

Spatial Options Report

From long list to preferred option

Final

Document Verification

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Vision and Spatial Options Report

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00_Introduction

This section introduces the Spatial Options Report and how it informs other stages of this Commission.

Purpose of this report

This report identifies and analyses spatial options for the extension of Cambourne

The Cambourne Growth Strategy Consortium has been appointed by Greater Cambridge Shared Planning Service (GCSP) to consider the spatial options available to expand existing Cambourne. This work will inform how an expansion of Cambourne should be considered as part of the Greater Cambridge Local Plan (GCLP).

Planning for the future of Cambourne must take into account: the needs of the existing place and communities; a level of development which is sustainable and meets the housing needs of Greater Cambridge; an approach to development which is deliverable and works around complex site constraints.

This report represents the second 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); all of which has informed the spatial options identified in this report.

As part of the early stages of work, two engagement workshops have been held to collaboratively discuss Cambourne's future with a range of important stakeholders. The first workshop considered key principles for a vision for Cambourne; these have directly informed the Vision which is summarised in the first chapter of this report. The second workshop considered spatial concepts, constraints and opportunities.

This discussion has directly informed the content of this report. The methodology in this paper is underpinned by:

- 1. Baseline information:** gathered from Phase 1 of this commission; outcomes of the workshops; mapping of key constraints; responses to the Development Consent Order (DCO) consultation; and details of the East West Rail (EWR) scheme.
- 2. Assumptions:** development buffers have been developed to protect assets (e.g. nature and heritage) and to manage infrastructure constraints; the vision developed through Workshop 1 informs what the spatial options are trying to achieve.

The next phase of work beyond this spatial options paper will be to develop a detailed spatial framework strategy for the preferred option – examining in more detail how an extension of Cambourne would come into fruition.

01_Spatial Options

This chapter describes the option selection methodology, land assessment, long list appraisal, and short list appraisal.

Spatial options methodology

Analysis, assumptions and prioritisation of land for growth

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01_Land Analysis

Constraint deletions and buffers within Area of Study

Baseline analysis including connectivity, place assets and green and blue infrastructure



02_Assumptions & Drivers

Predominant growth area is supported by rail connectivity and has station access within 15 minutes

Capacity – there is sufficient residual land after absolute constraints available to meet housing/employment need

Station access within 15 min

Land assessment assumptions determine developable area



03_Long List Appraisal

Range of options explored

High-level qualitative appraisal of 15 options

Criteria used: alignment with rail connectivity, capacity to accommodate scale of growth in long term and deliverability

Prioritisation based on ability to deliver key drivers



04_Developed Scenarios

Three scenarios selected to develop further considering design assumptions (no coalescence, distance to station, adjacency to existing Cambourne, etc.)

Spatial parameters of these shortlisted options defined ahead of the appraisal



05_Short list appraisal

Three scenarios tested against assessment criteria informed by the Local Plan Sustainability Appraisal



06_Option Recommendation

One option recommended based on the appraisal.

Option recommended for further detailed testing at spatial option stage.

1.1_Land assessment












This section explains the methodology used to determine land that is not subject to constraints and that might be suitable for growth.



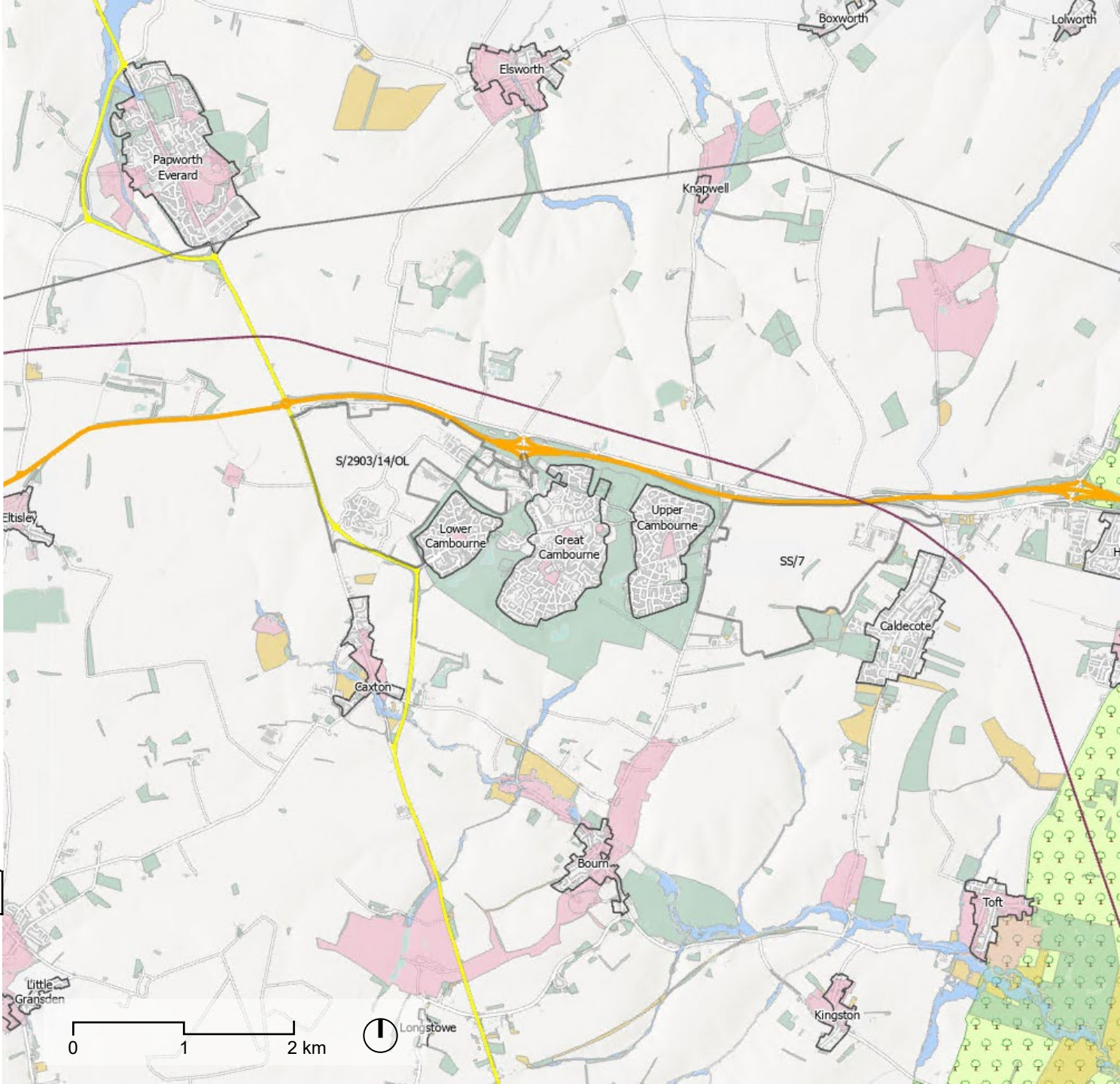
Constraints considered as part of land constraint analysis

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 does not take into account climate change allowances. Overlapping layers are shown according to the order of the legend.



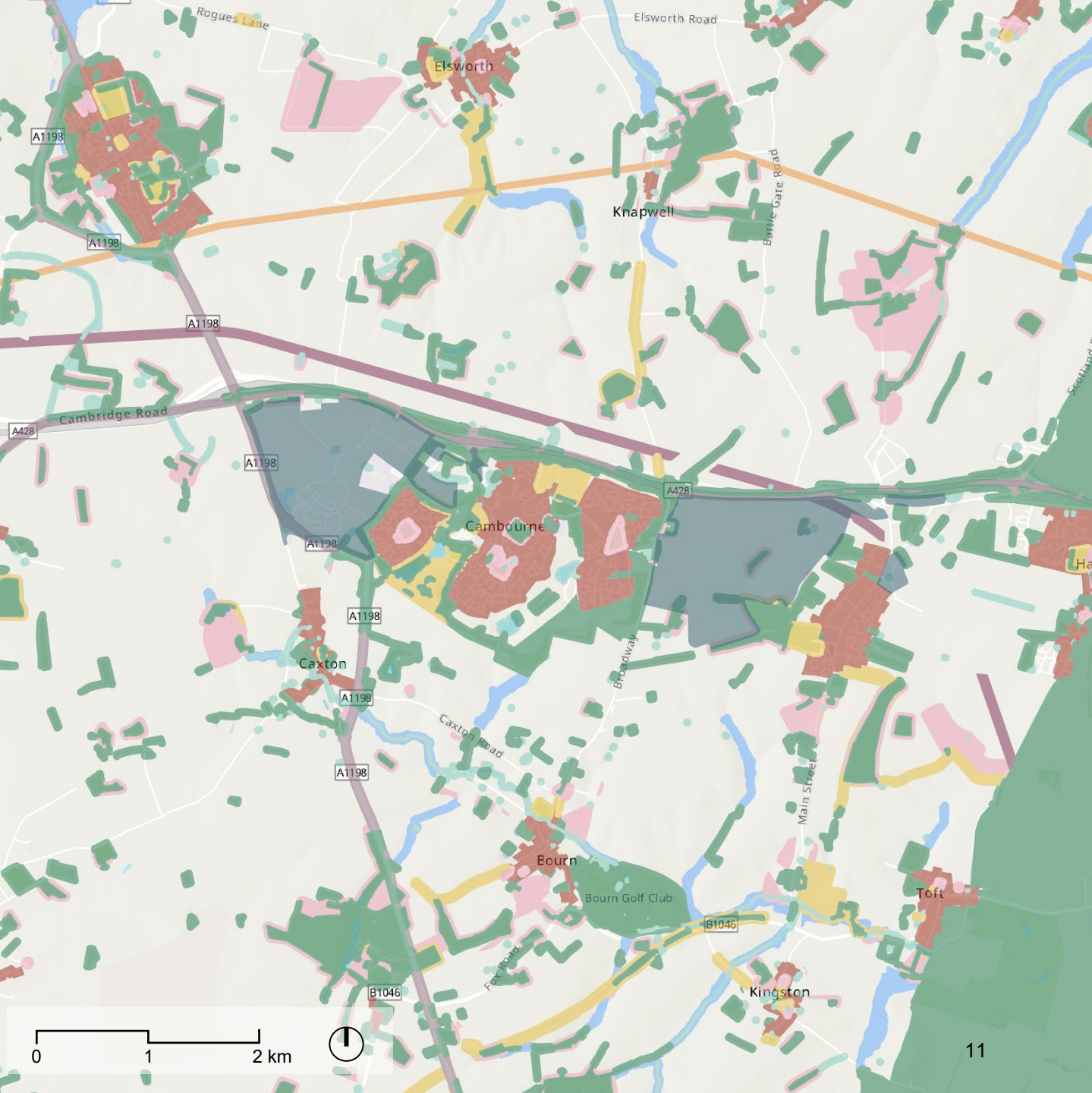
Buffers applied to constraints

Buffers were applied to specific types of constraints within the Area of Study and mapped.

Map Legend

Constraint	Applied Offset (Buffer)
Infrastructure corridors	40m - from centreline of East West Rail and A Roads to act as a security and acoustics buffer
Green infrastructure	40m – Ancient Woodland 25m – All other green assets
Nature Sites	40m – Protected nature sites, reserves and priority habitats
Existing settlements (to avoid coalescence)	No buffer applied at this stage – buffers to be identified through development of the Spatial Framework
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

These buffers are indicative assumptions and may be updated following: (1) further design development; (2) further assessment (e.g. visual assessment for heritage constraints); and (3) engagement with statutory consultees, asset owners and communities.



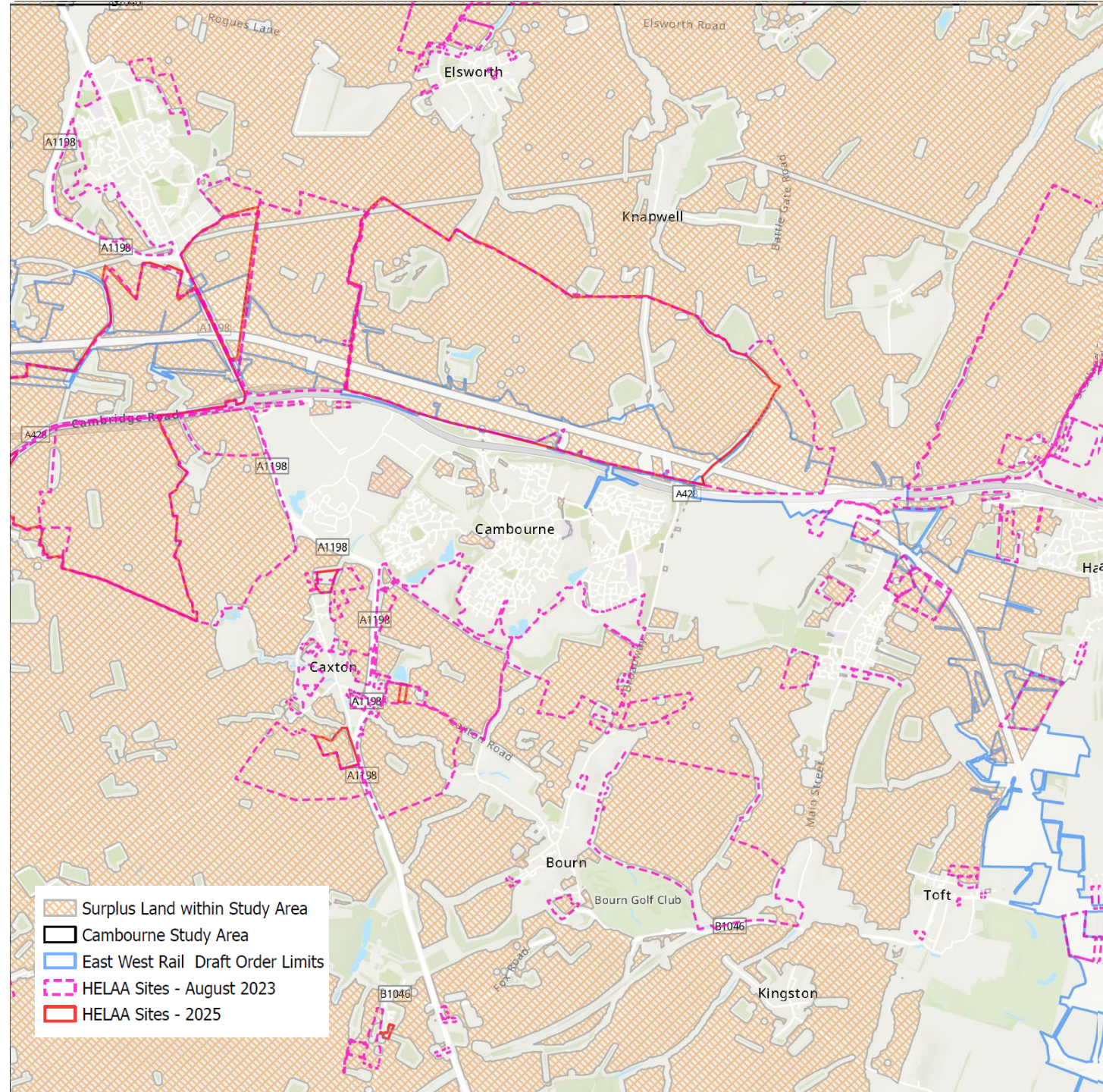
Residual land after absolute constraints' identification

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.
- 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 is:

- **6348 Ha** of 'residual land after absolute constraints'
- % of total residual land after absolute constraints falling within 2025 HELAA Sites – **13.1%**
- % of total residual land after absolute constraints falling within 2023 HELAA Sites – **30.4%**
- % of total residual land after absolute constraints falling within EWR draft order limits **5.2%**



1.2_Long list optioneering and appraisal

This section illustrates the long list of options for growth in Cambourne and assesses these using criteria.

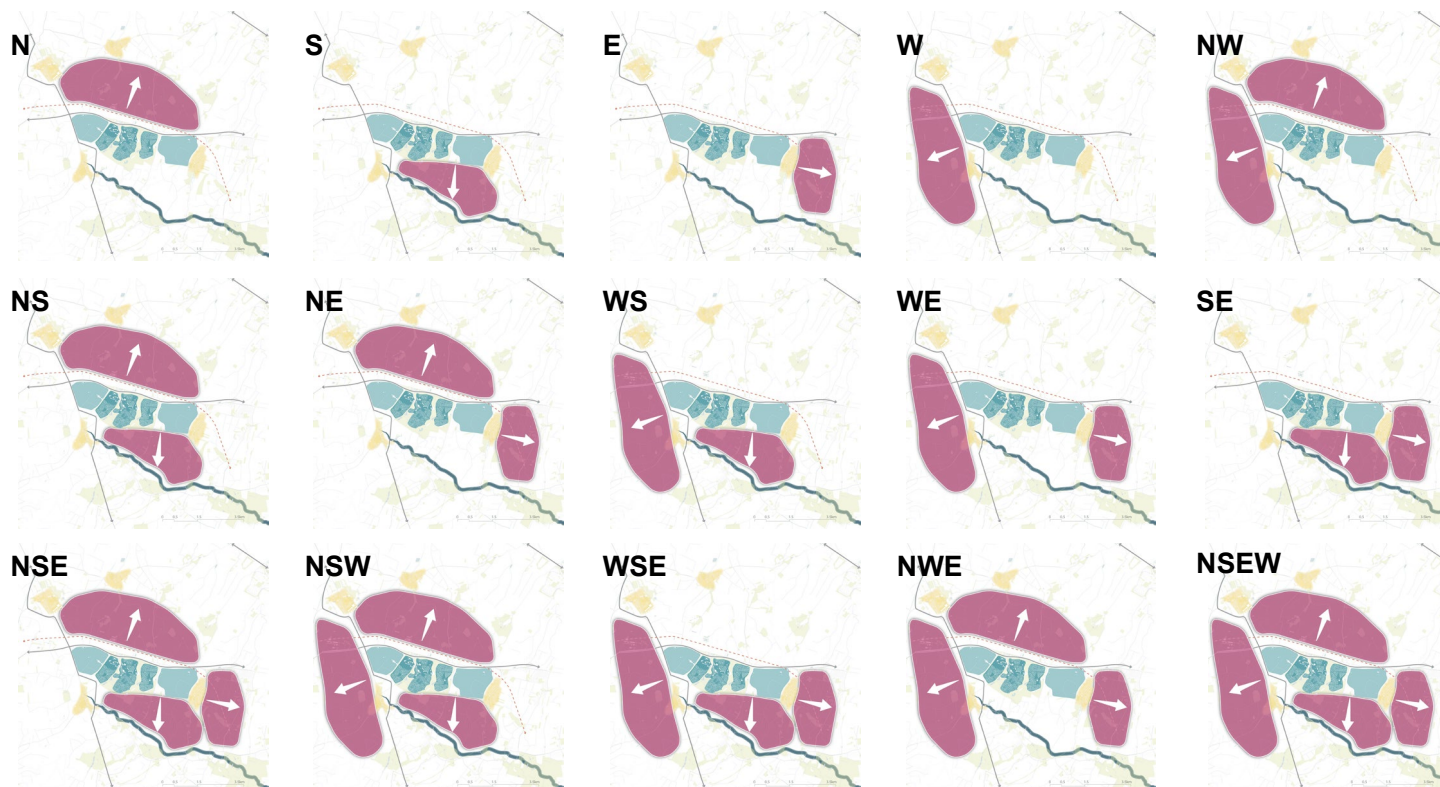
Long list appraisal process

Qualitative analysis to move from a long list of fifteen 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. A number of key assumptions and drivers informed the criteria used for the assessment of the long list of growth options. In order to meet sustainability objectives, particular importance was placed on the growth area being supported by rail connectivity and having access to the new East West Rail station within 15 minutes. In addition, the capacity and developable area of the growth option needed to take into account environmental and infrastructure constraints (as described above in Section 1.1). 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 Capacity to accommodate scale of development in the long term
2. Deliverability

An assessment is provided for each scenario in the tables overleaf. These assessments enabled the sifting of the scenarios to arrive at a short list of three for further testing.



Long list appraisal



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Long list scenario: North

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Excellent proximity to the new EWR station.
- Excellent opportunity to provide good connectivity to the new EWR station.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario integrate with existing settlements?

- Large area of residual land after absolute constraints. Growth area slightly limited by known heritage assets and green infrastructure and nature sites. Potential for severance with the EWR railway and A248.
- Potential for coalescence with Papworth, Knapwell and Elsworth, although they are some distance away. Potential for good integration with existing Cambourne.

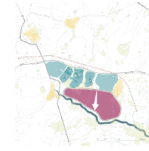
3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Severance would need to be overcome to deliver significant growth in the Plan period.
- Large area of land being promoted.
Varying levels of heritage sensitivity across scenario direction – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Positive option which has excellent alignment with sustainable transport connectivity, offers good potential for growth and deliverability prospects, subject to overcoming – Shortlisted.

Long list appraisal



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Long list scenario: South

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Poor proximity to the new EWR station.
- Challenging to provide connectivity to the new EWR station.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario integrate with existing settlements?

- Limited area of residual land after absolute constraints available, growth potential limited by flood risk and green infrastructure.
- Potential for coalescence with Bourne and Caxton. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure constraints in respect of transport connectivity and flooding would need to be overcome to deliver significant growth during the plan period.
- Moderate area of land being promoted.
- Potentially higher heritage sensitivity - limited archaeological investigation in the area.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option which has poor alignment with sustainable transport connectivity, has limited potential for significant growth and moderate delivery prospects. Poor option which has poor alignment with transport connectivity, has limited potential for significant growth - Discounted

Long list appraisal



Cambourne Growth Strategy Programme

Long list scenario: East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Moderate proximity to the new EWR station.
- Moderate opportunity to provide good connectivity to the new EWR station.
- Excellent opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Very limited area of residual land after absolute constraints available, growth potential limited by flood risk, known heritage assets, green infrastructure and nature sites.
- Potential for coalescence with Caldecote. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and flooding would need to be overcome to deliver significant growth during the plan period.
- Limited area of land being promoted.
- Potentially higher heritage sensitivity - limited archaeological investigation in the area.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option which has poor alignment with sustainable transport connectivity, has limited potential for significant growth and poor delivery prospects. - Discounted

Long list appraisal (continued)



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Long list scenario: West

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Poor/moderate proximity to the new EWR station.
- Moderate opportunity to provide good connectivity to the new EWR station.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Moderate area of residual land after absolute constraints available, growth potential somewhat limited by flood risk.
- Potential for severance with A1198.
- Potential for coalescence with Papworth and Caxton. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Large area of land being promoted.
- Higher heritage sensitivity due to presence of numerous designated heritage assets – development would need to carefully consider impact on the surrounding historic environment.
- Distance from transport node means that commercial development likely to be feasible in the medium-long term.

Long list appraisal (continued)

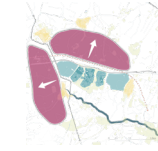


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Conclusion - Broad conclusions and rational for progress to further testing:

- Moderate option which does not align well with sustainable transport connectivity but does offer potential for significant growth and reasonable delivery prospects – particularly in the medium-longer term. - Shortlisted

Long list appraisal



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Long list scenario: North West

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Growth to north offers excellent proximity to the new EWR station however growth to west offers poor/moderate proximity.
- Growth to north offers excellent opportunity to provide good connectivity to the new EWR station, however growth to west offers moderate opportunity.
- Good opportunity to extend the guided busway into the growth area both north and west.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- North and west together provide a large area of residual land after absolute constraints.
- Potential for severance with the EWR railway, A248 and A1198.
- Potential for coalescence with Papworth, Knapwell, Elsworth and Caxton.
- Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion, although note commercial development in the west is more feasible in the medium-long term given the distance from the station.
- Large area of land being promoted.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Moderate option which aligns well with sustainable transport connectivity to the north, but only moderately to the west. Offers potential for significant growth and reasonable delivery prospects, subject to severance being addressed. Growth can be phased over time, giving an opportunity for long term expansion in the west. . - Shortlisted

Long list appraisal



Cambourne Growth Strategy Programme

Long list scenario: North South

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Growth to north offers excellent proximity to the new EWR station however growth to south offers moderate proximity.
- Growth to north offers excellent opportunity to provide good connectivity to the new EWR station, however it would be challenging to provide good connectivity from growth to the south.
- Opportunity to extend the guided busway both north and south may be limited due to impact on journey times given the need to service populations at both ends of the settlement.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Large area of residual land after absolute constraints available to north but limited to the south.
- Potential for coalescence with Papworth, Knapwell, Elsworth,
- Caxton and Bourne. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion, although note commercial development in the south is more feasible in the medium- long term given the distance from the station.
- Large area of land being promoted to the north and moderate area to the south.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option in which growth to the north performs significantly better than growth to the south. - Discounted

Long list appraisal



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Long list scenario: North East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Growth to north offers excellent proximity to the new EWR station, growth to east offers poor proximity.
- Growth to north offers excellent opportunity to provide good connectivity to the new EWR station, with moderate potential to provide good connectivity to the EWR station to the east.
- Good opportunity to extend the guided busway both north and east.

2. Capacity to accommodate scale of development in the long term – How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Large area of residual land after absolute constraints to north but limited area to the east.
- Potential for coalescence with Papworth, Knapwell, Elsworth to the north and Caldecote to the east.
- Potential for good integration with existing Cambourne to the south.

Long list appraisal



3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion, although note commercial development in the east is more feasible in the medium- long term, given the distance from the station.
- Large area of land being promoted to the north, however limited area to the east.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rational for progress to further testing:

- Poor option in which growth to the north performs better than growth to the east. While the north offers the opportunity for early critical mass around the station, the east is sufficiently constrained that it will be hard to capitalise on development in the north for long term growth in the east. - Discounted

Long list appraisal



Long list scenario: West South

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Poor proximity to the new EWR station to both west and south.
- Moderate opportunity to provide good connectivity to the new EWR station to the west however it would be challenging to provide good connectivity from growth to the south.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term – How does the scenario provide sufficient developable area to deliver growth in the long-term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

Large area of residual land after absolute constraints to the west but limited area to the south.

- Potential for coalescence with Bourne, Caxton and Papworth.
- Potential for good integration with existing Cambourne to the south.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion, although note commercial development in both areas will be more difficult to achieve given no opportunity for critical mass around the EWR station.
- Large area of land being promoted to the west, however limited area to the south.
- Higher heritage sensitivity at both the west and the south – development would need to carefully consider impact on the surrounding historic environment.

Conclusion - Broad conclusions and rational for progress to further testing:

- Poor option in which growth to the west performs better than growth to the south, but south does not offer a positive option for growth. - Discounted

Long list appraisal



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Long list scenario: West East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Moderate proximity to the new EWR station.
- Moderate opportunity to provide good connectivity to the new EWR station.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term – How does the scenario provide sufficient developable area to deliver growth in the long term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Large area of residual land after absolute constraints to the west but limited area to the east.
- Potential for coalescence with Papworth, Caxton and Caldecote. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion, although note commercial development in both areas will be more difficult to achieve given no opportunity for critical mass around the EWR station.
- Large area of land being promoted to the west, however limited area to the east.
- Higher heritage sensitivity – development would need to carefully consider impact on the surrounding historic environment.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option in which growth to the west performs better than growth to the east, but neither west nor east offers a positive option for growth and deliverability.. - Discounted

Long list appraisal



Long list scenario: South East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Poor/moderate proximity to the new EWR station.
- Moderate opportunity to provide good connectivity to the new EWR station to the east however it would be challenging to provide good connectivity from growth to the south.
- Good opportunity to extend the guided busway into the growth area.

2. Capacity to accommodate scale of development in the long term – How does the scenario provide sufficient developable area to deliver growth in the long term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Limited areas of residual land after absolute constraints to south and east.
- Potential for coalescence with Caxton, Bourne and Caldecote. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity would need to be overcome to deliver significant growth during the plan period.
- Delivery across two separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion. Although note commercial development in both areas will be more difficult to achieve given no opportunity for critical mass around the EWR station.
- Moderate area of land being promoted to the south, however limited area to the east.
- Potentially higher heritage sensitivity – development would need to carefully consider impact on the surrounding historic environment.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option which has poor alignment with sustainable transport connectivity, has limited potential for significant growth and moderate delivery prospects. - Discounted

Long list appraisal



Long list scenario: North South and East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Mixed proximity to the new EWR station and mixed opportunity to provide good connectivity.
- Opportunity to extend the guided busway in multiple directions may be limited due to impact on journey times.

2. Capacity to accommodate scale of development in the long term – How does the scenario provide sufficient developable area to deliver growth in the long term taking into account proximity to/presence of environmental constraints? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to connect with existing settlements?

- Large area of residual land after absolute constraints to north, however limited land to south and east.
- Challenging to deliver interconnectivity between growth areas.
- Potential for coalescence with Papworth, Caxton, Bourne, Knapwell, Elsworth and Caldecote. Potential for good integration with existing Cambourne.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity would need to be overcome to deliver significant growth during the plan period. Delivery across three separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion. Although note commercial development in the east and south is more feasible in the medium-long term, given the distance from the station.
- Large area of land promoted to north and moderate area of land being promoted to the south, however limited area to the east.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option. While development in the north is a positive option, the south and east are poor options. They have poor alignment with sustainable transport connectivity, limited potential for significant growth and moderate delivery prospects. - Discounted

Long list appraisal



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Long list scenario: North South and West

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Mixed proximity to the new EWR station and mixed opportunity to provide good connectivity.
- Opportunity to extend the guided busway in multiple directions may be limited due to impact on journey times due to impact on journey times given the need to service populations at both ends of the settlement. .

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long term? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to integrate with existing settlements?

- Large area of residual land after absolute constraints to north, more limited in other directions. Potential for severance with EWR, A428 and A1198.
- Potential for coalescence with Papworth, Elsworth, Knapwell, Caxton and Bourne.
- Potential for good integration with existing Cambourne to the south.
- Challenging to deliver interconnectivity between disparate growth areas.

Long list appraisal



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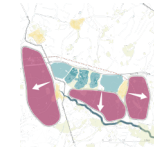
3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across three separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion. Although note commercial development in the south and west is more feasible in the medium-long term, given the distance from the station.
- Large area of land promoted to north and west, and moderate area of land being promoted to the south.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Conclusion - Broad conclusions and rationale for progress to further testing:

- Poor option. While development in the north is a positive option, the south is a poor option with poor alignment with sustainable transport connectivity, limited potential for significant growth and moderate delivery prospects. The west is a moderate option for growth, but given the combination with development at the south, this option is discounted. - Discounted

Long list appraisal



Cambourne Growth Strategy Programme

Long list scenario: West, South and East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Poor/moderate proximity to the new EWR station and poor/moderate opportunity to provide good connectivity.
- Opportunity to extend the guided busway in multiple directions may be limited due to impact on journey times given the need to service populations at both ends of the settlement.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long term? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to integrate with existing settlements?

- Moderate area of residual land after absolute constraints. Potential for severance with A1198.
- Potential for coalescence with Papworth, Elsworth, Caxton and Bourne. Potential for good integration with existing Cambourne.
- Challenging to deliver interconnectivity between growth areas.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period. Delivery across three separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion. Although note commercial development in all areas will be more difficult to achieve given no opportunity for critical mass around the EWR station.
- Large area of land promoted to west, moderate area of land being promoted to the south, however limited area to east.
- Higher heritage sensitivity – development would need to carefully consider impact on the surrounding historic environment.

Conclusion - Broad conclusions and rational for progress to further testing:

- Poor option where none of the areas provide a positive option for growth. Growth to south and east performs poorly and growth to the west is moderate. This option offers no opportunity for critical mass around the station and is discounted. - Discounted

Long list appraisal



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Long list scenario: North, West and East

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Mixed proximity to the new EWR station and mixed opportunity to provide good connectivity.
- Opportunity to extend the guided busway in multiple directions may be limited due to impact on journey times given the need to service populations at both ends of the settlement.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long term? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to integrate with existing settlements?

- Large area of residual land after absolute constraints to north, more limited in other directions. Potential for severance with EWR, A428 and A1198.
- Potential for coalescence with Papworth, Elsworth, Knapwell, Caxton and Caldecote.
- Challenging to deliver interconnectivity between growth areas given disparate locations.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period.
- Delivery across three separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion. Although note commercial development in the east and west is more feasible in the medium-long term, given the distance from the station.
- Large area of land promoted to north and west, however limited area of land being promoted to the east.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Long list appraisal



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Conclusion - Broad conclusions and rational for progress to further testing:

- Poor option. While development in the north is a positive option, the east is a poor option with poor alignment with sustainable transport connectivity, limited potential for significant growth and moderate delivery prospects. The west is a moderate option for growth, but given the combination with development at the east, this option is discounted.- Discounted

Long list appraisal



Long list scenario: North, South, East and West

1. Alignment with sustainable transport connectivity – What is the proximity of the scenario to the new EWR station? How well connected could the scenario be to the new EWR station? To what extent could the scenario support an extension of the guided busway?

- Mixed proximity to the new EWR station and mixed opportunity to provide good connectivity.
- Opportunity to extend the guided busway in multiple directions may be limited due to impact on journey times given the need to service populations at both ends of the settlement.

2. Capacity to accommodate scale of development in the long term - How does the scenario provide sufficient developable area to deliver growth in the long term? Does the scenario present any significant infrastructure constraints? How well would the scenario be able to integrate with existing settlements?

- Large area of residual land after absolute constraints to north, more limited in other directions. Potential for severance with EWR, A428 and A1198.
- Potential for coalescence with Papworth, Elsworth, Knapwell, Caxton, Bourne and Caldecote. Potential for good integration with existing Cambourne.
- Challenging to deliver interconnectivity between growth areas.

3. Deliverability - How much of the growth scenario is likely to be delivered in the Local Plan period? How much of the scenario is on land being promoted? How likely could infrastructure constraints or environmental impacts be overcome/mitigated?

- Infrastructure and environmental constraints in respect of transport connectivity and severance would need to be overcome to deliver significant growth during the plan period. Delivery in multiple directions may make infrastructure investments more difficult to deliver due to lack of critical mass in one place.
- Delivery across four separate areas could create benefits by spreading impacts of phasing and construction if planned correctly and in a coordinated fashion.
- Large area of land promoted to north and west, moderate area of land being promoted to the south, however limited area to east.
- Varying levels of heritage sensitivity across scenario directions – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity.

Long list appraisal



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Conclusion - Broad conclusions and rational for progress to further testing:

- While development in the north is a positive option, the south and east are poor options with poor sustainable transport connectivity, limited potential for significant growth and moderate delivery prospects. The west is a moderate option for growth but given the combination with development at the east and south, this option is discounted. - Discounted

Short listed scenarios

Three options have been short listed

The assessment against the three key drivers found that the following options should be progressed to short list assessment because they are more likely to meet sustainability objectives, through proximity to the new East West Rail station and rail connectivity, as well as having sufficient developable area taking into account environmental and infrastructure constraints:

- **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. Offer 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 next section.



1.3_Short list of options and appraisal

This section appraised the three short listed options using sustainability and deliverability criteria.

Spatial boundaries for short listed options

Methodology for drawing land boundaries

Spatial boundaries have been drawn for the short-listed scenarios, following the assumptions and drivers explained in the previous section.

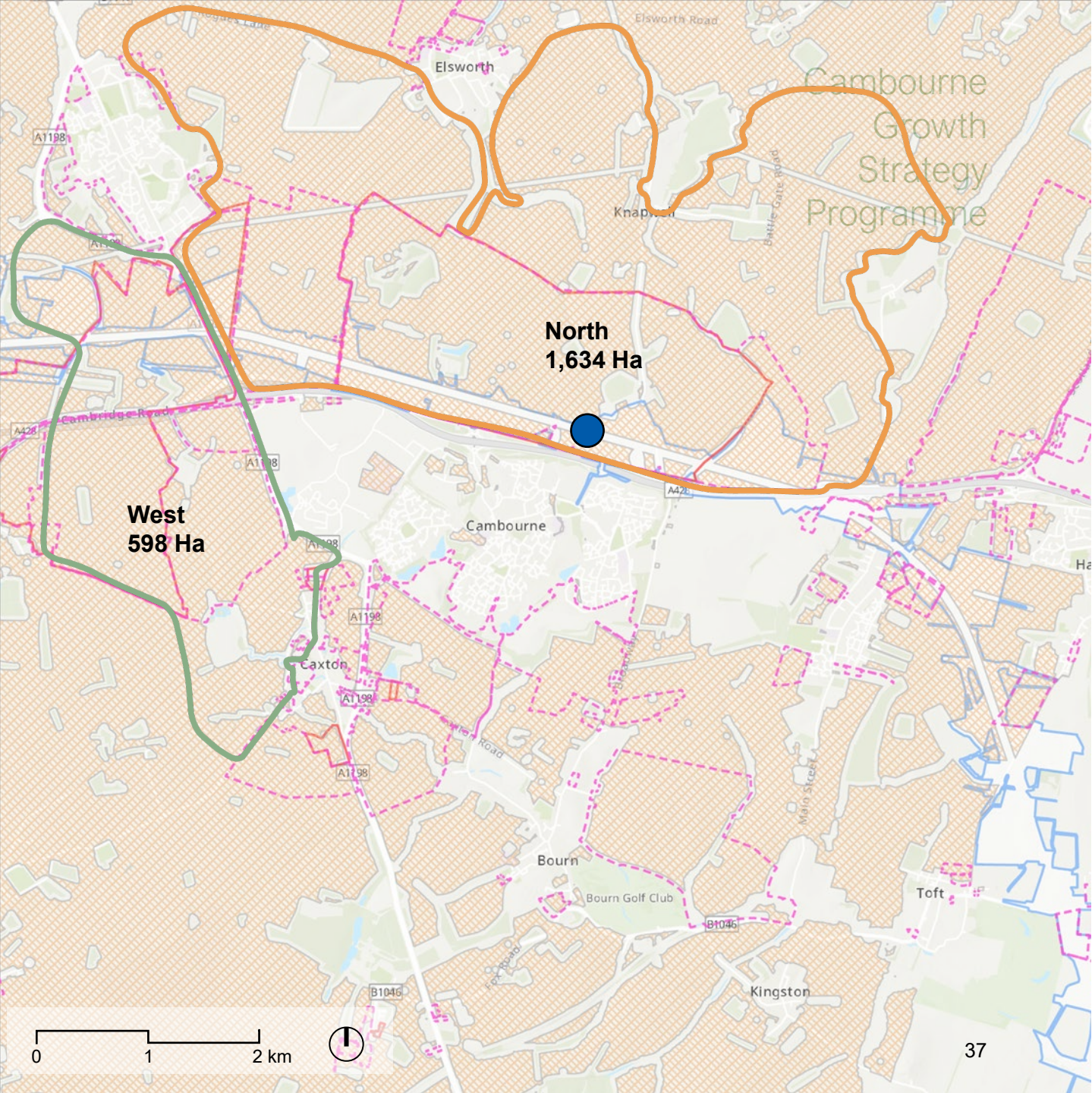
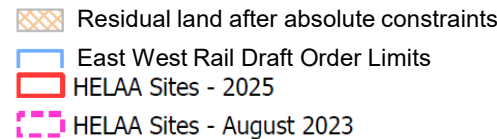
Boundaries were established considering the following spatial features and constraints:

- Transport corridors (EWR corridor, A roads / major roads) and existing roads
- Greenbelt
- Flooding zone / Bourne Brook
- Adjacent to existing Cambourne

When a constraint wasn't present, a logical extent was set to ensure the land would not extend beyond the boundaries of the nearest village**.

* at 14km/h

** Off set to existing villages to avoid coalescence has not been considered at this stage and should be explored as part of the Spatial Framework Strategy process.



Short list appraisal method

Qualitative analysis of the short list to identify a recommended option

The three short listed options have been appraised against sixteen appraisal criteria to enable differentiation between their performance as options for 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 has been 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 is provided in the tables overleaf, followed by appraisal of each of the three short listed options. These appraisals enable identification of a preferred option for progression to further development through the Spatial Framework.



Short list appraisal criteria

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal

Objective

1. Housing (from SA1)

Appraisal questions

- Does the option provide for the local housing need of Greater Cambridge?

Objective

2. Access to services and facilities (from SA2)

Appraisal questions

- Does the option support the existing local centre at Cambourne?
- Does the option provide for sufficient local services and facilities to support new and growing communities (e.g. schools, employment training and lifetime learning facilities, health facilities, sport and recreation, accessible green space and services in local centres)
- Does the option provide for development within proximity to existing or new services and facilities that are accessible for all?

Objective

3. Social inclusion and Equalities (from SA3)

Appraisal questions

- Does the option facilitate the integration of new neighbourhoods with existing communities?
- Does the option promote developments that benefit and are used by existing and new residents in Greater Cambridge, particularly for Greater Cambridge's most deprived areas?
- Does the option promote the vitality and viability of Cambourne's local centre through social and cultural initiatives?
- Does the option help to support high levels of pedestrian activity/outdoor interaction, where people mix

Short list appraisal criteria (continued)

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal

Objective

4. Health (from SA4)

Appraisal questions

- Does the option promote health and wellbeing and encourage healthy lifestyles by maintaining, connecting, creating and enhancing multifunctional open spaces, green infrastructure, and recreation and sports facilities and by providing access to recreational opportunities in the countryside?
- Does the option promote healthy lifestyle choices by encouraging and facilitating walking and cycling, including provision of dedicated cycleways, as well as permeable and legible streets?
- Does the option safeguard human health and wellbeing by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure, particularly green infrastructure?

Objective

5. Biodiversity and geodiversity (from SA5)

Appraisal questions

- Does the option avoid adverse effects on internationally and nationally designated biodiversity and geodiversity assets within and outside Greater Cambridge?
- Does the option avoid adverse effects on locally designated biodiversity and geodiversity assets within and outside Greater Cambridge, including ancient woodland?
- Does the option seek to protect and enhance ecological networks, including opportunity areas (buffer and stepping stone opportunities) identified through biodiversity opportunity mapping, promoting the achievement of biodiversity net gain, whilst taking into account the impacts of climate change?

Short list appraisal criteria

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal.

Objective

6. Landscape and townscape (from SA6)

Appraisal questions

- Does the option protect and enhance Greater Cambridge's sensitive, special landscapes, such as fens, and historic settlements?
- Does the option protect and enhance Greater Cambridge's natural environment assets (including parks and green spaces, common land, woodland and forest reserves) and public realm?

Objective

7. Historic environment (from SA7)

Appraisal questions

- Does the option conserve and enhance Greater Cambridge's designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?
- Does the option conserve and enhance Greater Cambridge's non- designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?
- Does the option provide opportunities for improvements to the conservation, management and enhancement of Greater Cambridge's heritage assets, particularly heritage at risk?

Objective

8. Efficient use of land (from SA8)

Appraisal questions

- Does the option maximise the provision of housing and employment development on previously developed land?
- Does the option minimise the loss of best and most versatile agricultural land to development?

Short list appraisal criteria (continued)

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal.

Objective

9. Minerals (from SA9)

Appraisal questions

- Does the option ensure that unnecessary or unjustified sterilisation of mineral resources is prevented?

Objective

10. Water (from SA10)

Appraisal questions

- Does the option ensure there is sufficient water to serve new growth for the lifetime of the development in a changing climate without negatively impacting on the environment?
- Does the option seek to improve the water quality of Greater Cambridge's rivers and water bodies?
- Does the option minimise inappropriate development in Source Protection Zones?

Objective

11. Adaptation to climate change (from SA11)

Appraisal questions

- Does the option minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?

Short list appraisal criteria (continued)

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal.

Objective

12. Climate change mitigation (from SA12)

Appraisal questions

- Does the option support the growth of public transport networks, modal shift away from private cars and onto public transport, and access to public transport options?
- Does the option create, maintain and enhance attractive and well- connected networks of public transport and active travel, including walking and cycling?
- Does the option support development which is in close proximity to city, district and rural centres, services and facilities, key employment areas and/or public transport nodes, thus reducing the need to travel by car?

Short list appraisal criteria

These are the criteria against which the short list has been analysed. They are informed by the Local Plan Sustainability Appraisal.

Objective

13. Air quality (from SA13)

Appraisal questions

- Does the option promote more sustainable transport and reduce the need to travel?
- Does the option contain measures which will help to reduce congestion?

Objective

14. Economy (from SA14)

Appraisal questions

- Does the option provide for an adequate supply of land and the delivery of infrastructure to meet Greater Cambridge's economic and employment needs?
- Does the option support opportunities for the expansion and diversification of businesses?
- Does the option support stronger links to the wider economy of, and contribute to meeting sustainable economic growth envisaged across, the Oxford-Cambridge Arc?

Objective

15. Employment (from SA15)

Appraisal questions

- Does the option provide for employment opportunities that are easily accessible, preferably via sustainable modes of transport?

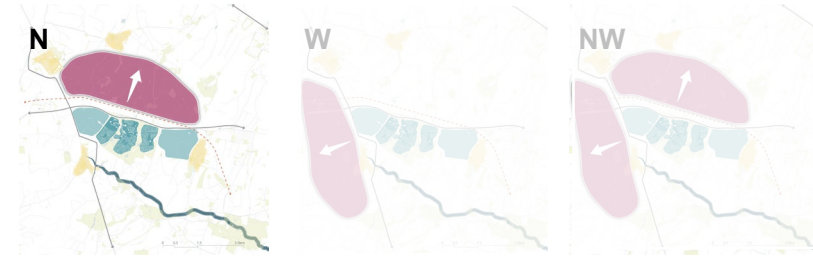
Objective

- Deliverability (not from SA)

Appraisal questions

- Does the option utilise promoted land?

Appraisal: Option 1 North



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Criteria

1. Housing

RAG rating

- Green – On track

Score text

Option provides a large area (1,634 ha) of residual land after absolute constraints.

Criteria

2. Access to services and facilities

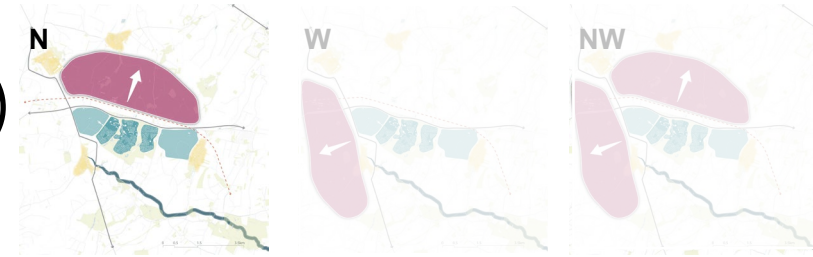
RAG rating

- Green – On track

Score text

The option is well located to support the existing local centre at Cambourne subject to overcoming severance created by the A428 and EWR. Sufficient land is available to provide local services to meet the needs of the additional population. The option is located in proximity to existing services within Cambourne that are accessible to all. The growth area is large enough to accommodate a new population that is of sufficient size to justify the provision of new services that are accessible to all.

Appraisal: Option 1 North (continued)



Cambourne
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Criteria

3. Social inclusion and Equalities

RAG rating

- Green – On track

Score text

The option creates good opportunity to integrate new neighbourhoods with existing communities subject to overcoming severance created by the A428 and EWR. The option will create development that is of benefit for existing and new residents of Cambourne and the wider area. Cambourne is not one of Cambridgeshire's most deprived locations. The options creates good opportunity to promote the vitality and viability of Cambourne's local centre through social and cultural initiatives by increasing the number of residents in proximity to the existing local centre. Development is likely to include one or more new town/local centres which could be the focus for social and cultural initiatives. Subject to detailed design, the option creates good opportunity to support high levels of pedestrian activity/outdoor interaction, where people mix.

Criteria

4. Health

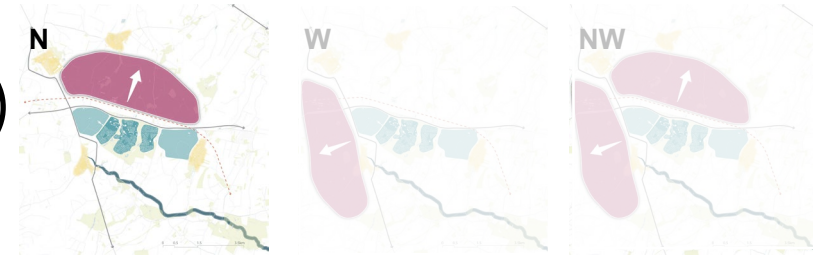
RAG rating

- Green – On track

Score text

Provision can be made to create new nature reserves to north of A248 and EWR. Health benefits will also depend on the strengthening of the buffer planting along transport corridors to provide screening and improvements to air quality. Provided that adequate new footpaths and cycle paths are put in place, this option can encourage active travel, given its likely proximity to the new station.

Appraisal: Option 1 North (continued)



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Criteria

5. Biodiversity and geodiversity

RAG rating

- Red – Missed target/trigger

Score text

This option includes high value land for biodiversity – including woodland designated as Sites of Special Scientific Interest, ancient woodland and other woodlands provides landscape structure, biodiversity value, historic continuity and enclosure. Significant buffers and mitigation will be necessary to ensure the option can make a positive contribution to biodiversity and geodiversity criteria.

Criteria

- 6. Landscape and townscape

RAG rating

- Red – Missed target/trigger

- **Score text**

- The growth areas proposes development northwards from Cambourne in the direction of Papworth Everard, Elsworth and Knapwell which all have Conservation Areas and listed buildings. There is also a scheduled ancient monument at Knapwell (Overhall Grove moated site) and at Papworth (Moate site east of Papworth Hall) and a historic park and garden at Chiderley. Growth will need to be sensitive to the setting of these places. The growth option includes some areas of woodlands, protected woodlands and protected nature sites/priority habitats. The growth area is sufficiently large to incorporate, protect and enhance these natural environment assets. The area is in an elevated location which is part of an attractive open and rolling landscape. Development on the site would be highly visible when viewed from surrounding roads and villages. Even with the incorporation of open space, landscaping and other mitigation measures, development of the scale proposed on this site would have a significant adverse impact on the attractive rural landscape.

Appraisal: Option 1 North

Criteria

- 7. Historic environment

RAG rating

- Amber – Running below target

Score text

- Varying levels of heritage sensitivity across the option – development would need to carefully consider impact on the surrounding historic environment in areas with higher sensitivity to enable a positive contribution. In particular, this option has the potential to conjoin with Papworth Everard which is recognised as being heritage at risk.. This option may also included development adjacent to Conservation Areas in Knapworth and Elsworth. This option may have adverse impacts on heritage assets therefore effective mitigation would need to be integrated at masterplanning and later stages in order to conserve the assets or their settings. Potential for archaeological assets.

- **Criteria**

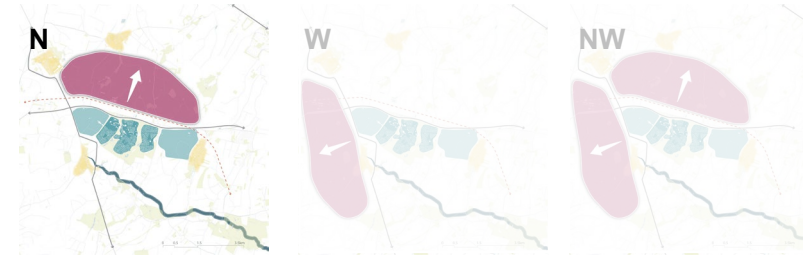
- 8. Efficient use of land

- **RAG rating**

- Red – Missed target/trigger

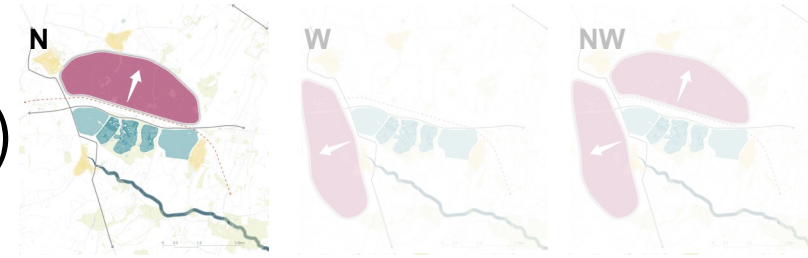
- **Score text**

- The option does not maximise development on Previously Developed Land (PDL) or minimise the loss of best and most versatile agricultural land. The land to the north of Cambourne is predominantly unfarmed fields. it is Agricultural Grade 2 and 3 meaning it is Moderate to Very Good.



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Appraisal: Option 1 North (continued)



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Criteria

- 9. Minerals

RAG rating

- Green – On track

Score text

- The growth option does not include any land in a Mineral and Safeguarding Area.

Criteria

- 10. Water

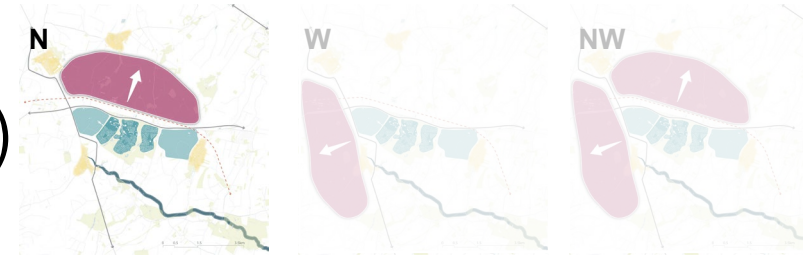
RAG rating

- Amber – Running below target

Score text

- There are not any option-specific differentiators relating to this criteria. However, given water scarcity challenges in the wider area, in order to make a positive contribution mitigations relating to water usage must be included as part of the spatial framework – including optimising water use efficiency and on-site water reuse. Considerations should also be given to the protection of the quality of water in blue infrastructure.

Appraisal: Option 1 North (continued)



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Criteria

- 11. Adaptation to climate change

RAG rating

- Amber – Running below target

Score text

- This option encompasses some areas of higher flood risk – appropriate buffers / no build zones and related mitigations such as nature-based SuDS should be applied to ensure the options makes a positive contribution to this criterion.

Criteria

- 12. Climate change mitigation

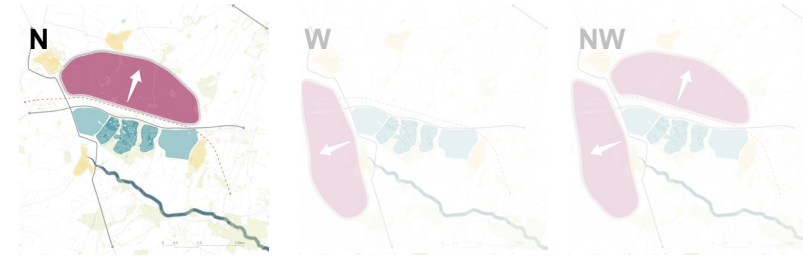
RAG rating

- Amber – Running below target

Score text

- This option supports the growth of public transport networks given the proximity to the proposed station location. Close proximity to the station should also enable the creation of attractive and well-connected networks of public transport and active travel, and enable development in close proximity to existing facilities. Infrastructure severance to the existing town centre will need to be overcome to reduce the need for car travel.

Appraisal: Option 1 North



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Criteria

- 13. Air quality

RAG rating

- Amber – Running below target

Score text

- The option is likely to promote more sustainable forms of transport given its proximity to the proposed station. Assuming more sustainable transport networks are delivered, this should result in a neutral or positive impact on congestion in existing Cambourne (and high sustainable mode share in new development). Air quality improvements near the A428 / EWR infrastructure corridor are contingent on further mitigations as part of the spatial framework.

Criteria

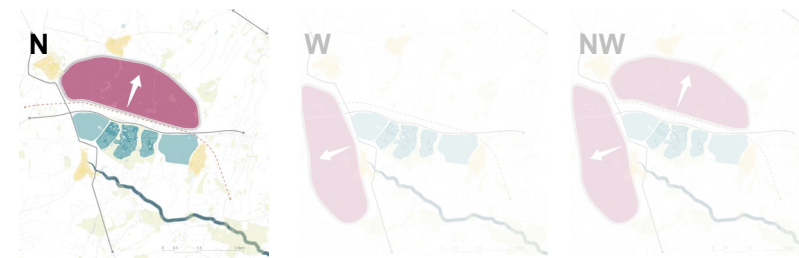
- 14. Economy

RAG rating

- Amber – Running below target

Score text

- The option provides an adequate supply of land to create opportunities for economic and business expansion. Improvements to Cambourne's economy will require severance from A428 and EWR to be overcome and active travel routes prioritised to minimise additional congestion around existing and new towncentres.



Appraisal: Option 1 North (continued)

Criteria

- 15. Employment

RAG rating

- Green – On track

Score text

- A significant increase in population (which would be possible in this option) must be matched by an increase in the range of employment opportunities locally. The connections afforded by EWR to this option are most likely to drive step-change in local employment opportunities.

Criteria

- 16. Deliverability

RAG rating

- Amber – Running below target

Score text

- About 50% of the land the option utilises is promoted land.

Appraisal: Option 2 West



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Criteria

1. Housing

RAG rating

- Amber – Running below target

Score text

- Option provides a moderate amount (598 ha) of residual land after absolute constraints.

Criteria

2. Access to services and facilities

RAG rating

- Amber – Running below target

Score text

The option has moderate proximity to the existing local centre at Cambourne and is therefore likely to offer moderate support subject to overcoming severance created by the A1198. Sufficient land is available to provide local services to meet the needs of the additional population. The option is located in proximity to existing services within Cambourne that are accessible to all. The growth area is large enough to accommodate a new population that is of sufficient size to justify the provision of new services that are accessible to all.

Appraisal: Option 2 West

Criteria

3. Social inclusion and Equalities

RAG rating

- Amber – Running below target

Score text

The option creates moderate opportunity to integrate new neighbourhoods with existing communities subject to overcoming severance created by the A1198. The existing local centre is located away from the expansion area. The option will create development that is of benefit for existing and new residents of Cambourne and the wider area. Cambourne is not one of Cambridgeshire's most deprived locations. The options creates moderate opportunity to promote the vitality and viability of Cambourne's local centre through social and cultural initiatives by increasing the number of residents in proximity to the existing local centre. Development is likely to include one or more new town/local centres which could be the focus for social and cultural initiatives. Subject to detailed design, the option creates good opportunity to support high levels of pedestrian activity/outdoor interaction, where people mix.

Criteria

4. Health

RAG rating

- Green – On track

Score text

This option provides opportunities to promote cycle routes along the A1198 to connect settlements and reduce car use, and to maintain and promote public rights of way between surrounding settlements such as Eltisley, both of which would promote active travel. The site offers sustainable siting, where the peaceful rural landscape around the settlement can be protected and enhanced with conservation of hedgerows and woodland.



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Appraisal: Option 2 West



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Criteria

5. Biodiversity and geodiversity

RAG rating

- Amber – Running below target

Score text

This option will encompass priority habitat features associated with the historic landscape at Longstowe Hall but there are opportunities to promote landscape resilience and to plant and connect woodland. Aside from this, the land in this option does not have other designated biodiversity assets.

Criteria

- 6. Landscape and townscape

RAG rating

- Amber – Running below target

Score text

The growth areas proposes development westwards from Cambourne in the direction of Caxton which has a Conservation Area and listed buildings. The growth area includes two scheduled ancient monuments at Caxton Moats and a Moated site at Pastures Farm. Growth will need to be sensitive to the setting of these places. The growth option includes some areas of woodlands, protected woodlands and protected nature sites/priority habitats. The growth area is sufficiently large to incorporate, protect and enhance these natural environmental assets.

Appraisal: Option 2 West



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Criteria

- 7. Historic environment

RAG rating

- Red – Missed target/trigger

Score text

Higher levels of sensitivity within this option. There are two scheduled ancient monuments within this option (moats at Pastures Farm and Caxton Moats); there is also parkland features at Longstowe Hall including perimeter woodland, avenues and parkland tree clumps; lastly, the Ermine Street Roman Road forms a linear landscape features. The option will also be immediately proximate to the Conservation Area at Caxton. In this area that has higher levels of sensitivity, wider buffer areas around heritage assets may be necessary as will designing-in at all stages, of effective mitigation of any potentially adverse impacts on assets or their settings. Potential for archaeological assets.

Criteria

- 8. Efficient use of land

RAG rating

- Red – Missed target/trigger

Score text

The option does not maximise development on Previously Developed Land (PDL) or minimise the loss of best and most versatile agricultural land. The land to the west of Cambourne is predominantly unfarmed fields. While it has not been previously developed, it is Agricultural Grade 2 and 3 meaning it is Moderate to Very Good. It offers a relatively large expanse of land for the provision of housing and employment development, however, not very much of this land is contiguous with the existing settlement and there is separation between the site and the potential location of the station. This means that housing and employment development will not be optimised.

Appraisal: Option 2 West

Criteria

- 9. Minerals

RAG rating

- Green – On track

Score text

- The growth option does not include any land in a Mineral and Safeguarding Area.

Criteria

- 10. Water

RAG rating

- Amber – Running below target

Score text

There are not any option-specific differentiators relating to this criteria. However, given water scarcity challenges in the wider area, in order to make a positive contribution mitigations relating to water usage must be included as part of the spatial framework – including optimising water use efficiency and on-site water reuse. Consideration should also be given to the protection of the quality of water in blue infrastructure.



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Appraisal: Option 2 West

Criteria

- 11. Adaptation to climate change

RAG rating

- Amber – Running below target

Score text

This option encompasses some areas of higher flood risk – appropriate buffers / no build zones and related mitigation ssuch as nature-based SuDS should be applied to ensure the options makes a positive contribution to this criterion.

Criteria

- 12. Climate change mitigation

RAG rating

- Amber – Running below target

Score text

This option will provide the opportunity to develop new public transport and active travel routes. However, it is not immediately proximate to the proposed location of the new EWR station and existing Cambourne retail and employment centres. This means that the spatial framework would need to include further land use and/or transport interventions in order to unlock a higher mode share for sustainable journeys.



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Appraisal: Option 2 West



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Criteria

- 13. Air quality

RAG rating

- Amber – Running below target

Score text

- The location of development away from the possible location of the station increases the likelihood of journeys by private vehicle, reducing air quality. Significant mitigation would be required to ensure sustainable transport networks are delivered, to ensure neutral or positive impacts on congestion. Air quality improvements near the A428 and A1198 infrastructure corridors would be contingent on further mitigations as part of the spatial framework.

Criteria

- 14. Economy

RAG rating

- Red – Missed target/trigger

Score text

- This option is removed from the EWR station, and most of the site is not contiguous with existing Cambourne. These factors limit the opportunity for expansion and diversification of businesses. The option may not provide adequate land to meet Greater Cambridge's economic and employment needs.

Appraisal: Option 2 West



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Criteria

- 15. Employment

RAG rating

- Red – Missed target/trigger

Score text

This option is removed from the EWR station, and most of the site is not contiguous with existing Cambourne. The site provides ample land supply, but this land is less likely to be suitable for employment space given the major transport node and existing town centre are not accessible via sustainable modes of transport.

Criteria

- 16. Deliverability

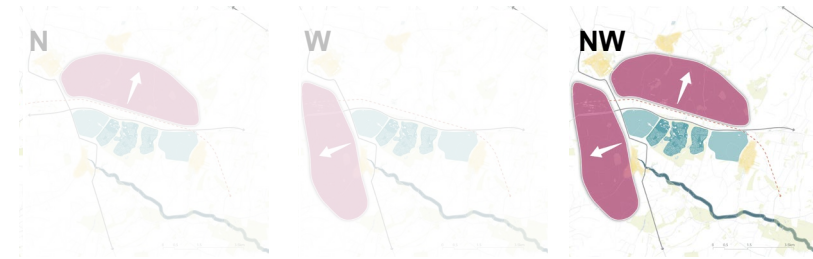
RAG rating

- Amber – Running below target

Score text

More than half the land the option uses is promoted land.

Appraisal: Option 3 North West



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Criteria

1. Housing

RAG rating

- Green – On track

Score text

Option provides a large area (2,740 ha) of residual land after absolute constraints

Criteria

2. Access to services and facilities

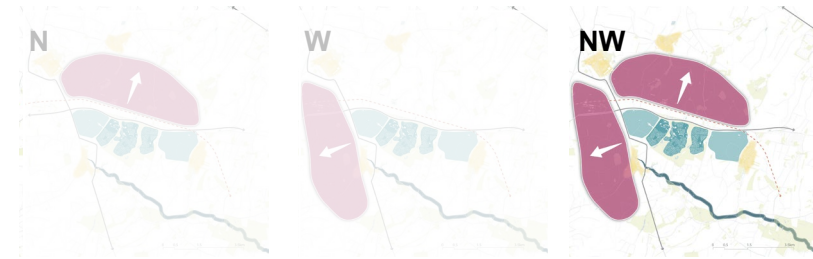
RAG rating

- Amber – Running below target

Score text

The area to the north has good proximity to the existing local centre at Cambourne and the area to the west has moderate proximity. Spreading growth across a larger area may make it more challenging to create a new critical population mass to support the existing Camborne centre. Severance with the EWR, A428 and A1198 will need to be overcome. Sufficient land is available to provide local services to meet the needs of the additional population. The area to the north has good proximity to the existing local services within Cambourne that are accessible to all and the area to the west has moderate proximity. The growth area is large enough to accommodate a new population that is of sufficient size to justify the provision of new services that are accessible to all, however spreading growth across multiple area could mean that new services are not easily accessible to all new communities.

Appraisal: Option 3 North West



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Criteria

3. Social inclusion and Equalities

RAG rating

- Amber – Running below target

Score text

The option creates moderate opportunity to integrate new neighbourhoods with existing communities subject to overcoming severance created by EWR, A428 and A1198. The existing local centre is located away from the expansion area to the east.

The option will create development that is of benefit for existing and new residents of Cambourne and the wider area. Cambourne is not one of Cambridgeshire's most deprived locations.

The options creates moderate opportunity to promote the vitality and viability of Cambourne's local centre through social and cultural initiatives by increasing the number of residents in proximity to the existing local centre. Development is likely to include one or more new town/local centres which could be the focus for social and cultural initiatives.

Subject to detailed design, the option creates good opportunity to support high levels of pedestrian activity/outdoor interaction, where people mix.

Criteria

4. Health

RAG rating

- Amber – Running below target

Score text

The greater critical mass of development will support provision of additional green infrastructure and provisions for active travel. However, development in this option would convert a significant volume of peaceful rural land to built form.

Appraisal: Option 3 North West

Criteria

5. Biodiversity and geodiversity

RAG rating

Red – Missed target/trigger

Score text

This option could potentially impact high value land for biodiversity – including Sites of Special Scientific Interest, ancient woodland and priority habitats. Significant buffers and mitigation will be necessary to ensure the option can make a positive contribution to biodiversity and geodiversity criteria.

Criteria

- 6. Landscape and townscape

RAG rating

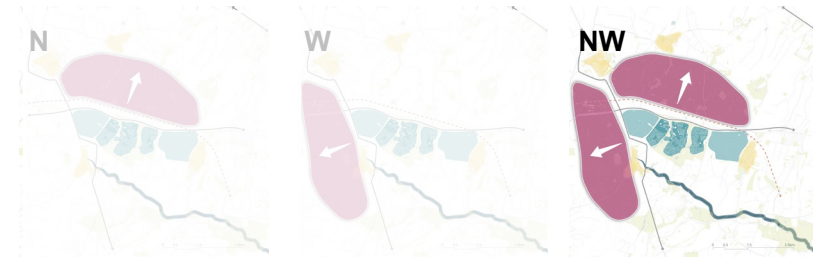
- Red – Missed target/trigger

Score text

The growth areas proposes development northwards from Cambourne in the direction of Papworth Everard, Elsworth and Knapwell which all have Conservation Areas and listed buildings. There is also a scheduled ancient monument at Knapwell (Overhall Grove moated site) and at Papworth (Moate site east of Papworth Hall) and a historic park and garden at Chiderley. Growth will need to be sensitive to the setting of these places. The growth area also proposes development westwards from Cambourne in the direction of Caxton which has a Conservation Area and listed buildings. The growth area includes two scheduled ancient monuments at Caxton Moats and a Moated site at Pastures Farm. Growth will need to be sensitive to the setting of these places.

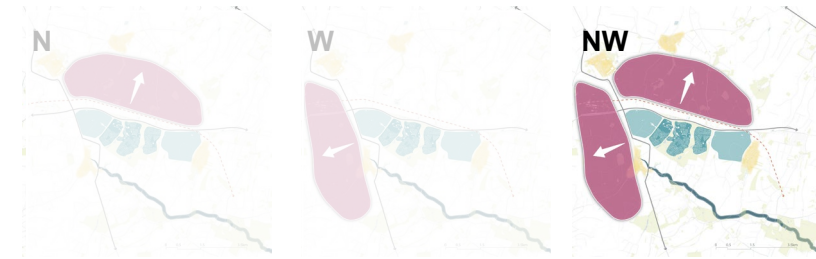
The growth option includes some areas of woodlands, protected woodlands and protected nature sites/priority habitats. The growth area is sufficiently large to incorporate, protect and enhance these natural environmental assets.

The area to the north is in an elevated location which is part of an attractive open and rolling landscape. Development on the site would be highly visible when viewed from surrounding roads and villages. Even with the incorporation of open space, landscaping and other mitigation measures, development of the scale proposed on this site would have a significant adverse impact on the attractive rural landscape.



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Appraisal: Option 3 North West



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Criteria

- 7. Historic environment

RAG rating

- Amber – Running below target

Score text

Varying levels of heritage sensitivity across the option – development would need to carefully consider impact on the surrounding historic environment, especially in areas with higher sensitivity to avoid adverse impacts. There is a risk that this option has negative impacts on the surroundings of historic villages, monuments, parks and gardens.“ Mitigation would need to be built-in early in masterplanning stages as well as at subsequent stages (e.g. layout and landscaping) of the formulation of development proposals. Potential for archaeological assets.

Criteria

- 8. Efficient use of land

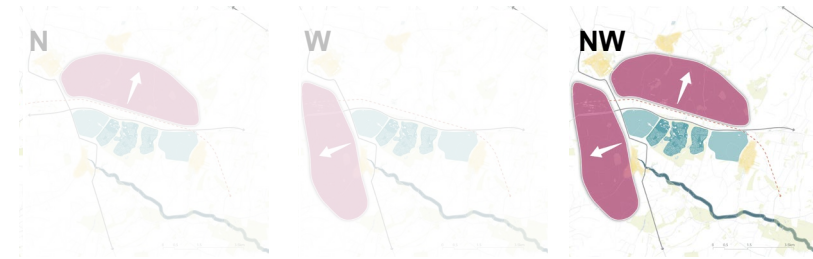
RAG rating

- Red – Missed target/trigger

Score text

The option does not maximise development on Previously Developed Land (PDL) or minimise the loss of best and most versatile agricultural land. Land is Agricultural Grade 2 and 3 meaning it is Moderate to Very Good. Delivery at such a significant scale will need to be phased over time, and possibly beyond the plan period.

Appraisal: Option 3 North West



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Criteria

- 9. Minerals

RAG rating

- Green – On track

Score text

- The growth option does not include any land in a Mineral and Safeguarding Area.

Criteria

- 10. Water

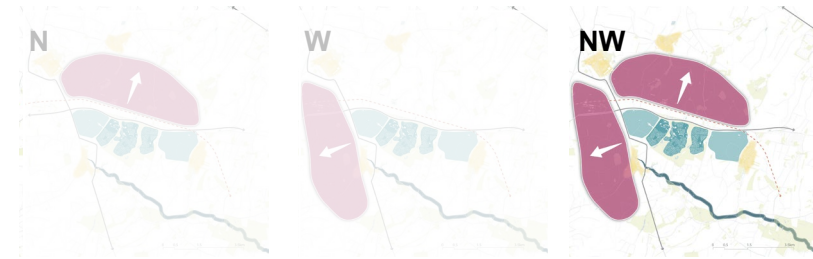
RAG rating

- Amber – Running below target

Score text

There are not any option-specific differentiators relating to this criteria. However, given water scarcity challenges in the wider area, in order to make a positive contribution mitigations relating to water usage must be included as part of the spatial framework – including optimising water use efficiency and on-site water reuse. Consideration should also be given to the protection of the quality of water in blue infrastructure.

Appraisal: Option 3 North West



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Criteria

- 11. Adaptation to climate change

RAG rating

- Amber – Running below target

Score text

This option encompasses some areas of flood risk – appropriate buffers / no build zones and related mitigations such as nature-based SuDS should be applied to ensure the options makes a positive contribution to this criterion.

Criteria

- 12. Climate change mitigation

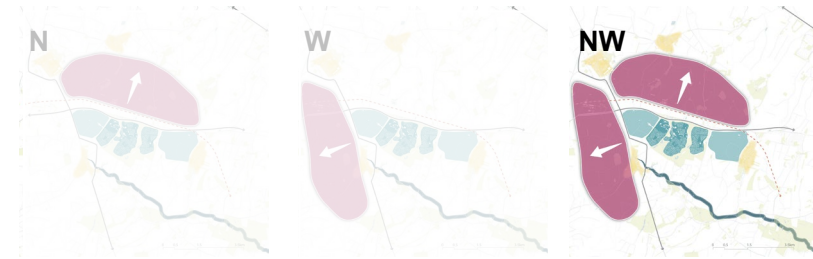
RAG rating

- Amber – Running below target

Score text

This option supports the growth of public transport networks given the proximity to the proposed station location. Close proximity to the station should also enable the creation of attractive and well connected networks of public transport and active travel, and enable development in close proximity to existing facilities. Infrastructure severance to the existing town centre will need to be overcome to reduce the need for car travel. However, development to the west is not proximate to the proposed location of the new EWR station and existing Cambourne retail and employment centres. This means that the spatial framework would need to include further land use and/or transport interventions in order to unlock a higher mode share for sustainable journeys for development to the West.

Appraisal: Option 3 North West



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Criteria

- 13. Air quality

RAG rating

- Amber – Running below target

Score text

- The option is likely to promote more sustainable forms of transport given its proximity to the proposed station. Assuming more sustainable transport networks are delivered, this should result in a neutral or positive impact on congestion in existing Cambourne (and high sustainable mode share in new development). The location of development to the west away from the possible location of the station increases the likelihood of journeys by private vehicle, reducing air quality. Significant mitigation would be required to ensure sustainable transport networks are delivered, to ensure neutral or positive impacts on congestion. Air quality improvements near the A428 / EWR and A1198 infrastructure corridors would be contingent on further mitigations as part of the spatial framework.

Criteria

- 14. Economy

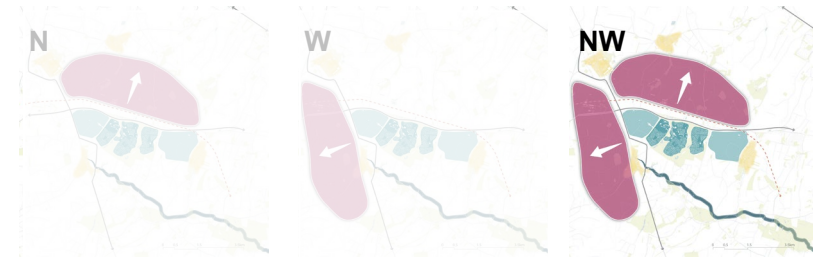
RAG rating

- Amber – Running below target

Score text

- The area to the north has good proximity to the existing local centre at Cambourne and proposed new station and the area to the west has moderate proximity. Employment uses are most likely to be clustered in the area to the north, which will provide significant opportunities for expansion and diversification of businesses. The area to the west of Cambourne will offer more limited economic opportunities in the short-medium term. In the long term, if Cambourne becomes an established employment location, the west of Cambourne could accommodate long term growth.

Appraisal: Option 3 North West



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Criteria

- 15. Employment

RAG rating

- Amber – Running below target

Score text

The north of Cambourne provides for significant employment opportunities which are easily accessible to the proposed new station. The west of the site is moderately well connected to the station but is only likely to be an attractive employment location once Cambourne has been established as a popular destination for employers (perhaps in the long term).

Criteria

- 16. Deliverability

RAG rating

- Amber – Running below target

Score text

Both the sites to the north and west utilise a large proportion of promoted land – but the sites are so expansive that about 50% is not promoted.

Recommendation

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

Option 1: North Option 1 is the preferred option as it has the best sustainable transport connectivity and less environmental and infrastructure constraints that need to be overcome or mitigated. Option 1 is a positive option which has excellent alignment with transport connectivity, offers good potential for growth, is most likely to support the existing town centre because the growth areas is in close proximity and has good deliverability prospects (subject to overcoming potential severance and landscape impacts). At the Examination of the South Cambridgeshire Local Plan growth to the north was considered to be highly visible. Since then, the location of EWR has been confirmed adding further support to growth northwards. However, the potential impact on the landscape will be an important consideration 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. The ability to address the severance of the rail corridor and A428 corridor from the start will be key to ensure a functional and integrated development.

Planning for long term growth suggests development should be also be considered to 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 offers an important opportunity to create a flexible framework for long term potential growth. Inclusion of land both north and west of existing Cambourne in the Spatial Framework Strategy is key to ensuring early integrated consideration of Cambourne's potential full long term build out. **Option 3: North West** will therefore also be considered as part of the narrative of the Spatial Framework as a potential future phase.

Further detailed analysis of the North option is required to test its suitability, sustainability and deliverability: For the avoidance of doubt, the progression of *Option 1: North* to the Spatial Framework Strategy phase does not preclude a policy recommendation that a reduced or amended spatial extent forms the basis of the allocation in the emerging Greater Cambridge Local Plan.

