

Policy S/CBN Cambourne North

Policy Section	Paragraph	Outline of Comments
General	<p>(1.) 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 within the Site Allocation boundary identified on the Policies Map.</p>	<ul style="list-style-type: none"> • Endurance strongly support and welcome the identification of Cambourne North as a New Settlement proposal with scope to contribute significantly to Greater Cambridge's long term housing needs over the Plan period and beyond. Endurance consider that the development of a large, residential-led new settlement at Cambourne North should be part of the solution to help to address Greater Cambridge's long-term growth requirements in a highly sustainable manner, drawing on and supporting the planned delivery of new public transport infrastructure in the form of East West Rail and the Cambridge to Cambourne Busway (C2C). Taken together with the existing Cambourne settlement, the combined new town will have sufficient critical mass to enable it to support a wide range of employment, retail, leisure, cultural and other services and facilities that will ensure it can become a desirable, vibrant and sustainable place to live and work. • The proposed provision of approximately 13,000 homes at Cambourne North is supported and welcomed and it is considered that there is sufficient land available for development to deliver this, though further consideration of density assumptions is advised. Nonetheless, the scale of the site should ensure that this ambitious plan is achievable, enabling the development of a highly sustainable new town. Further work is required to test the site constraints, proposed development mix, typologies, and phasing to arrive at a more precise estimate of site capacity. • However, Endurance has some concerns that insufficient allowance is currently being made for employment development to ensure a balanced, self-contained and prosperous new town is ultimately achieved. The proposed 108,000sqm of floorspace is not considered to be sufficient to support these aspirations to achieve a balanced, self contained community consistent with the requirement to operate within a limited trip budget..

		<ul style="list-style-type: none"> • Endurance also has concerns with the proposed site allocation boundary where the built area is to be contained without clearer evidence to support it. Endurance are concerned that this is too prescriptive at this stage and that insufficient work / evidence has been undertaken/provided on key constraints such as landscape and heritage to support such a precise approach at this stage. This is a long-term development that will take place over decades and greater flexibility is therefore required to enable the proposals to respond to more detailed assessment and masterplanning along with changes in circumstances over time. Consistent with policies in the Adopted Local Plans, we feel that the scheme should be design led (informed by environmental and technical constraints) and that the Concept Spatial Framework is too prescriptive at this early stage in the process. • In any event, Endurance also consider that there is scope to extend the development framework further to the west whilst still maintaining a suitable buffer to Papworth to the north west and without unduly impacting on known constraints or the aspirations for the Strategic Enhancement Area. This is illustrated through the additional areas shown in orange on the attached Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals.
Vision & Identity	<p>(2.) 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 wealth of employment opportunities, services and facilities.</p>	<ul style="list-style-type: none"> • Endurance support and welcome the overall vision for North Cambourne as an extension of the existing settlement to achieve a well-connected, integrated, sustainable and prosperous new town. This will help ensure the achievement of a new town with sufficient critical mass to support a wide range of services and facilities to secure a vibrant, sustainable and self-contained settlement. However, provision for additional employment opportunities should be made to ensure the new town is prosperous and achieves a high degree of self-containment.

	<p>(3.) Through the new railway station being delivered by the East West Rail project and the Cambourne to Cambridge (CtoC) Guided Busway, Cambourne will become a destination in its own right with facilities and open spaces of sub-regional significance, including a cultural hub and performance space, new leisure hub and northern forest.</p>	<ul style="list-style-type: none"> • Endurance strongly support both the East West Rail and C2C infrastructure schemes and consider that these provide a huge opportunity to create a truly sustainable new settlement subject to their future integration with the North Cambourne development. • It is considered important that EE, MGL and GCSP continue to engage with East West Rail to ensure that the design ambitions for the project are appropriately taken into account in the design of the EWR alignment, station, and associated infrastructure. EWR should be encouraged to design with the new town in mind. Further to this, the framework for North Cambourne should also have sufficient flexibility to ensure that future development is not compromised by infrastructure and that the necessary roads, bridges and other infrastructure required for the new community can be delivered appropriately. • Endurance support the ambition of Cambourne building on these planned infrastructure improvements to become a cultural and leisure destination of its own.
	<p>(4.) The new station interchange will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town. The station should have a dual role as a catalyst for the expanded community at North Cambourne and for connectivity and employment to the south of the railway. It will be supported by a network of neighbourhood centres that provide people with access to day to day services and facilities on their doorstep, complemented by public spaces for intergenerational communities to gather and set within a green network of open spaces and natural habitats.</p>	<ul style="list-style-type: none"> • Endurance support the new station interchange becoming the focal point for the new town. East West Rail's proposal to move the station towards the A428 roundabout is welcomed and Endurance very much support this ambition, ensuring that it is more central within the town and thus more accessible to both new and existing residents. This also fits with Government objectives of focussing development around train stations and using these as drivers of sustainable development. Creating a hub around the new station will ensure that a high-density mixed-use development can be delivered around the station, providing a range of services and facilities in the most sustainable and accessible location, whilst also ensuring through improved connectivity the scheme is properly integrated with the existing community at Cambourne. • Endurance also support the provision of a network of neighbourhood centres across the wider Cambourne North development to ensure all residents have suitable access to day-to-day services and facilities within walking or cycling distance,

		<p>ensuring the creation of walkable neighbourhoods and sustainable living patterns.</p> <ul style="list-style-type: none"> • However, whilst the incorporation of a range of high quality open spaces is supported, a suitable balance needs to be sought between open green spaces and higher density living and working spaces around the station. This balance will need to be explored further through masterplanning.
	<p>(5.) The development will incorporate a series of sustainable neighbourhoods, each of which will have a distinct sense of place and community through innovative urban design. Homes, public and private spaces and local facilities will be designed to foster health and sustainability, accommodating people at all stages of life and with diverse needs. The town will benefit from well-considered, distinctive and contemporary design, which through the design of the buildings and public spaces will create a place that is memorable and outstanding across all aspects of placemaking.</p>	<ul style="list-style-type: none"> • Endurance support the proposed neighbourhoods approach in principle, given the scale of the proposed town. This can be an effective means of providing accessible, walkable communities with their own character and identity and range of day-to-day facilities. • However, it is important that the masterplanning approach learns lessons from the original Cambourne settlement by not making the neighbourhoods too separate from one another as this can reduce community cohesion and walkability. • This is a matter that can ultimately be resolved through the masterplanning process. Endurance feel strongly that the number or neighbourhood centres, their composition, mix of uses, scale, and the timing of their delivery needs very careful consideration to ensure they are vibrant and integrated parts of the new community. This should be evidence driven and determined at the masterplanning stage and secured through appropriate conditions/legal obligations. This detail should therefore be left to the masterplan and planning application stage.
	<p>(6.) Cambourne North will be a destination for new jobs through the creation of a new multi-sector employment cluster, with a particular focus on jobs that are complementary to those in the wider region, such as mid-tech industries.</p>	<ul style="list-style-type: none"> • Endurance consider that employment is a critical part of the development mix to ensure a mixed, balanced and prosperous new community, with sustainable travel patterns and a high degree of self containment. • At this early stage, we consider that the proposed jobs target and amount of land provided for employment is considered to be too small to support the size of the new town and ensure a self-sustaining town which minimises out-commuting.

		<ul style="list-style-type: none"> • The number of movements from the existing settlement as well as from future residents can be reduced if a large number and wide range of high-quality jobs are provided as this will have the impact of reducing the number of in/out commutes for a proportion of the future population. This has material relevance to working within a limited Trip Budget. • Getting the right balance between homes and jobs is essential to creating a mixed and balanced community that is prosperous and has a high degree of self-containment. • The town's accessibility by rail and to the strategic highway network provides an opportunity to be more ambitious in order to achieve the prosperous, thriving community set out within the overall vision. • It is also important that allowance is made for a wide range of employment provision that reflect different market demands and provide flexibility as needs and demand will evolve over time, particularly given the long term nature of the proposals. • Endurance consider that the site can be extended westwards, utilising the remaining land between the A428 and the East West Rail corridor up to the new junction between the A428 and the A1198 as shown in blue on the attached Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals. • This additional land between the A428, EWR and A1198 is considered to be ideal for further employment, facilitated by an additional access onto the new A428/A1198 roundabout currently under construction and as illustrated on the attached plan Employment Development Access Off Proposed Northern Dumbbell Roundabout General Arrangement Plan (Drawing Ref 48168-P005-001) showing a potential additional access from the new A428 / A1198 Junction currently under construction and utilising land under Endurance Estates' control. • The proposed additional access can have significant benefit in reducing pressure on the main Cambourne A428 dumbbell access
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		<p>junction whilst also helping to separate and reduce heavy goods traffic from residential access arrangements and the station approach, improving the character and amenity of these areas and ensuring they are more welcoming for pedestrians and cyclists.</p> <ul style="list-style-type: none"> • Endurance would support working with MGL and GCSP to develop an Economic and Employment Strategy at an early stage to help define the parameters for this critical ingredient of the project, as part of a compelling overall vision for Cambourne.
	<p>(7.) Critical to the overall success of the town will be the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and proposed East West Rail route, though a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm. These will deliver seamless, legible and safe movement of people across the wider town and, together with emerging sustainable transport connections, will support a wider reduction in reliance on private vehicles for local and sub-regional journeys. The emerging transport schemes and improvements to walking and cycling networks should also be designed to benefit to the existing town,</p>	<ul style="list-style-type: none"> • Endurance support the proposed approach which seeks to integrate the two halves of the settlement and consider this to be one of the key design challenges for the scheme • A key aspect to this will be maximising the potential crossing points across the A428 and the future East West Rail, both in terms of road and pedestrian & cycle routes to ensure effective integration. The character and usability of these links will also be important to promote integration. • A comprehensive transport and movement strategy for the town as a whole is required which will integrate both the existing and new community with one another and with the planned improvements to be delivered through East West Rail and the C2C Busway. • The benefits of addressing existing transport and movement challenges with the existing Cambourne community are plentiful but particularly manifest in the consideration and setting of a trip budget where the shifting of existing trips is a lever which North Cambourne can use effectively.
	<p>(8.) Cambourne North contains and is close to a number of nationally significant ecological and historic assets, including Ancient Woodlands, County Wildlife Sites, and an extensive network of archaeological remains and features. The future layout of the town will consider these assets, identifying and implementing measures that mitigate any impacts but also deliver enhancement wherever possible, including creating an extensive network of ecological corridors.</p>	<ul style="list-style-type: none"> • Whilst there are a number of constraints as identified within the policy, these have been taken into account through the concept masterplanning work to date and it is considered that there is sufficient land within the site to allow for appropriate buffers to the relevant designations and protected features to be delivered. • However, it is important that flexibility is maintained on the precise boundaries of the development areas to ensure these can be

		adjusted to reflect more detailed assessment and design work as the design of the scheme progresses.
Uses	<p>(9.) The site is allocated for mixed-use development comprising:</p> <p>a. A range of homes with a balanced mix of dwelling sizes, types, and tenures based on identified existing and future local needs, including affordable housing and homes to accommodate people at all stages of life to achieve a balanced and inclusive community, including:</p> <p>i. 10% of the dwellings as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities; and</p> <p>ii. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land).</p> <p>b. At least 24 ha employment provision of type and mix to meet the needs of the town and provide access to local jobs and support the continued development of the economy of the Greater Cambridge area;</p> <p>c. Community services and facilities, including health, culture, at least three dedicated faith spaces, primary and secondary schools, and local spaces available for small scale independent retail and/or community uses;</p> <p>d. Open space, sports and leisure facilities, including a new regionally significant leisure, recreation and events centre and associated playing fields located between the A428 and East West Rail corridors;</p>	<ul style="list-style-type: none"> • Endurance support the aspirations of the policy, but consider that further flexibility is required in relation to a number of the aspects set out to ensure the scheme is responsive to changing needs over time, reflective of the long-term nature of the proposal. • For example, Endurance consider that the requirement for 10% specialist accommodation is too specific. We support the need for a range of accommodation types for all needs, but 10% of 13,000 homes would give rise to 1,300 specialist homes. Our suggestion is that such prescription is not necessary and should be evidence driven by documents such as updated Housing Needs evidence at the time, recognising the long-term nature of these proposals with need likely to evolve over the 30-year implementation period. • Similarly, the proscribed levels of specialist and Gypsy and Traveller pitch accommodation is not justified by the Council's evidence base. The policy requires further flexibility to ensure that the proposals can respond to changes in need over time as the scheme matures and more up-to-date evidence on these needs becomes available. The Council's evidence identifies alternative means to deliver pitches for G&T which are preferred to allocations on strategic sites. Therefore an approach which includes additional text in the policy such as 'approximately' 'or at levels as determined through an up-to-date assessment of local needs at the time', would allow for anticipated changes in the need over time. • As noted in our representations elsewhere, Endurance consider that the amount of employment land proposed is insufficient to support a town of this size with a potential population of over 30,000 residents and will not support the ambition to create a sustainable, prosperous and self-sustaining town. It is considered that further consideration of this and the amount of new employment land and floorspace required to support the new town and create a prosperous and highly self-contained new settlement is required.

		<ul style="list-style-type: none"> • Our suggestion is that additional land controlled by Endurance should be included to the west of the site - between the western boundary and the A1198 - served by an additional access from the new A428 / A1198 junction in the South West corner of the site, both increasing accessibility to the site, potentially separating heavy traffic from other users, and providing a prominent frontage on a gateway site to support delivery of ancillary employment uses such as logistics and light industrial / mid tech uses. • The proposed expansion areas and the proposed new junction arrangement are shown on the plans attached to these representations as follows: • Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals. • Employment Development Access Off Proposed Northern Dumbbell Roundabout General Arrangement Plan (Drawing Ref 48168-P005-001) showing a potential additional access from the new A428 / A1198 Junction currently under construction and utilising land under Endurance Estates' control. • As we note in this representation, we consider that this site is already heavily impacted by the A428 widening and EWR projects, and would be an obvious location to realise additional employment from the scheme.
	<p>(10.) To inform the overarching approach to land use, the applicant must:</p> <p>a. Prepare an Intergenerational Housing Strategy in conjunction with key stakeholders, detailing how the site will provide diverse housing types and tenures to meet the needs of the community at all stages of life, including how residential buildings will be designed and delivered to allow for flexibility in response to the changing needs of residents;</p> <p>b. Prepare a Place Activation, Culture and Events Strategy detailing the range of community, faith, cultural and other</p>	<ul style="list-style-type: none"> • Endurance support the need for various strategies to be developed based on robust evidence to inform the overarching approach to land use and to ensure that a mixed, balanced, prosperous and sustainable new settlement is achieved. • Accordingly, Endurance support in principle the need for a report covering an Intergenerational Housing Strategy to inform the level of housing typologies to meet the local need.

	<p>related uses to be accommodated in the design of public buildings and spaces. This must be prepared in conjunction with key stakeholders and set out a Stewardship Delivery Plan for long term operation and maintenance of these spaces;</p> <p>c. Prepare an Employment Strategy to identify appropriate types and mix of employment uses and explore the co-location / stacking of employment uses without her uses, reduction of vehicular trips generated by employment uses and ensuring flexibility in employment space provision. This will be prepared in conjunction with the Local Authority's economic development team and subsequently reviewed at each phase of the development;</p> <p>d. Identify and deliver any improvements to existing infrastructure which will be relied upon by the expansion of Cambourne.</p>	<ul style="list-style-type: none"> • Endurance also support in principle the provision of a report covering a Place Activation, Culture and Events Strategy. • As noted elsewhere, Endurance consider that the development of a comprehensive Employment Strategy is essential and strongly support this aspect. It is considered that further evidence in relation to this aspect should be progressed before the policy is finalised. The wording of the policy should be suitably flexible to adapt to changing needs over time, recognising the forecast timescale to complete the development in around 2060. • However, Endurance consider that Part d regarding provision of Infrastructure improvements is vague and unclear in terms of the nature and geographic scope of potential requirements. Accordingly, this aspect should be subject to review as part of a clearer infrastructure policy and supported by an Infrastructure Delivery Plan. • Notwithstanding the in-principle support for these assessments, Endurance consider that there is a degree of overlap between a number of these requirements and that some rationalisation would be beneficial to ensure a more streamlined and legible application submission.
Context	<p>(11.) Embed exemplar principles of landscape, townscape and heritage protection and enhancement into all phases of masterplanning and design by:</p> <p>A .Establishing a strong and robust landscape framework that integrates the development with the Strategic Enhancement Area (S/SEA/CBN) and the wider landscape context, informed through preparation of a comprehensive Landscape Strategy.</p>	<ul style="list-style-type: none"> • Endurance support the need for a strong and robust landscape framework to be incorporated into the proposed masterplan for the scheme. This will enable the creation of a high-quality new place with strong character providing an attractive setting for the development and mitigating impacts on nature and heritage assets. • However, it is considered that the extent and approach to the SEA needs further consideration to ensure that the approach is supported by robust evidence and is deliverable. • It is also important that the detailed extent of the development area is informed by the landscape framework to ensure a robust and integrated approach. Flexibility should be provided within the policy to enable departures from the indicative development envelope to enable this.

		<ul style="list-style-type: none"> • More generally, the policy requirements and context for the S/SEA/CBN Cambourne North Strategic Enhancement Area seem unclear and it is considered that a specific policy / policy section should be set out for this rather than just being shown on the Policies Map and referenced within the Cambourne North policy.
	<p>(11.) B. Creating a well-considered landscape buffer within the Strategic Enhancement Area which responds sensitively to the neighbouring villages and their Conservation Areas and delivers wider landscape and ecological mitigation and enhancement measures. The landscape buffer will:</p> <p>i. Include the ‘Cambourne Forest’, a new, accessible, regionally -significant woodland arc (aligned to the District Natural Greenspace category in the Natural England Green Infrastructure Framework).</p> <p>Include areas of open agricultural fields, providing an appropriate context for the conservation areas to the north of the site and supporting farmland birds and other important species and habitats in this area, whilst avoiding the coalescence of Cambourne with Papworth Everard, Elsworth, Knapwell, Bourn Airfield New Village and Childerley.</p> <p>iii. Require early, strategic consideration of local ecology through the design stages (aligned to the Local Nature Recovery Strategy) that will help to ensure biodiversity net gain can be fully met on site.</p>	<ul style="list-style-type: none"> • Endurance support the creation of a well-considered landscape buffer within the Strategic Enhancement Area which provides a suitable buffer between the new development and the neighbouring villages • However, it is considered that the extent and approach to the SEA needs further consideration to ensure that the approach is supported by robust evidence and is deliverable. • It is considered that the detailed extent of the development area needs adjusting in some areas and that it should ultimately be informed by the landscape framework to ensure a robust and integrated approach. Flexibility should be provided within the policy to enable departures from the indicative development envelope to enable this. It is not clear, for example, precisely what functions different parts of the SEA would need to perform and this is dependent on further design development of the masterplan. For instance, what is the appropriate balance of agricultural land, formal and informal open space, ecologically important (and protected areas) and accounting for wider issues such as long distance views. The evidence is not suitably advanced to be so precise. • The land to the north, where the majority of the forest is planned (noting that this would be a mixture of different landscape typologies and not just planted trees), falls away from the ridge that the A428 is on. Therefore planting in this buffer can only offer a limited visual buffer to the village to the north. However, Papworth has limited intervisibility with much of the site and there is scope to reduce the buffer here and increase the development envelope subject to detailed landscape assessment – due to the undulating nature of the land.

		<ul style="list-style-type: none"> • In addition, Endurance considers that there is no reason to include a buffer at the western edge of the proposed settlement between the A428 junction land at the East Rail Route. It is considered that this land should be incorporated into the scheme, providing additional employment land a further point of access directly onto the new A428 junction. • Our suggested approach is illustrated further on drawing Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals. • More generally, the policy requirements and context for the S/SEA/CBN Cambourne North Strategic Enhancement Area seem unclear and it is considered that a specific policy section should be set out for this rather than just being shown on the Policies Map and referenced within the Cambourne North policy.
	<p>(11.) c. Undertaking a Historic Landscape Characterisation and Archaeological Assessment, Landscape Visual Impact Assessment and Heritage Impact Assessment to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation measures that:</p> <ul style="list-style-type: none"> i. Provide a broad, well vegetated landscape buffer within the Strategic Enhancement Area, including naturalistic planting and tree lines that respond to topography and archaeological constraints; ii. Incorporate areas of open, pastoral structured open spaces close to Elsworth and Papworth Everard to preserve their historic rural setting and sense of separation; iii. Protect and, where possible, enhance the Grade II Listed New Inn Farmhouse and its barns on the southern edge of the Site as well as any non-designated heritage assets; iv. Retain and enhance the immediate open landscape setting of the site, through a masterplan-led approach. 	<ul style="list-style-type: none"> • Endurance support a joined-up approach to the consideration of landscape and heritage constraints and the provision of a proportionate heritage landscape study which can be incorporated into the heritage assessment work to be carried out on site. • Endurance also support the consideration of the landscape setting of the site as part of a masterplan-led approach. • However, it is considered that the extent and approach to the SEA needs further detailed assessment of constraints, and design development (linked to wider masterplan considerations and evidence) to ensure that the approach is supported by robust evidence and is deliverable. • It is considered that the detailed extent of the development area needs adjusting in some areas and that it should ultimately be informed by the landscape framework to ensure a robust and integrated approach. Flexibility should be provided within the

		<p>policy to enable departures from the indicative development envelope to enable this.</p>
	<p>(11.) d. Undertaking both desk-based assessment and appropriate field evaluation of archaeological investigation, identifying appropriate mitigation in collaboration where significant remains are found;</p>	<ul style="list-style-type: none"> • Endurance agree that a proportionate and phased amount of desk based and field evaluation will be required to determine the impact of the development on both known and unknown heritage assets. • It is of note that whilst extensive archaeological features were identified during the survey work before the Caxton Gibbet to Black Cat extension works began, these did not impact upon the layout and route significantly.
	<p>(11.) e. Ensuring that major infrastructure is well integrated into the wider landscape</p>	<ul style="list-style-type: none"> • Endurance are unclear why this aspect of the policy is necessary. Since the major infrastructure (EWR, C2C and A428 enhancements) are to be delivered by others and schemes will likely be implemented, approved and or advanced prior to submission of an application this is a difficult requirement to meet.
	<p>(12.) Avoid prejudicing the delivery of the preferred East West Rail route alignment and associated rail infrastructure.</p>	<ul style="list-style-type: none"> • Endurance agree that it is essential that the East West Rail route is fully integrated with the Cambourne North development and that delivery of EWR should not be compromised. Ongoing collaboration and dialogue with EWR will therefore be essential to ensure the design approach is optimised. Endurance are committed to working jointly with MGL and GCSP to ensure the design of EWR is optimised to ensure it affords the best possible opportunity to support and unlock the growth potential of Cambourne North, and to avoid unintended consequences of the EWR design progressing at pace, ahead of the masterplan for the Cambourne North project.
<p>Built Form</p>	<p>(13.) Deliver a new Station Quarter and Town Centre, anchored by a new 'living' railway station, that will become the heart of the town extension. The design must:</p> <p>a. Include a landmark railway station, based on design excellence which is an exemplar in embedding high quality placemaking principles outlined in the supporting Spatial Framework and Rail Integration Study, forming a key</p>	<ul style="list-style-type: none"> • Endurance generally agree with the focus for development around the station in a station quarter and consider that this provides the opportunity to create a high-density mixed-use centre around the primary public transport gateway in accordance with the Government's emphasis on maximising opportunities for sustainable growth around train stations.

	<p>component of the Station Quarter, Cambourne North and the overall town and serving the needs of the wider area;</p>	<ul style="list-style-type: none"> • Endurance considers that up to date economic data on employment and retail demand should be used to inform the proposals for a station quarter – such that it can become a lively and well-used gateway to the wider development from early on in the delivery of the scheme. • However, it is important to recognise that the delivery of the new station itself will be carried out by East West Rail rather than the Site Promoters and it is therefore important that the Local Plan policy should recognise this and incorporate flexibility given that design is progressed by the East West Rail Co. and will be consented via the DCO process. • Nonetheless, it will be important that close working and cooperation is maintained between the Council, Site Promoters and East West Rail to ensure that emerging proposals are aligned.
	<p>(13) b. Avoid overprovision/inflexibility of space that would precipitate empty plots/units. Large retail floorplate buildings will not be supported where they create large inactive frontages and/or would result in the over dominance of a town, local or neighbourhood centre or the town overall;</p>	<ul style="list-style-type: none"> • Whilst Endurance generally support the idea of providing flexible spaces, it is considered that this level of detail on the design of the frontages is too detailed and prescriptive for this initial stage. • It is also important that the Policy does not unduly prejudice market interest from retailers by being too prescriptive about retail formats whilst recognising that creation of active frontages and a balance of uses within the centres will be important. • These matters should be addressed through future applications when detailed design considerations can be fully considered.
	<p>(13) c. Create active frontages through choice and positioning of uses, including small flexible units on the ground floor that are suitable for a range of uses to respond to market demand. These should be fine grain, wrapping and capping larger units with other uses and integrating a diverse range of occupiers.</p>	<ul style="list-style-type: none"> • Endurance support the principle of providing active frontages within the centres and providing flexible spaces at ground floor that enable future adaptation. However, again, it is considered that the level of detail on the design of the frontages are too detailed for this initial stage and should be addressed through future applications and Design Codes.
	<p>(14). Deliver a compact form of development, providing a mix of densities as appropriate to the area of the site, including:</p>	<ul style="list-style-type: none"> • Endurance support the provision of a mixture of densities within the site, with the highest focussed around the proposed new station and Town Centre. It is considered that the neighbourhood

	<p>a. Focusing the highest densities at the Station Quarter and Town Centre quarter at neighbourhood centres and at employment locations in areas within close walking and cycling distance of the new station;</p>	<p>centres and employment locations whilst being higher in density than most of the site are likely to be at a lower density than the Station Quarter and Town Centre given their less fee central location and function..</p>
	<p>b. Promoting higher density development for all employment sectors, including stacking of employment servicing and logistics infrastructure to enable greater density;</p>	<ul style="list-style-type: none"> • Endurance consider that this approach is too inflexible and does not currently provide sufficient flexibility to reflect the wide range of potential commercial uses appropriate to support a town of this size and market demands. • Whilst such an approach will be appropriate for office and research and development uses, it would be less appropriate for industrial and logistics or mid-tech uses or many commercial and retail uses. The stacking of some employment uses has not, to our knowledge been achieved in the Greater Cambridge market and we would question whether this requirement is realistic, justified or necessary and we are concerned that it would make the site less attractive in the market and therefore be contrary to the aim of achieving an economically prosperous new town. • Whilst we generally agree with the objective, more flexibility should be incorporated into the policy to enable different approaches to be taken to enable a wide range of employment uses to come forward in response to market demand – • Endurance would emphasises that it is important that sufficient flexibility is maintained given the importance of creating a balanced and prosperous community.
	<p>c. At residential neighbourhoods, incorporating corporate contemporary and innovative development of around 60-70dph.</p>	<ul style="list-style-type: none"> • Whilst Endurance understand the need to deliver higher density development to make best use of land this should not compromise the objective of creating a high-quality new community with design that responds to its setting and constraints and a range of house sizes and house types to meet a variety of needs. It is considered that the density range proposed is ambitious, and with a narrow range that is too limited and risks being unduly prescriptive. This could inhibit the place-making aspirations, resulting in a homogeneous development, lacking

		<p>character and variety, or worse, render development unviable before the development even gets underway.</p> <ul style="list-style-type: none"> • Officers will be aware that challenging market conditions, cost of finance, and implications of the Building Safety Act have created very challenging conditions for housebuilders to deliver apartments. Whilst these circumstances may adjust and improve, our view is that the policy should be flexible enough to account for changing circumstances over time through to 2060. Such a prescriptive density range in today's market, in this location, is considered a challenge. • It is considered that a greater range of densities will aid overall delivery with lower densities in edge of settlement and other sensitive areas (such as near heritage assets) and higher densities in the town centre / the new Station Quarter. It is therefore suggested that a density range of 40-90dph, would allow for more design flexibility to respond to the various placemaking objectives and allow for a scheme that can deliver 13,000 dwellings at North Cambourne.
	<p>(16.) At residential neighbourhoods, ensure the design: Provides a coherent built form, with consistent building lines, street frontages, and a scale that reinforces the character; Incorporates complementary employment uses as appropriate, including co-working and spaces for self-employed people and small businesses.</p>	<ul style="list-style-type: none"> • Endurance agree with the general intent behind this part of the policy and consider that it is important that the residential neighbourhoods provide a coherent built form that creates a distinct character for the different neighbourhoods. • However, whilst the aspiration to incorporate complementary employment uses in each neighbourhood is generally supported, it is considered that some flexibility should be built into the policy through the addition of the words 'where possible'. This will allow a more flexible and evidence led approach, reflecting needs and the character of each area. • The need for co-working spaces should be considered further as part of the Employment Strategy as it is important to avoid over-provision with spaces that then sit empty. The policy needs flexibility to enable the scheme to respond to market demand, viability and changes in way people work/live.

	<p>(17.) At employment-led areas, ensure the design: Provides a flexible range of mixed-use and employment spaces which respond to their immediate context: high street mix, strategic road network access, noise sensitivity and intensification of uses around the station; Provides active frontages to the public realm at buildings and main entrances, which make a positive contribution to the street scene and wider placemaking objectives.</p>	<ul style="list-style-type: none"> Endurance support the intention to encourage a flexible range of mixed-use and employment uses which respond to their context. However, it is important that sufficient flexibility is built-in to the wording of the policy to reflect the different types of employment uses that may come forward in different parts of the site. As noted above, Endurance are committed to working with all partners to develop an Economic and Employment Strategy for the scheme, which should consider these issues further. For example, provision of active frontages for industrial and logistics units is less appropriate. The approach must reflect the different context and role of the different employment areas through the masterplanning process
	<p>(18.) Incorporate a well-considered northern approach into the design of the town, that is sensitive to local townscape, landscape, strategic views and heritage assets and integrates well with the wider landscape character.</p>	<ul style="list-style-type: none"> Endurance consider that the wording and interpretation of the policy is unclear and whether it is referring to the approach into the town from Elsworth to the north or into the existing part of the town from Cambourne North. It is also unclear why this route should be a focus over others. Further clarity in the wording of the Policy is requested.
	<p>(19.) Across the site, embed necessary mitigation with regard to noise, light and odour, including from the A428, proposed railway including Station and recreational activities, to ensure no significant adverse impact on quality of life / amenity and health.</p>	<ul style="list-style-type: none"> Endurance support the need to ensure necessary mitigation from the A428 and East West Rail and consider that the appropriate location of employment uses of one means of securing this. It will be important that potential impacts on the future residents of Cambourne North are considered as part of the EIA and design for East West Rail to minimise potential issues.
Public Space	<p>(20.) Deliver a new Town Centre and Station Quarter incorporating an associated mobility hub, a public square, new green streets, community spaces and a Cultural Hub, which complement the existing Cambourne Town Centre. Consistent with the principles set out in the Spatial Framework Strategy, this should:</p> <p>a. Create a non-linear, appropriately sized, centre to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion;</p>	<ul style="list-style-type: none"> Endurance support the creation of a new Town Centre and Station Quarter, subject to details on the placemaking and draft framework. East West Rail's proposal to move the station towards the A428 roundabout is welcomed and will support this ambition, ensuring that it is more central within the town and thus more accessible to both new and existing residents. This also fits with Government objectives of focussing development around train stations and using these as drivers of sustainable development.

	<p>b. Include a flexible cultural hub to anchor activity in the centre; the hub should include space to celebrate the archaeological assets of Cambourne and the wider area;</p> <p>c. Be anchored at one end by the station quarter square and at the other by a smaller public open space with a more civic character. The Station Quarter square should be capable of supporting a regular market including the provision of the necessary market facilities for stall holders and visitors.</p>	<ul style="list-style-type: none"> • Creating a hub around the new station will ensure that a high-density mixed-use development can be delivered around the station, providing a range of services and facilities in the most sustainable and accessible location. • The provision of appropriate public spaces within the Town Centre and Station Quarter is supported.
	<p>(21.) Deliver a network of clearly defined neighbourhood centres, each including a public play area and/or green space, and additionally providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses.</p>	<ul style="list-style-type: none"> • Endurance support the creation of a network of neighbourhood centres and consider that this is important to ensure a mixed, balanced and sustainable community where everyday needs are within close proximity. The successful delivery of these will require careful consideration. • As noted in our comments on other aspects of the policy, the number of neighbourhood centres, their mix of uses, scale, location and timing of delivery requires careful consideration, and policies should be suitably flexibly to identify the most appropriate solution.
Nature	<p>(22.) Protect, retain and enhance the statutory (Ancient Woodlands and SSSIs) and non-statutory (County Wildlife Sites) sites, including all designated woodland, and other local sites designated for their value to biodiversity. The development must:</p> <p>a. Ensure that ancient Woodlands and SSSIs are kept free from public access to limit impacts of recreational disturbance;</p> <p>b. Incorporate appropriate buffer zones between these environmentally and ecologically important sites and built form and areas of activity, which will need to be identified in the overall masterplan for the site;</p> <p>c. Identify and deliver measures that minimise ecological pressures to these and other sites from domestic animals.</p>	<ul style="list-style-type: none"> • Whilst there are a number of constraints as identified within the policy, these have been taken into account through the concept masterplanning work to date and it is considered that there is sufficient land within the site to allow for appropriate buffers to the relevant designations and protected features to be delivered. • However, it is important that flexibility is maintained on the precise boundaries of the development areas and buffer zones to ensure these can be adjusted to reflect more detailed assessment and design work as the design of the scheme progresses.
	<p>(23.) Positively plan for and deliver dark corridors to ensure nocturnal and crepuscular species can forage with minimum disturbance. The development must:</p> <p>a. Keep lighting to a minimum, which where necessary should be directional and movement sensitive if appropriate;</p>	<ul style="list-style-type: none"> • Endurance support the principle of creating dark corridors within the development. However, the extent and nature of these will require careful consideration through further assessment work and masterplanning.

	<p>b. Use bat surveys to inform detailed design of lighting strategy including buffer distances around woodlands;</p> <p>c. Incorporate planned buffers with diverse species including those traditionally managed through coppice, as well as areas of scrub and natural regeneration. Buffers should be subject to appropriate positive management to maintain biodiversity value.</p>	
	<p>(24.) In considering connections between different designated and non-designated sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species, such as barbastelle bats and great crested newts. The network – retained and extended – should, and be of sufficient quality to enable passage movement through the landscape unhindered, an important aspect of nature’s recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.</p>	<ul style="list-style-type: none"> • Whilst there are a number of constraints as identified within the policy, these have been taken into account through the concept masterplanning work to date and it is considered that there is sufficient land within the site to allow for appropriate buffers to the relevant designations and protected features to be delivered. • However, it is important that flexibility is maintained on the precise boundaries of the development areas and buffer zones to ensure these can be adjusted to reflect more detailed assessment and design work as the design of the scheme progresses.
	<p>(25.) Retain and keep dark existing bat habitats including as broadleaved woodland, wet pasture and meadows, hedgerows, watercourses and waterbodies. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands where they may be roosting. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.</p>	<ul style="list-style-type: none"> • Endurance support the principle of creating dark corridors within the development. However, the extent and nature of these will require careful consideration through further assessment work and masterplanning.
	<p>(26) Where dark corridors cross necessary transport links, apply the following hierarchy:</p> <p>a. Areas should be entirely unlit with connected canopy;</p> <p>b. Where not possible, occasional use of minimal, directional and movement sensitive lighting;</p>	<ul style="list-style-type: none"> • Endurance support the principle of creating dark corridors within the development. However, the extent and nature of these will require careful consideration through further assessment work and masterplanning, taking account of other considerations such as public safety.

	<p>c. A final option where routes require more frequent lighting, rationalised lighting schemes will employ best practice according to bat mitigation guidance.</p>	
	<p>(27.) Include buffers of at least 15m around existing (non-designated) woodlands and a minimum of 10m from all rivers and streams (though 20m is preferable where possible and appropriate to provide). These areas should also be informed by an appropriate site wide Lighting Strategy. Watercourses should be re-naturalised to enhance for biodiversity and increase potential for reducing flood risk as well as increasing resilience for a changing climate.</p>	<ul style="list-style-type: none"> • Endurance support the principle of providing appropriate buffers to woodlands and watercourses within the development. However, the extent and nature of these will require careful consideration through further assessment work and masterplanning.
	<p>(28.) Provide and retain street trees, woods, hedges, and water features which would contribute to the character and amenity of the town, managed to enhance their ecological value in line with Urban Forestry principles.</p>	<ul style="list-style-type: none"> • Endurance support the principle of retaining existing trees, hedges and water features within the development wherever possible. However, the extent and nature of these will require careful consideration through further assessment work and masterplanning.
	<p>(29.) Create strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning.
	<p>(30.) Integrate blue and green infrastructure into the design of streets, including street trees and watercourses, providing places for people to interact with nature.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning.
	<p>(31.) Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation, flood mitigation and drainage where suitable and practical.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning.
	<p>(32.) Provide adequate green infrastructure on site to provide Suitable Alternative Natural Greenspace (SANGs) (including the 'Cambourne Forest') to compensate for any additional recreation pressure created by the expansion of Cambourne on nearby SSSIs, including Overhall Grove and Elsworth Wood.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning.

	<p>(33.)To inform the overarching approach to ecology and the environment, the applicant must:</p> <p>a. Carry out a full programme of ecological survey and monitoring, to guide a Biodiversity Implementation and Management Plan and lighting strategy to provide appropriate mitigation and enhancement. This includes preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors and dark buffers) and, where unavoidable impacts occur, appropriate mitigation;</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning in support of future applications.
	<p>b. Prepare an Ecological Masterplan for Cambourne and associated Stewardship Strategy in conjunction with key local and statutory stakeholders. The masterplan and strategy should detail how the expansion of Cambourne will positively contribute to the regional natural environment, including ensuring the delivery and stewardship of the ‘Cambourne Forest’;</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning. However, the extent and scale, delivery and management of the Cambourne Forest requires further consideration and clarification. This must be considered in the context of the wider package of greenspace, biodiversity and infrastructure enhancements. Expectations need to be realistic and the Councils must also recognise that as woodland does not positively contribute to BNG calculations, some trade-offs may be required.
	<p>c. Adopt a holistic approach to Cambourne’s environmental, economic and social sustainability should be adopted which provides effective responses to the climate and ecological emergencies. To aid this, the Cambourne Ecological Masterplan should be prepared to align with the Cambourne Climate and Sustainability Innovation Delivery Plan.</p>	<ul style="list-style-type: none"> • Endurance support and welcome a holistic approach to Cambourne’s environmental, economic, social sustainability. It is important that a balanced approach is taken to prioritising these aspects of sustainability to ensure a successful, vibrant economically viable, attractive and sustainable new settlement is created.
<p>Movement</p>	<p>(34.) 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:</p> <p>a. actively encourage and prioritise the use of sustainable and active modes of travel;</p>	<ul style="list-style-type: none"> • Endurance broadly support the proposed policy approach as currently set out and consider that it establishes appropriate principles for the movement strategy. • Endurance consider that the policy wording should be adjusted to specifically reference a Vision-led approach for the transport and movement strategy for Cambourne North.

	<p>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;</p> <p>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.</p>	
	<p>(35.) Design new residential neighbourhoods to be walkable – where day-to-day services and amenities can be easily accessed by active travel or public transport. Employment-focused areas must ensure amenities, including local food and beverage, high quality public realm, leisure facilities and green space, are within walking distance to attract a highly skilled workforce and high quality employers.</p>	<ul style="list-style-type: none"> • Endurance support the proposed neighbourhoods approach in principle, given the scale of the proposed town. This can be an effective means of proving accessible, walkable communities with their own character and identity and range of day-to-day facilities. • However, it is important that the masterplanning approach learns lessons from the original Cambourne settlement by not making the neighbourhoods too separate from one another and this can reduce community cohesion and walkability. • This is a matter that can ultimately be resolved through the masterplanning process.
	<p>(36.) 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.</p>	<ul style="list-style-type: none"> • Endurance consider that reference to the delivery of the landbridge being in the early phases of the development should be removed to provide more flexibility. It is considered that further consideration of this requirement is required in terms of how this might work and when it could reasonably be delivered having regard to both placemaking and viability considerations. In any event, it is considered that further flexibility is required as to the nature of this and the timescales for delivery.
	<p>(37.) Other measures to promote walking and cycling must include:</p> <p>a. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking all homes to public transport and the main areas of activity such as the new Town Centre, Cambourne High Street, schools and employment areas;</p>	<ul style="list-style-type: none"> • Endurance support the proposed approach in principle, and consider that it is important that the design encourages walking and cycling and makes appropriate provision for active travel throughout both within the settlement itself and through its connections with the existing community, surrounding villages and providing appropriate access to the countryside.

	<p>b. Pedestrian and cycle improvements at two existing junctions on the A428 (at Cambourne and Caxton Gibbet) and the Broadway overbridge;</p> <p>c. Improvements in walking and cycling links to surrounding villages so they are accessible throughout the day and evening and all year round;</p> <p>d. Creation of strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.</p>	
	<p>(38.) Improvements to public transport must include:</p> <p>d. Integration of the new East West Rail Station with appropriate access arrangements by all modes, facilitated by a mobility hub and high-quality active travel infrastructure connecting the station to centres, neighbourhoods and surrounding villages;</p> <p>e. Integration of the Cambourne to Cambridge (CtoC) busway;</p> <p>f. A primary bus corridor providing good connectivity across the Site and connecting to existing Camborne;</p> <p>g. Improved local bus connections between Cambourne and Papworth Everard, Elsworth and Knapwell;</p> <p>h. New dedicated bus, pedestrian and cycle bridges over the A428 and East West Rail to connect new development with the proposed Station and existing Cambourne;</p> <p>i. Through engagement with developers at Cambourne West, deliver a new public transport and active travel bridge to the west of the A428 dumbbell roundabout.</p>	<ul style="list-style-type: none"> • Endurance consider that the proposed policy approach as currently set out is too prescriptive. It is considered that the policy wording should provide flexibility and have regard to what is necessary and allow for alternative approaches where these would achieve similar outcomes. • In particular, the final bullet point should include the words 'endeavour to', recognising that this requires cooperation from other parties.
	<p>(39.) Utilise localised logistics and micro-consolidation hubs to reduce number of local vehicular trips and minimise duplicated parking provision.</p>	<ul style="list-style-type: none"> • Whilst Endurance broadly support the approach it is considered that the words "...minimise duplicated parking provision." Should be deleted such that the focus is on reducing vehicular trips.
	<p>(40..) Parking measures must include:</p> <p>a. In the residential areas, setting low parking ratios and optimise garden spaces/back-to-back and overlooking</p>	<ul style="list-style-type: none"> • Endurance consider that a number of amendments are required to the detailed wording and requirements of the draft policy to ensure that it is clearer and includes more flexibility. Our proposed wording is set out below with proposed changes in red.

	<p>distances. Where parking courts are utilised, ensuring these are secure, well overlooked and integrate urban greening;</p> <p>b. At employment-led areas, avoiding employee surface parking by providing off-plot parking for staff and visitors in the Station Quarter and Town Centre, enabling progressive management of parking provision and flexibility;</p> <p>c. Optimised parking provision at the new station, with minimised provision across the wider Station Quarter and Town Centre, to support the achievement of the trip budget. Innovative measures to drive higher sustainable mode shares, trip internalisation and reduce vehicular trips will be supported;</p> <p>d. Across the development, considering use of multi-storey mobility hubs and limited unallocated and flexible spaces to consolidate parking, enabling a more efficient use of space and encouraging active and sustainable travel for local journeys. Provision of high quality multi-storey hubs will be supported;</p> <p>e. Avoiding surface car parking outside of the areas associated with the new station to support compact and walkable neighbourhoods.</p>	<p>In the residential areas, setting low evidence led parking ratios and optimise garden spaces/back to back and overlooking distances should be applied with should be applied which seek to drive sustainable outcomes and the efficient use of land.. Where parking courts are utilised, ensuring these are secure, well overlooked and integrate urban greening;</p> <p>b. At employment-led areas evidence led parking ratios should be provided where parking solutions are encouraged to be shared to allow , avoiding employee surface parking by providing off plot parking for staff and visitors in the Station Quarter and Town Centre, enabling progressive management of parking provision and increased flexibility;</p> <p>c. Optimised parking provision at the new station, should be minimised provision across the wider Station Quarter and Town Centre, to support the achievement of the trip budget and sustainable travel behaviours for the Town Centre and new community. Innovative measures to drive higher sustainable mode shares, trip internalisation and reduce vehicular trips will be supported;</p> <p>d. Across the development, considering the use of multi-storey mobility hubs and limited unallocated and flexible spaces to consolidate parking, enabling a more efficient use of space and encouraging active and sustainable travel for local journeys. Provision of high quality multi-storey hubs will be supported;</p> <p>e. Avoiding surface car parking outside of the areas associated with the new station to support compact and walkable neighbourhoods.</p>
	<p>(41.) Highway improvements must include:</p> <p>a. New and, where necessary, enhanced pedestrian, cycle and vehicle crossings across the route, including connections to the A1198 and St Neots Road (with the re-provision of existing road connections affected by the new railway delivered by EWR Co);</p> <p>b. Appropriate traffic calming measures in surrounding villages to prevent 'rat running' and encourage sustainable travel, with exact measures to be identified through a Traffic Calming Study developed in conjunction with local</p>	<ul style="list-style-type: none"> It is considered that a new vehicular access should be provided from the new junction between the A428 and the A1198 to the south west of the Site currently under construction and as illustrated on the attached plan Employment Development Access Off Proposed Northern Dumbbell Roundabout General Arrangement Plan (Drawing Ref 48168-P005-001) utilising land under Endurance Estates' control.

	<p>communities. Development will not be supported where the necessary mitigation measures have not been delivered and, where appropriate, are enforceable.</p> <p>j. New and, where necessary, enhanced pedestrian, cycle and vehicle crossings across the East West Rail route, including connections to the A1198 and St Neots Road (with the reprovision of existing road connections affected by the new railway delivered by East West Rail Co);</p> <p>k. Appropriate traffic calming measures in surrounding villages to prevent 'rat running' and encourage sustainable travel, with exact measures to be identified through a Traffic Calming Study developed in conjunction with local communities. Development will not be supported where the necessary mitigation measures have not been delivered and, where appropriate, are enforceable.</p>	<ul style="list-style-type: none"> • The proposed additional access can have significant benefit in reducing pressure on the main Cambourne A428 dumbbell access junction. It would reduce reliance on the existing dumbbell roundabout, providing alternative means of access and enhancing connectivity to surrounding villages of Papworth and Caxton and the wider strategic highway network whilst utilising and making the most of planned infrastructure. • Providing this new junction could serve employment uses between the A428 and East West Rail whilst also helping to separate and reduce heavy goods traffic from entering via the existing Cambourne A428 dumbbell access junction. • By reducing HGV traffic using the existing junction better access arrangements for the residential areas and the station approach can be achieved, improving the design, character and amenity of these areas and ensuring they are more welcoming for pedestrians and cyclists on the key gateway into Cambourne and assisting with the integration of Cambourne north with the existing settlement. • In addition, the provision of this secondary access would also provide more flexibility in terms of the phasing and construction arrangements as part of the implementation of the scheme as well as improving emergency access to the town. • Endurance control the adjoining land and have rights of access from the new junction that could enable the creation of this new link. • Accordingly, the following change to the policy wording is proposed: <i>c. Vehicle access from two existing junctions on the A428 (at Cambourne and Caxton Gibbet) and the Broadway overbridge. Possible further access from Ermine Street to support later phases.</i>
	<p>42.) All expansion proposals at Cambourne will be subject to a monitored and enforceable peak-hour vehicular trip budget.</p>	<ul style="list-style-type: none"> • Endurance Estates are committed to working within a trip budget. However, the trip budget needs to be better evidenced through

	<p>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.</p>	<p>detailed and collaborative further working before specificity can be provided and agreed. Monitor and Manage can be employed effectively to ensure compliance through the delivery of the scheme but this control mechanism should also be used to ensure the scheme's Vision is being met. It is considered that Monitor and Manage is the mechanism to ensure preferable outcomes.</p> <ul style="list-style-type: none"> • This also underlines the importance of incorporating appropriate levels of employment and service provision to ensure a high degree of self containment is achieved. • Accordingly, the following change to the policy wording is proposed in red: <p><i>42. All expansion proposals at Cambourne will be subject to a monitored and enforceable peak-hour vehicular trip budget, to be agreed with the Local Highway Authority. The indicative trip budget is approximately 2,500 trips in the AM peak and 2,500 trips in the PM peak. Any refinements to this 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 undertaken to ensure that the development remains within the agreed trip budget for the site throughout its delivery, and any variations to this monitor and manage approach would need to be agreed with the Local Highway Authority.</i></p>
	<p>(43.) To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This will include (but not be limited to) high-quality mobility services that prioritise modal shift and monitor ongoing performance.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle but subject to the comments above regarding the need to adopt a vision-led approach and review of the proposed trip budgets outlined. It will also be important to ensure that any proposed mitigation is proportionate to the scale and nature of any impacts. • Accordingly, the following change to the policy wording is proposed: <p><i>43. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This will include (but not be limited to) high-quality</i></p>

		<p><i>mobility services that prioritise modal shift and monitor ongoing performance. Innovative measures to drive higher sustainable mode shares, trip internalisation and reduce vehicular trips will be supported;</i></p>
Resources	<p>(44.) To control known risks of flooding on-site to reduce the risk of flooding to areas downstream or upstream of the development, ensure the provision, management and on-going maintenance of sustainable surface water drainage measures, informed by the preparation of a Sustainable Drainage masterplan to reduce the rate of rainwater run-off whilst delivering benefits for biodiversity, water quality and amenity.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning in support of future applications.
	<p>(45.) Prepare a Cambourne Climate and Sustainability Innovation Delivery Plan to inform the masterplan for the site, including detail of how the expansion of Cambourne will innovate on resource use, net zero and climate resilience through design and delivery of development (in line with the Cambourne Sustainability Framework).</p>	<ul style="list-style-type: none"> • Endurance are generally supportive of the principles set out and agree with the need to develop a sustainability focussed masterplan. • However, it is important that the aspirations are realistic. It should be noted that the policy context may no longer be applicable in light of proposed revisions to the NPPF. • Endurance consider that the proposed operational energy targets in policy CC/NZ appear onerous and need further justification including the need for viability testing. • Similarly, the energy generation targets in policy CC/NZ may not be achievable due to land and grid constraints and require further consideration of their deliverability and viability. • Whilst the sensitivity of water availability within the Greater Cambridge area is understood, the proposed water consumption targets in policy CC/WE are ambitious and should be tested further as these may require rain/greywater harvesting. • Similarly, the proposed Net zero targets will require further justification and viability testing to confirm potential viability and deliverability noting that these go substantially beyond Government policy.

	<p>(46.) Provide appropriate provision for and design of foul drainage and sewage disposal in line with the Climate and Sustainability Innovation Delivery Plan and a Foul Drainage Strategy, to be prepared by the applicant.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning in support of future applications. • Endurance, MGL and GCSO should engage further with Anglian Water to ensure there is a deliverable strategy for the life of the development, given well publicised capacity constraints in the short term.
	<p>(47.) Provide appropriate provision for and design of waste and recycling management facilities, to be in line with the Climate and Sustainability Innovation Delivery Plan and a Street Space and Kerbside Strategy to be prepared by the applicant.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle. This will require careful consideration through further assessment work and masterplanning in support of future applications and detailed assessment in urban design and transport terms. • However, Endurance question whether the proposed Street Space and Kerbside Strategy is necessary. It is currently unclear what this is trying to achieve and it is considered in any event that it can be covered by other documents.
	<p>(48.) Cambourne North must be designed to:</p> <ol style="list-style-type: none"> minimise embodied carbon emission by embedding innovative and exemplary deep decarbonisation actions through design and construction, informed by regular whole life carbon assessments; be net zero in operation, delivering a high-standard of energy efficiency and with 100% of site energy, being supplied through on-site renewable energy; integrate circular economy principles into design (including Zero Avoidable Waste in construction, maximising opportunities for reuse and recycling of materials across whole life-cycle) and will encourage zero waste living in operation for future residents through provision of services and facilities; maximise opportunities for food growing throughout the development, including within dedicated spaces and as part of the public realm; meet high standards of water use efficiency and on-site water reuse, designed around community scale water recycling measures. 	<ul style="list-style-type: none"> • Whilst Endurance broadly support the aspirations for Cambourne North to minimise carbon emissions in general we have some reservations regarding some of the detailed requirements of the Policy. In particular, it is not clear how Net Zero in operation is defined. • Whilst the ambition of achieving a highly sustainable new town is supported, further consideration of the feasibility and viability of the specific requirements is required, particularly as these go far beyond existing legislative and policy requirements. • Endurance consider that it is also important that the policy allows for flexibility, particularly in the earlier stages of the development recognising how requirements and technologies will change over the 30-year implementation period. The requirement for rigid compliance to ‘day 1’ principles may otherwise impact viability and prevent delivery of the wider scheme. • In addition, it also considered that there is also unnecessary overlap and duplication with point (45) above.

Lifespan	<p>(49.) Delivery of Cambourne North, including any individual phases, must be in accordance with an approved phasing plan that must be submitted alongside the first planning application for the site, to ensure the expansion supports the creation of a fully functioning and successful town.</p>	<ul style="list-style-type: none"> • Endurance support this approach and consider that a clear phasing strategy that sets out the phased delivery of infrastructure and services alongside the delivery of new housing, commercial and other uses is essential to the successful delivery of the project. • However, it should also be recognised that this may need adapting and adjusting over time in response to changes of circumstances given the long-term nature of the development.
	<p>(50.) Planning for essential services, facilities and infrastructure must be undertaken in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases, and the requirements on developers.</p>	<ul style="list-style-type: none"> • Endurance support this approach and consider that this is essential to the successful delivery of the project. • However, there also needs to be recognition that delivery of some of the infrastructure is dependent upon 3rd parties and beyond the promoters control. Further discussions with stakeholders will be required to ensure that the full range of requirements, anticipated costs and responsibilities for delivery are appropriately assigned.
	<p>(51.) The approach to the long-term management, maintenance and stewardship of the expansion of Cambourne, including its infrastructure, services and facilities, must be identified at the outset. An approach that enables community-led stewardship of Cambourne's new place assets should be strongly considered, reflecting the approach to management in the existing town and building on Cambourne's distinctive community spirit and collaborative culture. The stewardship approach must include the approach to funding and financing the management and maintenance of community assets and open space.</p>	<ul style="list-style-type: none"> • Endurance support this approach in principle and consider that this is important to ensuring the long-term successful delivery and ongoing management of the new town, ensuring that its benefits are maximised and will endure for future residents over the long term.
	<p>(52.) A Meanwhile Strategy must be prepared by the applicant to identify opportunities for the meanwhile use of sites for housing, employment and other uses, making efficient use of land while it is awaiting longer-term development.</p>	<ul style="list-style-type: none"> • Endurance support the preparation of a Meanwhile Strategy in general terms subject to incorporating the proposed report into a more general Economic and Employment Strategy to also include inter alia measures to avoid empty or unused spaces and facilities, and to ensure early provision of amenities and facilities that foster a culture of inclusivity and encourage early community building.
	<p>(53.) An Engagement Strategy must be prepared by the applicant to meaningfully enable local people and stakeholders on site wide and phase/neighbourhood specific proposals.</p>	<ul style="list-style-type: none"> • Endurance support this approach and consider that this is essential to the successful delivery of the project.

Spatial Framework		<ul style="list-style-type: none"> • Endurance strongly support and welcome the identification of Cambourne North as a New Settlement proposal with scope to contribute significantly to Greater Cambridge’s long term housing needs over the Plan period and beyond. • The proposed provision of approximately 13,000 homes is supported and welcomed though further consideration of density assumptions is advised. Nonetheless, the scale of the site should ensure that this ambitious plan is achievable, enabling the development of a highly sustainable new town. • However, Endurance are concerned that insufficient allowance is being made for employment development to ensure a balanced, self-contained and prosperous new town is achieved. The proposed 108,000sqm of floorspace is not considered to be sufficient to support these aspirations to achieve a balanced, self contained community consistent with the aspirational trip budgets proposed. • Endurance also has concerns with the proposed site allocation boundary where the built area is to be contained without clearer evidence to support it. Insufficient work / evidence has been undertaken/provided on key constraints such as landscape and heritage to support such a precise approach at this stage. • Long-term development over decades needs more flexibility to respond to more detailed assessment and masterplanning along with changes in circumstances. • Our suggestion is that additional land controlled by Endurance should be included to the west of the site - between the western boundary and the A1198 - served by an additional access from the new A428 / A1198 junction in the South West corner of the site, both increasing accessibility to the site, potentially separating heavy traffic from other users, and providing a prominent frontage on a gateway site to support delivery of ancillary employment uses such as logistics and light industrial / mid tech uses.
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		<ul style="list-style-type: none"> • The proposed expansion areas and the proposed new junction arrangement are shown on the plans attached to these representations as follows: • Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals. • Employment Development Access Off Proposed Northern Dumbbell Roundabout General Arrangement Plan (Drawing Ref 48168-P005-001) showing a potential additional access from the new A428 / A1198 Junction currently under construction and utilising land under Endurance Estates' control. • It is also considered that the extent of the buffer between the site and Papworth is unnecessarily large and that there is scope to reduce this a little and increase the developable area to the west without unduly impacting on the separation with Papworth to the north west or any of the principles within the Policy. • As we note in this representation, we consider that this site is already heavily impacted by the A428 widening and EWR projects, and would be an obvious location to realise additional employment and residential provision from the scheme. • These proposals are illustrated further on the attached Concept Plan. • Endurance suggest that the Spatial Framework and associated Development Area is duly adjusted accordingly to reflect this which will provide additional flexibility to deliver the overarching objectives and principles for the new town.
<p>Site Plan of Policy S/CBN</p>		<ul style="list-style-type: none"> • Endurance strongly support and welcome the identification of Cambourne North as a New Settlement proposal with scope to contribute significantly to Greater Cambridge's long term housing needs over the Plan period and beyond.

		<ul style="list-style-type: none">• The proposed provision of approximately 13,000 homes is supported and welcomed though further consideration of density assumptions is advised. Nonetheless, the scale of the site should ensure that this ambitious plan is achievable, enabling the development of a highly sustainable new town.• Endurance also object to the proposed site allocation boundary where the built area is to be contained without clearer evidence to support it. Insufficient work / evidence has been undertaken/provided on key constraints such as landscape and heritage to support such a precise approach at this stage.• Long-term development over decades needs more flexibility to respond to more detailed assessment and masterplanning along with changes in circumstances.• Our suggestion is that additional land controlled by Endurance should be included to the west of the site - between the western boundary and the A1198 - served by an additional access from the new A428 / A1198 junction in the South West corner of the site, both increasing accessibility to the site, potentially separating heavy traffic from other users, and providing a prominent frontage. on a gateway site to support delivery of ancillary employment uses such as logistics and light industrial / mid tech uses.• It is also considered that the extent of the buffer between the site and Papworth is unnecessarily large and that there is scope to reduce this a little and increase the developable area to the west without unduly impacting on the separation with Papworth to the north west or any of the principles within the Policy.• As we note in this representation, we consider that this site is already heavily impacted by the A428 widening and EWR projects, and would be an obvious location to realise additional employment and residential provision from the scheme.• The proposed expansion areas and the proposed new junction arrangement are shown on the plans attached to these representations as follows:
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Inset maps for Cambourne, Elsworth, Knapwell and Papworth		<ul style="list-style-type: none"> • Endurance strongly support and welcome the identification of Cambourne North as a New Settlement proposal on the proposed inset map for Cambourne, Elsworth, Knapwell and Paworth with scope to contribute significantly to Greater Cambridge's long term housing needs over the Plan period and beyond.. • Endurance has concerns with the proposed site allocation boundary where the built area is to be contained without clearer evidence to support it. Insufficient work / evidence has been undertaken/provided on key constraints such as landscape and heritage to support such a precise approach at this stage. • Long-term development over decades needs more flexibility to respond to more detailed assessment and masterplanning along with changes in circumstances. • Our suggestion is that additional land controlled by Endurance should be included to the west of the site - between the western boundary and the A1198 - served by an additional access from the new A428 / A1198 junction in the South West corner of the site, both increasing accessibility to the site, potentially separating heavy traffic from other users, and providing a prominent frontage

		<p>on a gateway site to support delivery of ancillary employment uses such as logistics and light industrial / mid tech uses.</p> <ul style="list-style-type: none">• It is also considered that the extent of the buffer between the site and Papworth is unnecessarily large and that there is scope to reduce this a little and increase the developable area to the west without unduly impacting on the separation with Papworth to the north west or any of the principles within the Policy.• As we note in this representation, we consider that this site is already heavily impacted by the A428 widening and EWR projects, and would be an obvious location to realise additional employment and residential provision from the scheme.• The proposed expansion areas and the proposed new junction arrangement are shown on the plans attached to these representations as follows:• Masterplan Spatial Framework Strategy (Drawing Ref: 19-237-SGP-STE-XX-DR-A-011003-P03) which shows potential additional development areas to the west which Endurance consider to be suitable for development as part of the Cambourne North proposals.• Employment Development Access Off Proposed Northern Dumbbell Roundabout General Arrangement Plan (Drawing Ref 48168-P005-001) showing a potential additional access from the new A428 / A1198 Junction currently under construction and utilising land under Endurance Estates' control.• Endurance suggest that the Spatial Framework and associated Development Area is duly adjusted accordingly to reflect this which will provide additional flexibility to deliver the overarching objectives and principles for the new town.
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