Greater Cambridge Draft Local Plan – Regulation 19 Consultation Response

Introduction

Planning Potential has been instructed by 'Mac Mic Strategic Land' 'MMSL' to submit representations to the Greater Cambridge Local Plan Regulation 19 Consultation, which runs from 3rd August 2026 to 25th September 2026. These representations provide comment on the proposed policies that relate directly and indirectly to the site known as Crow's Nest Farm, Papworth (HELAA Site Ref: 208867). On behalf of MMSL we have been promoting Crow's Nest Farm for residential-led, mixed use development, engaging with the emerging Local Plan process and with the Council's planning department and key stakeholders.

The purpose of this submission is to also provide updated information in respect of the site, to demonstrate its suitability for development and alignment with the emerging Local Plan objectives.

These representations build upon our earlier submissions to the Call for Sites (Site Ref: 48096), the Greater Cambridge Local Plan Issues and Options Consultation (January 2020), the 'First Proposals' Consultation (December 2021) and the Regulation 18 Consultation (January 2026).

We have continued to work closely with key stakeholders throughout the intervening period, including ongoing engagement with East West Rail (EWR), resulting in agreement to incorporate their preferred SuDS provision within the emerging scheme. Additionally, we had a pre-application meeting with the Council on 21 April 2026, following which we also had design and landscape workshops in May 2026, a pre-application meeting with the County Highways Authority to discuss the proposed SuDS strategy, and ongoing correspondence with the Highways Team to refine and progress the evolving proposals.

Since the Regulation 18 consultation, MMSL has continued to engage proactively with the Council through the established Planning Performance Agreement (PPA) process. This engagement has included pre-application discussions, design workshops, landscape workshops, technical review meetings and ongoing dialogue regarding the evolving relationship between Papworth South, Cambourne North and East West Rail. Through this process, the proposals have been refined in response to discussions with officers and consultees, helping to inform the approach to settlement separation, landscape structure, sustainable transport integration, movement connections, green infrastructure provision and the future relationship between the site and the emerging Cambourne North strategic allocation. The revised proposals presented within these representations reflect the evolution of this ongoing engagement process.

The technical and design work submitted alongside these representations also demonstrates the flexibility in how Papworth South could contribute to the wider objectives of Cambourne North, with several potential spatial responses capable of delivering landscape, movement and placemaking benefits whilst maintaining an appropriate degree of separation between settlements.

These representations build upon the earlier submissions, responding to the evolution of the draft plan (and its evidence base), whilst providing further detail of the progression with proposals for Crow's Nest Farm.

These representations are set out in the following sub-headings:

- Response to Emerging Local Plan objectives and policies;
- Site Specific Representations;
- Conclusions.

The site submission is supported by the following additional documentation:

- Site Location Plan (EDP)
- Concept Masterplan Option 1: Papworth Gateway (EDP)
- Concept Masterplan Option 2: Integrated Cambourne North (EDP)

This document may have been prepared with the support of AI tools, including Microsoft Copilot, which can assist with research and initial drafting. Where AI tools have been used, all content has been reviewed, edited, and validated by our professional team. The findings, recommendations, and conclusions reflect our expert judgement based on the information available at the time of writing. This report forms one component of the wider decision-making process and is intended to be read in conjunction with any other relevant professional advice. Any AI-generated measurements or spatial outputs are approximate; critical information has been independently verified where required.

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- Regulation 19 Design Note (EDP)

It is worth noting that the submitted Site Location Plan has reverted to the full site extent to ensure that sufficient land is secured within the application boundary to facilitate the delivery, management and ongoing protection of the Strategic Gap as an integral component of the scheme.

Response to Emerging Local Plan – Objectives and Policies

Draft Policy S/DS: Development Strategy

Our client remains supportive of the proposed development strategy, which principally seeks to direct strategic growth towards Cambridge, the edge of Cambridge and an expanded Cambourne. The proposed strategy recognises the significant opportunities presented by new sustainable transport connections and the potential for Cambourne North and the wider Cambourne area to accommodate significant growth. Our client supports this ambition.

However, the strategy should also recognise the important role that smaller and medium-sized sites can play in supporting housing delivery, particularly where such sites are located in sustainable and well-connected locations and can come forward independently of the delivery and build-out trajectories of the major strategic allocations.

The Regulation 19 version of Policy S/DS identifies approximately 13,000 dwellings at Cambourne North, of which approximately 2,550 dwellings are anticipated to be delivered within the plan period. In addition, approximately 4,500 dwellings are proposed at land adjacent to the A11 and A1307 at Grange Farm, of which approximately 2,550 dwellings are anticipated within the plan period. The Plan therefore relies significantly on the delivery of large-scale strategic sites, with a substantial proportion of their overall capacity expected to come forward beyond 2045.

The Council's evidence recognises that strategic sites have long lead-in times and that their delivery is closely associated with the provision of infrastructure. In the case of Cambourne North in particular, delivery is closely linked to the proposed East West Rail station and associated transport infrastructure. The anticipated delivery of 2,550 dwellings within the plan period therefore represents a significant dependency within the housing trajectory.

In this strategic scale context, maintaining a diverse and resilient supply of housing sites is important. The inclusion of additional sustainable sites would not undermine the primary role of Cambourne North or the wider development strategy. Rather, it would provide greater flexibility within the housing trajectory and reduce reliance upon a limited number of large-scale developments and their associated infrastructure and phasing requirements.

MMSL's preferred approach is for Papworth South to come forward as a sustainable and logical extension to Papworth Everard, capable of making a meaningful contribution to housing delivery within the plan period. Unlike the major strategic allocations, the site can come forward independently and does not rely upon the delivery of East West Rail, the Cambourne North strategic infrastructure or the comprehensive build-out of a major new settlement before development can commence.

The Regulation 19 consultation document identifies a housing need of 48,069 dwellings and a total supply of 52,032 dwellings, providing 8.2% headroom. Whilst this provides a quantitative margin, the level of headroom should not be considered in isolation from the deliverability, phasing and infrastructure dependencies associated with the sites comprising that supply. Additional deliverable opportunities in sustainable locations would provide greater resilience and flexibility within the housing trajectory and increase confidence that the identified housing requirement can be met throughout the plan period.

The allocation of Papworth South would therefore provide an opportunity to bring forward additional housing through a site which can be delivered independently and which can contribute to the wider objectives of the Plan, including the provision of new homes, community facilities, active travel connections and sustainable transport links. These benefits can be realised within the plan period rather than being wholly dependent upon later phases of strategic growth.

We acknowledge the emphasis placed within the supporting text on the role of small sites in maintaining housing supply. However, the Plan should also recognise the role of sites which sit beneath the very large strategic allocations proposed. The policy should therefore allow appropriately located additional growth in sustainable and well-connected locations where this can support housing delivery, improve the resilience of the housing trajectory and complement, rather than undermine, the wider spatial strategy.

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Accordingly, the Plan should be amended to provide greater flexibility for appropriately located sites which can contribute to housing delivery within the plan period, including the proposed allocation of Papworth South, providing additional choice and resilience in the housing land supply while maintaining the Plan's overall focus on sustainable locations and strategic growth.

Policy S/SH: Settlement Hierarchy

Our client supports the settlement hierarchy and the ability to deliver development at varying scales across the hierarchy. However, we consider that the current approach, whereby indicative maximum capacities have been used to establish the extent of appropriate growth, is overly restrictive and doesn't allow for individual sites to be duly considered on their merit. Whilst the hierarchy provides a useful strategic framework, development capacity should ultimately be informed by site-specific circumstances, sustainability credentials and development constraints rather than indicative numerical thresholds alone. In locations such as Papworth Everard, where accessibility and connectivity are likely to improve significantly from planned infrastructure investment, a more flexible assessment of growth opportunities may be appropriate.

Policy S/DE: Defined Development Extents

We support the flexibility incorporated within Part 2 of Policy S/DE, which recognises that development outside defined development extents may still be acceptable where supported by other policies in the Plan. This avoids a blanket prohibition on development beyond settlement boundaries and allows proposals to be considered against the wider policy framework. However, criterion (d), which provides an exception where development is "supported by other policies of the Plan", is currently ambiguous. It is unclear which policies are intended to provide such support and whether this includes only policies that expressly promote development, or also those which enable development to come forward subject to compliance with specified criteria. Greater clarity would assist applicants and decision-makers in understanding the circumstances in which development outside defined development extents may be considered acceptable.

Policy S/MO: Monitoring

We support the principle of the monitoring policy and consider that ensuring delivery is being duly tracked is vital to maintaining a healthy supply of development. We do consider that a more proactive and resilient approach would be to identify a portfolio of suitable, available and deliverable reserve sites that have already been subject to assessment through the plan-making process. This would provide the Council with a clear mechanism to respond swiftly should delivery issues emerge, particularly in relation to larger strategic allocations where housing delivery is dependent upon major infrastructure investment, complex land assembly arrangements or extensive phasing programmes.

Policy S/CBN: Camborne North

MMSL are supportive of the proposed allocation of Cambourne North as a strategic site (subject to the proposed boundary amendment detailed below). The proposed allocation, which is to a large degree reliant on the delivery of the East West Rail project and the Cambourne to Cambridge high quality public transport corridor, is substantial and will alleviate significant development pressures on Cambridge City and the surrounding Green Belt.

Whilst the policy is positively drafted regarding the delivery of development within the allocation itself, MMSL has concerns regarding the complexities associated with delivering development at this scale. Large strategic sites are inherently vulnerable to a range of economic, political, technical and environmental factors which may delay delivery despite the best efforts of those promoting them. This creates uncertainty where a significant proportion of the housing requirement is reliant upon a limited number of strategic allocations.

The NPPF is clear that the planning system should support the Government's objective of significantly boosting the supply of homes and ensure that a sufficient supply and mix of sites is available to meet housing requirements. Whilst strategic allocations such as Cambourne North will play an important role in meeting longer-term needs, the Plan should also support sites capable of accelerating housing delivery in the short term and maintaining delivery momentum whilst major infrastructure-led developments progress through their longer delivery programmes. A diverse portfolio of sites provides resilience within the housing trajectory and helps reduce the risk of delays associated with reliance on a limited number of large-scale developments.

It is for these reasons that MMSL advocates the inclusion of sites such as Crow's Nest Farm, which can help address shorter-term delivery requirements whilst larger strategic proposals are progressing through infrastructure delivery and longer-term build-out programmes.

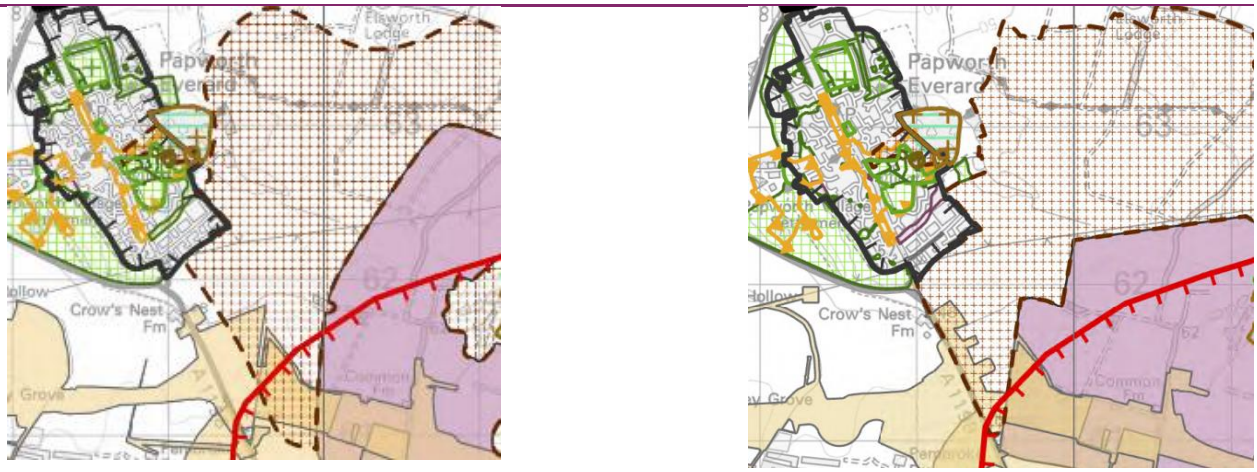
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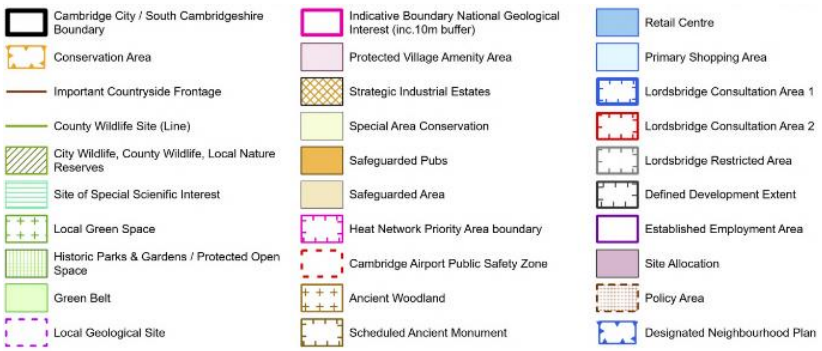
MMSL has undertaken extensive technical work to demonstrate that land at Crow's Nest Farm is deliverable in the short term. The delivery of Crow's Nest Farm for housing-led mixed-use development would ensure that the existing community at Papworth Everard benefits from the opportunities associated with East West Rail and is not isolated from the wider economic and connectivity benefits that the project seeks to unlock, whilst retaining flexibility regarding the precise spatial relationship between the site and the wider Cambourne North allocation.

Whilst MMSL wishes to ensure that Papworth Everard benefits from the opportunities associated with East West Rail, it also recognises the importance of maintaining a meaningful and defensible strategic gap between Papworth Everard and Cambourne North. MMSL is concerned that the Regulation 19 allocation boundary extends unnecessarily close to Papworth Everard, reducing flexibility for the future evolution of the settlement and effectively ringfencing the settlement. The earlier Regulation 18 boundary provided a more balanced approach, maintaining separation whilst allowing opportunities for proportionate growth. As currently drafted, the Policies Map constrains the delivery of Crow's Nest Farm through both the extent of the Strategic Enhancement Area and the proximity of the Cambourne North allocation boundary.

Figure 1 – Policies Map comparison between Regulation 18 and Regulation 19 Drafts

Policies Map Before | **Policies Map After**

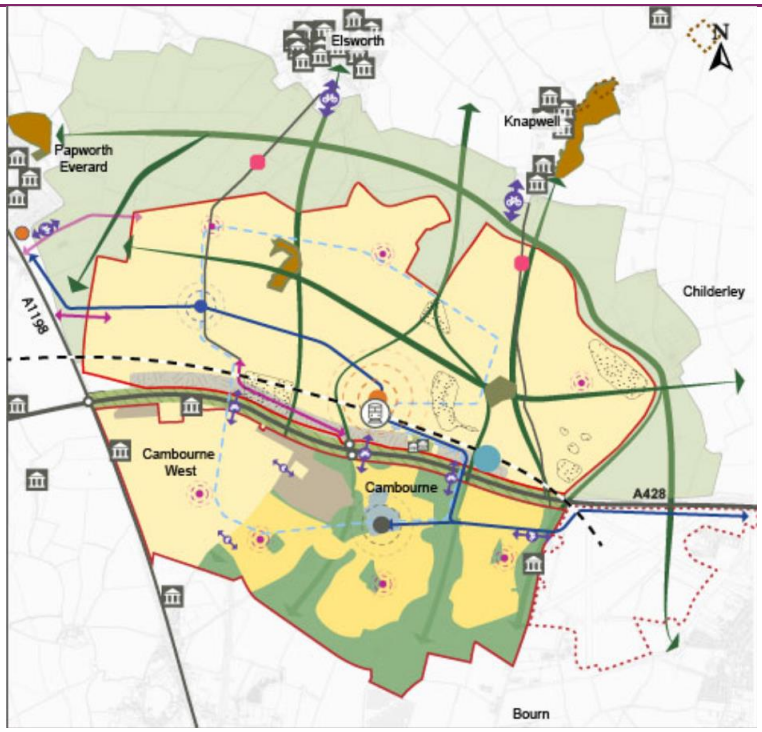




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Source: Reg 18 (December 2025) Source: Reg 19 (July 2026)

Figure 2 – Transport Plan



Papworth South presents an opportunity to strengthen connectivity between Papworth Everard and Cambourne North whilst maintaining a meaningful strategic gap between the two settlements. The site is uniquely positioned to facilitate movement between the existing and proposed communities, ensuring that the benefits of the East West Rail project and associated transport investment can be shared more widely.

The draft allocation is predicated upon a comprehensive transport strategy, including new access arrangements from the A1198, delivery of the Cambourne to Cambridge High Quality Public Transport Corridor (HQPT), new active travel connections and the provision of a Mobility Hub. The Council's own evidence identifies the Mobility Hub as a key component of the strategy, supporting early expansion of the HQPT corridor and improving connections between Cambourne North, Cambourne and Papworth Everard from the outset.

MMSL supports these transport objectives and has undertaken technical work demonstrating that there are no impediments to delivering the access arrangements and associated infrastructure required to support growth. Importantly, development at Crow's Nest Farm could assist in bringing forward elements of this infrastructure at an earlier stage, including the Mobility Hub and enhanced walking, cycling and public transport links, helping to establish sustainable travel patterns from first occupation and reducing reliance on the private car.

The site also provides an opportunity to deliver a more attractive and overlooked active travel connection between Papworth Everard and Cambourne North. Current indicative routes are largely aligned alongside highway corridors and have limited natural surveillance.

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By contrast, a route integrated into a residential-led development would benefit from active frontages and overlooking, creating a safer, more attractive connection.

The draft policy already recognises the importance of connectivity. Paragraph 13(e) confirms that the Strategic Enhancement Area may accommodate improved active travel and highway connections, whilst the Movement section seeks enhanced walking, cycling and public transport links to surrounding settlements, including the extension of the HQPT corridor towards Papworth Everard during the early phases of development. MMSL strongly supports these objectives and considers they would be significantly strengthened through the delivery of Papworth South, which is strategically positioned to improve connectivity between Papworth Everard and Cambourne North and can contribute positively to the wider movement, landscape and placemaking objectives of the allocation.

The supporting text to the policy positively recognises the importance of responding sensitively to neighbouring settlements and reflects the role of the landscape masterplan and associated buffers. MMSL considers that this could be strengthened through a more explicit reference to connectivity with nearby existing communities, ensuring that the benefits arising from the delivery of Cambourne North are shared more widely. In this respect, the Movement section of the policy is particularly welcomed, requiring enhanced walking and cycling connections to surrounding villages and the early extension of the Cambourne to Cambridge public transport corridor to Papworth Everard. These measures recognise the importance of connectivity between the two settlements. Crow's Nest Farm provides an opportunity to further strengthen these connections through the delivery of complementary movement and active travel infrastructure, whilst maintaining a meaningful physical separation between Papworth Everard and Cambourne North. This objective would be more readily achieved if the Cambourne North allocation boundary were amended to reflect the earlier Regulation 18 approach and maintain a stronger strategic gap between the settlements.

It is emphasised that our proposals do not seek to compete with the primacy of the Cambourne North expansion. The identified vision for Cambourne North is robust and coherent, but as the draft policy recognises, the overall success of the town will depend on physical integration and onward connectivity via railway to Cambridge and beyond. It is important for the emerging Local Plan to be resilient to wider economic factors that could challenge the delivery of the spatial strategy. Proportionate extensions to existing settlements like Papworth Everard present a sustainable alternative.

Policy H/AH: Affordable housing

MMSL remain supportive of the principle of Policy H/AH seeking to optimise affordable housing delivery in Greater Cambridge, particularly given the acute affordability challenges faced. However, as currently drafted, Policy H/AH risks being overly rigid and insufficiently responsive to site-specific viability.

As per the Regulation 18 draft Local Plan, the draft policy proposes a minimum affordable housing requirement of 40% on major developments of 10 dwellings or more, unless otherwise specified through site specific allocation policies or within the Green Belt (with specific co-living considerations added). While the principle of a policy led approach to affordable housing delivery is supported, the imposition of a uniform minimum requirement risks failing to adequately reflect the diversity of site conditions, abnormal costs and market circumstances that can materially affect scheme viability. Although the policy allows for viability testing, the overall framing remains prescriptive, which may discourage development coming forward, particularly on marginal or constrained sites. It is suggested that a tiered approach to affordable housing provision could be considered to encourage SME delivery and improve flexibility where justified by site-specific circumstances.

The NPPF update published in August 2024 is supportive of the locally prescribed approach to tenure splits proposed by the policy, seeking for development plans to identify requirements for the proportion and mix of affordable housing tenures, including a minimum proportion of social rent, informed by local evidence. As such the proposed breakdown in Policy H/AH is in accordance with the revised Framework. Our only commentary would be that allowing some flexibility, through the use of, as the NPPF suggests, minimum social rent figures, may enable site specific considerations to more positively influence mix and respond to constraints.

Policy H/HM: Housing Mix

MMSL supports the overarching objective of Policy H/HM to secure a balanced housing mix that responds to identified needs across Greater Cambridge, including the delivery of family housing, smaller homes and accommodation suitable for older people. The use of indicative housing mix requirements can provide a useful framework for delivering identified needs across the plan area. However, it is important that sufficient flexibility is retained to ensure schemes can respond appropriately to site-specific circumstances, changing market conditions and locally evidenced housing requirements.

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In this regard, MMSL welcomes the supporting text to Policy H/HM, which confirms that deviations from the prescribed housing mix will be permitted where an alternative mix is justified, having regard to factors including site context, character, build form, the nature of the proposed development, site-specific viability considerations, changes in local housing demand and the existing housing mix in the surrounding area. This flexibility is strongly supported and should be clearly embedded within the policy wording to ensure that development proposals can respond to evolving housing needs whilst continuing to deliver sustainable and viable schemes.

Policy I/ST: Sustainable transport and connectivity

The principle of reducing reliance on private car travel and promoting sustainable, inclusive and well-connected development through a vision-led approach is strongly supported. The policy's emphasis on walkable neighbourhoods, high-quality walking, wheeling and cycling infrastructure, and integration with public and community transport is welcomed and aligns with the objectives for Papworth South, as explored in the site-specific representations. These objectives are also consistent with the NPPF, which promotes patterns of development that prioritise sustainable transport choices, reduce the need to travel by private car and support the creation of healthy, connected communities.

Of particular relevance is subsection (c), which requires the provision of new mobility hubs to enable interchange between different modes of sustainable transport. It is considered that the wording used to define mobility hubs should be expanded to encompass wider community and connectivity functions, thereby providing greater flexibility to respond to local circumstances. This would better reflect the role that such hubs can play not only in facilitating modal shift, but also in improving access to services, supporting social interaction and strengthening connectivity between existing and proposed communities.

Against this background, MMSL consider that draft Policy I/ST responds positively to the requirements of the updated NPPF, despite it being drafted prior to its recent publication. Indeed, MMSL endorses the intentions of this policy to deliver walkable developments that are well integrated with existing communities.

Similarly, MMSL welcomes the recognition that a range of public transport modes and their linkages with Mobility Hubs as part of a wider transport vision for an area. To this end, MMSL equally endorses draft Policy I/MH particularly given that the representations made to date in respect of its landholdings to the south of Papworth Everard have included provision for such infrastructure.

Policy I/MH: Mobility hub facilities

It is acknowledged that 'Policy I/MH: Mobility Hub Facilities' provides additional information and design requirements in connection to the delivery of Mobility Hub facilities. It is suggested that an additional criterion is added under part 2, i.e as clause (g) for the following lines to include accessibility of facilities:

"(g) they incorporate inclusive and step-free access between transport modes, appropriate lighting and natural surveillance"

This would strengthen the effectiveness of the policy, whilst also ensuring that the delivery of these mobility hubs are future-proofed and inclusive of wider population needs.

MMSL supports the role of travel hubs as strategic components of the sustainable transport network and considers them to be particularly important in the context of urban extensions, which are a key component of the Local Plan development strategy. Such developments are often delivered over long timescales and are typically located at the edge of existing settlements, increasing the risk of early car dependency if sustainable travel options are not available from the outset. Mobility hubs provide a critical mechanism to secure early and long-term integration with public and community transport, enable modal interchange, and mitigate cumulative transport impacts. The policy would be strengthened by explicitly recognising the importance of early delivery, phasing and long term adaptability of mobility hubs within town extensions, ensuring they function as foundational infrastructure rather than retrospective mitigation.

Policy I/SI: Safeguarding important infrastructure

The policy identifies land that is subject to safeguarding directions, including the East West Rail scheme. MMSL are concerned with the extent of land safeguarded for East West Rail which is contained within the ownership boundary of Crow's Nest Farm (Site Ref. 48096).

MMSL made extensive representations to the East West Rail non-statutory consultation in 2024, raising concerns regarding the extent of land proposed to be acquired through the Development Consent Order process. Further representations have subsequently been submitted to the statutory consultation process, continuing the constructive dialogue with East West Rail regarding the interface between the proposed railway infrastructure and the future development potential of the site.

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Our view is the extent of land safeguarded, and subsequently confirmed on the draft Proposals Map, has not been justified by EWR and extends northwards into Site Ref 208867, and so prejudices the site's development potential. It is unclear why such an extensive tract of land is safeguarded beyond the proposed route of the railway. For the avoidance of doubt, MMSL strongly supports the principle of East West Rail as a catalyst to realising growth potential but land should be safeguarded in a proportionate and justified manner that does not sterilise the development potential of adjacent land.

MMSL appreciates the strategic importance of ensuring this key piece of infrastructure if delivered in a timely manner. As such, MMSL also endorses draft Policy I/SI. MMSL has confirmed through its representations that they are in open dialogue with East West Rail to ensure that its infrastructure needs are not prejudiced by development on its land.

Strategic Enhancement Area (SEA)

As part of the new Policies Map, the Strategic Enhancement Area (SEA) now extends across the entirety of the promoted Papworth South site (Site 208867). Whilst MMSL supports the principle of maintaining visual and physical separation between Cambourne North and Papworth Everard, the extent of the SEA goes beyond what is necessary to achieve this objective. By encompassing the entirety of the promoted site, the designation effectively precludes the delivery of development at Papworth South, notwithstanding the ability to provide both substantial landscape buffers and a meaningful strategic gap between the two settlements.

The Council has not demonstrated why it is necessary for the SEA to encompass all of Site 208867 in order to achieve its stated objectives of maintaining separation, providing landscape enhancement and accommodating active travel and highways connections where appropriate. In particular, if the primary purpose of the SEA is to prevent coalescence and maintain an appropriate degree of separation between settlements, this does not require the wholesale sterilisation of the site. A narrower strategic landscape area could achieve the same objectives whilst allowing an appropriate proportion of the site to accommodate development.

The current extent of the SEA therefore represents a disproportionate constraint on the ability of Site 208867 to contribute to housing delivery and infrastructure provision. The Council has not provided robust evidence to demonstrate that the entirety of the site is required to perform the SEA function, and the extent of the designation is consequently not considered justified.

MMSL therefore supports the principle of retaining an appropriate Strategic Enhancement Area but considers that its extent should be reviewed and reduced. This would maintain the necessary visual and physical separation between Cambourne North and Papworth Everard whilst avoiding the unnecessary sterilisation of land that could otherwise provide a sustainable and proportionate development opportunity capable of supporting the wider objectives of Cambourne North whilst maintaining an appropriate **strategic** degree of separation between settlements.

Site 208867 – Site Specific Representations

Since the Regulation 18 consultation, MMSL has substantially revised the promoted scheme in response to the emerging plan strategy, consultation feedback and further technical assessment. The proposals have evolved from a 55-hectare, circa 700-dwelling scheme to a more proportionate 32.64-hectare development comprising approximately 400 dwellings. As a consequence of these significant changes, the revised proposal has been assessed independently through the Housing and Economic Land Availability Assessment (HELAA) process under reference 208867. The scheme presented within these representations reflects this revised development concept and has been further refined through ongoing engagement with Council officers, stakeholders and technical consultees. The principal changes made since the Regulation 18 submission are summarised below:

- **Landscape-led redesign and settlement separation**
    - Adoption of a landscape-led masterplanning approach in response to concerns regarding landscape character, settlement form and the relationship between Papworth Everard and Cambourne North.
- Significant reduction in the developable site area from approximately 55 hectares to 32.64 hectares.
    - Reduction in development quantum from approximately 700 dwellings to around 400 dwellings.
    - Introduction of substantial strategic landscape buffers, green infrastructure and publicly accessible open space to reinforce settlement identity and maintain a meaningful degree of separation from Cambourne North.
    - Refinement of the masterplan to create a stronger southern gateway to Papworth Everard and a more coherent relationship with the existing settlement.

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- **Connectivity, movement and sustainable transport**
  - Revision of the access and movement strategy following engagement with the Highway Authority and in response to the emerging Cambourne North proposals.
  - Enhanced active travel connections linking Papworth Everard, Cambourne North and the wider strategic movement network.
  - Integration with the proposed Mobility Hub and Cambourne to Cambridge High Quality Public Transport Corridor.
  - Greater emphasis on supporting future connectivity with Cambourne North and wider strategic infrastructure, including East West Rail.
- **East West Rail and strategic infrastructure**
  - Ongoing engagement with East West Rail through both the non-statutory and statutory consultation processes.
  - Incorporation of East West Rail's preferred drainage and SuDS requirements within the evolving proposals.
  - Revision of the site boundary and development strategy to respond positively to safeguarding requirements and anticipated infrastructure delivery.
  - Continued consideration of how the site can support the delivery of wider strategic infrastructure objectives.
- **Technical evidence and masterplanning**
  - Preparation of updated landscape, highways, drainage and design evidence in response to pre-application feedback.
  - Further assessment of landscape and visual effects, including cumulative considerations associated with Cambourne North.
  - Ongoing refinement of the masterplan to respond to matters raised by landscape, urban design and planning officers.
  - Review of the site against matters previously identified through the HELAA process, including landscape, transport, sustainability and infrastructure considerations.
  - Independent reassessment through the Housing and Economic Land Availability Assessment (HELAA) process under reference 208867.
  - Preparation of updated masterplanning work demonstrating how the site can contribute positively to the wider objectives of the emerging spatial strategy.

Figure 3. Evolved High-level Masterplan of Papworth South

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Source: EDP Architects (July 2026)

HELAA (July 2026) Response

The new HELAA assessment of the site, ref. 208867 considers the new site location boundary, which comprises 32.64 ha. Fundamentally, the site is considered as *not preferred* with the following summary:

"Development at this broad location provides a sustainable long-term strategic development opportunity within Greater Cambridge, growing Cambourne to increase the critical mass of jobs and services and taking advantage of the proposed East West Rail station and enhancements to public transport in the Cambourne to Cambridge corridor. Within this broad area, locating development north of the A428 offers good proximity to proposed railway station, with the associated opportunity to integrate the station within the design of development and thereby ensure sustainable access from all parts of the development. It also provides opportunity to extend the Cambourne to Cambridge public transport corridor into the area. However, if developed in full, the site would have a significant adverse impact on landscape character, either as an expansion to Papworth or as part of an expanded Cambourne, and result in coalescence of development between Cambourne North and Papworth village. Additionally, the site is not well located in relation to the proposed railway station. The site is therefore not proposed for allocation. There are other sites considered more appropriate in the area, and a smaller allocation is proposed at Cambourne North."

Response: The conclusions reached within the HELAA appear to rely substantially on assumptions associated with earlier iterations of the promoted site rather than the scheme currently under consideration. A key component of the revised proposals has been the adoption of a landscape-led design approach specifically intended to respond to concerns regarding settlement separation and landscape impact. The accompanying masterplanning work demonstrates that these objectives can be achieved through a range of potential spatial responses, each maintaining a meaningful degree of separation between Papworth Everard and Cambourne North whilst supporting the wider movement, landscape and placemaking objectives of the emerging spatial strategy.

As such, it is considered that the assessment overstates the extent of any landscape harm, settlement coalescence and strategic conflict that may arise from development. The revised masterplan has been specifically informed by these constraints and seeks to maintain a clear and defensible separation between Papworth Everard and Cambourne North through extensive areas of open space, planting and green infrastructure. Consequently, the matter of coalescence has been appropriately addressed when compared with previous site iterations.

The landscape conclusions should also be reconsidered in recognition of the materially reduced development footprint and the revised landscape-led masterplan. Whilst the site occupies land on the edge of the settlement, the proposed development is capable of being

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accommodated through a landscape-led design approach that responds to local topography, incorporates substantial boundary treatments and delivers meaningful green infrastructure enhancements. Detailed Landscape and Visual Impact Assessment work undertaken as part of any future application would demonstrate how effects can be appropriately mitigated.

Importantly, the wider HELAA assessment identifies no overriding constraints that would prevent development from taking place. The site is wholly located within Flood Zone 1, benefits from suitable access opportunities in principle, has good accessibility to local services and transport infrastructure, does not give rise to unacceptable heritage impacts, and is available and likely to be economically viable. Ecological, archaeological, highways and environmental considerations are all matters capable of being appropriately assessed and mitigated through the planning application process.

Overall, whilst the HELAA reaches a conclusion that the site is not preferred for allocation, it is considered that this outcome does not fully reflect the substantial amendments made to the promoted scheme or the positive findings contained elsewhere within the assessment. The revised proposal represents a sustainable and deliverable development opportunity that addresses concerns associated with previous iterations of the site and warrants reconsideration on its own merits.

Conclusion

Overall, our client supports the strategic direction of the emerging Local Plan and, in particular, the ambition to accommodate significant growth at Cambourne North and to maximise the opportunities presented by improved sustainable transport connections, including East West Rail. The identification of Cambourne North as a strategic growth location is considered appropriate and provides an important opportunity to deliver new homes, infrastructure, community facilities and enhanced connectivity over the longer term.

However, the scale and complexity of the proposed strategic allocations means that there is merit in complementing this approach with a broader range of development opportunities capable of contributing to housing delivery at an earlier stage within the plan period. This would not seek to undermine or replace the strategic role of Cambourne North; rather, it would provide greater flexibility and resilience by helping to bridge the gap between the delivery of new homes at later stages.

In this context, our client's site represents an appropriate and proportionate opportunity to support the Plan's housing and infrastructure objectives. The site is well placed to benefit from the improved connectivity associated with East West Rail and the wider investment required to support the delivery of Cambourne North. It also presents an opportunity to provide pedestrian and active travel connections between Papworth Everard and the wider strategic growth area, enabling existing and future residents of Papworth to benefit from the facilities, services and connectivity associated with the strategic development.

The proposed development would therefore complement, rather than compete with, the emerging strategy for Cambourne North. An appropriately defined allocation at Papworth South could contribute to housing delivery within the plan period and support infrastructure investment, while retaining an appropriate strategic gap between Papworth Everard and Cambourne North. In doing so, it would help ensure that the benefits of the wider strategic investment are shared more broadly across the surrounding communities, while providing an additional source of housing supply alongside the longer-term delivery of the strategic allocation.

The revised proposals have evolved significantly through engagement with the Council, East West Rail, the Highway Authority and other stakeholders.

The extensive work undertaken through the PPA process, together with ongoing engagement with the Council, East West Rail, the Highway Authority and other stakeholders, has demonstrated that Papworth South can evolve positively alongside the emerging Cambourne North proposals. The site has been substantially refined in response to policy evolution, technical assessment and stakeholder feedback, resulting in a materially different proposal to that promoted previously. The accompanying technical and design work also demonstrates that there is flexibility in how the site could contribute to the wider objectives of the strategic allocation whilst maintaining an appropriate degree of separation between settlements.

Accordingly, MMSL respectfully requests that Site 208867 is identified as an additional housing allocation within the Plan. The site represents a sustainable, deliverable and proportionate development opportunity that would complement the wider strategy and contribute positively to housing delivery across Greater Cambridge.

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Appendix 1 – Site Location Plan

N

Site Boundary (54.68ha)

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the environmental dimension partnership

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Appendix 2 – Regulation 19 Design Response Note

Crows Nest Farm, Papworth Everard

Regulation 19 Response - Design Note

Prepared by:
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On behalf of:
Mac Mic Strategic Land Ltd

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Contents

Executive Summary 4
Section 1 Purpose and Approach 5
Section 2 Design and Masterplanning Response 6
Section 3 Landscape Response 11
Section 4 Illustrative Spatial Responses 19
Section 5 Conclusions and Recommendations 22

Executive Summary

SUMMARY OF KEY POINTS

S1 Papworth South is well placed to support the delivery of Policy S/CBN: Cambourne North, particularly at the north-western edge where the proposed mobility hub, public transport corridor and Cambourne North Strategic Enhancement Area (S/SEA/CBN) all interact with the Site area.

S2 The detailed work already undertaken for Papworth South, including highways, drainage, landscape, visual and ecological assessment, provides a more developed evidence base for this part of the allocation and can help inform the Site-wide masterplanning process required by Policy S/CBN.

S3 The proposed mobility hub and transport corridor should be considered alongside the distribution of land uses and development. Appropriate residential, community and local commercial uses should help support the hub, maximise sustainable transport catchment and avoid strategic infrastructure sitting in isolation within protected open landscape.

S4 The southern approach to Papworth Everard will need careful design as the Cambourne North and East West Rail proposals develop. There is an opportunity to create a landscape-led gateway which reflects the character of Ermine Street and the principles of the Papworth Everard Village Design Guide Supplementary Planning Document (SPD).

S5 The western development edge should be tested against site-specific landscape, visual, ecological and technical evidence. The current indicative framework should not prevent further refinement of the development boundary where this would create a more coherent and sustainable spatial response.

S6 Part of S/SEA/CBN and the proposed Cambourne Forest lies within Papworth South. The role of this land, and the mechanisms for its delivery, funding and long-term stewardship, should be considered alongside the wider development strategy.

S7 The masterplan at this stage is flexible as to the eventual spatial solution. The intention of this work is to help the Council refine Policy S/CBN and identify an approach which allows appropriate development at Papworth South to contribute positively to the wider movement, landscape, ecological and placemaking objectives.

Section 1
Purpose and Approach

1.1 The Environmental Dimension Partnership Ltd (EDP) is a multidisciplinary environmental planning and design consultancy, focused on creating positive, lasting change through an integrated approach to placemaking which considers people, landscape and the natural environment.

1.2 EDP have supported Mac Mic Strategic Land Ltd and Planning Potential on the promotion and masterplanning of land at Papworth South since 2020. During this time EDP have provided urban design and masterplanning, landscape, ecology and arboricultural advice which, combined with inputs from a wider technical team, has developed the teams understanding of the relationship between development, access, landscape, drainage and the wider movement network. EDP has further tested and evolved this understanding of the Site as part of a series of meetings and presentations with planning, landscape, highways and drainage officers at Greater Cambridge Shared Planning Service as part of a Planning Performance Agreement.

1.3 The recently published Policy S/CBN: Cambourne North, Proposed Submission Greater Cambridge Local Plan (July 2026), materially changes the emerging context for Papworth South. The Site now falls within the Cambourne North Strategic Enhancement Area (S/SEA/CBN), while the indicative Spatial Framework identifies strategic movement connections across the Site, including the proposed public transport connection and vehicular link between Cambourne North and Papworth Everard via the roundabout. The Site is therefore anticipated to contribute to the Cambourne North strategic infrastructure strategy; however, the draft policy does not account for the proposed residential elements which would support the delivery of the required infrastructure.

1.4 EDP considers that the emerging draft allocation does not yet fully capitalise on the opportunities presented by Papworth South and has not fully considered the technical work already undertaken which provides a more detailed understanding of this area and can help inform the wider strategy as it develops. The Site is particularly well placed to contribute to the western edge of Cambourne North, including its movement connections, landscape framework and relationship with Papworth Everard.

1.5 The purpose of this note is therefore to consider the implications of Policy S/CBN from the perspective of EDP's technical areas of expertise in urban design, landscape, ecology and arboriculture. The note identifies where the Papworth South work could help to refine the emerging framework to deliver a more coherent, sustainable and deliverable western edge to Cambourne North, making efficient use of planned infrastructure while maintaining appropriate landscape separation from Papworth Everard. Two illustrative spatial responses are included towards the end of the note to demonstrate how these principles of integrated movement and land use, landscape-led design and appropriate settlement separation could be accommodated; they are not intended as fixed masterplan solutions.

Section 2
Design and Masterplanning Response

2.1 Policy S/CBN establishes a number of interrelated objectives for the future development of Cambourne North. These include delivering an integrated and sustainable movement network, extending high-quality public transport towards Papworth Everard, making efficient use of land and maximising trip internalisation, establishing a strong landscape framework and appropriate separation from neighbouring settlements, and ensuring that major infrastructure is positively integrated into the wider landscape and townscape.

2.2 At this stage, the western edge has not been developed to the same level of site-specific technical detail as the work undertaken for Papworth South. The following sections consider how this evidence could help inform the Site-wide masterplanning process required by Policy S/CBN and support the delivery of these wider objectives.

MOVEMENT, ACCESS AND THE MOBILITY HUB

2.3 Papworth South is particularly well placed to support the movement objectives of Policy S/CBN. The proposed extension of the Cambourne to Cambridge high-quality public transport corridor towards Papworth Everard is welcomed, together with the indicative mobility hub shown in the vicinity of the Papworth Everard roundabout. Policy S/CBN seeks to establish a comprehensive movement network connecting Cambourne North with surrounding settlements, including public transport connections towards Papworth Everard, while maximising trip internalisation and sustainable travel through the distribution and mix of development.

2.4 The role of the mobility hub should be considered as part of this wider movement strategy rather than simply as a standalone transport facility. Policy I/MH: Mobility Hub Facilities, Proposed Submission Greater Cambridge Local Plan, requires mobility hubs to integrate with surrounding neighbourhoods and supports complementary facilities where these contribute to the safety, vitality and community value of the Site. This provides an opportunity for a mobility hub in this location to contribute to an active and legible node, supported by an appropriate mix of uses and well-designed public realm.

2.5 The precise location and form of the mobility hub remain illustrative at this stage. The wider principle is therefore more important: the proposed transport corridor and associated junction infrastructure will introduce a significant new movement route at the southern edge of Papworth Everard and will materially change the character of the existing approach to the village.

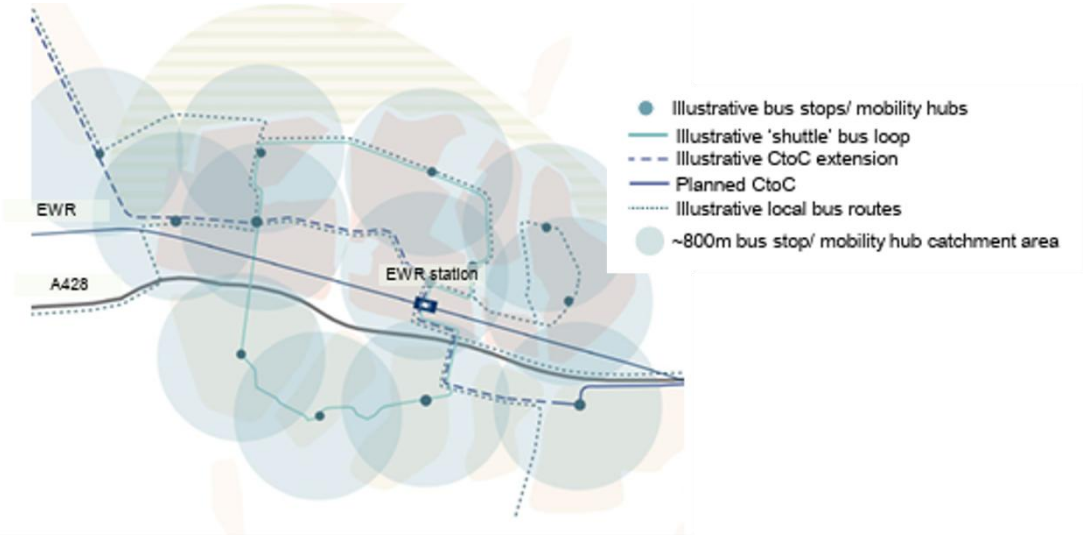


Image EDP 2.1: Location of Mobility Hubs as shown on p. 22 of Cambourne's Spatial Framework Strategy Addendum (July 2026).

2.6 The scale, engineering requirements, lighting and movement associated with the proposed East West Rail crossing, highway connection and public transport infrastructure are likely to create a more urbanised environment than exists today. Rather than allowing this change to be defined principally by transport infrastructure, there is an opportunity for a coordinated urban design, landscape and built-form response to create a clear and legible gateway. Depending on the eventual spatial strategy, this could operate as a gateway to Papworth Everard, to Cambourne North, or as a transition between the two.

2.7 Policy DP3: Key Principles for Well-designed Places, *National Planning Policy Framework* (NPPF, August 2026), is also relevant to this relationship between movement and built form. It promotes the integration of movement, built form, public space and identity, including the use of buildings and active frontages to define streets and spaces and provide natural surveillance. This does not mean that the full length of the proposed corridor should necessarily be urbanised. However, where development is appropriate, particularly around junctions, mobility hubs and other points of activity, there is an opportunity to use built form and public realm positively to help define the route, support legibility and create a stronger sense of place.

2.8 This is reinforced by Policy TR1: Vision-led Approach to Planning for Transport, NPPF (August 2026), which promotes the integration of transport and land-use planning, and Policy TR4: Street Design, Access and Parking, which requires transport considerations to form an integral part of the design of development.

2.9 The Papworth South access strategy has already been informed by highways and drainage work alongside landscape, visual and ecological assessment. It has also been developed with reference to the emerging East West Rail proposals, including the proposed bridge and associated highway works, to inform potential primary and emergency access arrangements. This work provides a useful site-specific evidence base as the detailed relationship between East West Rail, the public transport corridor, the western access to Cambourne North and Papworth Everard is developed further.

DEVELOPMENT DISTRIBUTION AND EFFICIENT USE OF LAND

2.10 The distribution of development at the western edge of Cambourne North warrants further consideration. A number of strategic functions are proposed across or immediately adjoining Papworth South, including the public transport corridor, new highway connections and the Cambourne North Strategic Enhancement Area (S/SEA/CBN), while the Site itself is largely excluded from the proposed built development area.

2.11 The opportunity is therefore broader than the location of the proposed mobility hub. The public transport corridor creates a new strategic connection between Cambourne North and Papworth Everard, and the potential for appropriate development to sit alongside and benefit from this infrastructure has not yet been fully explored.

2.12 This is consistent with the objectives of Policy S/CBN. Policy S/CBN(10) seeks to maximise trip internalisation through effective land-use planning and sustainable transport connections, while Policy S/CBN(17) requires a compact form of development with densities responding to the role and context of different parts of the Site. Policy S/CBN(38) further requires the distribution and mix of development to achieve optimal transport outcomes, including high levels of trip internalisation and active and public transport mode share.

2.13 The Council's Cambourne Spatial Framework Strategy Addendum (July 2026) similarly identifies the principle that residential density should be concentrated around centres of activity and key transport access points, including bus stops, mobility hubs and stations. The wider principle is therefore one of coordinating land use and transport infrastructure so that new development is located where it can support and benefit from sustainable movement.

2.14 This approach is reinforced by the National Planning Policy Framework (August 2026). Policy L1: Planning for an Effective Use of Land promotes the optimisation of land through ambitious but deliverable approaches to scale and density, while Policy L3: Achieving Appropriate Densities requires the efficient use of land to reflect infrastructure, sustainable transport and connectivity. Policy TR3: Locating Development in Sustainable Locations also supports making effective use of existing and proposed transport infrastructure when considering the amount and density of development that can be accommodated.

2.15 This does not prescribe a single development pattern for Papworth South. The principle is instead that the western edge should make efficient use of land and infrastructure while continuing to meet the landscape, ecological and settlement-separation objectives of Policy S/CBN. This could be achieved through development associated more closely with the southern edge of Papworth Everard, through development integrated more directly with Cambourne North to the south, or through a combination of these approaches.

2.16 The appropriate location and form of development should therefore be established through detailed site-specific evidence. The western development edge shown in the indicative Spatial Framework appears in places to follow existing field or administrative boundaries rather than an edge clearly derived from detailed landscape, visual, ecological or technical assessment. The Papworth South work includes landscape and visual assessment, ZTV analysis, ecological surveys, arboricultural work and wider highways and drainage

assessment, providing a more detailed evidence base from which to test the appropriate long-term development edge.

2.17 This evidence should be used positively through the Site-wide masterplanning process required by Policy S/CBN, allowing the eventual development pattern to balance the efficient use of land and planned infrastructure with the requirement to maintain an appropriate strategic gap and landscape relationship between Cambourne North and Papworth Everard.

SOUTHERN APPROACH AND GATEWAY TO PAPWORTH EVERARD

2.18 The relationship between Cambourne North and the southern edge of Papworth Everard is a key consideration for the western part of the allocation. Policy S/CBN requires the Strategic Enhancement Area to maintain physical and visual separation between Cambourne North and neighbouring settlements, including Papworth Everard, while also requiring major infrastructure to be integrated sensitively into the wider landscape and townscape.

2.19 The proposed East West Rail crossing, associated highway infrastructure and extension of the public transport corridor will, in themselves, alter the character of the existing southern approach to Papworth Everard. The question is therefore not whether this part of the village will experience change, but how that change is managed and how the resulting relationship between landscape, infrastructure and built form is designed.

2.20 The Papworth Everard Village Design Guide SPD (2020) is relevant in this context because it identifies Ermine Street as the central spine of the village, characterised by mature trees and hedgerows, hedged boundaries and buildings framed by planting and open space. Its wider landscape principles also seek to preserve and enhance views into countryside and green spaces and to ensure that new development is positively integrated with the wider village.

2.21 Both illustrative concept options proposed for Papworth South, described in more detail in Section 4 of this note, respond to the shared objective of maintaining a meaningful strategic gap between Cambourne North and Papworth Everard, while preserving the character and identity of the village in different ways.

2.22 Option 1 allows the southern gateway to Papworth Everard to be designed and managed more deliberately. Appropriate development adjoining the village could establish a locally scaled and landscape-led transition into Papworth, using built form, planting and public realm to frame the approach and integrate the proposed infrastructure into a coherent village edge. This would allow the relationship between the new junction, movement corridor and Papworth to be shaped in a way that responds directly to the scale and character of the existing settlement, rather than leaving the character of the gateway to be defined primarily by the wider allocation and strategic infrastructure.

2.23 Option 2 retains a more predominantly green approach to Papworth Everard, with no significant extension of the village itself. The strategic gap is maintained through a larger area of landscape between Papworth and the principal development, while new development is located further south and reads clearly as part of Cambourne North. This provides a stronger distinction between the two settlements and preserves the current green character of the approach to Papworth more directly.

2.24 Both options therefore offer a response to the settlement-separation and placemaking objectives of Policy S/CBN. The distinction is not between preserving and removing the strategic gap, but between two different ways of managing the transition: one through a carefully designed southern edge to Papworth, and the other through a more substantial green separation with development integrated into Cambourne North.

CAMBOURNE FOREST AND THE STRATEGIC ENHANCEMENT AREA

2.25 Part of the western extent of the Cambourne North Strategic Enhancement Area (S/SEA/CBN) falls within Papworth South. Policy S/CBN, requires the SEA to provide a landscape buffer incorporating the part of the proposed Cambourne Forest which comprises areas of open agricultural land, contextual landscape, and ecological and biodiversity enhancements. It is recognised therefore that Papworth South has a role in delivering strategic objectives associated with the wider allocation and the principle of the Cambourne Forest is supported. However, the detailed means by which land within the SEA will be secured, funded, established and managed remains an important consideration.

2.26 The Cambourne North Spatial Framework Strategy Addendum (2026), p.49, identifies uncertainty around responsibility for maintaining the landscape buffer, the significant funding likely to be required and the importance of early delivery given the time needed for landscape establishment. This is also reflected in Policy S/CBN which requires the approach to long-term management, maintenance and stewardship of the development, its infrastructure and the Strategic Enhancement Area to be identified from the outset, including funding and financing.

2.27 Appropriate development at Papworth South could provide a mechanism to coordinate development, strategic landscape infrastructure and movement improvements, while helping to support the establishment and long-term stewardship of part of the Cambourne Forest. The role of Papworth South should therefore be considered as part of the wider delivery strategy for S/SEA/CBN rather than independent of it.

Section 3
Landscape Response

INTRODUCTION

3.1 As part of the evidence base for Policy S/CBN, a Landscape and Visual Appraisal (LVA) has been undertaken by Ove Arup & Partners Limited in June 2026, the overall aim of the report is set out below:

"to inform the Spatial Framework Strategy for the proposed Cambourne North allocation in the Greater Cambridge Local Plan. It identifies the key landscape and visual sensitivities, and their likely effects arising from the emerging Spatial Framework. The report also includes high level recommendations for the design to inform the policy required to avoid, reduce and (where possible) offset adverse change at this strategic stage."

3.2 The LVA was undertaken following the approaches set out within the *Guidance for Landscape and Visual Impact Assessments Third Edition* (2013) (GLVIA3).

3.3 The landscape team at EDP have been supporting Mac Mic Strategic Land Ltd at Papworth South since January 2020 and have carried out a number of site visits over the years, to understand the Site character and key landscape fabric, alongside walking and driving the surrounding wider context to appreciate the Site within its context and capture representative photoviewpoints. Further, as part of the Reg 19 submission a combined technical note was produced that summarised EDP's findings of the baseline landscape character and visual amenity, alongside a set of guiding principles for the evolving masterplan.

3.4 The detailed understanding of the Site and its landscape context have been a key driver in the masterplan evolution at Papworth South, where landscape has been at the forefront of design discussion. This section provides a summary of the landscape work done at Cambourne North and draws high level comparisons with the outcomes of the baseline work at Papworth South.

DISCUSSION

Evolution of the Cambourne North Masterplan

3.5 The submitted LVA presents a high-level understanding of the landscape and visual baseline scenario at Cambourne North, which is considered to be proportionate to the scale and early stages of the policy. This is acknowledged within the Executive Summary: "*This LVA does not override the need for applicants to prepare scheme specific Landscape and Visual Impact Assessments (LVIA) to inform future planning applications, to be prepared in accordance with best practice guidance*".

3.6 As noted above, the principal aim of the submitted LVA is to provide a sound evidence base for the emerging masterplan, indeed Section 8 of the report, titled "*Design, mitigation and enhancement measures*" sets out a number of high-level measures under the headings of 'Embedded mitigation' and 'Landscape design approach'. Sections 6 and 7 of the report discuss potential landscape and visual effects (respectively) on the development framework, included below at **Image EDP 3.1** (hereon referred to as the 'Stage 1 Masterplan').



Image EDP 3.1: Extract from the Reg 19 Submission LVA; Figure 1 - Spatial Framework Block Typologies. Green is 'edge of development, blue is 'residential along transport corridor' orange is 'employment corridor' and pink is town centre/local centre'.

3.7 A key detail in relation to the above image shows that the framework masterplan considered as part of the LVA does not align with the development parameters put forward in the draft policy, contained below at **Image EDP 3.2** for reference (hereon referred to as the 'Stage 2 Masterplan'). This change is covered within 'Cambourne's Spatial Framework Strategy Addendum' Appendix 2, where it is stated that changes have been "*driven by three main inputs: landscape and visual appraisal findings, ecological considerations (including ancient woodlands and dark corridors), and stakeholder engagement feedback*". The Key Framework Updates include: "*Increase* [development] *towards the West (LVIA-led opportunity*)" and that built form is 'receded' from the north "*to create landscape buffer to villages".*

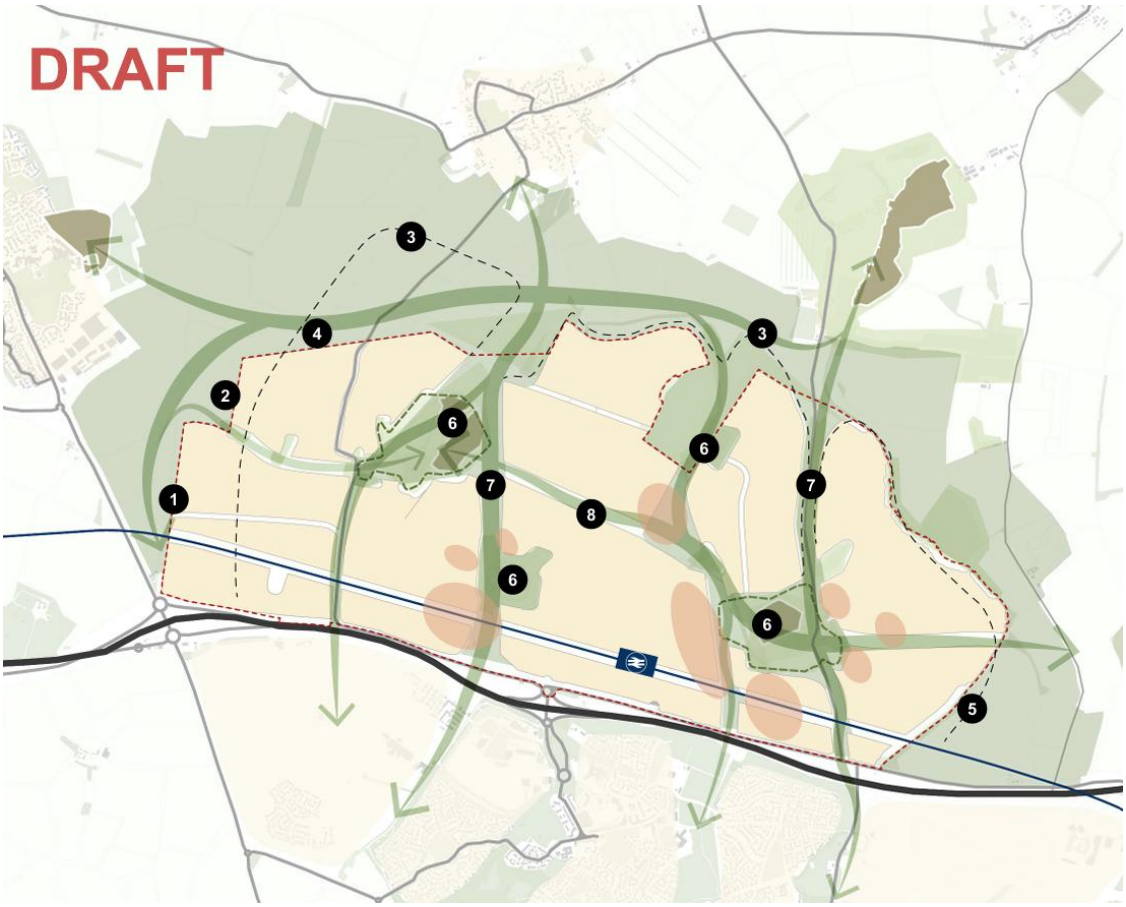


Image EDP 3.2: Spatial Framework extract, where the framework considered as part of the submitted LVA is shown in a black dashed line (3).

3.8 Although it is acknowledged that the Stage 2 Masterplan now provides a more even 'gap' between the proposed Cambourne North and the three settlements of Knapwell, Elsworth and Papworth Everard. It is noted within the submitted LVA, at paragraph 7.5.1 that "*Elsworth sits low enough in the valley that the proposed Cambourne North Development is not likely to be visible at all from there but views just outside the village would be considerably changed. Knapwell is similarly screened from within the village but views out from the village would be significantly altered*". While this provides some reasoned evidence for the increased gap between Cambourne North and the two mentioned settlements, it does not provide any consideration of the impacts a masterplan expanded further west would have on the settlement of Papworth Everard.

3.9 Both Elsworth and Knapwell are identified within the submitted LVA as being sensitive to character change, notably from areas immediately south of the settlement rather than the settlement itself, conversely this was not considered to be the case for Papworth Everard, which is a key element in the context of Papworth South and its future relationship with Cambourne North. The submitted LVA states that "*The majority of Papworth Everard is not intervisible with the site due to a large block of woodland to the east of the settlement and the large commercial units on the southern edge of the village. However, there are localised areas with uninterrupted long-distance views over the rolling arable land which will be impacted by the proposed framework from Stirling Way*".

3.10 Finally, when it comes to the differences between the Stage 1 and Stage 2 masterplans, Cambourne's Spatial Framework Strategy Addendum makes clear that the LVA findings have been a key consideration in this change. The submitted LVA itself does not make any specific recommendations in this vein, only that the spatial framework strategy should "*protect settlement separation and the linear settlement pattern aligned with the shallow valleys by maintaining strong landscape buffers*".

Cambourne North Strategic Green and Blue Infrastructure (GBI)

3.11 An important part of the Cambourne North Framework is the surrounding Green Infrastructure (GI), which is set out within the submission under the 'Cambourne's Green and Blue Infrastructure Framework' document, produced in June 2026. This document "*explores opportunities to successfully integrate the new development into the landscape. It has been informed by landscape, ecology and transport evidence base and analysis and a series of workshops held with council officers, stakeholders and landowners in early 2026*".

3.12 The key element of the GBI in relation to the proposed development at Papworth South is the identification of the 'Forest Arc', indicted at **Image EDP 3.3** below in a green hatch. The Forest Arc aims to conserve the openness of the rural landscape and the physical separation between the existing settlements to the north, and crucially runs up to the south and eastern edges of the settlement of Papworth and includes the Site at Papworth South.

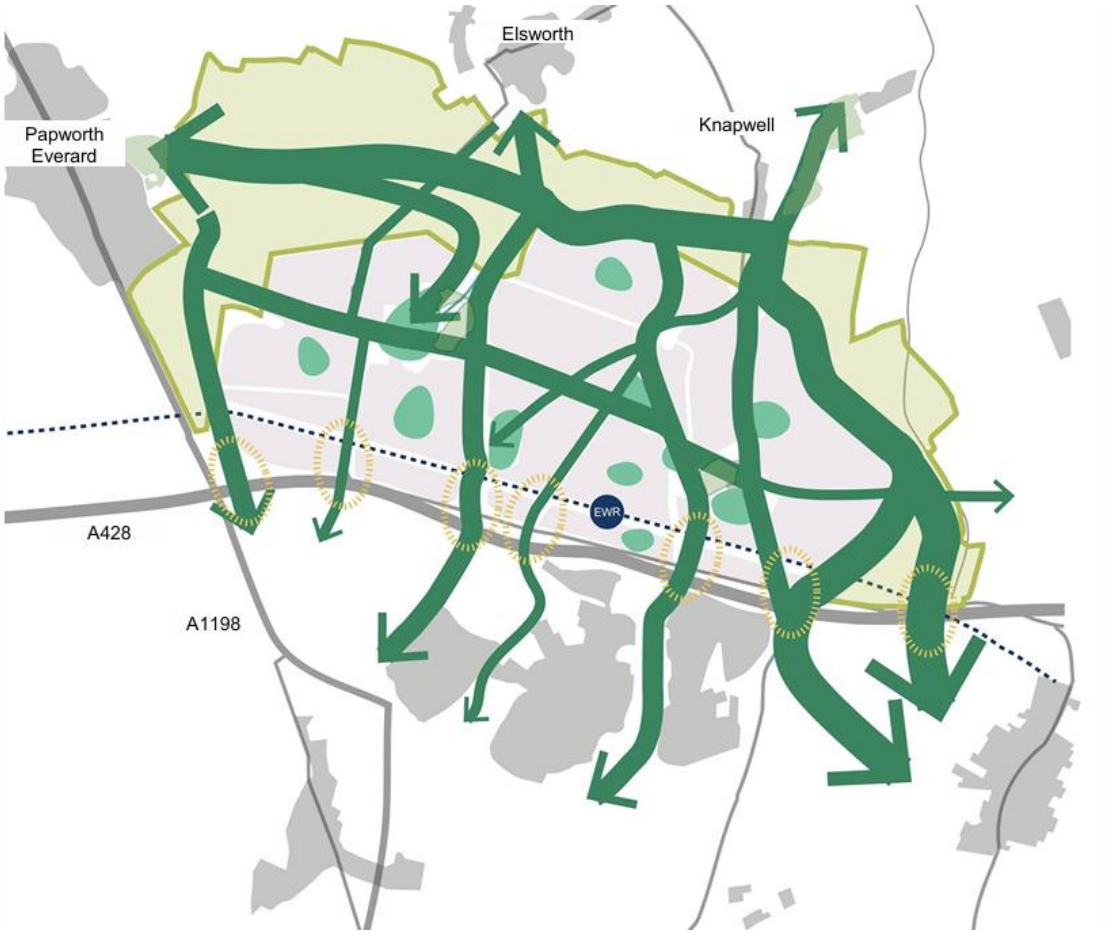


Image EDP 3.3: Extract from 'Cambourne's Green and Blue Infrastructure Framework' document.

3.13 A key design principle for the Forest Arc is that the area has a minimum of 30% woodland cover, this appears to be an evolution of the 'woodland arc' identified within the Stage 1 masterplan work, which refers back to the 'key characteristics' and summary descriptions within the Greater Cambridgeshire Landscape Character Assessment (2021).

3.14 The proposed Forest Arc is to be designed as a multi-functional area of open space, which includes a number of overarching design principles (EDP **emphasis**):

- *"Nature-rich, beautiful: A wide area for nature recovery and habitat creation informed by the Local Nature Recovery Strategy (LNRS).* ***Provides accessible semi-natural greenspace*** *to divert visitors from sensitive sites such as the ancient woodlands.* ***Avoids sports provision that requires lighting or other activities which would impact sensitive habitats or detract from rural character****.*

- *Active and healthy: Delivers a* ***legible network of walking, cycling, running and horse-riding routes for recreational use*** *and commuting. Includes* ***natural play, community spaces, recreation and viewpoints integrated within the rural landscape****.*

- *Thriving and prosperous: Retains some arable farmland to support green jobs, skills, and community stewardship. Routes integrated with nearby amenities to support local businesses and the rural economy.*

- *Water management: Restores natural hydrology, mitigating flood risk to valley villages.* ***Incorporates landscape-scale SuDS including attenuation basins designed for biodiversity value****.*

- *Resilient and climate positive:* ***Maximises carbon sequestration through woodland creation*** *and soil restoration. Designed for climate adaptation with cooling, shading, and natural flood attenuation, building long-term ecosystem resilience.*

- *Varied:* ***A rich mix of semi-natural and green space typologies which support habitats including dense woodland, open glades, diverse edges****, rides, and* ***wet features.***

- *Connected: An integrated ecological and movement network linking settlements, new development, and the wider landscape. Prevents coalescence by maintaining a green buffer between villages and development.*

- *Accessible:* ***Provides accessible greenspace for existing and new communities, to both meet requirements for the new population****, whilst addressing deficiencies identified in surrounding villages. Designed through co-creation with communities, ensuring inclusive access for all ages and abilities.*

- *Respects local character:* ***Responds to existing topography and landscape patterns****. Respects the setting of Elsworth and Knapwell with open pastoral structure near Elsworth transitioning to denser planting further away."*

3.15 The elements of the proposed Forest Arc that have been emboldened above are considered to be relevant to the Site at Papworth South, it is noteworthy that EDP's baseline work has been undertaken separately but across a similar timeframe to that of the submitted LVA. The below section presents a summary of EDPs work to date and high-level design principles.

Papworth South Landscape Design Response

3.16 EDP have been at the forefront of the design evolution at Papworth South, enabling the creation of a truly landscape led vision. A summary of the findings of the baseline appraisal and design recommendations is contained below, this was put forward as part of the Reg 19 submission.

3.17 The Site does not fall in or adjacent to any designated landscape. Papworth Everard Conservation Area, a listed building, scheduled monument and Site of Special Scientific Interest (SSSI) lie approximately 500m to the north. However, the intervening development at Papworth Business Park ensures there is no visual or physical connection to the Site.

3.18 The Site walkover and wider consideration of views found that the northern section of the Site is mostly well contained by vegetation along the Site boundaries and development immediately north, albeit the north-eastern edge is gappy in parts and retains a wider visual connection. The busy A1198 provides a visual and audible detractor across the Site and this, alongside the large industrial units and pylons running east to west, introduces urban influences into the northern section. The southern half of the Site field retains a visual connection with the wider landscape to the east and south, but is largely devoid of any

landscape features due to its current agricultural use. Movement along the A428 to the south can be experienced due to the undulating topography and introduces a further visual detractor alongside the A1198.

3.19 The north-eastern corner of the Site can be seen from a small section of the 'Pathfinder Long Distance Walk' as it heads east from the village, approximately 800m north. The Site is seen in context with the large industrial units at Papworth Business Park. However, an appropriate landscape setting would be required to ensure the proposals are assimilated into the receiving landscape and not form a dominant feature in the available view.

3.20 A comprehensive GI strategy would also allow a number of objectives within the Wooded Village Farmlands Landscape Character Type (LCT) to be met, conserving and enhancing important features and habitats within and surrounding the Site.

3.21 In terms of masterplanning principles, the Site currently benefits from good visual containment within the western and north-western sections due to mature vegetation and gently sloping topography. A key consideration is to ensure views from the landscape to the east are mitigated through approaches typical of the eastern edge of the village and consistent with the characteristics and objectives contained within the LCT. The Site does benefit from proximity to the settlement edge of Papworth Everard, such that when combining the undesignated status with limited visual relationship with the wider landscape (south, east and west) development here could form a logical extension to the town with a well-considered GI strategy. These considerations as well as potential opportunities are recommended, subject to further detailed, site-based analysis:

- Provide an appropriate response to the Sites partial inclusion within the draft policy area (GCLP) of a 'Strategic Enhancement Area', where opportunity exists to create a positive approach to Papworth Everard from the south through active frontage on to the A1198 with some more formal entrance planting. The development should also ensure the built form incorporates a soft and green landscape to enhance the wider rural setting, This can be achieved through providing robust areas of trees and woodland along the eastern edge of the Site and setting built form back from this edge;

- Retain all existing, good quality landscape fabric, allowing for limited removal along the western boundary for access;

- Strengthening of the north-eastern, eastern and southern boundaries to replicate the woodland block planting to the east of the village and that contained within the Wooded Village Farmlands LCT. This would also help to further filter views from the wider landscape to the east and south;

- The opportunity exists to meet a number of landscape objectives contained within the Wooded Village Farmlands LCT within the landscape strategy for the whole site. This includes linking areas of woodland, maintaining the traditional wooded appearance of the area while ensuring amenity views can be retained as well as reinstating species rich grassland where possible;

- Establish an attractive southern approach to the village along the A1198 through appropriate siting, orientation and scale of buildings set within an attractive landscape context;

- Ensure careful consideration of colours, materials and the reflectiveness of building materials;

- Set development parcels within multi-functional green links to contain and break-up the massing of development; and

- Develop a coherent GI Strategy that would contribute to the Countywide GI Framework.

Summary

3.22 It is clear that the above two sections show that there is opportunity for Cambourne North and its Forest Arc to combine with the landscape response at Papworth South, where the baseline studies have broadly aligned in terms of timing and importantly provided very similar design responses, albeit at different scales.

3.23 Section 4 below describes how the two sites can work in unison on the important factor of settlement identity and coalescence, but it is important to note that the submitted LVA does not identify coalescence with Papworth Everard as a potential issue. Further, the GBI notes that the Forest Arc has been considered to respect "*the setting of Elsworth and Knapwell with open pastoral structure near Elsworth transitioning to denser planting further away*". This also doesn't consider coalescence/settlement setting in relation to Papworth Everard.

Section 4
Illustrative Spatial Responses

4.1 The associated diagrams (edp6212_sk016 and edp6212_sk017) have been prepared to illustrate how Papworth South could contribute to the objectives of Policy S/CBN: Cambourne North. They demonstrate that there is flexibility in the final masterplanning solution and in how development, movement and landscape could be arranged at the western edge as the Site-wide masterplan develops.

OPTION 1 – PAPWORTH GATEWAY

4.2 Option 1 (edp6212_sk016b) builds most directly on the established Papworth South masterplanning work, with development focused towards the northern part of the Site and arranged alongside the proposed public transport corridor. The mobility hub at Papworth Everard roundabout would form part of a small mixed-use node, with considered development and landscape used to create a positive new gateway into the village.

Key Opportunities

- Supports the extension of the CtoC public transport corridor and Travel Hub provision towards Papworth required by Policy S/CBN, while placing homes and supporting uses within easy reach of sustainable transport;
- Allows development to front the proposed transport corridor, helping it function as a well-defined street rather than standalone infrastructure through open space. This reflects Policy S/CBN(19), which seeks coherent built form, consistent building lines and street frontages within residential neighbourhoods;
- Creates a local-scale mixed-use node around the mobility hub, supporting the wider objectives for walkable neighbourhoods, trip internalisation and co-location of facilities;
- Provides an opportunity to create a deliberate, landscape-led gateway into Papworth, responding to Policy S/CBN(14), which requires major infrastructure to be integrated sensitively with the surrounding landscape and townscape; and
- Makes direct use of the detailed highways, drainage, landscape and ecological work already undertaken for Papworth South.

Key Considerations

- The extent of the Strategic Enhancement Area and landscape separation towards Papworth would be narrower than currently shown in the indicative Spatial Framework. Further landscape and visual testing would therefore be required to demonstrate an appropriate degree of physical and visual separation in accordance with Policy S/CBN(4) and Policy S/CBN(14); and

- The detailed relationship between development, Cambourne Forest, ecological corridors and the wider S/SEA/CBN would need to be agreed through further masterplanning and technical assessment.

OPTION 2 – INTEGRATED CAMBOURNE NORTH

4.3 Option 2 retains only a small amount of development around the mobility hub at Papworth Everard roundabout, with the majority of the northern land contributing to the Strategic Enhancement Area and Cambourne Forest. The principal development area is shifted south to line the proposed transport corridor and form a more direct extension of Cambourne North.

Key Opportunities

- Retains a larger area of S/SEA/CBN towards Papworth, providing greater physical and visual separation and a predominantly green approach from the proposed East West Rail bridge. This responds strongly to the separation and landscape objectives of Policy S/CBN(4) and Policy S/CBN(14);

- Provides a greater area for the Cambourne Forest and associated GI, supporting the ambition in Policy S/CBN(14) for an accessible, regionally significant woodland and wider landscape mosaic;

- Integrates the principal development more directly with Cambourne North, supporting Policy S/CBN(5)'s ambition for a cohesive and well-connected settlement;

- Continues to place development alongside the public transport corridor, supporting the walkable neighbourhood, trip internalisation and sustainable transport objectives of Policies S/CBN(10), S/CBN(37) and S/CBN(38); and

- Retains the proposed mobility hub as an active local node at the entrance to Papworth, while limiting the extent of built development closer to the village.

Key Considerations

- The majority of development would become more closely dependent on the wider Cambourne North masterplan, infrastructure and phasing strategy; and

- The gateway to Papworth Everard will still undergo an urbanising change with the addition of the infrastructure corridors and EWR bridge.

OVERALL

4.4 Both approaches demonstrate that appropriate development at Papworth South can be compatible with the principal ambitions of Policy S/CBN: a well-connected and sustainable settlement, development focused around sustainable transport, a strong landscape framework and continued separation from Papworth Everard.

4.5 The concepts intentionally test different balances between these objectives. Option 1 places greater emphasis on creating an active, landscape-led gateway to Papworth and making efficient use of the proposed mobility hub and transport corridor. Option 2 places greater emphasis on landscape separation and the Cambourne Forest, while integrating the majority of development more directly with Cambourne North.

4.6 At this stage, the options are proposed with the purpose of the concepts to demonstrate the flexibility available and the value of using the existing Papworth South evidence to inform the next stage of the Site-wide masterplanning process required by Policy S/CBN.

Section 5
Conclusions and Recommendations

5.1 EDP, on behalf of Mac Mic Strategic Land, supports the wider ambitions of Policy S/CBN: Cambourne North, including the delivery of sustainable transport, the Cambourne Forest and a positive landscape relationship with neighbouring settlements. However, EDP considers that the current Regulation 19 framework does not yet make full use of the opportunities presented by Papworth South or the detailed site-specific evidence already available for this western edge.

5.2 Importantly, Policy S/CBN requires a site-wide Masterplan to establish the broad distribution of land uses, infrastructure delivery and phasing, alongside a site-wide placemaking framework to establish the vision, placemaking objectives and quality expectations for subsequent masterplanning and design. The indicative Spatial Framework should therefore provide a starting point for this more detailed process rather than preclude further testing and refinement of the western edge.

5.3 The work undertaken for Papworth South demonstrates that there is an opportunity to consider development, movement, landscape and settlement separation in a more integrated way. In particular, the proposed public transport corridor and associated infrastructure create an opportunity to consider appropriate development along this western connection, irrespective of the final location of the local mobility hub. This could help make efficient use of planned infrastructure, support sustainable travel and create a more coherent relationship between Cambourne North and Papworth Everard.

5.4 The emerging infrastructure and wider allocation will also materially change the southern approach to Papworth Everard. There is therefore an opportunity to positively shape this transition rather than allow it to be defined principally by strategic infrastructure. As demonstrated by the illustrative spatial options, this could be achieved either through a carefully designed, locally scaled extension which improves and defines the southern edge of Papworth, or through retaining a predominantly green approach to the village with development located further south as a clear part of Cambourne North. Both approaches are capable of maintaining a meaningful strategic gap and preserving the distinct identity and character of Papworth Everard.

5.5 EDP therefore recommends that the following matters are considered as the Site-wide masterplanning process progresses:

1. Review the western development edge using the more detailed landscape, visual, ecological, arboricultural, highways and drainage evidence available for Papworth South, rather than relying solely on the indicative development boundary;

2. Consider movement and land use together, including the opportunity for appropriate development alongside the proposed public transport corridor and at key points of activity, in order to make efficient use of strategic infrastructure and maximise sustainable transport catchment;

3. Develop a coordinated strategy for the southern edge of Papworth Everard, recognising that the East West Rail, highway and public transport proposals will alter the existing approach to the village. This should consider how an appropriate balance of uses, built form, landscape and public realm can either positively define a new southern gateway to Papworth or maintain a predominantly green approach with development clearly associated with Cambourne North;

4. Maintain a meaningful strategic gap between Cambourne North and Papworth Everard, while recognising that there may be more than one appropriate spatial response for achieving settlement separation and protecting the character and identity of Papworth; and

5. Establish a clear delivery strategy for S/SEA/CBN and the Cambourne Forest, including the role of relevant landowners, funding, phasing, establishment and long-term stewardship, and consider these matters alongside decisions about development and infrastructure.

5.6 Mac Mic remains flexible as to the eventual spatial solution and is willing to work with the Council and wider project team as the masterplan develops. The illustrative spatial responses demonstrate that appropriate development at Papworth South can be accommodated in different ways while supporting the wider movement, landscape, ecological and placemaking objectives of Cambourne North.

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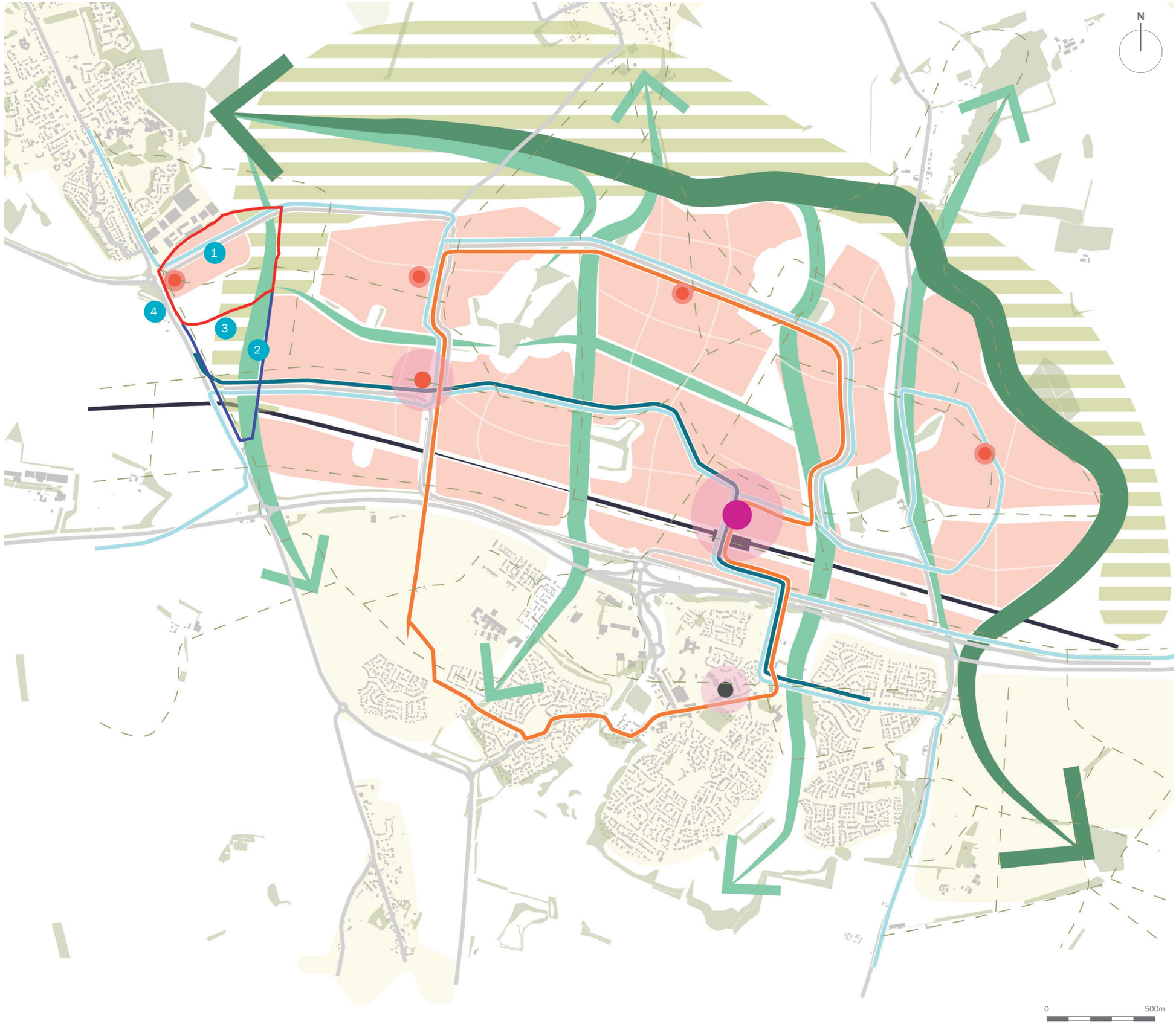
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URBAN DESIGN GROUP REGISTERED PRACTICE

IEMA CORPORATE PARTNER

Landscape Institute
Registered practice

Appendix 3 – Concept Option 1



DRAFT

- Site Boundary
- Land Ownership
- Proposed Development
- Cambourne Forest Landscape Arc
- Green Corridors
- Transport Hub
- Local Mobility Hub
- Rail Line and New Station
- 'Shuttle Bus' Route
- Public Transport Route
- Local Roads
- Active Travel Routes

1. New attractive southern gateway extension to Papworth Everard
2. Green corridor aligned with surveyed ecology features
3. Preserved green corridor provides landscaped separation area
4. Mobility Hub situated in sustainable location with local activity

client

Mac Mic Strategic Land Ltd

project title

Crows Nest Farm, Papworth Everard

drawing title

Concept Option 1

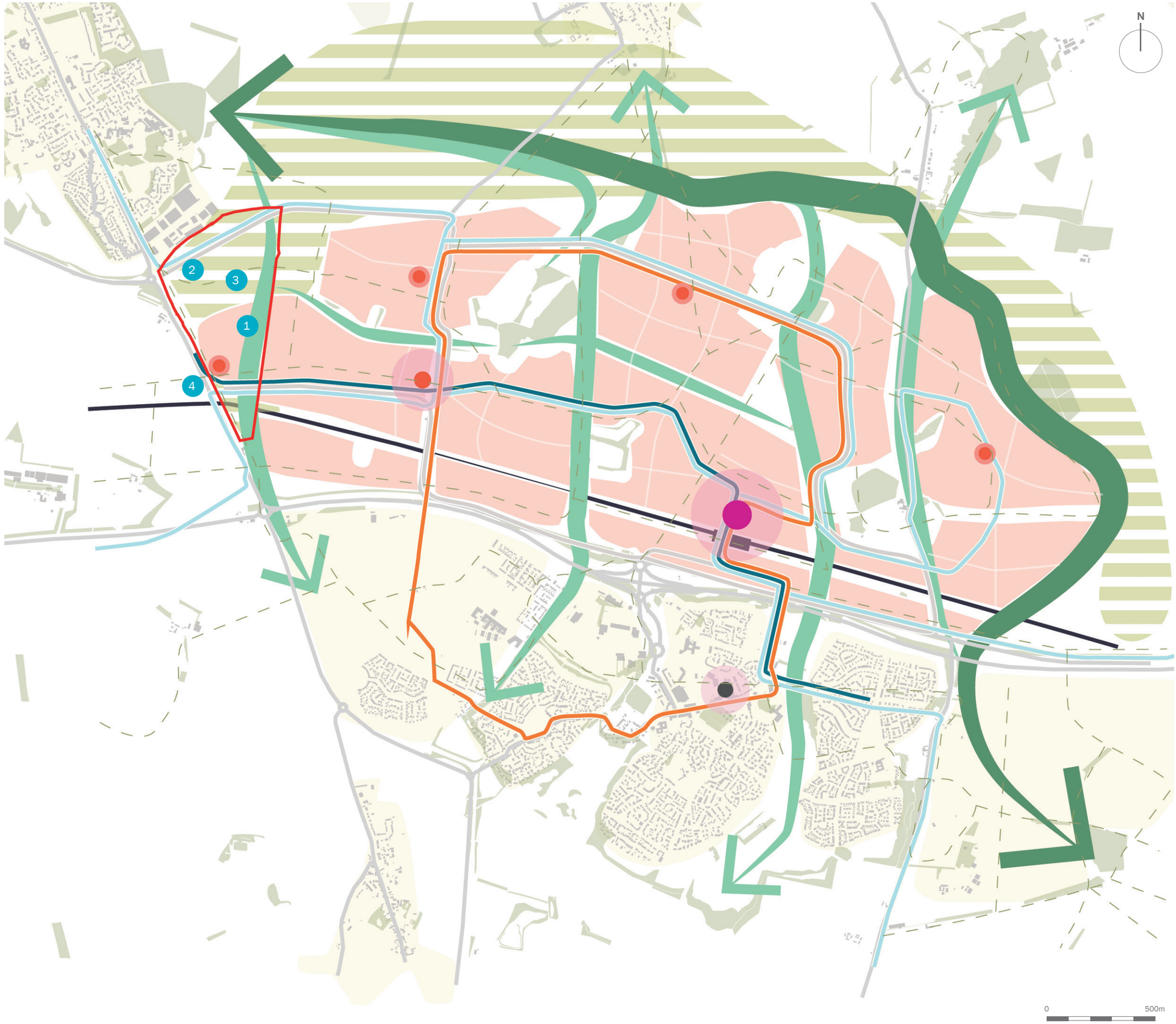
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drawing number	**edp6212_sk016b**	checked	**CGr**
scale	**NTS @ A3**	QA	

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Appendix 4 – Concept Option 2



DRAFT

- Site Boundary
- Land Ownership
- Proposed Development
- Cambourne Forest Landscape Arc
- Green Corridors
- Transport Hub
- Local Mobility Hub
- Rail Line and New Station
- 'Shuttle Bus' Route
- Public Transport Route
- Local Roads
- Active Travel Routes

1. Development as part of the Cambourne North development, lining the transport corridor
2. Green approach to Papworth Everard retained, allowing for connections
3. Larger separation between Papworth and Cambourne North
4. Mobility Hub situated closer to the primary transport routes

client

Mac Mic Strategic Land Ltd

project title

Crows Nest Farm, Papworth Everard

drawing title

Concept Option 2

date	**10 SEPTEMBER 2026**	drawn by	**JGo**
drawing number	**edp6212_sk017b**	checked	**CGr**
scale	**NTS @ A3**	QA	

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