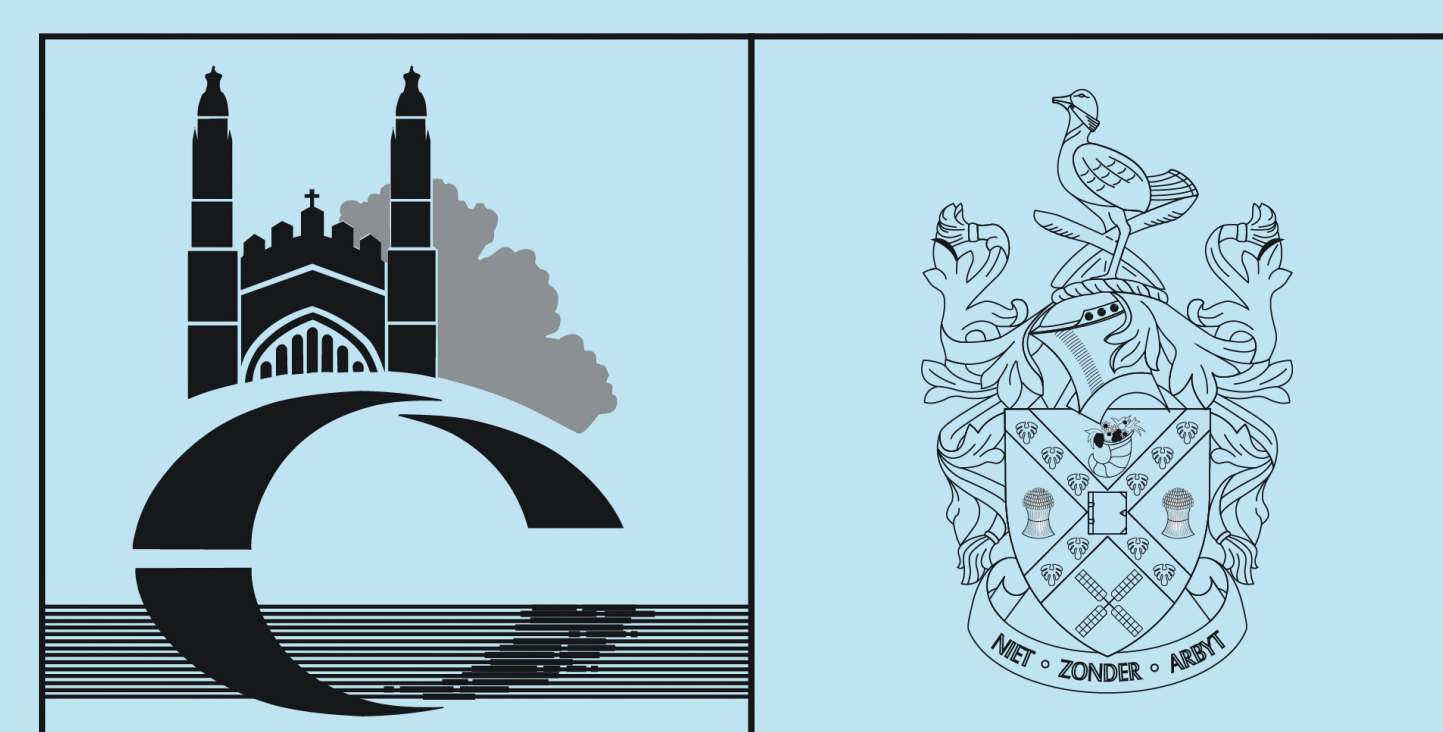


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The vision for Cambourne North

Cambourne North will become an integrated part of Cambourne, a well-connected, sustainable, thriving and prosperous town that is rooted in nature. It will be a fantastic place to live, work or visit, where everyone within the town will have easy access to a wide range of employment opportunities, services and facilities along with high quality open spaces.

Through the new railway station and the Cambourne to Cambridge high quality public transport corridor (HQPT) (including extension), the town of Cambourne will become a highly accessible destination in its own right with facilities and open spaces of sub-regional significance, including cultural hub and performance spaces, new leisure hub and employment opportunities.

What is being proposed?

An expansion of Cambourne for approximately 13,000 homes delivered from 2034, subject to the necessary water infrastructure being available, 6,000 jobs and a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space.

Cambourne Town Centre will continue to develop into a thriving centre, which contains a mix of shops, employment floorspace, community uses and around 120 homes. It will become a place for people to visit on foot, bicycle and by public transport to meet their daily needs and provide opportunities for people to meet and dwell.

Cambourne West and Cambourne Business Park will continue to be built out in line with existing planning permissions.

Why is the site allocated?

Cambourne North provides an opportunity to create a sustainable extension to Cambourne, which is integrated with the proposed East West Rail railway station and an extension to the Cambourne to Cambridge high quality public transport corridor. The ambition is for the expansion of the town to include new homes, employment opportunities, local and sub-regional cultural, community and sporting facilities as well as other important infrastructure such as health centres and schools.

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The indicative spatial framework

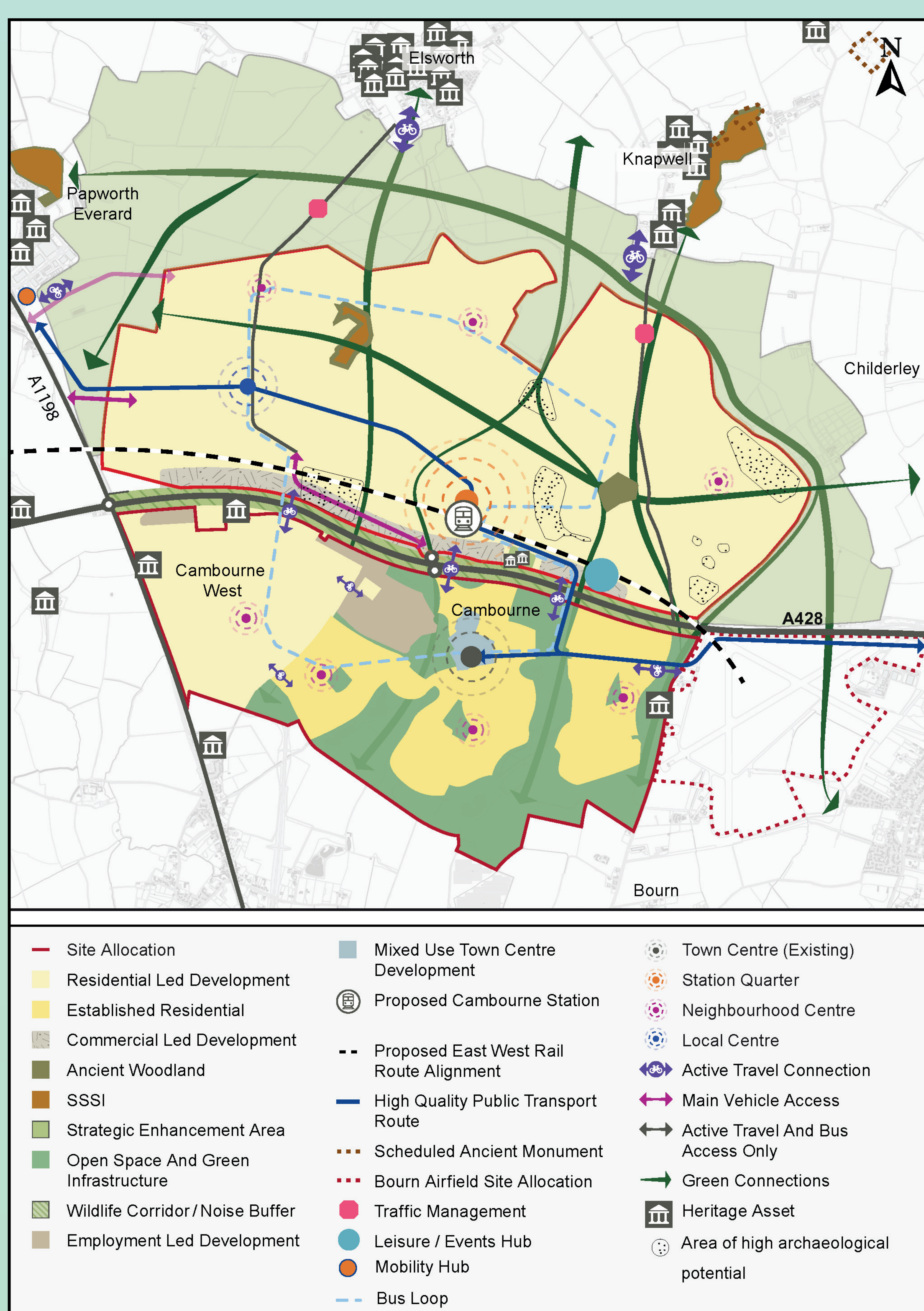
The indicative spatial framework shows the boundary of the site allocation, the boundary of the Strategic Enhancement Area (the non-development area around the site allocation), an indicative indication of suitable uses, as well as existing planning designations and constraints that will need to be considered during future master planning of the site at the planning application stage

The framework sets out how Cambourne will need to grow as one place, where new infrastructure will need to stitch together the town either side of both the A428 and the proposed East West Rail project.

Together with the policy wording, the framework will guide the future masterplanning of the site. This later stage will set out details including the positioning land uses, new buildings and infrastructure, the types and sizes of new open spaces within the site and how important heritage and ecological assets will be protected.

The land use approach for Cambourne North prioritises:

- A range of housing types that will meet the needs of this expanding town.
- 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.
- An employment cluster around the station which will offer great access and nearby amenities, attracting talent and supporting high-quality workplaces.

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How are the impacts of the development being mitigated?

The development of Cambourne North will be masterplan led, as part of a 'Place Book' approach. This will ensure that all phases of development will deliver the placemaking objectives set out in the policy whilst coordinating development to make sure it looks and feels like a well designed part of Cambourne. To mitigate impacts on the landscape, Cambourne North is proposed to be surrounded by Strategic Enhancement Area to create a buffer of green space, open space, habitat and wildlife compensation, agricultural uses as well as dark corridors. The green buffer is around 640 hectares, approximately ten times larger than Hinchbrook Country Park.

You said:

There were concerns about how the site was near to surrounding villages, and what is to stop development coming even closer.

We Did:

Through the landscape evidence, we have increased the distance between Cambourne North and these villages. Whilst the development area now extends slightly further to the west, the evidence suggests that this area is less sensitive from a landscape perspective than the area of the site that was previously considered to the south of Elsworth.

The Strategic Enhancement Area will be a key policy designation to prevent development from expanding beyond the site allocation area. As new recreation and ecological sites come forward, these may gain their own planning designations in the future, such as Protected Open Space.

- 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 as part of the Strategic Enhancement Area will provide separation between the surrounding villages and integrate within the new development – protecting the rural setting whilst providing biodiversity and amenity benefits.
- The Strategic Enhancement Area 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.

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Key issue: Transport

The transport impacts of Cambourne North have been carefully considered through additional transport evidence, including transport modelling and engagement with the highways and transport authorities and National Highways. The policy sets out a range of mitigation measures required to support the growing town, including addressing local concerns of ‘rat running’ through local villages.

You said:

More needed to be done to understand the transport impacts on surrounding communities, and how people will get to Cambourne and the new railway station.

We did:

A significant amount of transport modelling has been undertaken since the draft Local Plan consultation in the winter. This evidence has identified a number of transport mitigation measures that will be needed to support the development (see below). It is expected that further, more detailed, transport assessments are carried out at a future planning application stage as part of the masterplanning process. This will confirm the exact mitigation measures and the phasing of them being delivered.

- Creating walkable and cycling friendly new neighbourhoods that are well connected to homes, jobs, services and facilities.
- Extension of the Cambourne to Cambridge high quality public transport corridor to serve Cambourne, Cambourne North and Papworth Everard.
- A new local bus loop between Cambourne, the proposed Cambourne railway station and Cambourne North.
- Active travel and vehicle crossings over/under the proposed railway.
- Active travel and bus connection over the A428 near Upper Cambourne as well as into Cambourne West.
- Measures to restrict traffic movements to/from Cambourne through surrounding villages.
- Junction improvements at the Cambourne A428 junction and to the A1198 (Papworth bypass).

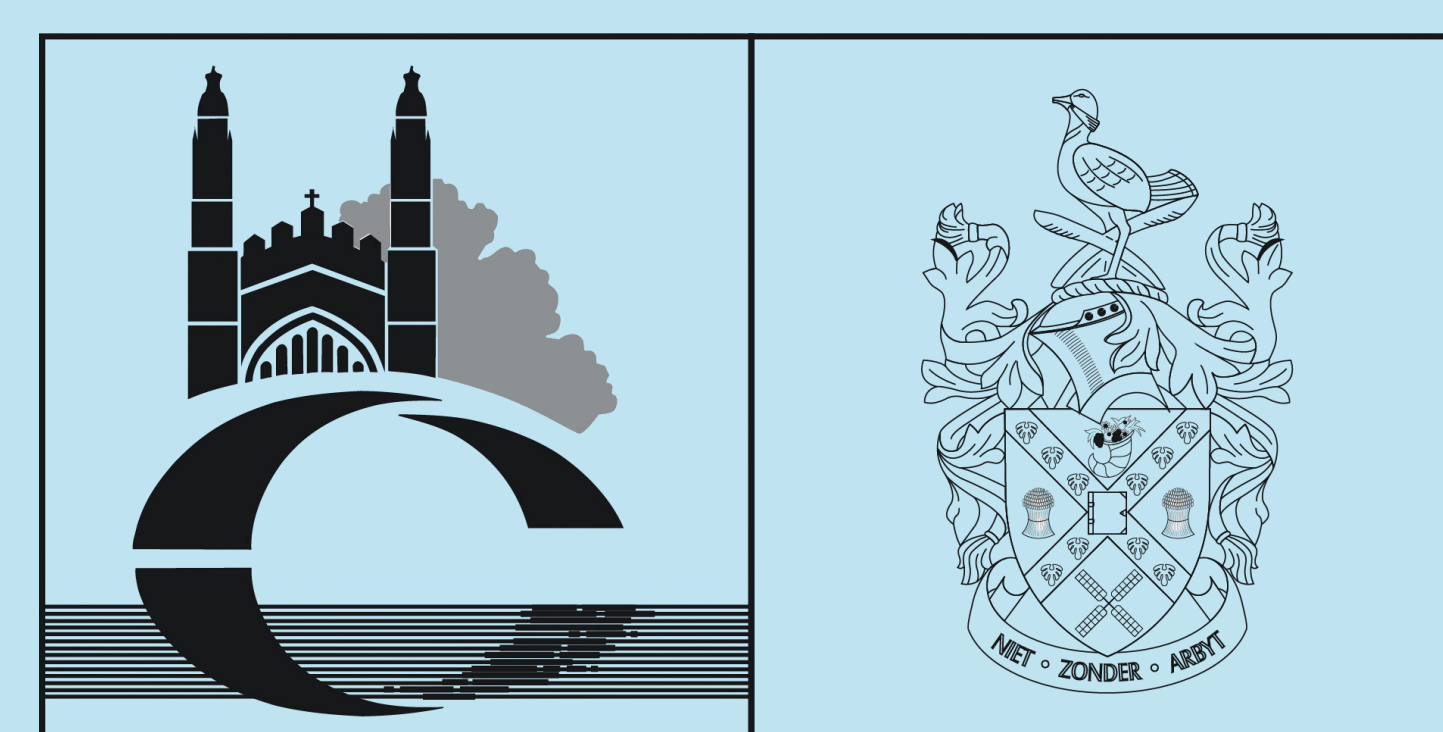
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Key issue: Landscape, Ecology and Heritage

You said:

Cambourne North contains a number of heritage and ecological features and is very visible from surrounding areas. How will development impact these features as well as the rural setting for the local villages?

We did:

Since the last stage of consultation, further evidence has been prepared on landscape and ecology and the heritage assessment has been updated. This work has been informed by stakeholder engagement, including local and statutory wildlife bodies. The updated approach for the site is for a network of green corridors to form a key part of a future masterplan for the site, where they connect green sites, such as Ancient Woodlands, to maintain important wildlife corridors. Woodland creation, creating alternative spaces for recreation and applying best practice in managing these spaces will form part of the long term strategy to their integration with the town.

The policy supports the work of RSPB Hope Farm and seeks to both protect that site and extend their approach to agricultural practices to other parts of the Strategic Enhancement Area.

The landscape evidence has identified the areas of the site that are most sensitive to new development when viewed from important local locations. Through this work, the developable area has moved further away from Elsworth and now broadly follows the line of the existing overhead pylons along Brockley Road. The land to the west of the site is less sensitive from a landscape perspective and the developable area has extended slightly further west.

By locating development further away from the northern villages, the heritage impacts on their conservation areas and listed buildings are now considerably reduced.

Within the developable area, there are areas of high archaeological potential. Working with Historic England, a flexible approach has been taken in the policy to ensure these, and any other areas of currently unknown archaeology, are sufficiently protected.

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