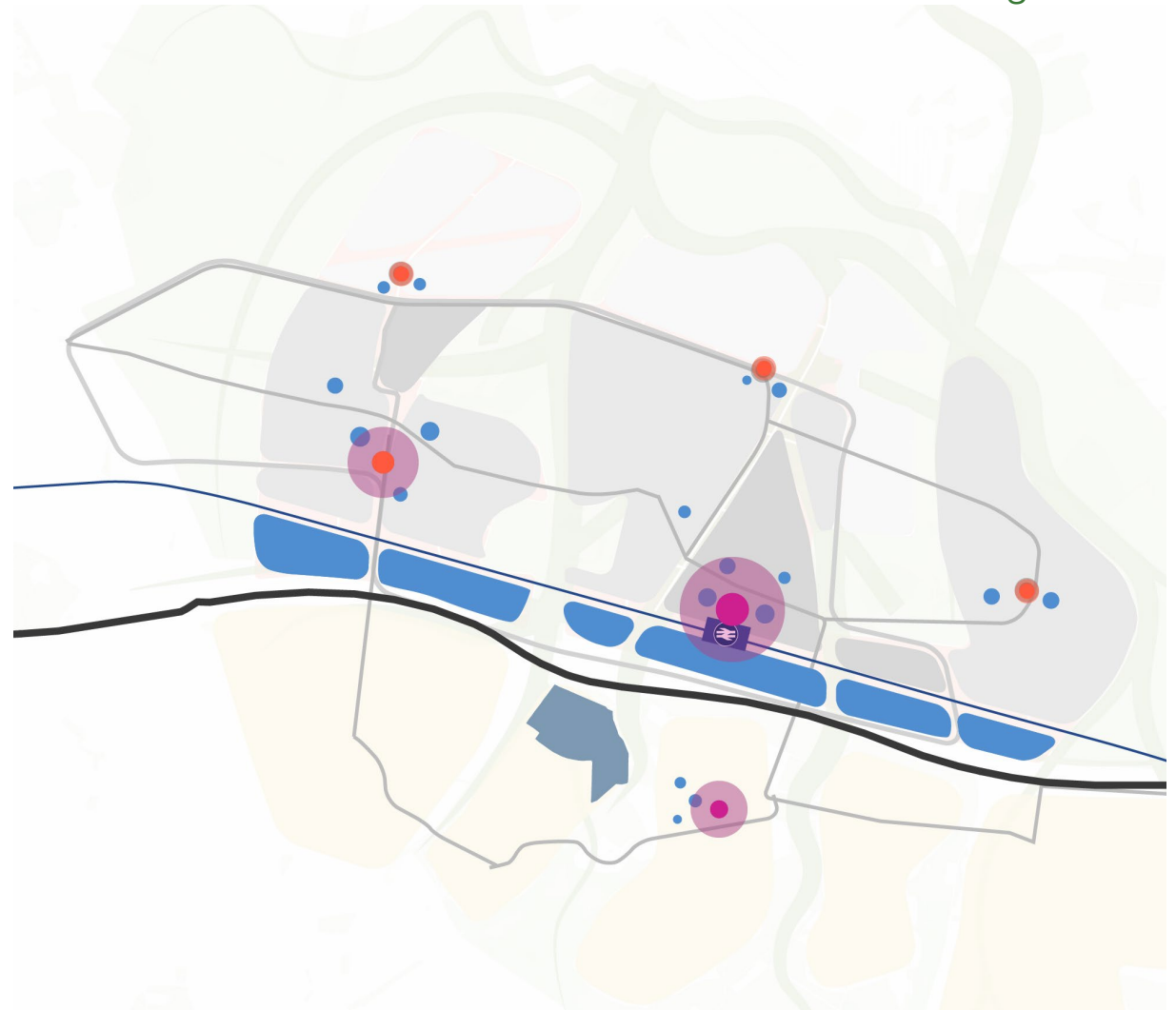
This would imply a greater build-out of employment uses in the space between the A428 and East West Rail. The potential inclusion of a shared technical facility to anchor R&D uses (such as the Diamond Light Source at Harwell Campus or Millbrook Proving Ground in Motorsport Valley) could form part of this scenario and could drive ancillary employment demand. There would be the potential for development of integrated 'mini-campuses' in other areas of the framework with high levels of public transport connectivity.

What conditions would allow this future to be realised?

A public, private or third sector major occupier would be required to make a significant commitment to the location and act as an anchor for a new cluster.

Local, regional or national government facilitation of development of a new cluster at Cambourne could also be a catalyst.

Without these conditions transformative employment growth could only come forward in the last phase of expansion, once Cambourne is fully established as a town in its own right.



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Annexes

List of Annexes

An1	Sustainability and Net Zero Framework	Separate Document
An2	Green and Blue Infrastructure Framework	Separate Document

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