Cambourne's Spatial Framework Strategy Addendum

July 2026

Foreword

Cambourne's Spatial Framework

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

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

This report sits alongside a wider suite of evidence being submitted for the Regulation 19 stage of the emerging Greater Cambridge Local Plan. Together, these documents set out the planning, technical and environmental case for growth at Cambourne and should be read as a connected whole.

Cambourne's Spatial Framework

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

Developing a Spatial Framework for growth at this scale is complex and requires many considerations to be balanced against each other. The scale and nature of growth has been informed by the baseline evidence and engagement with technical and local stakeholders.

All diagrams and alignments presented in this report are indicative. Further design development will be required to confirm the precise alignments and ensure that they respond appropriately to existing constraints.

Contents

This document should be read alongside these annexes.

0 Introduction

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

Cambourne Growth Strategy Programme

Introduction

This document is an addendum to the Stage 1 report, updating the Spatial Framework for the expansion of Cambourne.

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

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

Stakeholder Engagement

As part of this work, a series of engagement workshops have been held to collaboratively discuss Cambourne's future with a range of important stakeholders including landowners. During the first workshop the Stage 1 Framework was presented to gather feedback. During a second round of engagement, emerging Stage 2 proposals were presented for feedback. Engagement findings are explained in Appendix 1 of this report. Finding have directly informed the Spatial Framework which is summarised in the second chapter of this report. Further details on the spatial options process and outcomes can be found in the Spatial Options Report. A note explaining changes to the redline boundary and their relation to the Spatial Options Report is found in Appendix 3.

underpinned by:

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

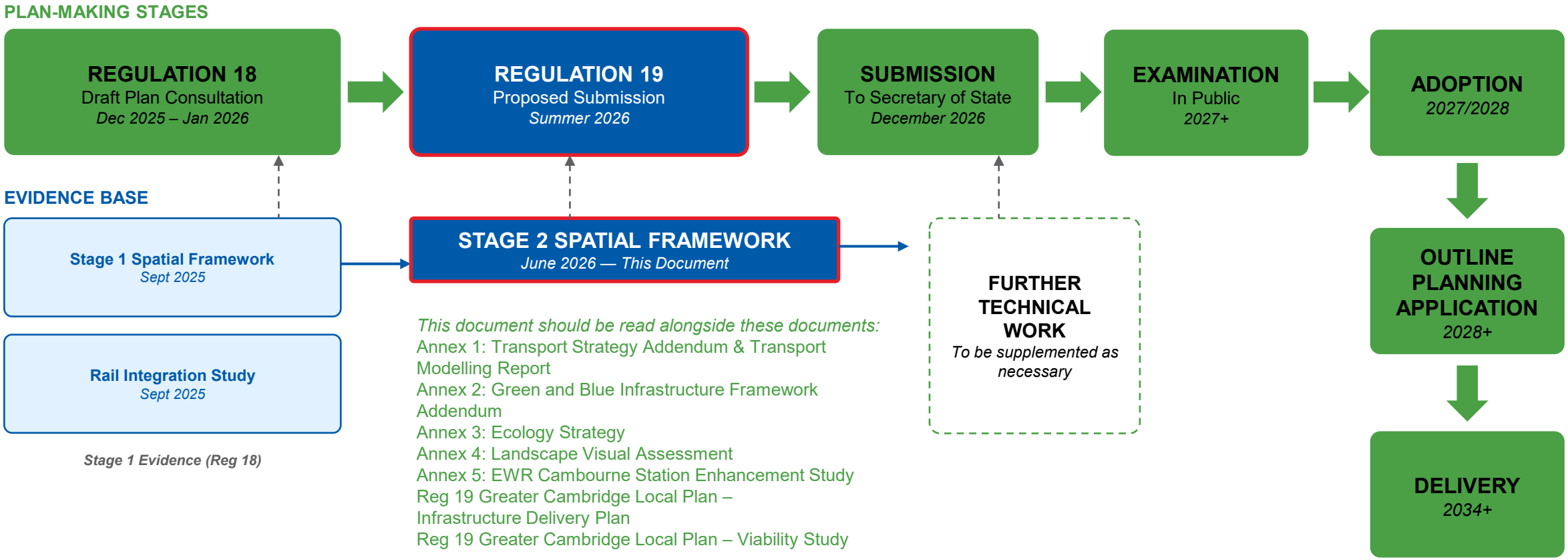
The next phase of work, beyond this Spatial Framework, will be to undertake further technical work, such as a Forest Feasibility Study, Town Centre study, Bus and Rail Integration study and further assessment of development viability and approaches to funding infrastructure associated with the expansion of Cambourne. This may result in a revision to the Spatial Framework, which will then be reflected in the final policy recommendation for an expansion at Cambourne as part of the emerging GCLP.

This document should be read alongside the Stage 1 report, which continues to hold relevant baseline evidence and supporting content.

Cambourne Growth Strategy Programme

Greater Cambridge Local Plan: Process & Evidence Base

How this Stage 2 Spatial Framework Addendum sits within the plan-making process and builds on the Regulation 18 evidence base



This report is part of a wider suite of evidence being submitted for Reg 19.

Area of Study

Study area surrounding Cambourne

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

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

Legend

Settlement boundaries

Vision

Cambourne 2060

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

Vision (2)

Well Connected Cambourne

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

Destination Cambourne

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

Prosperous Cambourne

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

Thriving Cambourne

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

A Place to Call Home

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

Green Cambourne

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

Objectives

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

Rooted in Nature

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

One Cambourne

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

Complete Communities

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

1 Spatial Framework

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

Introduction

A future-proof framework

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

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

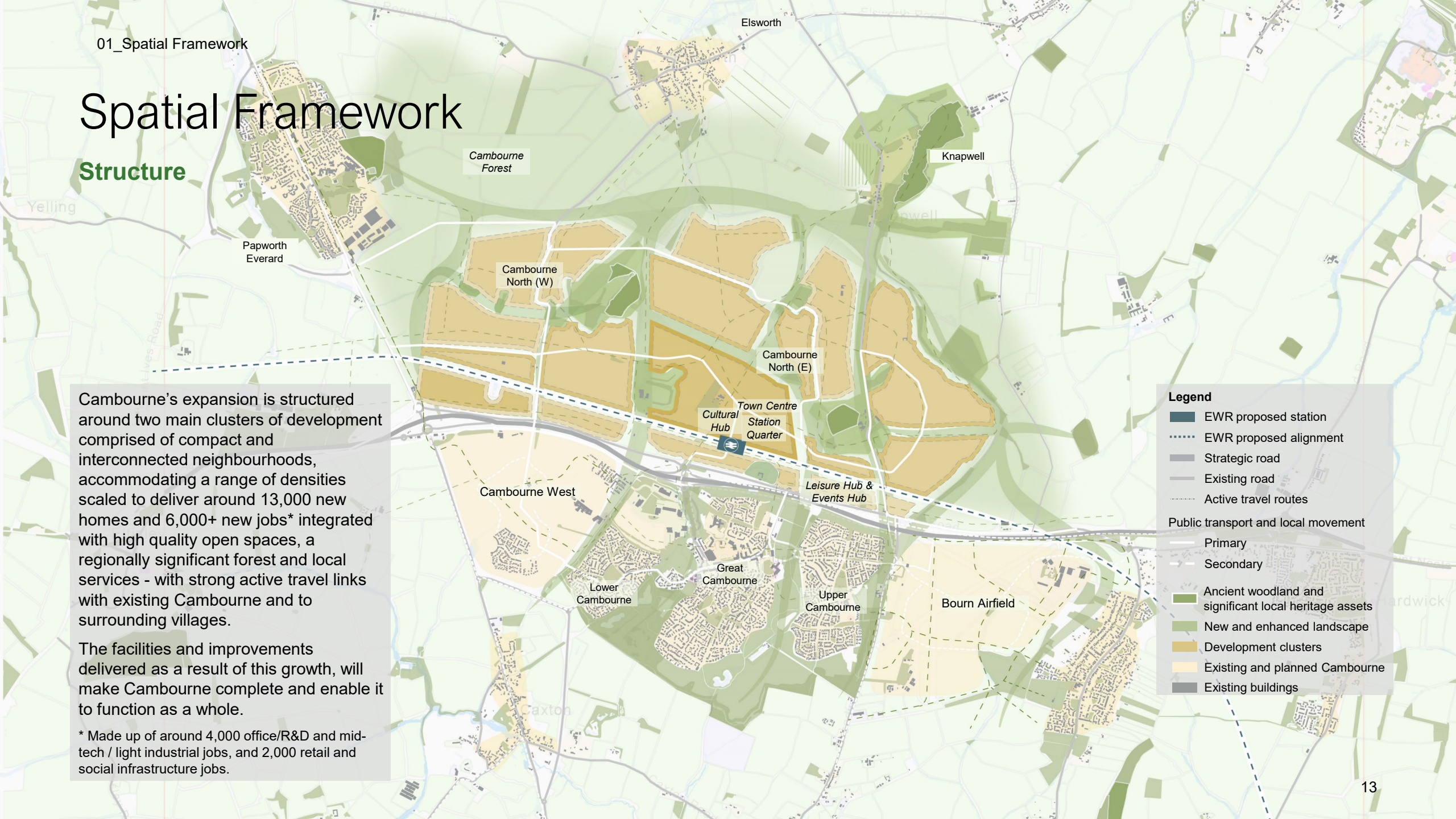
For further detail on the step change in growth and sequencing of Cambourne's expansion, see Stage 1 Report - Appendix 1.

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

Cambourne Station – Source WWP EWR Co.

Spatial Framework

Structure



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

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

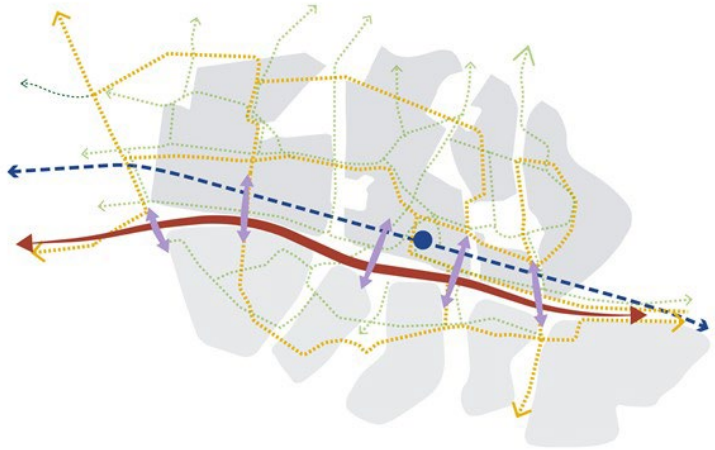
* Made up of around 4,000 office/R&D and mid-tech / light industrial jobs, and 2,000 retail and social infrastructure jobs.

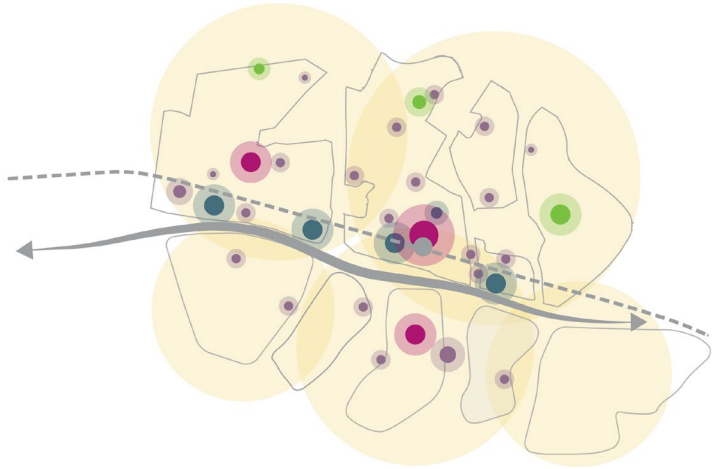
Cambourne Growth Strategy Programme

Key moves

of the Spatial Framework

Three key concepts underpin this Spatial Framework:





One Cambourne

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

Rooted in nature

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

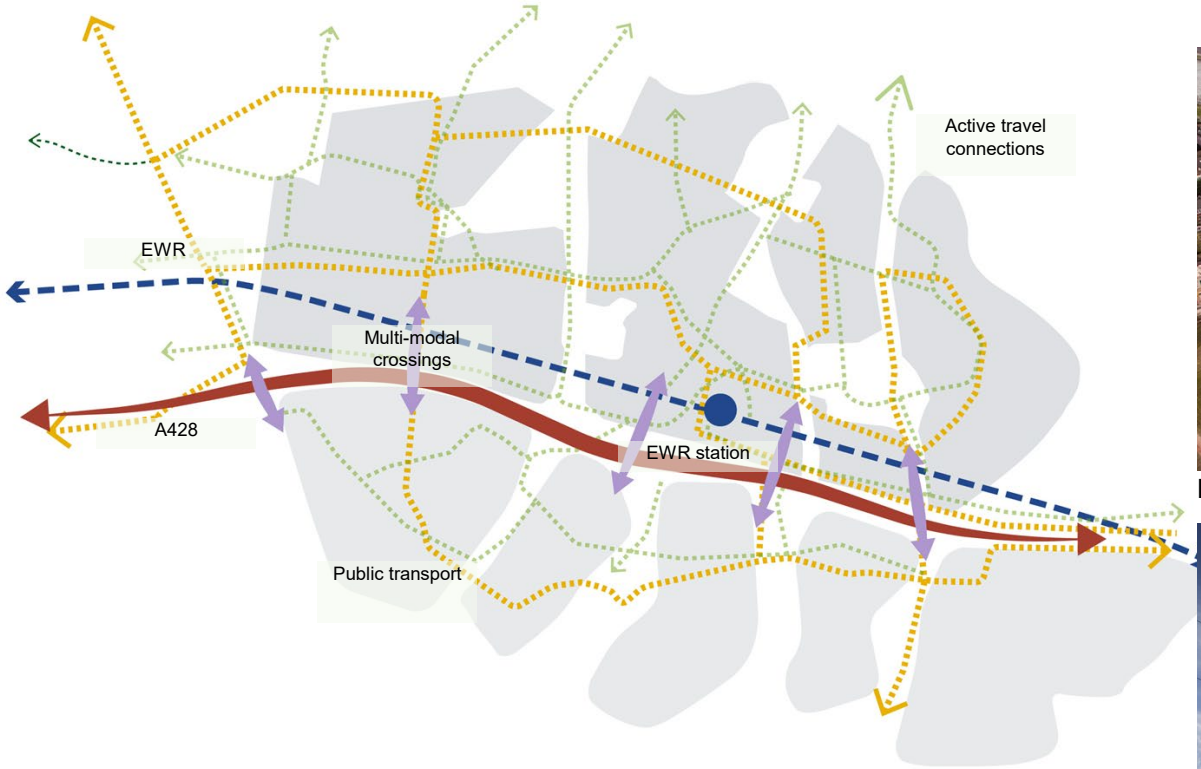
Complete communities

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

Key moves

One Cambourne

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



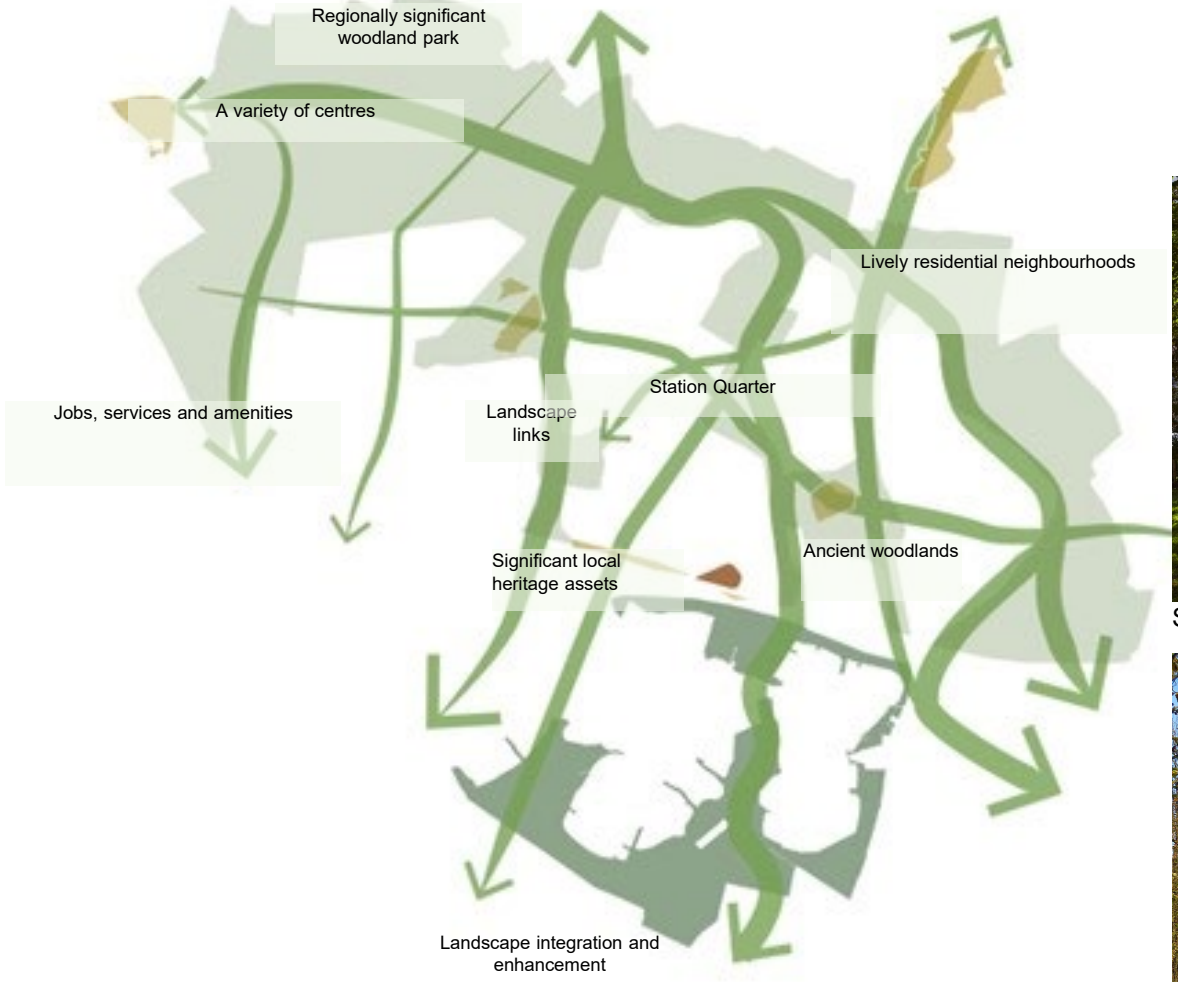
Dafne Schippersbrug, Utrecht

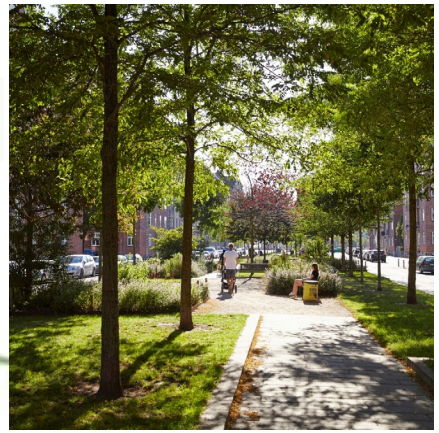
Tram stop at Rotterdam Centraal

Key moves

Rooted in nature

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



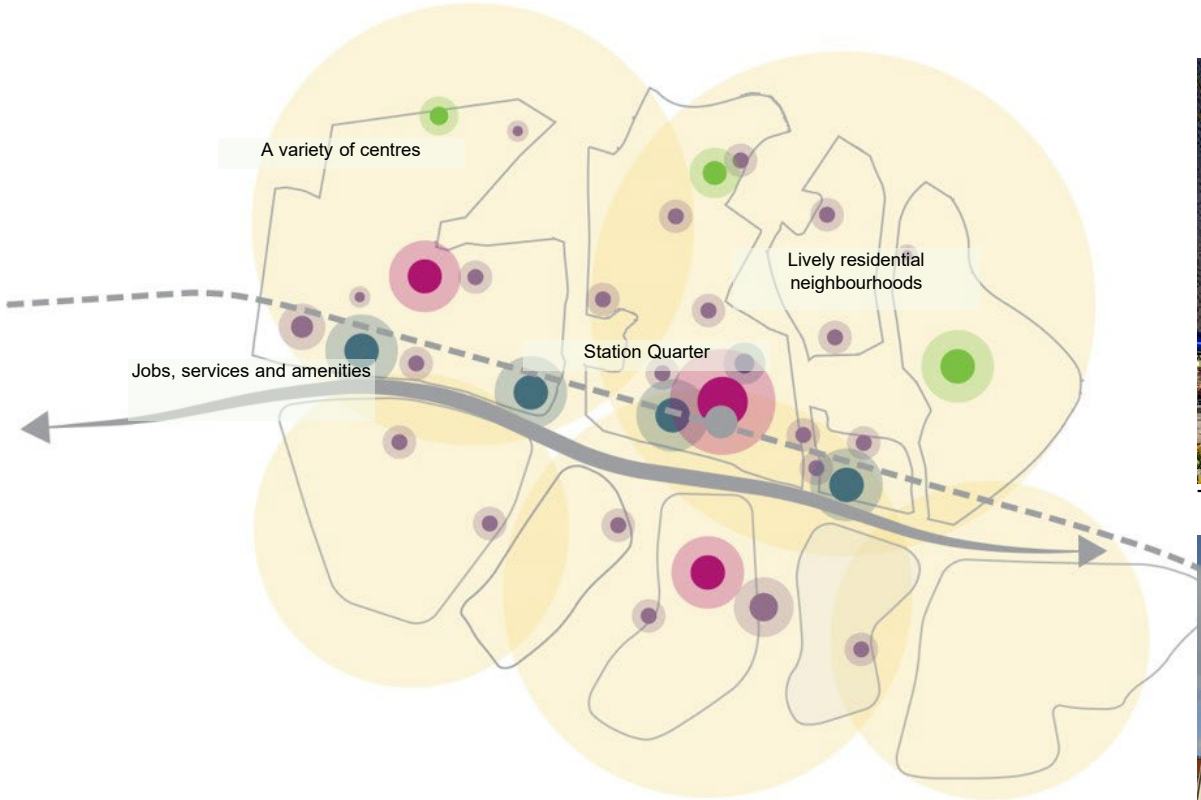

Sonder Boulevard, Copenhagen


Wandlebury Country Park

Key moves

Complete communities

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



The Scene Walthamstow, London

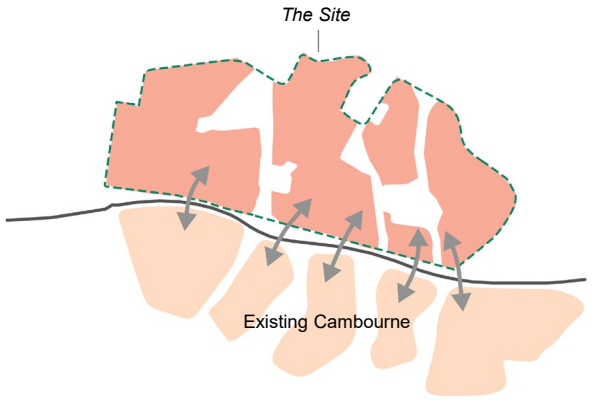
Waldron Health Centre, London

Cambourne Growth Strategy Programme

Development Principles

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

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



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

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

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

Cambourne Growth Strategy Programme

Development Principles

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

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

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

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

Connectivity

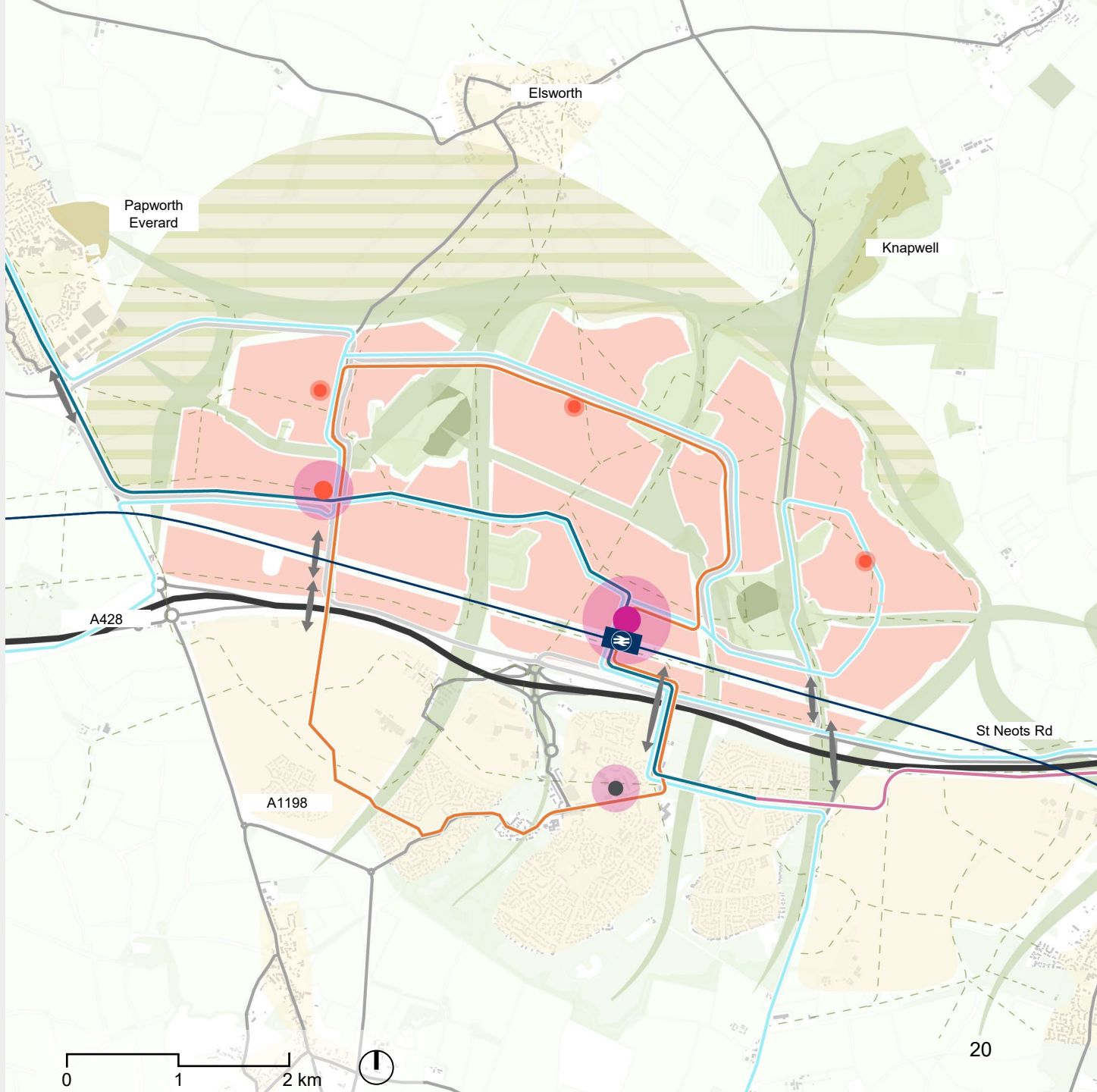
Framework principles and guidance

Cambourne's expansion will deliver enhanced connectivity within and between neighbourhoods and the town centre. Links to the railway station and activity centres will connect all new areas and severance of infrastructure corridors will be reduced by bringing existing and planned settlements together. This will ensure that the benefits of regional connectivity facilitated by a new EWR station and an extended CtoC High quality public transport corridor (HQPT) are available to all.

Cambourne connectivity will prioritise:

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

*Note: See GBI Framework for details of the hierarchical approach to lighting at crossing points for bat mitigation. Connectivity Framework is subject to outcomes of further modelling to be undertaken.



Connectivity

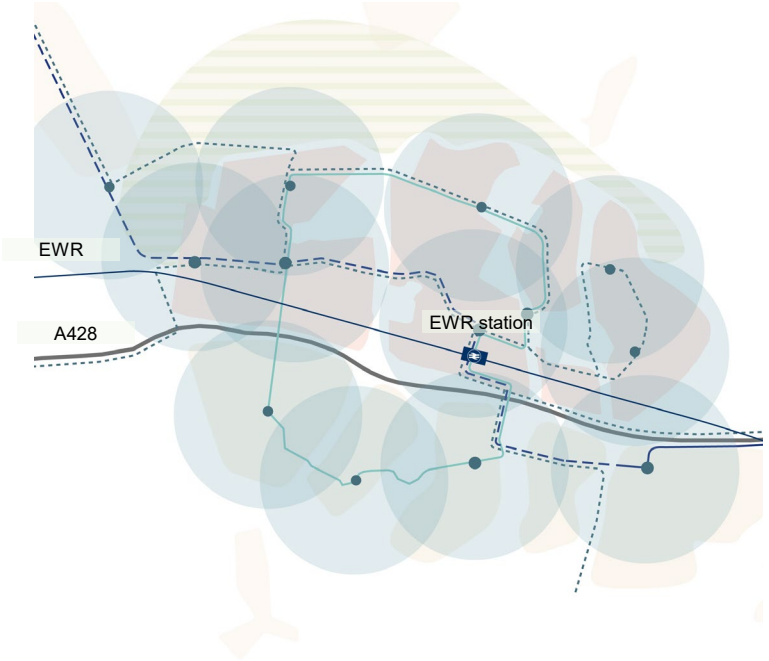
Active travel principles

Legend
- Indicative active travel routes
- Planned active travel within committed development

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

Connectivity

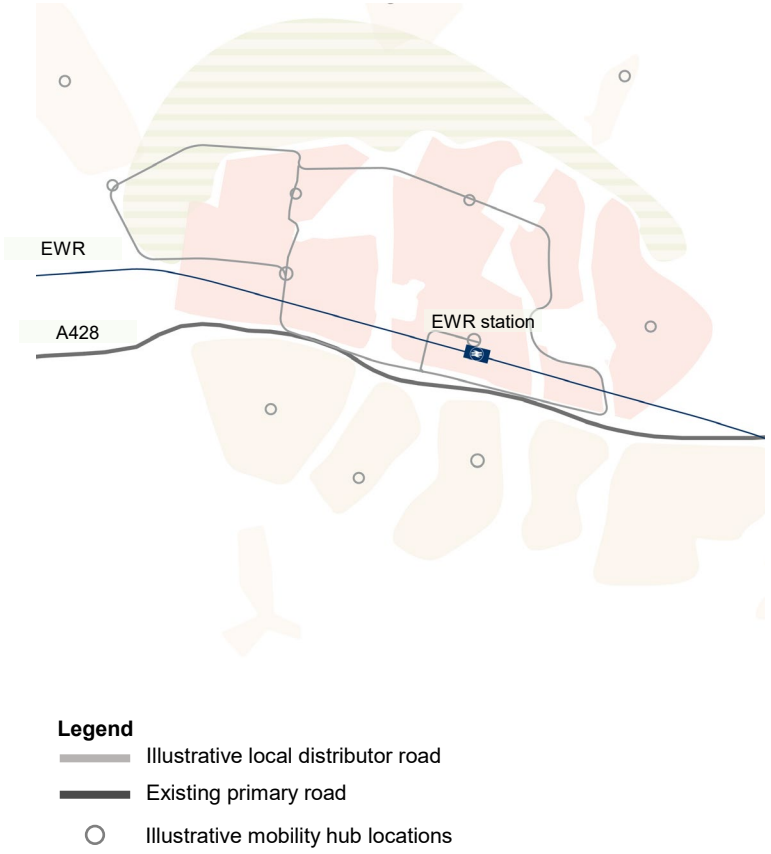
Public transport principles



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

Connectivity

Vehicular movement principles



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

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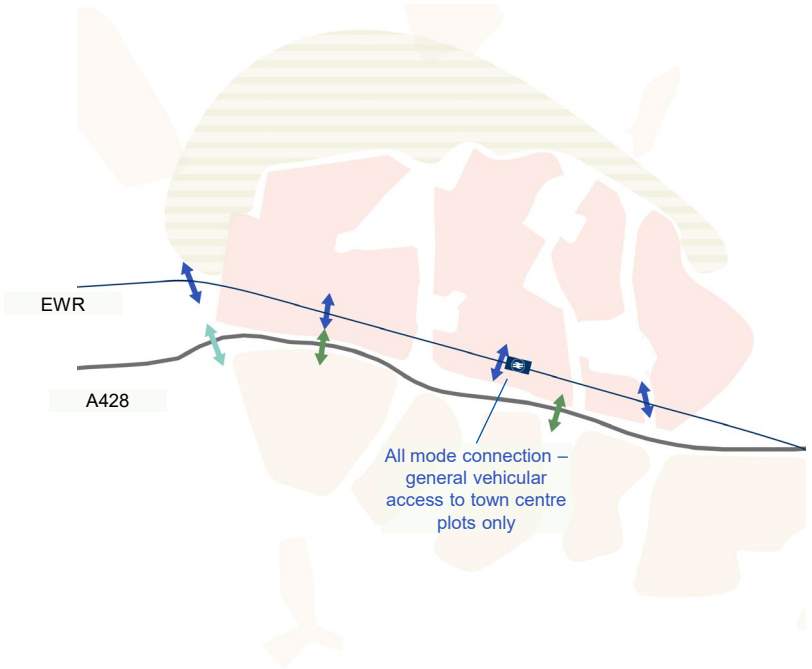
Cambourne Growth Strategy Programme

Connectivity

Multimodal crossings principles



Legend

- All mode crossing over EWR
- Pedestrian and cycle crossing
- Existing crossing (Local Authority / National Highways) – all modes

Existing

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

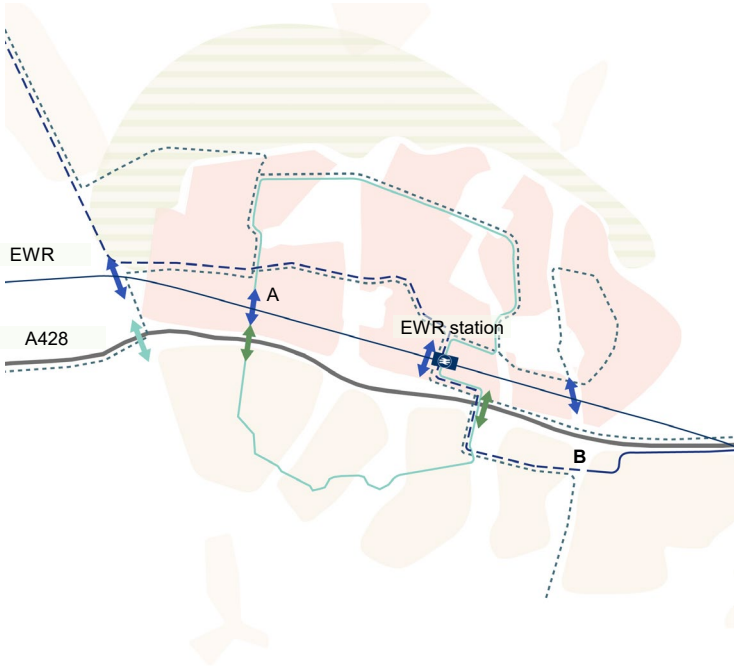
Future

- All existing crossings (including committed improvements) will be retained. Additional crossings will be provided to mitigate EWR severance (to be provided by EWR) including on the A1198, St Neots Road (maintaining connection to Brockley Road) and Knapwell High Street.
- The form and location of the EWR crossing at St Neots Road is yet to be fixed. The Spatial Framework illustrates a connection beneath the EWR station to maximise interchange potential with buses and maintain connectivity for all modes to the town centre. Further development in collaboration with EWR will take place through a Staton Enhancement Study.
- At the appropriate time, the detailed design of these crossing will need to respond the Spatial Framework and GBI Framework and the potential for integrating green infrastructure and supporting habitat connectivity should be investigated.

Cambourne Growth Strategy Programme

Connectivity

Future public transport and active travel crossings



Legend

- All mode crossing over EWR
- Pedestrian and cycle crossing
- Existing crossing (Local Authority / National Highways) – all modes
- Illustrative 'shuttle' bus loop
- Illustrative CtoC High quality public transport
- Planned (HQPT) extension
- Illustrative local bus routes

- Two pedestrian and cycle crossings over EWR and A428 are suggested (to be delivered by EWR) to connect the new rail station with existing Cambourne. It is suggested to upgrade these crossings to a single crossing incorporating buses. This will maximise the potential for interchange and allow any CtoC public transport extension to connect with the EWR station and new local centres in Cambourne North with existing Cambourne.
- The proposed future multimodal crossing of St Neots Road (north south section) over EWR provides opportunity to extend this connection further south to the committed Cambourne West development. This would enable pedestrian, cycle and potentially bus connections across the A428, linking with existing Cambourne without utilising the busier strategic highway junctions.
- Enhancement of pedestrian and cycle connections at existing multi-modal crossings should also be considered.

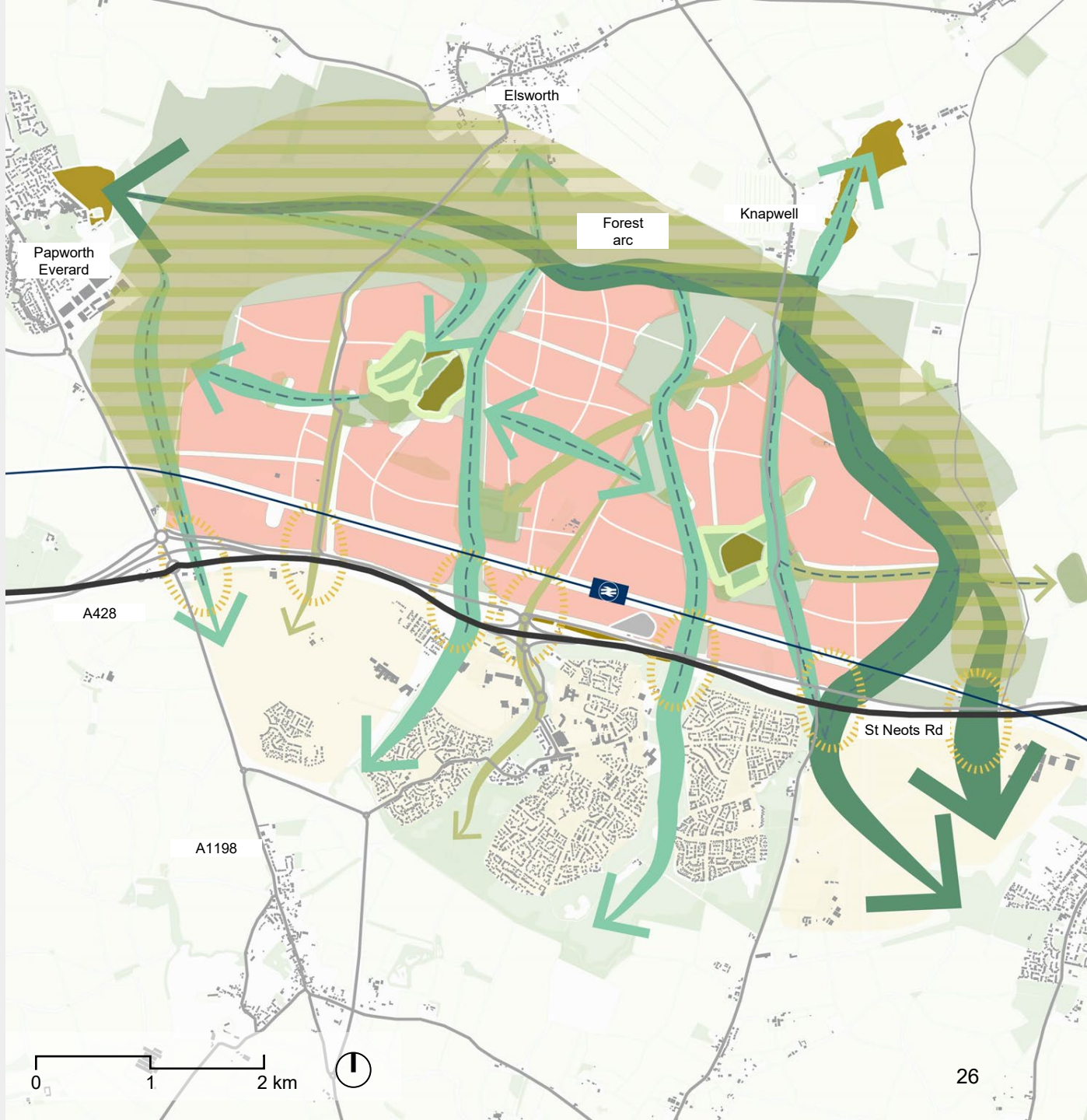
Landscape

Framework principles and guidance

The Stage 2 GBI Framework establishes a multifunctional, landscape-scale network of green and blue infrastructure for Cambourne North. These GBI assets will provide amenity for locals, ecological benefits for local flora and fauna and contributions to community health and wellbeing.

Cambourne's landscape will prioritise:

- Protection of existing habitats, including ancient woodland buffers and expansion areas, and provide ecological enhancements to enable species to thrive.
- Mitigating the impact of new settlements and infrastructure through landscape improvements and the delivery of the forest arc.
- Creating sustainable, beautiful and accessible green spaces that support active lifestyles, mental wellbeing, and social connection year-round.
- Integration of a network of 'dark corridors' for bat mitigation. These will be provided separately from transport corridors and active travel routes, except where it is certain that the active travel routes will remain unlit.



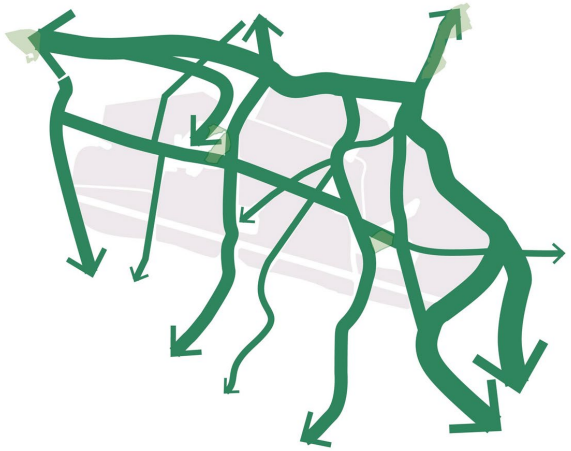
Legend

- Ancient woodland
- Illustrative expansion and buffer to Ancient woodland
- Existing green areas
- Ecological protection and enhancement corridors
- Primary green linkages
- Secondary green linkages
- Tertiary green linkages
- Dark corridors
- Illustrative Forest Arc
- Suggested crossings
- Development clusters
- Existing and planned Cambourne

Landscape

Layers

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



Forest arc

A continuous area of accessible, multi-functional GBI comprising diverse GBI assets with a minimum of 30% woodland cover. Conserves the openness of the rural landscape and the physical separation between the existing settlements to the north and the proposed Cambourne North development to the south.

Green linkages

Multifunctional GBI corridors for people and nature, linking urban areas to the wider landscape. Balances the need to conserve important habitats including ancient woodland, integrating ‘dark corridors’ for bat mitigation and supporting active travel.

Green spaces

Accessible community spaces within the suggested town and local centres, as stepping stones connected to the wider GBI network. Focuses on amenity and meeting needs for green space, sports, and play in line with standards.

Cambourne Growth Strategy Programme

Landscape

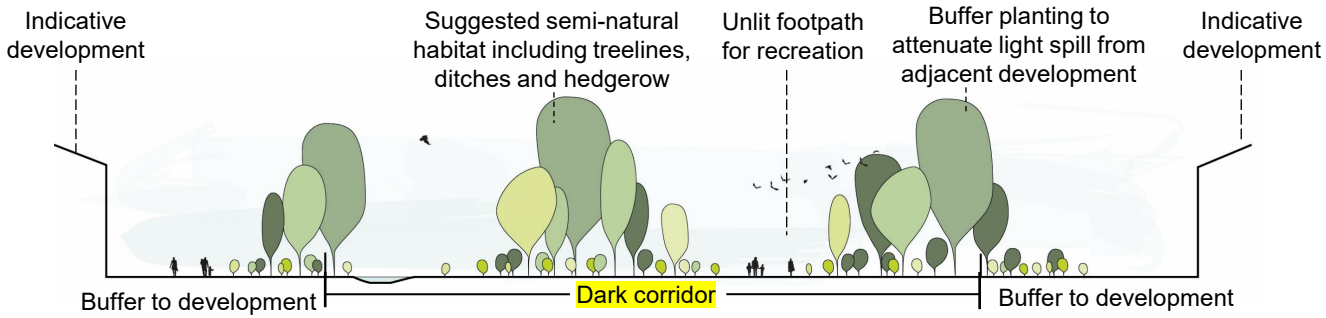
Integration of dark corridors

Ecological purpose

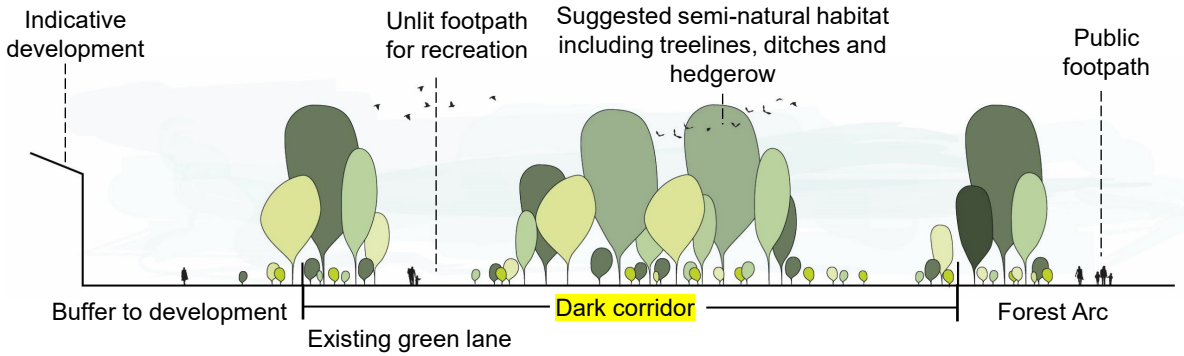
Dark corridors are a core element of the illustrative GBI network. They should be designed to maintain and establish continuous nocturnal habitats at the highest practicable level of natural darkness, safeguarding the movement, foraging and roosting requirements of light-sensitive species. The primary objective is to enable the free and unrestricted passage and dispersal of barbastelle bats between new and existing woodland blocks and across the wider landscape, through unbroken and unlit corridors of semi-natural habitat. A well-connected habitat mosaic will maintain the favourable conservation status of barbastelle bats in the region, for which Eversden and Wimpole Woods SAC is designated.

Design and lighting principles

Dark corridors should be provided separately from transport corridors and active travel routes, except where it is certain that the active travel routes will remain unlit. Where breaks in a corridor are unavoidable, an assessment will be made of the legitimate pedestrian and cyclist safety requirements and the provision of an alternative dark route across the break area. In addition to retaining existing habitat features that form and serve as dark corridors, opportunities should be sought to create new dark corridors where existing connectivity is poor, such as through daylighting of buried watercourses. We currently assume a minimum dark corridor width of 60–100m, to be confirmed at the masterplanning stage with Natural England and other wildlife stakeholders.



Illustrative section through typical dark corridor between plots, showing unlit route and buffer to development



Illustrative section through typical dark corridor at the edge of plots, showing unlit route and buffer to development, and interface with the forest arc

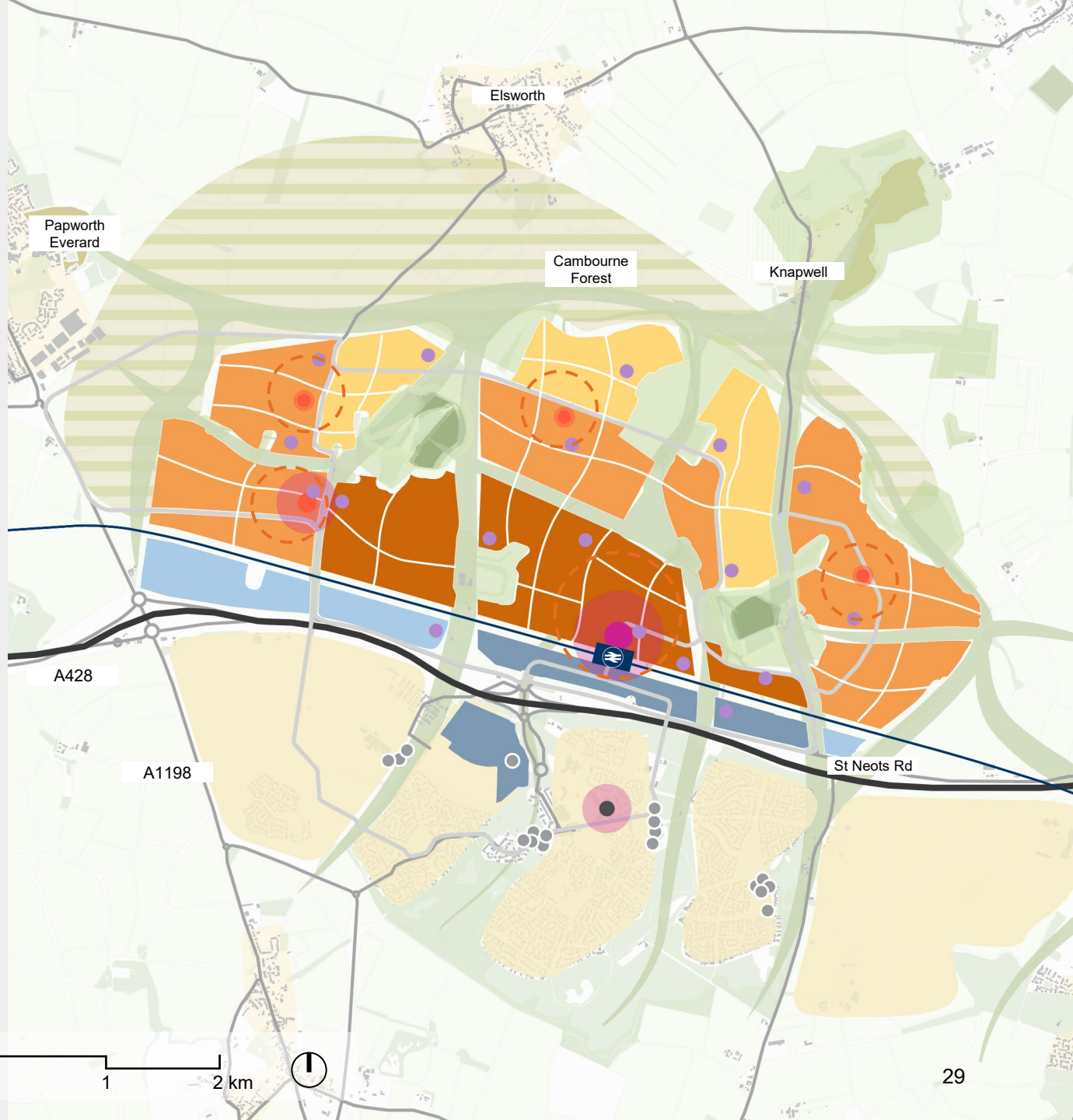
Land Use

Framework principles and guidance

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

Cambourne's land use will prioritise:

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



Cambourne Growth Strategy Programme

Land use

Layers

Predominantly high density & mix-use (60-70 dph)
Predominantly medium density (45-60 dph)
Predominantly medium-to-low density (35-60 dph)

Existing town centre
Town centre
Local centre
Neighbourhood centre
Existing community facility
Indicative community facility

Existing employment
Proposed employment
Future employment

Density

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

All densities in this section are net densities.

Neighbourhood centres and community facilities

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

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

Employment

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

Plot principles

Guidance per plot typology

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

- Category 1 – Town centre / local centre plots, which are predominantly high-density (60-90 dph), with some mid-density areas (45-60 dph).
- Category 2 – Residential plots along transport corridor, which are predominantly mid-density (45-60 dph), with high-density areas (60-90 dph) integrated close to centres.
- Category 3 – Edge of development plots, which are predominantly mid-density (45-60 dph), with low-density areas (35-45 dph) toward the edges of development.
- Category 4 – Employment-focused plot, with some mix of non-residential uses.

Cambourne Growth Strategy Programme

Town centre/local centre

Category 1

Land use

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

Development

This plot category privileges a dense urban character, with 80% of residential areas planned to be predominantly high-density (60-90 dph) to support generous flats with terraces and balconies, high-quality services and active ground floor uses. The remaining 20% is predominantly mid-density (45-60 dph), introducing a more open feel and adding diversity to the urban fabric.

Open space

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

Legend

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

Altrincham High Street

The Scene Walthamstow, London

Cambourne Growth Strategy Programme

Residential development along transport corridor

Category 2

Land use

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

Development

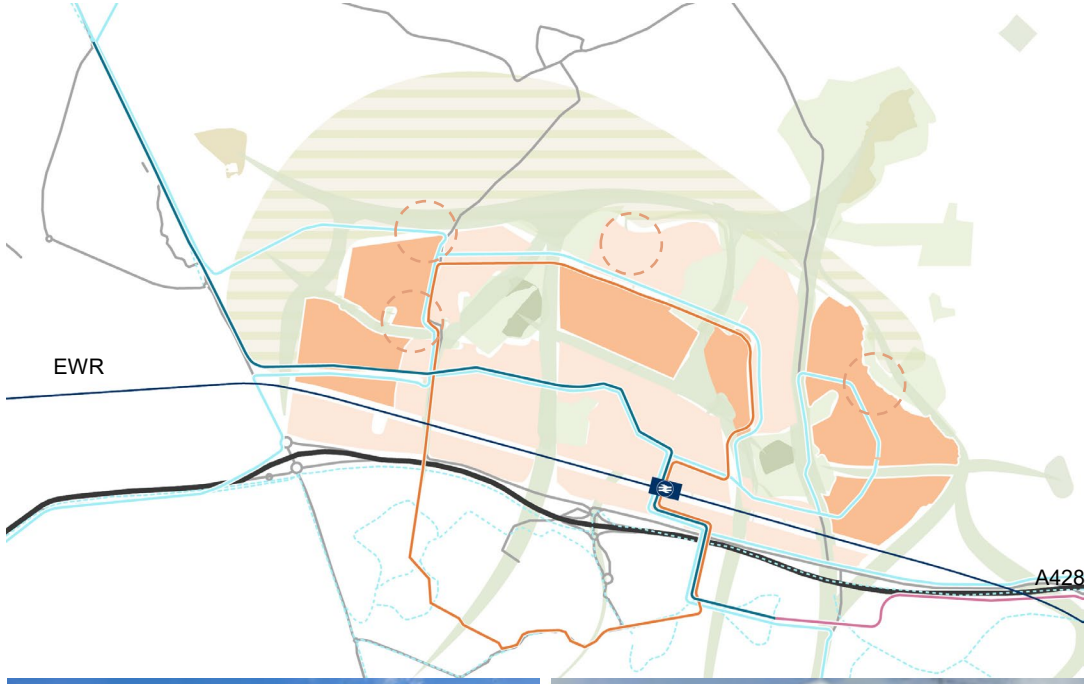
These plots, which largely in areas close to public transport corridors, are designed to embrace a compact and efficient urban form, with 40% of residential areas allocated to predominantly high-density development (60-90 dph) mainly located close to centres. 60% of the area in these plots is predominantly mid-density (45-60 dph), offering a range of housing typologies. such as townhouses and small apartment blocks.

Open space

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

Legend

- Residential plots along transport corridor
- Edge of development plot
- High density integrated in mid-density plot
- Indicative additional local bus routes
- CtoC suggested extension
- Planned CtoC (DCO)
- Indicative ‘shuttle’ bus route
- Existing/ planned bus route




Bourne Estate, London


Makerspace Hackney Bridge, London

Cambourne Growth Strategy Programme

Edge of development

Category 3

Land use

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

Development

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

Open space

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

Legend

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


Hobson's Square, Cambridge


Derwenthorpe, York

Employment corridor

Category 4

Land use

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

Development

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

Open space

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

Legend

Employment-focused plots

Gewerbehof Laim, Munich

Here East, London

2 Next Steps

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

Cambourne Growth Strategy Programme

Next Steps

Progressing the Cambourne North Programme

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 the Stage 1 Report – Next steps.

Cambourne
Growth
Strategy
Programme

A Appendices

List of Appendices

Appendix 1

Summary of engagement

This appendix summarises two engagement workshops held with political representatives of Cambourne and surrounding settlements, and two workshops held with landowners.

Cambourne
Growth
Strategy
Programme

Stakeholder engagement workshops

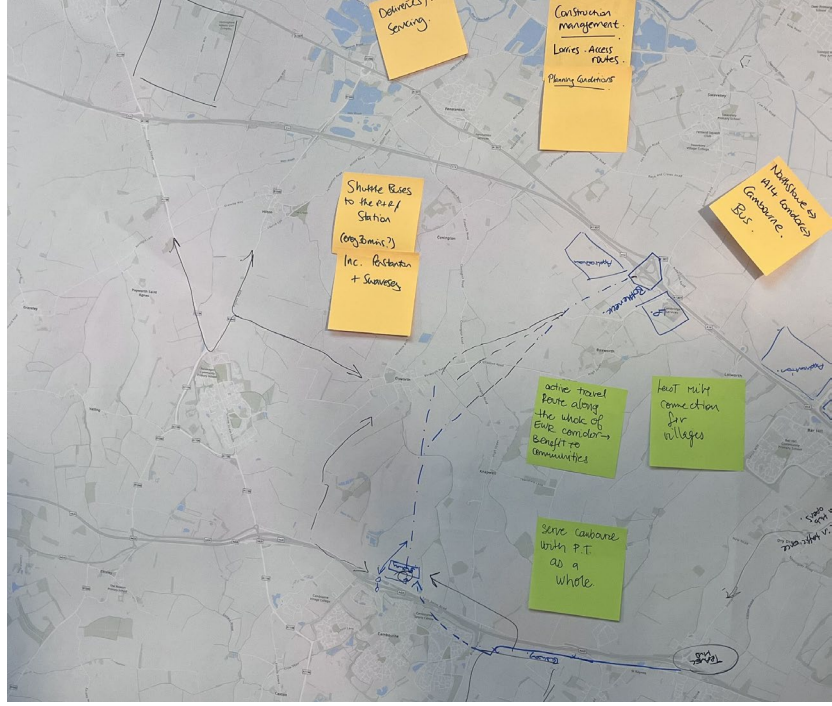
Cambourne Growth Strategy Programme

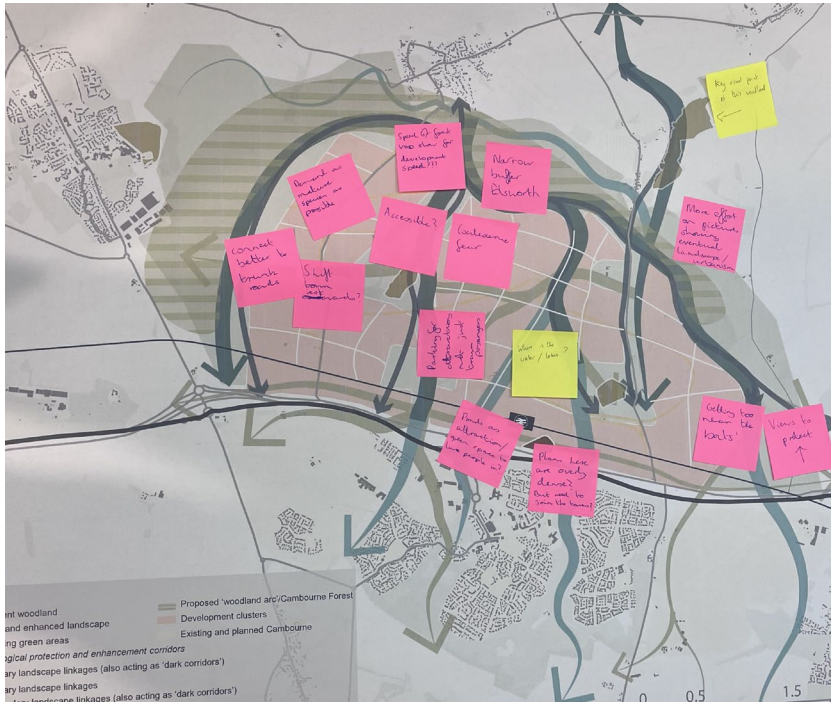
Stage 2 Stakeholders' Engagement Workshop 1

Feedback summary

- This slide deck provides a summary of the stakeholder workshop on 3rd Feb 2026 undertaken between Greater Cambridge Shared Planning Service (GCSP), Cambridge County Council (CCC) and local District, Town and Parish Councillors and other interested stakeholders.
- This engagement has been undertaken to help inform a potential site allocation for Cambourne in the emerging Greater Cambridge Local Plan. At this stage, no decision has been made by the Councils as to the location, scale, extent, quantum of development or potential land uses.
- The purpose of the workshop was to facilitate meaningful engagement with community representatives and stakeholders to inform Stage 2 Local Plan (Reg 19) technical workstreams and ensure local buy-in.

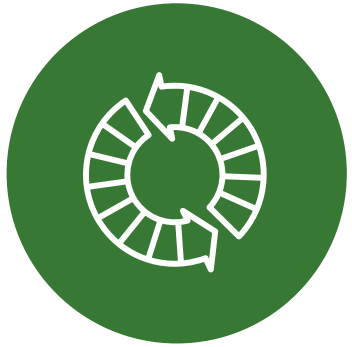
Stage 1 proposals workshop images





Key Themes

Connectivity



Facilitating network-wide movement

Alongside east-west connectivity, plans need to look beyond this to consider north-south travel, ensuring Cambourne's growth does not put pressure on local routes.

Finding an urban-rural balance

Proposals need to ensure neighbouring villages can access the opportunities arising from Cambourne's development, while still retaining their rural feel.

Laying the groundwork early-on

Sequencing, phasing, and construction logistics are key. Transport infrastructure needs to be embedded from the start to support new homes, create a vibrant urban centre, and entrench sustainable habits.

Making active travel a possibility

While walking and cycling will not always be suitable for travelling to and from neighbouring villages, improvements to road quality and safer, continuous routes could make it viable for some.

Key Themes

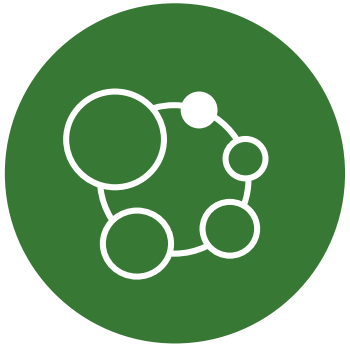
Landscape

Retaining a rural identity

To ensure Cambourne and the surrounding area retains its rural character, the landscape needs to buffer villages, safeguard existing views, and support habitats.

Strengthening sense of place

Rather than simply separating Cambourne from its surroundings, the landscape should be a place of connection, allowing locals to access and enjoy nature.



Integration from the get-go

Embedding the buffer, planting strategy, and green infrastructure early in the development process, rather than starting with the station and expanding outwards.

Assuaging uncertainty

Clarity over proposals and stewardship is needed to reassure residents that the landscape remains an integral part of Cambourne's plans.

Connectivity

Cambourne Growth Strategy Programme

Reducing impact on congestion across local villages

Need to prioritise **north-south connectivity**, not just the new east-west systems (EWR, C2C) – both for access *to* Cambourne, and to mitigate impacts on villages north and south.

Already dangerously **narrow roads** likely to take brunt of congestion.

Bypasses suggested as legitimate solution – existing Papworth bypass seen as a good example.

Suggestions of Cambourne gaining a connection to **trunk roads,** e.g. opening A14/A1198 to Cambourne traffic.

Roundabouts recognised as potential **bottlenecks**, e.g. at Anderson Road, Wellington Way and junction near Buckingway Business Park.

Suggestions of **road access** being opened up to **Cambourne West.**

Rat running to the south of Cambourne (Caldecote, Bourn, Hardwick). Elsworth to the north. Scotland Road also concerning.

Fears of **disruption during construction** – need multiple routes to alleviate traffic.

If Cambourne gets **key amenities** (e.g.secondary school) that will reduce traffic *into* other villages

Installing deterrences to car travel is understandable but **without alternatives, people will still travel by car**.

Maps and graphics should "**go beyond the red line**" – important to reassure local residents that wider transport impacts are being considered.

Need for **more public transport choice** overall.

Better bus connections from Cambourne to villages (connect to station and C2C) and bus availability in villages in general.

Buses to go *through* villages, rather than just outskirts.

Distances mean active travel is not feasible between villages/Cambourne for many (particularly older) residents.

In contrast, fears that if villages become better connected, they could become **de facto Park and Ride locations** for Cambourne.

Ensuring integration with local villages

Connectivity

Cambourne Growth Strategy Programme

Improving conditions for active travel

- **Learn from places** like Freiburg and Netherlands
- **Vehicle loops** around the edge of Cambourne and other towns
- **Potholes** and **narrow roads** deter people from active travel
- Suggestions for an active travel route along whole of **EWR corridor**
- **Bus only roads,** not necessarily CtoC High quality public transport corridor (HQPT)s
- Questions of whether Cambourne could be integrated into broader **regional greenway network** – at present, it stops at Hardwick.
- Desire for **interchange hubs** and a variety of travel options
- More **local services** in Cambourne to encourage active travel

- **Parking needed in early days** of central station area to ensure it is well-visited as it develops.
- Over **longer-term,** greater need to **reduce parking** in the area.
- Need consider station's impact on residential parking, particularly if parking controls are implemented at station. **Resident parking schemes** as a possible solution.
- Parking needed to **facilitate access to attractions** in Cambourne, not just the train station.

Contention over station parking

Landscape

Cambourne Growth Strategy Programme

Maintaining views, rural feel and villages' identities

Tension between maintaining rural feel/village identity whilst also **ensuring access** for villages to the benefits Cambourne will bring.

Risk of views being obscured from Caldecote; Overhall Grove and other higher ground by Knapwell also at risk.

Elsworth is in a topographic dip – even with forests, it will be harder to challenge sense of coalescence.

Early planting, ideally using as **mature species** as possible, is key to reduce sightlines to Cambourne construction.

Fears of **encroachment** and **development creep** – neighbouring villages may become de facto suburbs/swallowed into Cambourne over time. The pre-EWR expansion plans were a lot smaller, fuelling this fear. This dynamic previously happened around St Neots.

Risks that **land values will rise** in surrounding villages/at village edges due to Cambourne growth, encouraging development on this land.

Link new Cambourne development into the **wider footpath network.**

Ensure that local residents have **access to the landscape buffer**, e.g. through parking, such as by Overhall Grove.

Ensuring access to nature/attractions whilst **not increasing traffic** through nearby villages.

Present-day footpaths and bridleways not suitable for future modes of transport – e-scooters, e-bikes – may need to be wider, different surface materials.

Need for flexibility in PROWs and ensure that these ROWs are not shut without warning. New Cambourne is an opportunity to improve the present-day ROW system – feeling that present-day plans do not recognise this.

Desire for **greening within new Cambourne**. However, warnings against making Cambourne green and sparse rather than built-up to attract incomers and investment.

Access to nature, footpath connectivity, and local walks

Landscape

Cambourne Growth Strategy Programme

Uncertainty over landscape buffer

See discussion of 'maintaining rural feel' on previous slide

Proposals currently lack specificity. Considerable variation is possible depending on soil density, tree cover, water storage etc. and given that land only needs to be 30% wooded to count as a "forest".

Visualisations would help residents understand intentions for and the role of the buffer.

Lack of clarity on extent to which buffer will be usable/interactive. Questions over whether it could be used for **recreation.**

Questions over whether the buffer might be **arable** and able to dovetail with surrounding agricultural land.

Current maps show a **lack of blue features** in the buffer, e.g. lakes and ponds.

Buffer could support need to **address flooding risk**, e.g. act as flood defence for Elsworth which sits in a topographical dip.

Buffer design should **learn** from what has been successful in new or maintained greenspaces in the **local area.**

Fear of **developers not delivering promises** on greenspace plans and sustainable practices.

Unclear who will be **responsible for maintaining the** expensive **buffer.** Concerns expressed over homes being built on parish land, but these parishes not receiving related funding.

Unclear who will be responsible for **maintaining the greenspaces within new Cambourne**. 8 staff required for maintenance in existing Cambourne alone.

Significant funding will be required up-front for innovative approaches to support **fast growing of buffer** to serve its concealing purpose.

Phasing of building works **could deprioritise the landscape buffer**, especially as work anticipated to start nearest the station. This is concerning given the long timeframes needed for the landscape buffer to grow and develop.

Buffer and other landscape matters are massive and so could be too expensive for a local authority to manage. Suggestions of a **national body** playing a role here.

Importance of **knowledge sharing** with the National Trust and similar developments in Cambridgeshire.

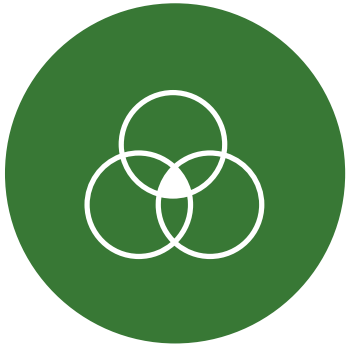
Ownership & Maintenance

Cross cutting themes

Cambourne Growth Strategy Programme

Focusing on people

Ensuring that existing communities, especially those most impacted, receive early benefits from development.



Thinking beyond the red line

Consider a wider approach to design and planning to incorporate any necessary improvements to roads, access points, and infrastructure in the proposals.

Phasing & sequencing

Identify the appropriate levels of investment and development sequence to ensure successful delivery, prioritising early infrastructure and services, and a managed transition towards sustainable transportation methods.

Ambitious yet deliverable

Proposals need to align the potential of the opportunity with confidence in successful implementation.

Cambourne Growth Strategy Programme

Stage 2 Stakeholders' Engagement Workshop 2

Feedback summary

- This section provides a summary of the stakeholder workshop on 13th May 2026 undertaken between Greater Cambridge Shared Planning Service (GCSP), Cambridge County Council (CCC) and local District, Town and Parish Councillors and other interested stakeholders.
- This engagement has been undertaken to help inform a potential site allocation for Cambourne in the emerging Greater Cambridge Local Plan.
- The purpose of the workshop was to facilitate meaningful engagement with community representatives and stakeholders to inform Stage 2 Local Plan (Reg 19) technical workstreams and ensure local buy-in.
- This second workshop was oriented on gaining feedback on produced materials.

Stage 2 proposals workshop images

Stage 2 Stakeholder Engagement Workshop 2

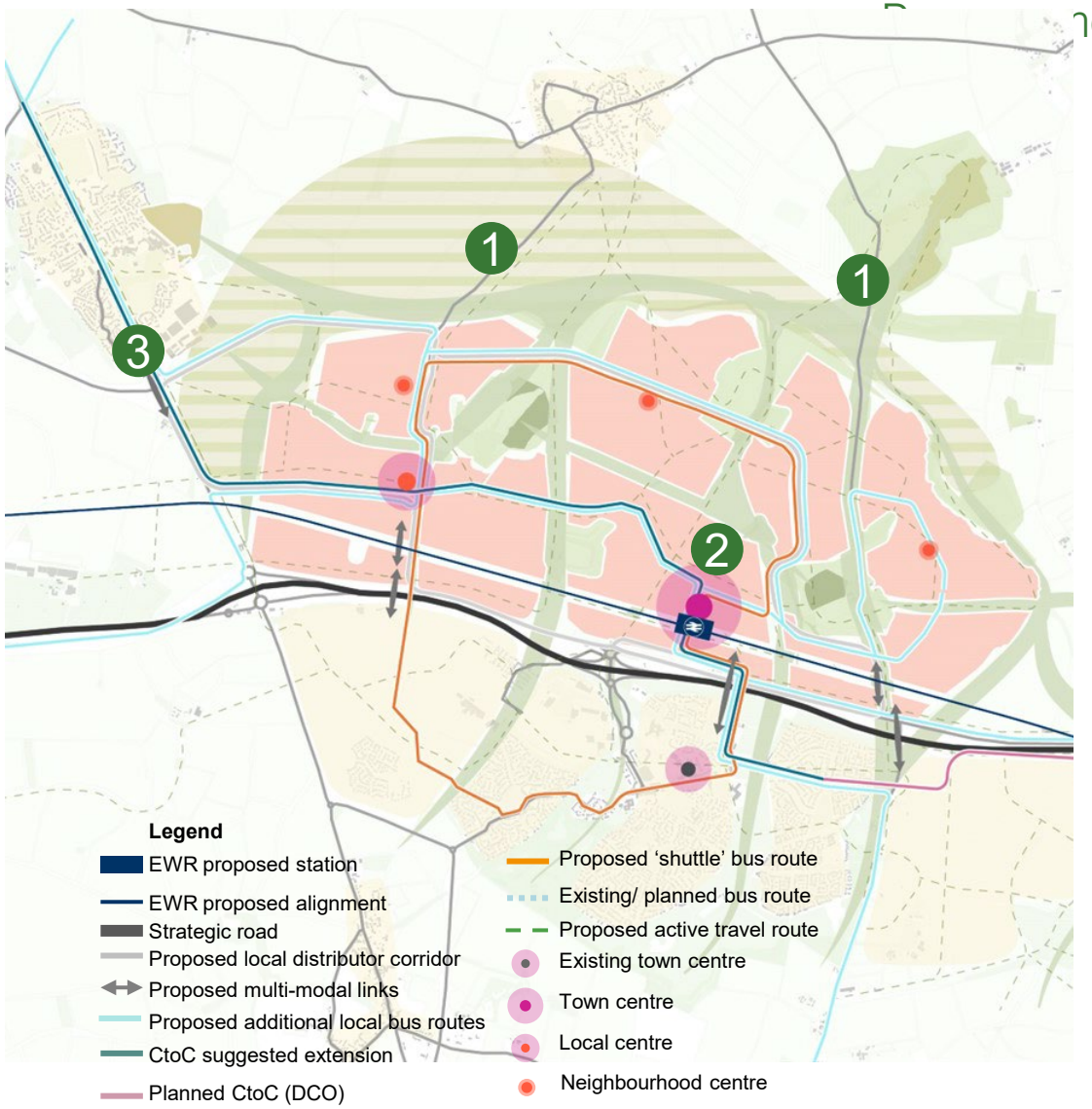
Cambourne Growth Strategy

Feedback summary – non spatial

Theme	Short description	How we are addressing this
Clarity and trust in transport evidence	Stakeholders want clearer, simpler explanations of modelling, assumptions and mitigation choices, and some do not fully trust the current evidence base.	**Arup/ GCSP** discussing standalone, user-friendly modelling report

Transport

	Theme	Short description	How we are addressing this
1	**Connectivity proposals seen as insufficient**	There is concern that the current strategy does not adequately address congestion, access, servicing, bus provision or north–south movement.	Modelling results will demonstrate there is capacity and this is not an issue. Level of impact at key locations, identification and suggestions will be shown in the final report in a plan in the modelling section. Requirements for EWR/third parties being considered.
2	**Accessibility and inclusion concerns**	Stakeholders questioned whether proposals work for older and disabled residents and others less able to rely on active travel.	Test proposals against the needs of older and disabled users, including bus access, walking distances, safety, gradients and maintenance.
3	**Mobility hubs and active travel need more definition**	Some suggested elements, particularly mobility hubs, were not well understood and raised concerns about function, location and impact.	Explain the role, users, scale and access arrangements of mobility hubs and active travel routes more clearly in the report.



Cambourne Growth Strategy

Stage 2 Stakeholder Engagement Workshop 2

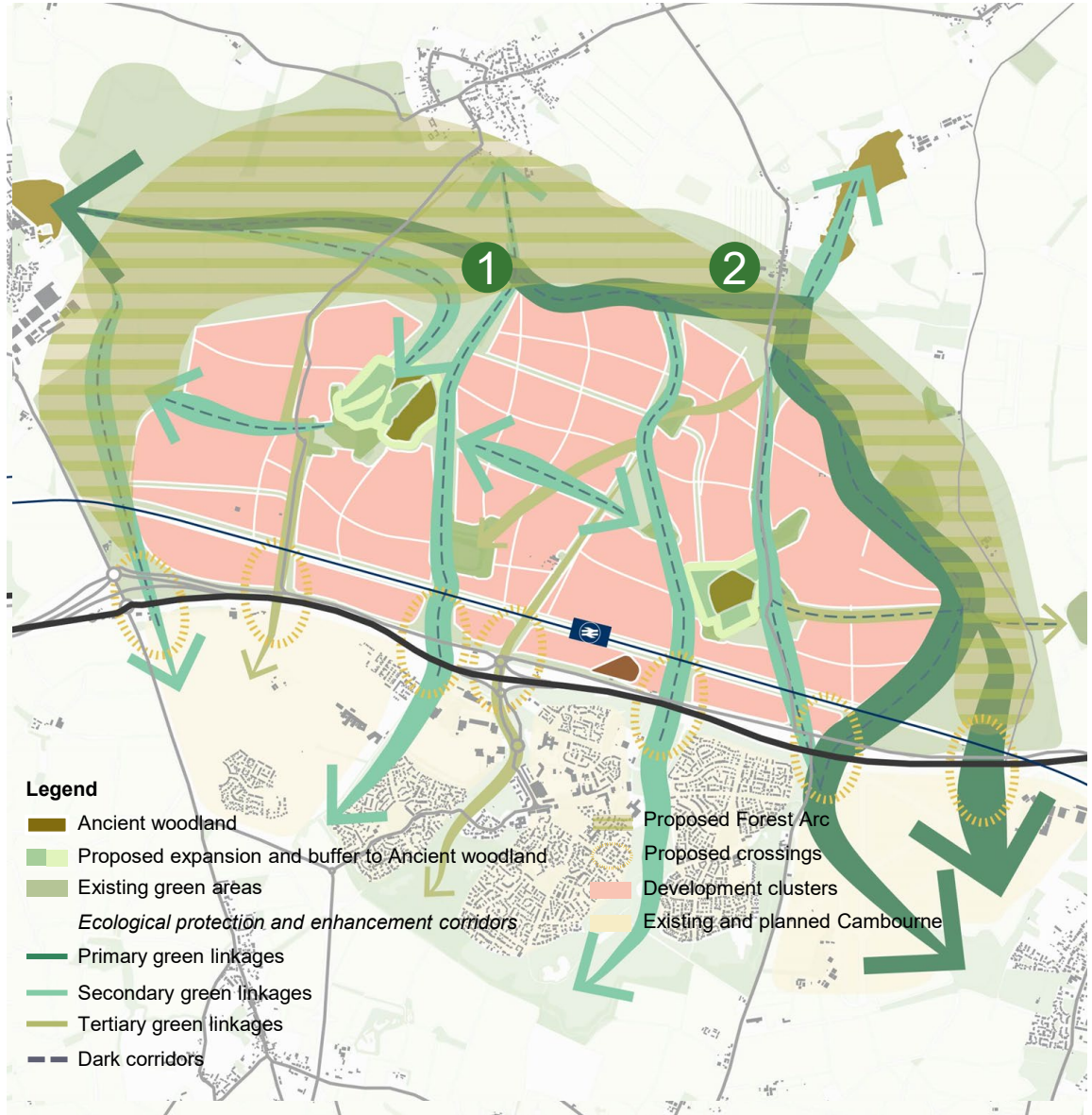
Feedback summary

Landscape

	Theme	Short description	How we are addressing this
1	Landscape proposals need clearer ecological and water logic	There were questions about how ecological corridors, green crossings, drainage and blue infrastructure would work in practice.	The GBI report will contain more detailed landscape principles, including blue infrastructure. Arup to add symbols or clarification to the diagram / legend if that helps identify more detailed strategies e.g. blue.
2	Village separation and future expansion remain sensitive	Stakeholders want reassurance that buffers will remain meaningful and that neighbouring villages will not be eroded over time.	The framework supports no development creep. Certainty will be provided in the policy wording and framework diagram, using the redline boundary and SEA boundary as critical infrastructure. The SEA will gain protection as things move forward / post plan period.

Phasing

Theme	Short description	How we are addressing this
Delivery and stewardship lack credibility	Stakeholders are not yet confident that key off-site or long-term measures will be secured, delivered and maintained.	Initial discussions have taken place regarding stewardship. Need to be continued as plans evolve.
Phasing needs to build confidence early	There is concern about whether supporting infrastructure and amenities will be delivered early enough to match growth.	To be explored in next phase when there is more certainty in delivery. The current focus is on the immediate plan period.



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Landowner engagement workshops

Cambourne Growth Strategy Programme

Stage 2 Landowners' Engagement Workshop 1

Feedback summary

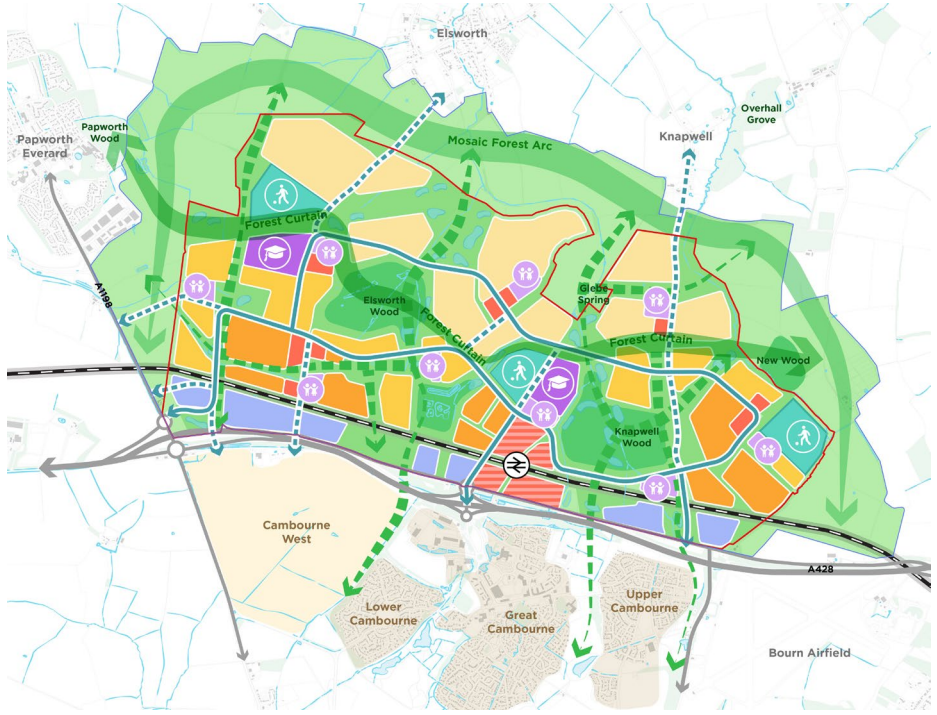
- At the opening workshop, attendees were shown the vision and spatial framework taking shape from Stage 1, briefed on the feedback gathered from key local stakeholders, and walked through the main strands of transport work now progressing under Stage 2.
- Landowners raised concerns over access and phasing flexibility, and challenged the constraints-driven red line.
- Landowners also asked for clearer governance, an additional A1198 access, and the option of a westward boundary expansion onto less sensitive land.
- Across the board, landowners are seeking more flexibility than the rigid Reg 18 red line permits.
- Key outstanding risks flagged are EWR phasing/parking, village traffic impacts, and the legal resilience of woodland and bat safeguards (buffers reaching 100m could be sought, against 15m at Stage 1).

Stage 2 Landowners' Engagement Workshop 2

Cambourne Growth Strategy Programme

Feedback summary

Key theme	What landowners said	How we are addressing this
Transport strategy and movement assumptions	Want better alignment between principles and transport modelling. Requested clearer cycling evidence (esp. Cambridge route), flexible trip budgets, wider destination coverage, and reassurance measures like the bus loop are not fixed.	GCSP to work with Arup to include in evidence and policy what is non-negotiable e.g. bus loop – including its impacts and benefits. Also indicate bus routes role in a delayed EWR scenario, shown incrementally.
Flexibility, communication and confidence in the plans	Concerned plans may be seen as fixed. Want them framed as proof of concept based on evolving evidence, with greater transparency and collaboration.	Additional sessions have been planned to continue discussions incl. a meeting on the enhanced station study. GCSP currently exploring MoUs and involvement post Reg19.
Landscape, green infrastructure and environmental constraints	Questioned whether GI assumptions are too restrictive (Green Arc, landscape assessment granularity, formal green space, flood risk). Want ecology issues esp. Hope Farm species decline better reflected.	GCSP and Arup review confirms our position. Rationale will be included in the report.
Development capacity, land use and site boundaries	Concerned current assumptions unnecessarily constrain developable area (car park, sports provision, archaeology, red line). Want technical constraints accurately reflected without unjustified capacity reductions.	Confirm car park role in land budget; test alternative sports provision scenarios; apply EWR archaeology constraints correctly; resolve Hope Farm red line; overlay ownership plans to confirm boundaries.



Source Martin Grant Land, Endurance Estates, Savills

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Technical working group engagement

Technical working group engagement

Cambourne Growth Strategy Programme

Feedback summary

- Two officer working groups were established to support the technical development of the Cambourne Growth Strategy Programme: a Cambourne Transport Officer Group and a Cambourne GBI Framework Technical Officer Group. These groups provided a forum for GCSP officers, technical stakeholders and the Arup team to review progress, coordinate inputs, test assumptions and resolve emerging issues across the transport, landscape, ecology and green-blue infrastructure workstreams.
- For transport, three Cambourne Transport Officer Group meetings took place on 4 February, 21 April and 4 June 2026. These were attended by GCSP project staff, Cambridgeshire County Council, National Highways and East West Rail transport officers, alongside Arup project management and technical leads. The meetings focused on progress updates, coordination across transport workstreams, key technical issues, model assumptions, strategic road network implications, and how matters raised would be addressed in the transport addendum reporting.
- In addition, there were twelve transport modelling meetings, of which eleven had taken place and one remained to be held at the time of this document's issue. These involved GCSP project staff, Cambridgeshire County Council and the modelling consultant, with Arup project management, technical leads and support. The meetings focused specifically on the CaPCAM model specification, assumptions, available model information, model outputs and reporting requirements.
- For GBI, two Cambourne GBI Working Group meetings took place on 10 April and 30 April 2026. These were attended by GCSP project staff and the GBI working group, with Arup project management, technical leads and support. The meetings were used to update officers on progress, coordinate inputs, identify key issues, and agree how these would be reflected in the relevant landscape, ecology and GBI reports. A preceding GBI scope development workshop was also held on 5 February 2026, attended by GCSP project staff and the GBI working group, to agree and refine the tasks and outputs required for the landscape and ecology-related studies.

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Cambourne North Reg 18 representations

Cambourne North Reg 18 representations

Cambourne Growth Strategy Programme

Summary (1)

Abbreviations PC= Parish Council DC= District Council TC= Town Council

Executive summary

Comments focused on scale, landscape and transport impacts, and the relationship of the development with surrounding villages. Many respondents emphasise that development north of the A428 represents an excessive expansion into open countryside, eroding rural character and risks overwhelming existing settlements. Concerns highlighted the risk of coalescence with Elsworth, Knapwell, Boxworth and Papworth Everard, with calls for much stronger landscape buffers, early and substantial tree planting, and clearer guarantees that no built development will encroach toward the villages. Several comments also note previous Planning Inspectorate decisions have already identified the site's elevated topography and visibility as highly sensitive, and argue that these constraints have not been adequately addressed.

Environmental and ecological issues were also raised where respondents stress the importance of protecting ancient woodland, arable habitats, and species such as Barbastelle bats, with Wildlife Trust and RSPB highlighting that there should b explicit recognition of ecological constraints, stronger mitigation, and acceptance that off-site compensation is likely to be required. Comments also noted that the proposed "Cambourne Forest" is too narrow, insufficiently defined, or risks becoming tokenistic unless planted early, managed professionally, and expanded to provide meaningful separation and biodiversity gain.

Transport and traffic concerns form one of the largest themes. Respondents highlight the likelihood of significant increases in car journeys, pressure on rural lanes, and rat-running through Elsworth, Knapwell and Boxworth. Many argue that the road network is already inadequate, with narrow bends, congestion, and no capacity for additional flows. Comments call for clearer traffic modelling, early delivery of active travel routes, binding mode-share targets, as well as a bypass for Elsworth. Several comments also questioned whether East West Rail will meaningfully reduce car use, with some questioning the viability of the station itself, the route choice, and the environmental cost of construction.

Infrastructure capacity and phasing were also major concerns. Respondents question whether water supply, drainage, schools, healthcare, emergency services and community facilities can support a development of this scale. Many stress that services must be delivered upfront, not after housing occupation, and that surrounding villages should benefit from S106/CIL contributions. Flooding concerns are prominent, particularly in Elsworth, Conington and Swavesey, with calls for robust attenuation, long-duration storage, and improvements to existing drainage systems.

Cambourne North Reg 18 representations

Cambourne Growth Strategy Programme

Summary (2)

Comments relating specifically to Elsworth, Boxworth, Knapwell and Papworth Everard emphasise the close proximity of the new settlement, fears of becoming suburbs of an expanded Cambourne and the impact on their conservation areas, historic landscapes and rural lifestyles. Suggested amendments include widening buffers, improving routes around Papworth, restricting access and ensuring that development boundaries are fixed to prevent future creep.

A smaller number of comments address housing numbers, employment provision and overall justification. Some argue that too many homes are proposed, that demand is unproven, or that Cambourne already has unsold properties. Others note that without strong employment strategies the area risks becoming a dormitory settlement, increasing commuting pressures.

Response to the main issues raised in representations

The councils have undertaken additional evidence since the draft Greater Cambridge Local Plan consultation on a number of themes which were identified in the comments. These relate to landscape, ecology, heritage and transport and are addressed in more detail below and within the Site Allocations Topic Paper.

The Councils have worked in collaboration with the Highways and Transport Authorities as well as National Highways as it has developed additional transport evidence. Through a series of detailed transport modelling exercises, it has been possible to identify the transport implications generated by the development during the plan period and the necessary mitigation measures required to ensure there are no significant adverse impacts on both local roads and the strategic road network (SRN) (A428/A14). This includes active travel (walking and cycling), public transport and access measures both within the site but across the wider local area. At this stage, the transport evidence is not recommending that a by-pass for the northern villages is required. Through this work, the Trip Budget has also been revisited to provide a more accurate limit on the number of peak hour trips that the highways network can accommodate and has also taken into account other development proposals in the local area to understand the cumulative impacts.

The policy requires a number of additional transport assessments to be undertaken as a development proposal is being prepared as part of a planning application. It is at this stage that more detailed testing and transport interventions will be identified and secured. The transport evidence and Local Plan recognise that additional mitigation measures may be necessary beyond the plan period in order to facilitate the full build out of the site.

Cambourne North Reg 18 representations

Cambourne Growth Strategy Programme

Summary (3)

The comments regarding the East West Rail proposal are noted however this is a project that is not being delivered by the Councils. The Councils are statutory consultees to that project and are also not the determining authority as it is being brought forward as a Nationally Significant Infrastructure Project (NSIP) and will be reviewed and determined by an independent government inspector. The merits of the overall project as well as key decisions relating to costs, route alignment and environmental considerations will be for EWR Co. to set out as part of their NSIP application. The Councils, through this allocation, are seeking to respond to the proposed new railway station at Cambourne in line with the requirements set out in national planning policy.

Through the additional evidence work undertaken, the Councils have revisited the boundaries of the allocation and the supporting Strategic Enhancement Area. The Landscape Visual Appraisal has identified the most visible and therefore sensitive parts of the developable area, and the allocation boundary has been amended by increasing the gap between Cambourne North and Elsworth. There have also been some minor amendments to the boundary near to Knapwell and on the eastern edge of the site. The Landscape Visual Appraisal also identified that the land to the west of the site is less sensitive in landscape terms and therefore this has been included within the development area. Additionally, the Heritage Impact Assessment has also been updated and identifies the necessary mitigation measures required to protect the setting of the adjacent conservation areas.

The matters relating to coalescence have sought to be addressed by the amendments to the allocation red line boundary. Additionally, the policy wording in relation to the role and function of the Strategic Enhancement Area (SEA) has been developed further to provide a clearer indication of the types of uses/activities and mitigation measures that are acceptable within it. The supporting text to the policy identifies that as new types of spaces are delivered within the SEA, these would gain planning status such as Protected Open Space or a Local Wildlife Site.

The phasing of mitigation measures, such as tree planting, will need to be coordinated and phased accordingly. The policy requires this to be set out through a Place Book approach in combination with other studies including a Phasing Strategy and Biodiversity Enhancement, Implementation and Management Plan. Based on the construction rates identified in the Housing Delivery Study, it is anticipated that Cambourne North will continue to be built over several decades, providing sufficient time for landscape mitigation measures to be implemented and for them to become established. Given the scale of the Cambourne North SEA and the opportunities it presents, there is significant potential for a forest to be provided in this location as part of a mosaic of landscape typologies. The allocation also recognises the RSBP Hope Farm and seeks to further their environmentally friendly approach to arable farming within the SEA.

Whilst the allocation will reduce the amount of arable farmland in this location, the policy seeks to minimise this through compact forms of development, focused around the proposed railway station and key areas of activity within the development. It also supports the continuation of farming within the SEA.

Cambourne North Reg 18 representations

Cambourne Growth Strategy Programme

Summary (4)

Whilst the site contains some Public Rights of Way, much of the land north of the A428 is not publicly accessible. The policy wording requires publicly accessible spaces and footpaths to be provided within the SEA.

Cambourne North contains and is adjacent to a number of ecologically sensitive and important sites, including Ancient Woodland and Sites of Special Scientific Interest (SSSI). As part of the additional evidence undertaken, the councils have engaged with local and national bodies and organisations including the RSPB, Wildlife Trust and Natural England to develop an evidence led approach to protecting existing sites, habitats and species and identifying the necessary policy requirements which will inform future planning applications within the site. This includes management and monitoring requirements, the provision of new woodland buffers around protected sites, dark corridors across the site to form part of a wider ecological network and minimum buffer zones around sites and existing vegetation which are in excess of national standards. The existing ecological assets and the necessary mitigation and enhancement measures form a key element of the updated Spatial Framework and policy wording.

The timely provision of necessary supporting infrastructure will be required to support the development. This relates to all forms of infrastructure, including transport, water, sewage, community and cultural facilities and education. This is required in the policy to align with the phasing of development and agreement will need to be sought with the relevant bodies/authorities during the planning application process. Currently, no development is anticipated to come forward at Cambourne North until 2032 when there is sufficient water capacity to serve the development. The policy identifies the broad infrastructure areas that will need to be delivered through the development of the site, informed by the Infrastructure Delivery Plan. However this will need to be kept under review based on the emerging land uses, quantum and housing mix. The Councils will continue to keep under review the most appropriate way to secure financial contributions from development across Greater Cambridge.

Known areas of flood risk have been taken into account through the updated evidence, all of which fall outside of the developable area. The policy wording in relation to the SEA notes that this area would need to address flooding issues and the policy now addresses site specific flooding requirements. In addition, Policy CC/FM: Managing flood risk sets out clear requirements for new development proposals.

The Councils are required by national planning policy to meet their identified housing needs through the preparation of the Local Plan. Cambourne North contributes towards meeting the need during the plan period but the policy looks beyond 2045 to set out the council's longer-term aspiration for the town. The introduction of new transport projects as well as a wide range of services and facilities as part of Cambourne North will continue to make this location a desirable location for people to live, work and visit.

Cambourne North Reg 18 representations

Cambourne Growth Strategy Programme

Summary (5)

The policy sets an ambitious but realistic amount of new commercial floorspace for the development but notes that the councils would broadly support more employment development subject to meeting policy tests. This also does not include wider employment opportunities generated by the development such as construction, retail and supporting services like education.

The Councils agree that new developments should be multi-generational and designed to accommodate the needs of everyone. This is supported by a range of policies across the Local Plan including the design of new homes and public spaces.

The councils, through the Cambourne Spatial Options Assessment (2025) and Housing and Employment Land Availability Assessment (HELAA) (2026) rejected the option to develop to the south of the existing town and subsequently the sites in this location due to their suitability. Additionally, other sites submitted to the councils as part of the Local Plan process have been considered through the HELAA.

Appendix 2

Key changes to boundaries

This appendix summarises the key framework design updates and how these relate to the spatial options report.

Key Framework Updates

Design changes as a result of technical studies and engagement

The Stage 2 spatial framework represents a refinement of the Stage 1 proposals, driven by three main inputs: landscape and visual appraisal findings, ecological considerations (including ancient woodlands and dark corridors), and stakeholder engagement feedback. The overall effect is a framework that pulls development away from sensitive northern settlements, expands westward onto less sensitive ground, and weaves in a more rational green infrastructure network throughout the site

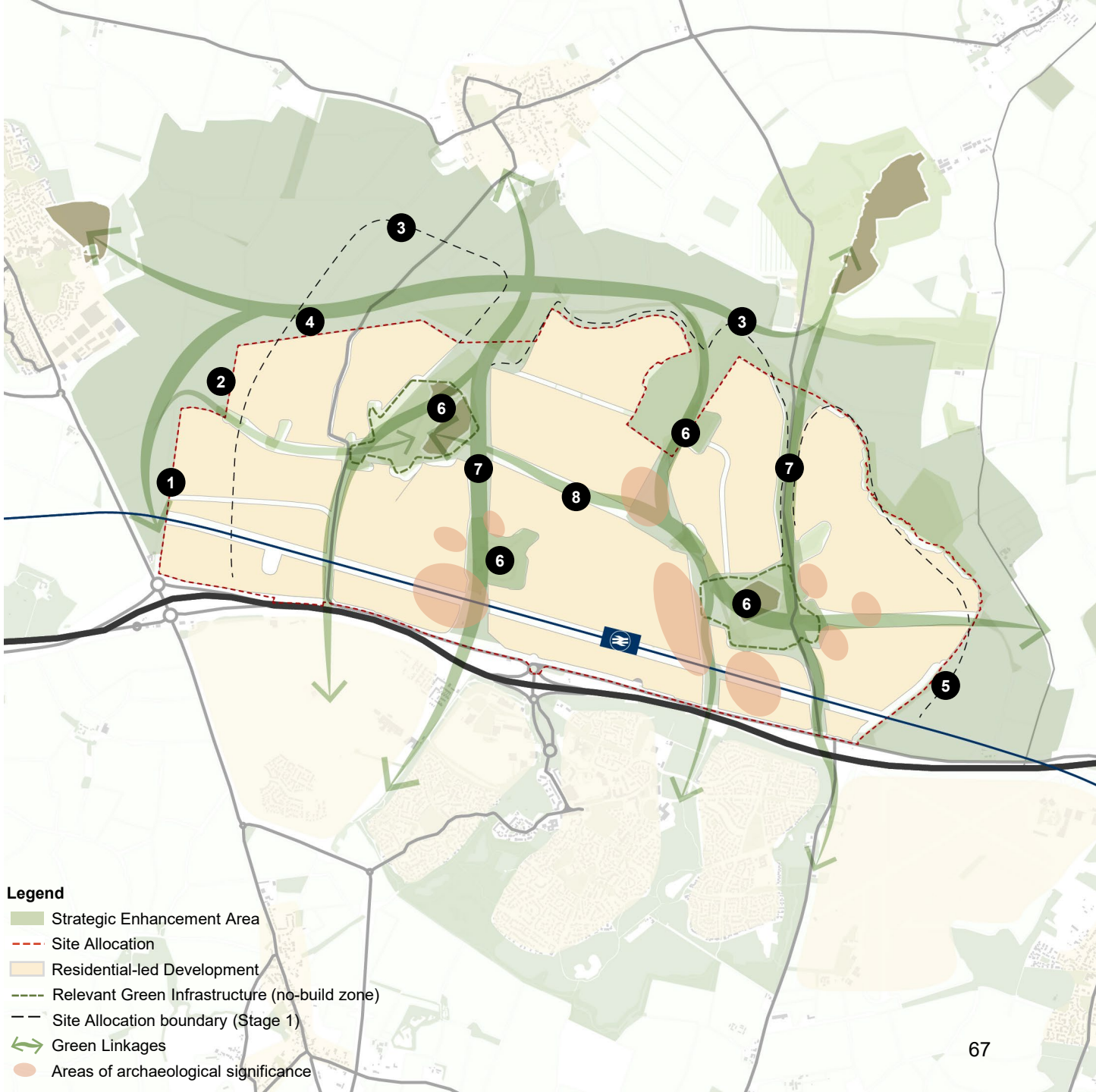
Changes in the boundary do not impact to overall expected growth number and are still aligned with the Shortlisted Spatial Option (North) which was recommended in the Spatial Options Report.

Development Boundaries

Increase towards the West (LVIA-led opportunity). Boundary aligned with Parish boundaries (**1**) and field boundaries (**2**)
3 – Receded boundary to create landscape buffer to villages (LVIA Findings)
4 – Boundary alignment refined in response to LVIA findings, reducing development in visually prominent areas and improving plot deliverability.
5 – Alignment of eastern boundary with natural features

GBI-ecology led design

6 – Expansion of Ancient Woodlands to approximately 10ha in addition to a 50m landscape buffer
7 – 60m wide dark corridors
8 – EW landscape corridors between Ancient Woodlands



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An Annexes

List of Annexes

Annex 1: Transport Strategy Addendum & Transport Modelling Report

Annex 2: Green and Blue Infrastructure Framework Addendum

Annex 3: Ecology Strategy

Annex 4: Landscape Visual Assessment

Annex 5: EWR Cambourne Station Enhancement Option Study

These are all separate documents.

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