

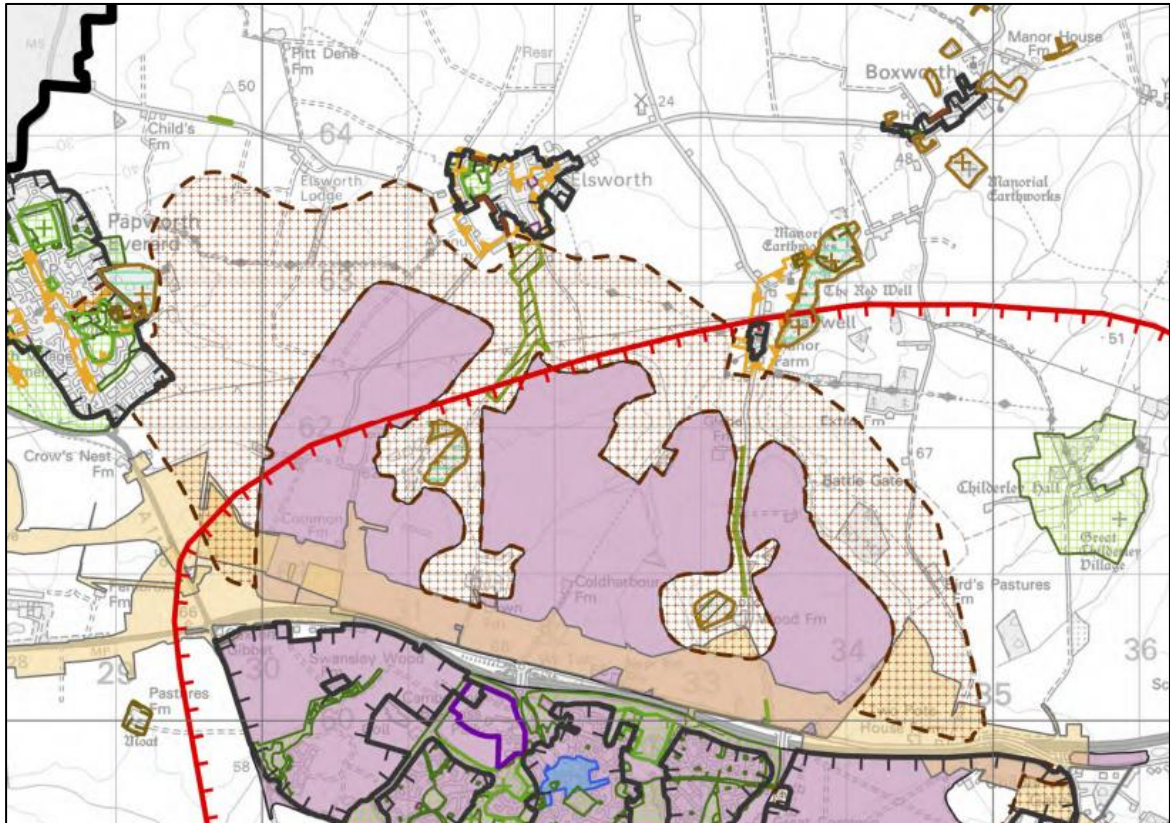
---

# North Cambourne: GCP Regulation 18 Local Plan Representations

Ref: PH/JL/ITL17310-013A  
Date: 28 January 2026

## SECTION 1 Introduction

- 1.1 The Greater Cambridge Partnership (GCP) have prepared a draft regulation 18 version of their Local Plan for the area under the GCP's control which consists of Cambridge City and South Cambridgeshire District. The Local Plan was first consulted on in 2021 which has been updated based on comments received during that consultation.
- 1.2 Within the draft site allocations, an area called Cambourne North has been allocated for development. Policy S/CBN states:
- "An expansion of approximately 13,000 homes, 108,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained with the Site Allocation boundary identified on the Policies Map."***
- 1.3 An extract of the policies map showing the extent of the site allocation is shown overleaf.

**Image 1.1: Cambourne North Site Allocation Boundary (Extract)**

Source: GCP

1.4 i-Transport represent Martin Grant Land (MGL), who control long-standing options for development to the north of the A428 and have been promoting a strategic development of some 5,500 homes, extensive employment, infrastructure and open space in this area. This Representation looks to give comments and feedback related to the transport elements of the site allocation policy as well as the supporting evidence that accompanies the draft Local Plan.

1.5 The rest of this Representations is split into three main sections and a summary. The topics for each section are as follows:

- **Section 2** – Trip Budgets
- **Section 3** – Access and Connections
- **Section 4** – Infrastructure and Phasing
- **Section 5** – Summary

## SECTION 2 Trip Budgets

2.1 Paragraph 42 of the draft allocation states the following:

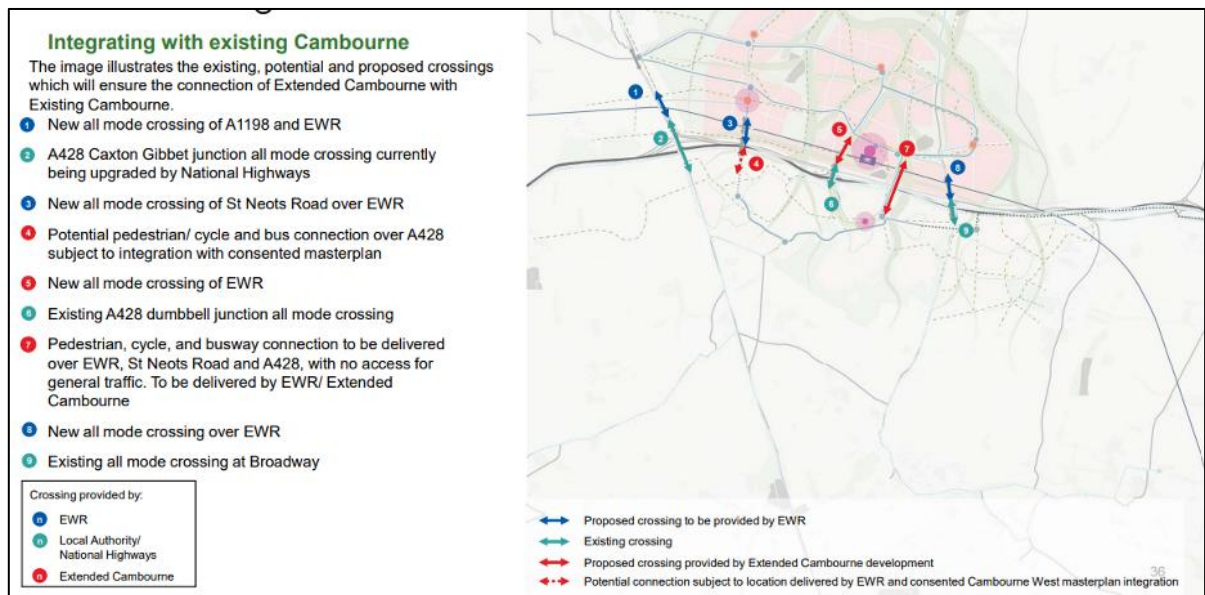
***“All expansion proposals at Cambourne will be subject to a monitored and enforceable peak-hour vehicular trip budget. The indicative trip budget is approximately 2,500 trips in the AM peak and 2,500 trips in the PM peak. A refined trip budget based on more detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.”***

- 2.2 While MGL agree with the motivation behind the trip budget policy instrument as a way to ensure that new developments are built with sustainable transport in mind from the outset, there is concern from MGL that the above policy is too prescriptive and that flexibility should be built into the policy at this early stage.
- 2.3 It is understood that the figure of 2,500 two-way trips in the peaks is a starting point and not a fixed figure. However, further clarity as to how this figure was reached is required to ensure that both MGL and GCP are working on agreed assumptions and methodologies. A detailed review of the Transport Evidence base (both 2021 and the update for Regulation 18 which is the quoted source for the figure within WSP’s *Transport Mitigation Measures* report) does not make mention of 2,500 budget. Added to which there is no definition of the AM or PM peak.
- 2.4 The policy should be amended to remove reference to 2,500 trips and the AM/PM peak.
- 2.5 MGL welcome the opportunity to work closely with GCP on the further detailed modelling work that will be undertaken to clearly define a trip budget to a realistic figure and that flexibility is allowed as the project and phasing plans evolve.
- 2.6 It is also requested that the requirement that this *must* be agreed before submission of an outline application be removed. This places an unnecessary constraint on the submission of an outline application and particularly would limit any early phases of development. Added to which it would remove the ability for modification during the determination phase to take account of consultation responses from stakeholders and the public.

## SECTION 3 Access and Connections

- 3.1 Within the *Cambourne Growth – Transport Vision and Principles* report prepared by ARUP on behalf of GCP as evidence for the policy allocation the following image is shared showing the existing, potential and proposed crossings into Cambourne North.

Image 3.1: Existing, Potential and Proposed Crossings into Cambourne North



Source: ARUP

3.2 Furthermore, Paragraph 34 of the draft site allocation states:

***“Deliver a comprehensive movement and connectivity network for the whole town connecting key locations including the new Station Quarter and Town Centre, neighbourhood centres, Cambourne High Street, other existing local centres and new East West Rail Station. The network design must:***

- a ***actively encourage and prioritise the use of sustainable and active modes of travel;***
- b ***identify the Station Quarter and Town Centre as the focus of the network ensuring it is highly accessible by modes other than public transport and acts as the interchange for walking, cycling, rail and bus connectivity;***
- c ***consider connections across all parts of Cambourne and to surrounding villages, enabling all residents in Cambourne to reach employment locations, services and facilities using sustainable modes of transport.”***

3.3 MGL fully support creating a cohesive development that ties into the existing settlement. However, the scope of connections which are required must be informed by a thorough assessment of the expected demand arising from the development. Further, it must be informed by an extensive masterplan exercise which integrates with the infrastructure provided by EWR. At this stage the principle of connectivity is fully supported. However, the exact location should have flexibility to respond to an evolving masterplan. Further, the locations shown for EWR infrastructure are not yet fixed as the EWR scheme itself is still in development.

3.4 The principle is supported. However, flexibility is essential.

- 3.5 Extensive work to improve the connections to the surrounding villages is listed as a “required mitigation” within the WSP *Transport Mitigation Measures* report. As a general principle it is too early to definitively decide what is (and is not) *required mitigation*. Again, at this stage flexibility is essential.

## SECTION 4 Infrastructure and Phasing

- 4.1 Paragraph 36 of the draft site allocation states:

***In early phases of the development, deliver new and enhanced north-south connections which stitch existing and expanded Cambourne together to create one cohesive place, including a landmark ‘landbridge’ connecting Cambourne’s existing High Street with the new Station Quarter and Town Centre and key services and facilities.”***

- 4.2 Furthermore, Section 3.4 (Phasing) of ARUP’s *Cambourne Growth – Transport Vision and Principles* report states:

***“Active travel routes and any required crossing infrastructure to connect with existing Cambourne should be delivered prior to first occupation.”***

- 4.3 It is the opinion of MGL that the requirement for all crossing infrastructure to be built in the early phases is too prescriptive to be considered viable. Indeed, it could lead to the creation of unnecessary (and unused) infrastructure. The potential ‘landbridge’ is an especially unrealistic aim for the early stages. Such a scheme would require substantial development to have progressed to ensure there was sufficient demand for regular use.
- 4.4 The proposed development must be allowed to phase the infrastructure that is proposed in a way that is proportional to the level of demand it is likely to receive. There must be flexibility in when these crossings come forward which is informed by a clear phasing strategy.
- 4.5 Beyond this, flexibility is sought on the development’s reliance on extensions to C2C and the EWR station. It is the position of MGL that both schemes are very beneficial to the proposed development. However, for the development to be reliant on both schemes being completed (as is implied in Paragraph 36) is out of proportion. Furthermore, it essentially prevents any development until EWR is completed, which is expected to be 2035<sup>1</sup>, halfway through the Local Plan’s life. Likewise, C2C is still going through its TWAO process and a proposed completion date of 2030<sup>1</sup> is probably optimistic when construction is not likely to start until 2027/8. The extension would then require planning (integrating with an emerging masterplan) and construction. At best, this is unlikely to be before 2035.

---

<sup>1</sup> Cambourne Growth – Transport Vision and Principles Section 7.1

- 4.6 Similarly, the proposed 'landbridge' that is referenced throughout the draft policy will also require flexibility in terms of its timing and scale. It is noted that it is part of the proposed busway extension into the site and thus is linked to the C2C delivery.
- 4.7 It is the view of MGL that extending the C2C busway all the way into Papworth Everard would be a significantly above what is considered reasonable and proportionate. It is questionable whether it is directly relevant to the proposed development as Papworth Everard is not likely to be a significant destination for future residents and demand is likely to be limited. Active travel connections would be a better investment.
- 4.8 Flexibility is required to allow the development to proceed with appropriate supporting infrastructure prior to completion of the EWR or C2C busway.

## SECTION 5 Summary

- 5.1 To enable proper planning of the proposed allocation it is requested that further flexibility be allowed within the policy text as follows:
- Reference to 2,500 trips and AM and PM peak removed;
  - Requirement for a trip budget to be agreed prior to submission be removed;
  - The location and number of access and connection points is framed within policy but can be developed through the masterplan;
  - Improved connections to nearby villages have regard to the level of demand and are guided by walking and cycling distances; and
  - Timing of the early phases and the major infrastructure proposed to tie into Cambourne North is developed as the masterplan evolves and informed by more detailed trip demand assessment.