

NORTH CAMBOURNE

VISION DOCUMENT

DECEMBER 2021



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VISION STATEMENT

North Cambourne will create the next chapter in the history of Cambourne New Town. It will deliver a new part of Cambourne that complements the existing settlement. North Cambourne will be a place for the 21st century, where health and wellbeing for residents is paramount, where biodiversity and green infrastructure deliver an environment for healthy living, and a setting for great placemaking.

Every resident will have increased opportunities and choices for work and leisure in a **VIBRANT TOWN WITH EXCEPTIONAL ENVIRONMENTAL STANDARDS**. New infrastructure will connect North Cambourne to Cambourne, delivering a town with readily accessible leisure and employment. The new expanded Cambourne will be linked by high quality public transport to Cambridge.

INTRODUCTION

This vision document has been prepared by Martin Grant Homes (MGH), who control land at North Cambourne. The vision for North Cambourne is submitted in conjunction with representations to the Greater Cambridge Local Plan - First Proposals Consultation.

Greater Cambridge is one of the fastest growing economies in the country, and can use this position to benefit residents.

Opportunity

North Cambourne provides an opportunity to deliver new leisure, retail, cultural facilities and employment that will deliver transformational benefits to the town.

This diversity of uses, together with additional population that will commercially support them, will deliver a 20-minute town that becomes self-sustaining.

The provision of a high quality public transport off-road bus route, together with a Park and Ride / Travel Hub, linked to the proposed East West Rail station will ensure that any remaining trips made outside of Cambourne are more likely to be by public transport.

The following sections set out a strategy for growth in Greater Cambridge. We then provide a high level analysis of the site, and its development potential, concluding with an illustrative masterplan.



Proposals at North Cambourne offer substantial benefits that will assist the Councils in delivering sustainable growth to 2040 and beyond:

- Greater critical overall mass supporting **A LARGE RANGE OF JOBS, COMMUNITY, LEISURE, RETAIL** and other facilities, reducing out-bound traffic
- **NEW EMPLOYMENT** providing local jobs that will improve the 'jobs to homes' ratio, that is currently very low in Cambourne
- Further infrastructure in the form of **EAST-WEST RAIL**, providing fast public transport from a new rail station and travel hub to Cambridge city centre
- **C2C (Cambourne to Cambridge)** High quality public transport / Mass Rapid Transit (**MRT**) in the form of a off road bus route, providing sustainable connections to local villages and to Cambridge
- **NEW LEISURE AND CULTURAL USES**, critical to creating a great place, together with large areas of green space and natural habitats delivering enhanced **LANDSCAPE** and **BIODIVERSITY GAINS**



Existing housing typologies in Cambourne

BENEFITS



VARIETY OF NEW HOMES

Wide range of new homes to meet the needs of the whole community.



VIBRANT MIXED USE CENTRE

Increased population supporting a wide range of facilities including meeting places, cafés, restaurant and cultural facilities.



HABITAT CREATION AND IMPROVEMENT

Biodiversity net gain to include bee and bird boxes, new habitat creation, improvements to existing habitats.



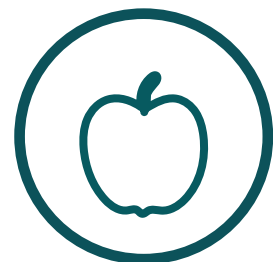
NEW BUSINESS INNOVATION HUB

High quality placemaking, diverse employment offer and mix of uses attractive to employment market.



OUTDOOR LEISURE AND FITNESS

Green Infrastructure including exercise trails and leisure routes, nature parks, and sports pitches.



EDIBLE STREETS AND LANDSCAPES

Street tree planting including fruit trees, community gardens and allotments, and orchards.



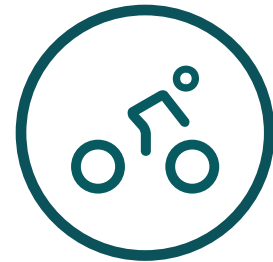
NEW PARK AND RIDE

Park and Ride delivered as a precursor to a travel hub, linked to the forthcoming East West Rail station.



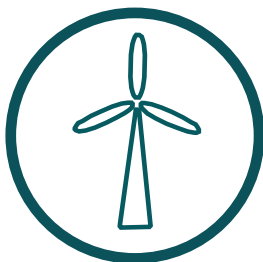
IMPROVEMENTS TO BUS SERVICES

Segregated bus link to Cambridge, Mass Rapid Transit and improvements to existing bus services.



NEW CYCLE AND PEDESTRIAN LINKS

Extensive off-road cycle network throughout North Cambourne, links to countryside and Cambourne.



GREEN ENERGY OPPORTUNITIES

Green energy strategy to ensure the community meets net zero targets.



INFRASTRUCTURE FOR GREEN TECH

Provision for electric vehicle parking and charging, and electric micro-transport.



COMMUNITY CAR SHARING INITIATIVES

Community car clubs / shared electric vehicle club.

DESIGN STRATEGIES

Our vision for North Cambourne would deliver prosperity to the Greater Cambridge area, maximising the benefits of this location, minimising impacts and delivering benefits to the existing residents of Cambourne.

The six strategies that achieve this vision are: -



ENERGY STRATEGY AND CLIMATE MITIGATION



TRANSPORT AND MOVEMENT



GREEN INFRASTRUCTURE



WATER



WELLBEING AND COMMUNITY



PLACEMAKING



1. Energy Strategy and Emissions Mitigation

- Adopt Future Homes Standard targets, with a 'fabric first' approach (i.e. limiting the escape of energy from buildings)
- A development free of fossil fuels from the start, using heat pumps, to avoid the need for retrofits or upgrades
- Heat demand minimised by improving insulation, air tightness and thermal bridging to reduce demand and keep bills low, targeting 35-40 kWh/m² per annum for regulated and unregulated consumption
- Energy generation on site, likely through roof top PV panels
- Net zero carbon to be achieved on site where possible, with residual emissions offset to zero
- Local landscape used for carbon sequestration in addition to health and wellbeing and biodiversity benefits

Part of our strategy to minimise energy use and climate impacts is to ensure that Cambourne (together with North Cambourne) delivers a wide range of leisure, retail, employment and other facilities. Provision within walking distance for residents will ensure that the town becomes more self-sufficient, and therefore reduces trips (particularly by car) to other locations outside of Cambourne.

New opportunities will also be provided to encourage longer journeys by sustainable travel (i.e. other than by car). These principles are set out in the Movement and Transport strategy, and have a significant impact on limiting both existing and new energy use and carbon impacts.

In addition to the benefits from improved self-containment, MGH proposes to adopt the principles identified in the box above.

In order to determine the most suitable means of generating energy on site, a renewable energy feasibility study will be undertaken prior to finalising the energy strategy.

Progress / measurements against the proposed targets / standards will be carried out. Sitewide regulated and unregulated emissions will be calculated to establish a baseline from which performance improvements can be measured. A 'whole life' carbon assessment will be undertaken to establish lifecycle performance of proposed embodied and operational energy efficiency measures.

North Cambourne has a significant area proposed for green spaces, which will include substantial tree cover. As the masterplan is progressed, we will calculate how many tonnes of carbon could be sequestered over the next 100 years of growth.

To make provision for changes and provide resilience, proposals for North Cambourne will: -

- Use passive measures to mitigate the risk of overheating
- Where needed, solar shading devices will be used to control solar gain into dwellings
- Opening windows, cross and stack ventilation will ensure that heat can be purged from dwellings

2. Biodiversity

There are a wide range of opportunities for net biodiversity gain at North Cambourne.

There is a very substantial area of land at North Cambourne that will contribute to protecting and enhancing local habitats. Existing habitats, including woodland, hedges and ponds, will be safeguarded wherever possible. In addition, as part of an extensive green network, new woodlands, grasslands, water bodies and other habitats will be created. This will result in an overall increase in the ecological value of the site.

Our commitments are to: -

- Target a minimum of 20% net Biodiversity gain on site
 - Create a network of bio-diverse corridors linking Knapwell wood and other habitats
 - Protect and enhance existing habitats, with specific enhancements linked to the Elsworth Wood SSSI
 - Knapwell Wood integrated with other habitats through new green infrastructure
 - Honeyhill Wood and New Wood enhanced and integrated into the proposals through new green infrastructure
 - Provide natural play areas and parkland, with further opportunities for access to and interpretation / understanding of natural habitats, with careful integration of controlled access and ecological management
- Explore opportunities for linking the creation of diverse habitats with the research and projects at Hope Farm, run by the RSPB
 - Allocate significant areas to blue infrastructure, increasing biodiversity and providing natural surface water storage in storm events
 - Retain existing trees wherever possible
 - Provide new trees for amenity, biodiversity and carbon sequestration benefits
 - Create 'edible' and productive landscapes including allotments and community orchards, with potential for community farm gardens, and tree lined streets, with fruit trees and herb gardens available to all residents



3. Well-being and social inclusion

Social Benefits

North Cambourne would provide infrastructure to support new and existing residents, including health care services and community provision. New homes and jobs will be provided at Cambourne, that will increase its critical mass and therefore enable it to support a wider range of services and facilities, including new shops and leisure facilities. Providing new employment and homes at Cambourne will increase the overall spending power in the town, providing opportunities for new leisure and retail provision.

It is important that local people have a clear say in shaping the local environment when it undergoes change. We therefore commit that consultation with local residents, businesses and other stakeholders will be part of the design process should the site be allocated, and would include consultation on delivery and management of the development.

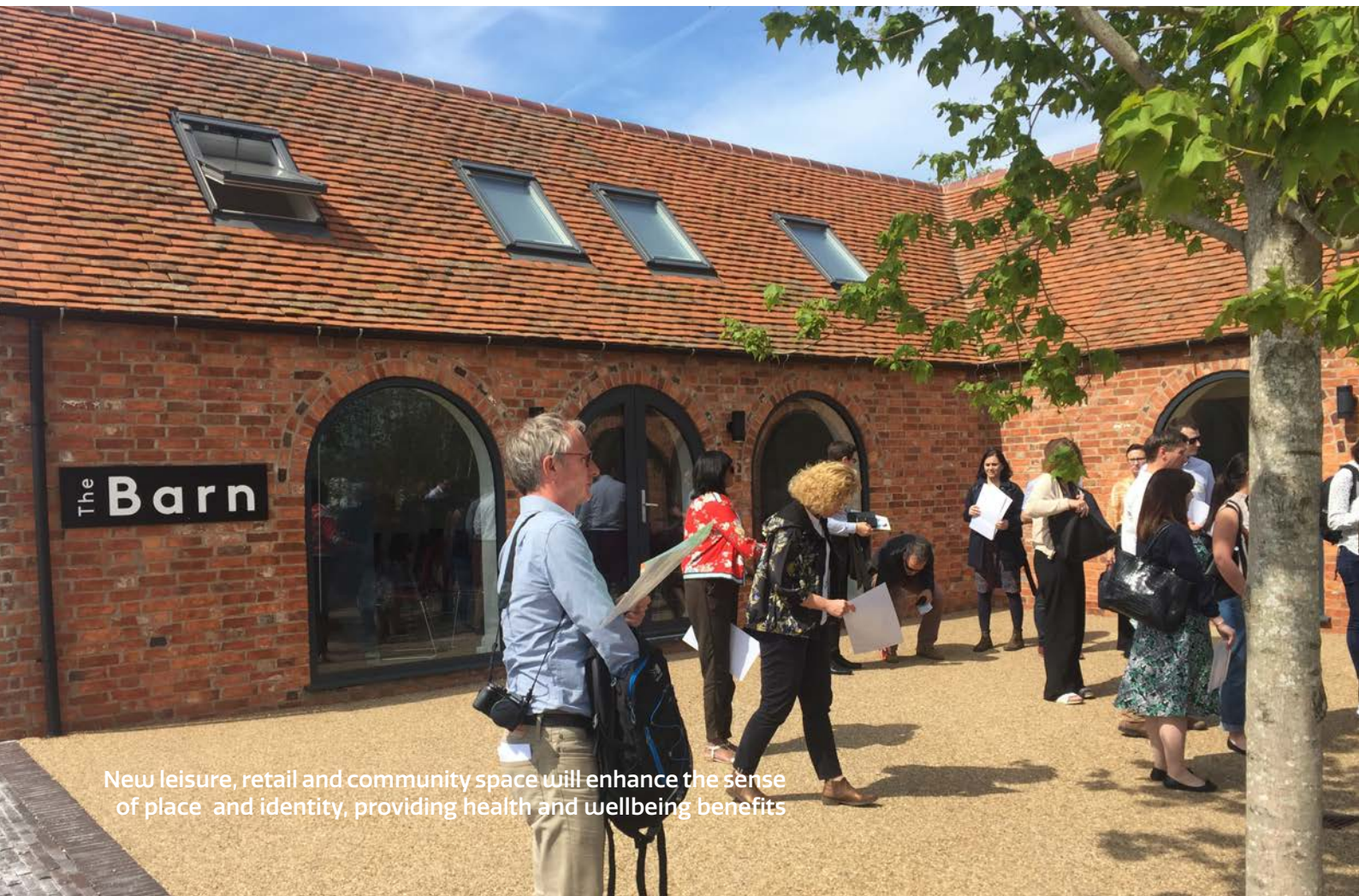
Leisure facilities might include: -

- Cinema
- Swimming pool
- Theatre / performance space

Opportunities could also be explored for destination uses such as:

- Climbing facility
- Esports arena
- Wavegarden surfing

The provision of leisure facilities like these will reduce the need to travel to Cambridge for these kind of facilities.



New leisure, retail and community space will enhance the sense of place and identity, providing health and wellbeing benefits

Health Benefits

There are significant benefits to the health and wellbeing of residents to be achieved from ensuring that local people have ready access to local jobs, green spaces and leisure facilities. Reducing the time taken to travel to these facilities improves quality of life and enhances the use of leisure and cultural facilities. The effect is to increase the **SENSE OF COMMUNITY AND SOCIAL WELLBEING**. Evidence shows that for every 1% increase in the number of people driving to work in a neighbourhood, there is a 73% decrease in the odds of any individual having a neighbourhood social tie and a 71% decrease in any individual having further ties. North Cambourne would reduce out-commuting from the wider town, providing social benefits to existing and new residents.

Within North Cambourne, **WALKING AND CYCLING** will be a key part of the strategy for how people move around the community. Footpaths and cycleways will be created to ensure that it is easy and convenient to travel to key local destinations on foot or by cycle.

The health benefits of improved access to green spaces within new housing and employment areas are well documented in research and best practice. North Cambourne will deliver extensive local access to a wide variety of new green spaces for play, informal leisure and productive landscapes, including running and walking routes. More formal leisure and sports pitches would also be provided in accordance with Sport England guidance.

There is a significant body of evidence showing how developments that have better permeability (smaller blocks with choices of routes through and around them) and regular green spaces can improve the amounts of weekly physical activity of residents. North Cambourne will provide a wide mix of uses with higher densities in the centre, green spaces and good permeability, that support higher activity levels. North Cambourne will also incorporate a new health centre to benefit all Cambourne residents.

The scale of the site at North Cambourne is well-suited to the provision of green spaces not just for biodiversity, but for nature trails, dog-walking, running, outdoor gyms, together with formal sports provision and other health-related features.



4. Transport and Movement

The graph (Figure 1) shows that as the population of a settlement increases, the greater the opportunity for living and working in the same area, and avoiding long commutes to work. In fact, the larger the settlement, the greater the likelihood that more people will walk or cycle to work.

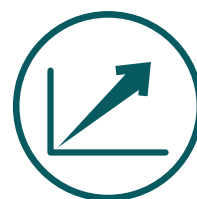
This is because when settlements get larger they achieve a level of critical mass that enables new services and facilities to be provided locally,

within the community. The wide mix of uses reduces the need to travel to other towns in order to access those same services and facilities.

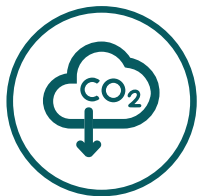
For the same reason, the larger the settlement, then typically the greater proportion of journeys are undertaken by sustainable means, by walking and cycling, because of the local availability of what people want and need.



LOWER VEHICULAR TRAFFIC MOVEMENTS AND CONGESTION



IMPROVED PRODUCTIVITY



LOWER EMISSIONS GENERATED BY VEHICLE TRIPS



BETTER WORK-LIFE BALANCE FOR RESIDENTS / EMPLOYEES

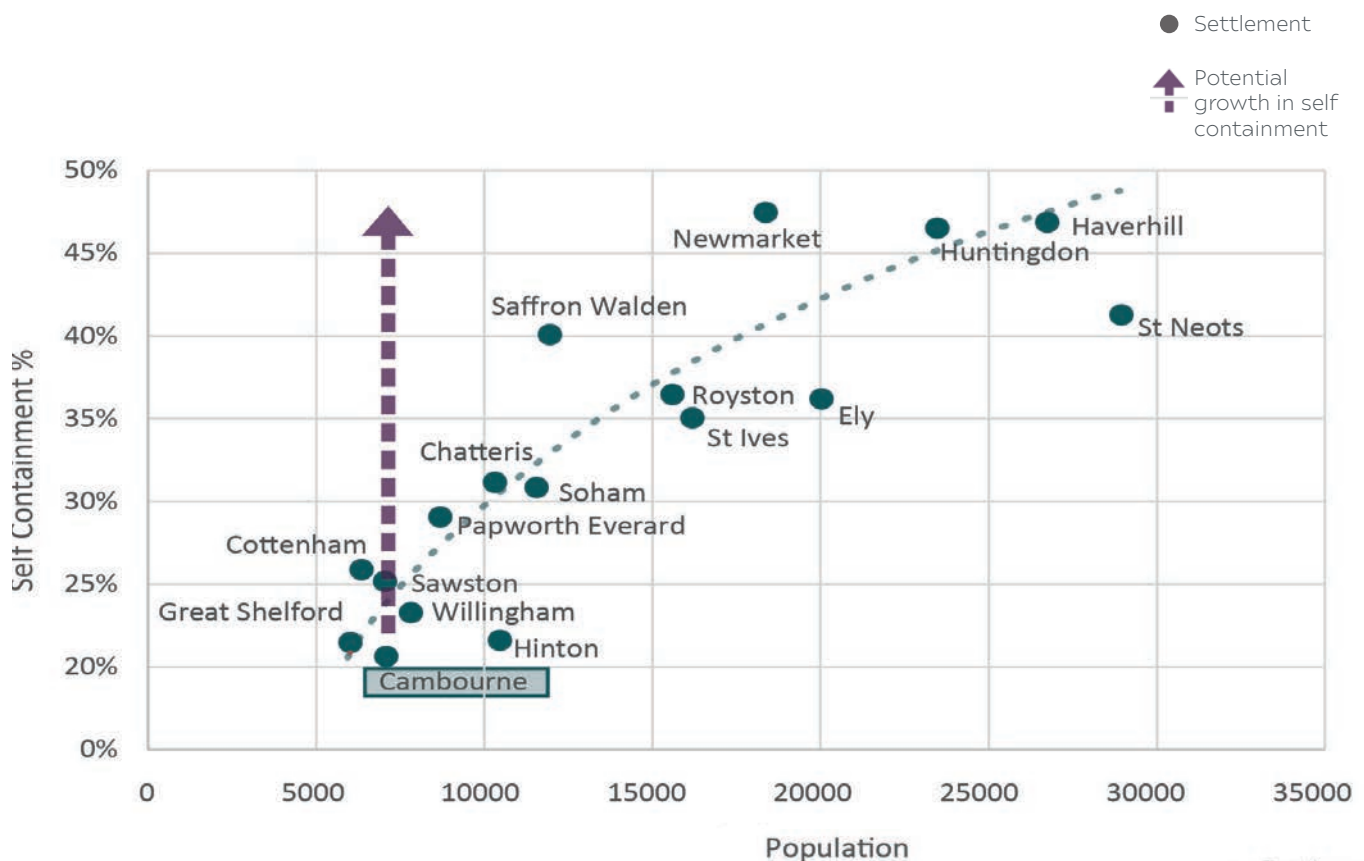


Figure 1 - Percentage of people living and working in a settlement compared with settlement size. Potential improvement of Cambourne's self-containment following increase in settlement size.

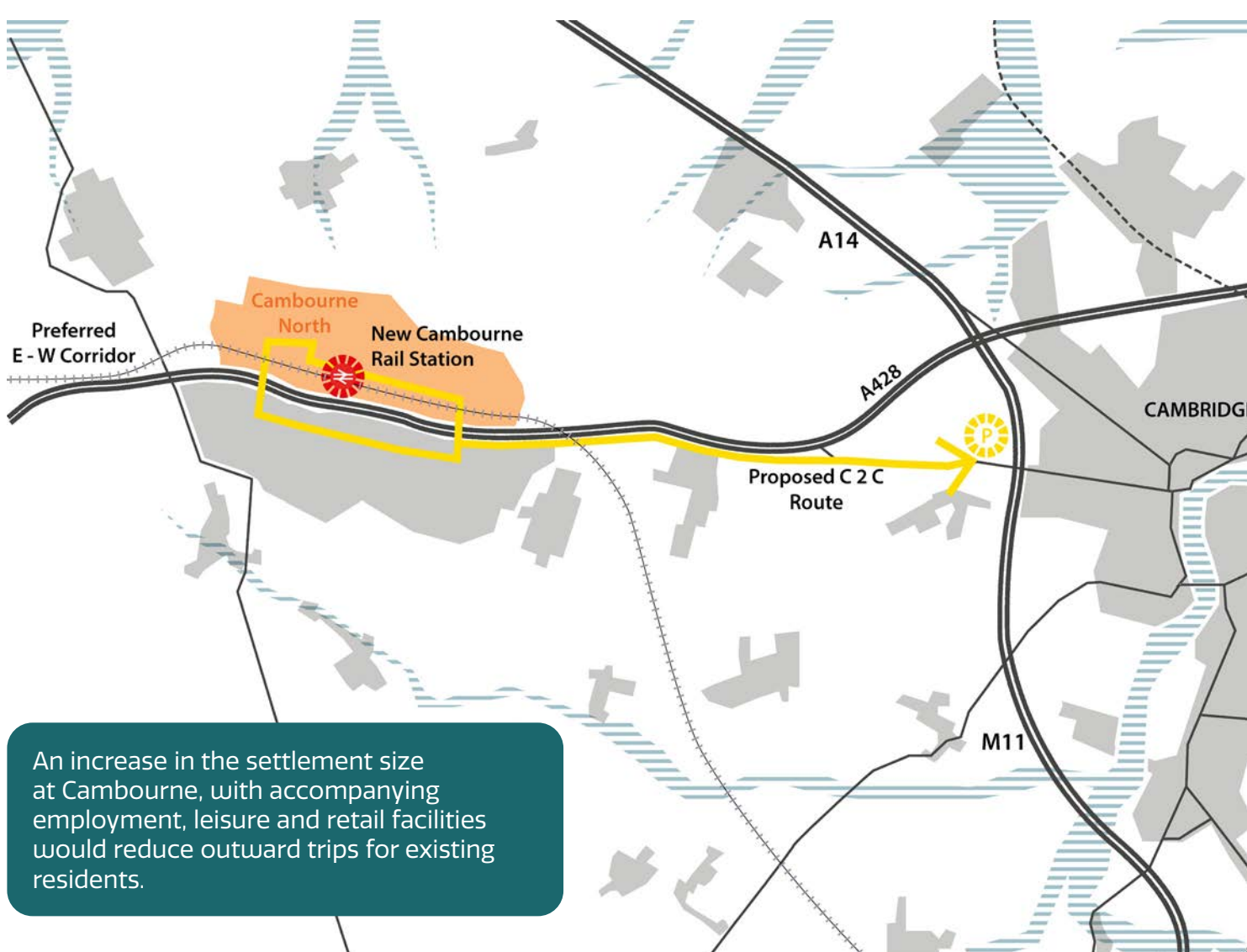
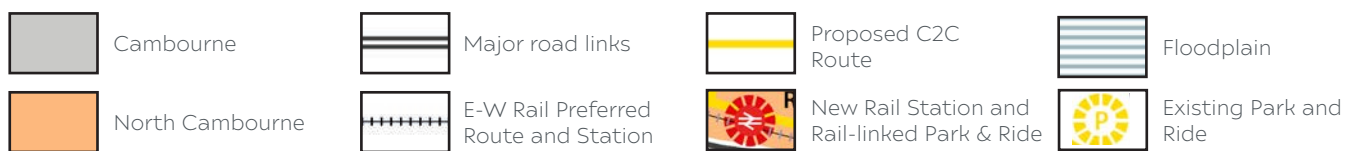


Figure 2 – Transport infrastructure west of Cambridge



This has given rise to the concept of the 20-minute city, which aims to provide for the needs of a community within a 20-minute walking distance. This principle is one that we support and explore further in this document.

There are a number of benefits to this approach:

Through an increase in the availability of local jobs and growing the resident population to support a greater level of local services and facilities, it is possible to reduce the need to travel. This means not only less commuting, but less distance to travel to go to shops and other services and facilities.

Figure 2 shows the transport improvements that are either being delivered or considered for potential delivery at North Cambourne.

Transport improvements include: -

- Segregated busway
- Potential Park and Ride
- East West Rail confirmed with a rail station at Cambourne
- Cycle routes / micro transport
- Electric car pools
- Shared cars / Uber share
- Intelligent travel arrangements
- Behavioural change

Self-containment

The ability for Cambourne to deliver growth without traffic impacts normally associated with new housing is based on two factors: -

- Increased **SELF-CONTAINMENT**; and
- **MODAL SHIFT** away from car use and onto public transport 'modes', towards 'active' modes of travel such as walking and cycling.

We have shown in more detail how we calculate the potential for self-containment and modal shift in our representations to the Issues and Options consultation 2020.

'Self-containment' is the percentage of the resident workforce in an area that also works in the same area. We estimate that the self-containment of Cambourne is currently about 25%. We estimate that this **COULD INCREASE TO 50%** with additional employment, homes, services and facilities.

Better self-containment would not just benefit new residents, but would benefit existing residents.

Transport infrastructure

The transport strategy for North Cambourne is only part based on the benefits of self containment. In addition, substantial benefits to the local area will be derived from the delivery of new transport infrastructure.

The two key items of new infrastructure that are proposed locally are:

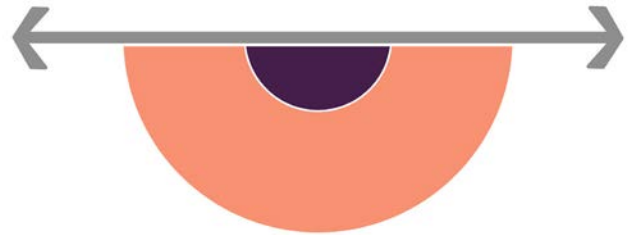
- Cambridge to Cambourne (C2C) transport corridor with Mass Rapid Transit
- East West Rail, including a new train station at North Cambourne

We estimate that 75% of people that would have driven into Cambridge for work, could transfer to East West Rail or the proposed High Quality Public Transport / Mass Rapid Transit (MRT) system.

For drivers to all other destinations not in Cambridge, we have assumed a smaller 10% shift in transport mode could be achieved.

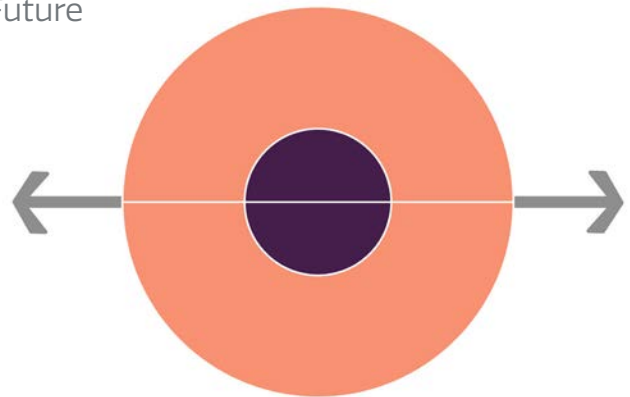
GROWING CAMBOURNE

Present



Cambourne has existing and proposed communities spread along the A428

Future

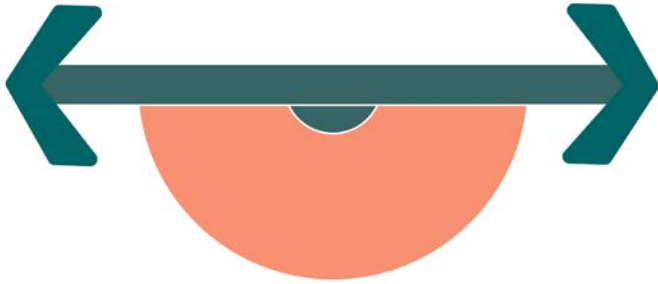


Cambourne could provide additional facilities and services, centrally located, supported by growth of the town

*More local services
and facilities*

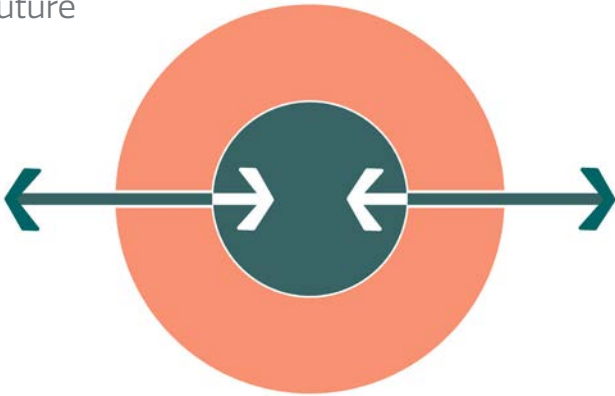
CREATING SELF CONTAINMENT

Present



75% of the existing working population (c.6000 people) **COMMUTE BEYOND CAMBOURNE** for work

Future

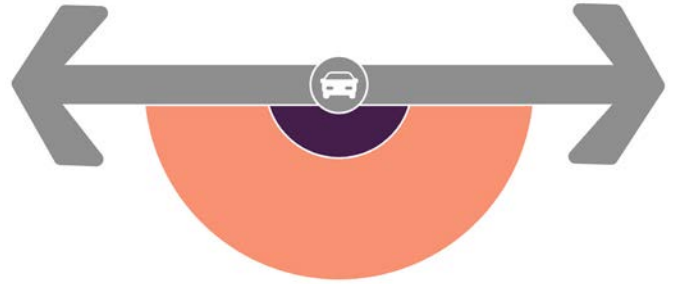


50% of the future population could live and work in Cambourne, reducing commuting for existing and new residents

Provide local jobs - reduce commuting

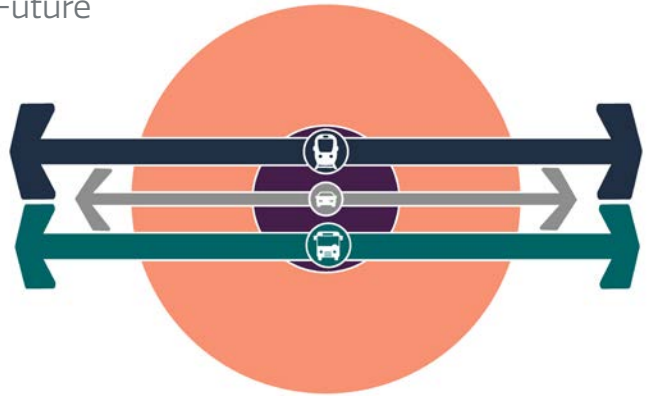
IMPROVING CONNECTIONS

Present



80% of journeys to and from Cambourne are currently **UNDERTAKEN BY THE CAR**

Future



60% of future journeys to and from Cambourne can be facilitated by **PUBLIC TRANSPORT** including the East West Railway line and C2C

Uplift in public transport use

5. Water Resources and Flood Risk

North Cambourne will apply the following principles to water management: -

- The constraints plan shows the vast majority of the site is not liable to flooding
- Some risk of flooding from surface water present on site adjacent to existing watercourses. This will either be combined with a rainwater harvesting system, or managed on-site through the provision of sustainable urban drainage systems (SUDS) within the public open spaces
- SUDS measures will account for increased rainfall due to climate change

- Domestic water consumption of 80 litres per person per day will be targeted
- Use of low flow fittings will reduce internal water consumption
- Domestic or site-wide rainwater harvesting solutions will supplement water consumption to be used in washing machines and toilet flushing (this will also assist in managing storm water)



6. Placemaking

Placemaking and high quality of design are central to the principles of North Cambourne. This commitment is based on the understanding that design quality is reflected in social and environmental value as well as commercial value. Studies of local history and architecture will inform a discussion on design, which will be carried out in conjunction with the local community (and potential new community), together with employers and other stakeholders, at the appropriate time.

Community design events will help to understand how local distinctiveness can be embedded in the proposals, to ensure that they are informed by local views.

North Cambourne will provide a **TRULY MIXED USE COMMUNITY**, with community, retail and leisure supporting employment and housing. Key buildings could be subject to architectural competitions, or key parts of the development plan (depending on the delivery vehicle for the proposals). There will be opportunities to explore **DISTINCTIVENESS** through the design of sustainable buildings, and in relation to sustainability features in the public realm. Emerging proposals would be in accordance with the Cambridgeshire Quality Charter for Growth.

There will be opportunities to deliver key new public spaces, including urban squares and plazas, where public realm quality will be paramount. These locations will assist in binding the community together, providing places for social and economic interaction, leisure, entertainment and debate.

The proposals will deliver high quality housing of all types. The centre of North Cambourne is envisaged as a high density, high intensity place delivering **A VIBRANT HEART TO THE TOWN**, complementing the existing town centre. The edges of the scheme, adjacent to the countryside, or local centres away from the main town centre would be lower density, offering alternative choices for lifestyles and environments. The range of housing will complement the existing provision in Cambourne.

Housing will include: –

- Homes to buy and rent, including social and affordable housing
- Housing for new families
- Retirement living
- Care and extra care
- Public rented sector housing
- Self-build / community building



Other Sustainability Measures

North Cambourne will also consider waste, the circular economy and pollution: -

- **CIRCULAR ECONOMY PRINCIPLES** will be combined with the whole life carbon assessment to minimise the carbon embodied in construction materials, and ensure materials/buildings are capable of being reused and adapted over their lifespan
- The design of buildings will be carefully considered to allow for disassembly and material **REPURPOSING AT THE END OF USEFUL LIFE**
- Innovative approaches to waste management, including underground refuse storage systems, will be considered for higher density areas of housing
- Air quality impacts will be mitigated through the adoption of **FOSSIL FUEL FREE HEATING SYSTEMS**, the provision of electric vehicle charging points and reduced vehicle trips through improved access to facilities for both new and existing residents
- Any land contamination issues will be investigated and remediated where necessary
- External lighting will be designed in accordance with ILP guidance to reduce light pollution and minimise impact on ecology
- Zero impact on watercourses and any underlying aquifers





ANALYSIS



Figure 3 - Constraints and opportunities plan

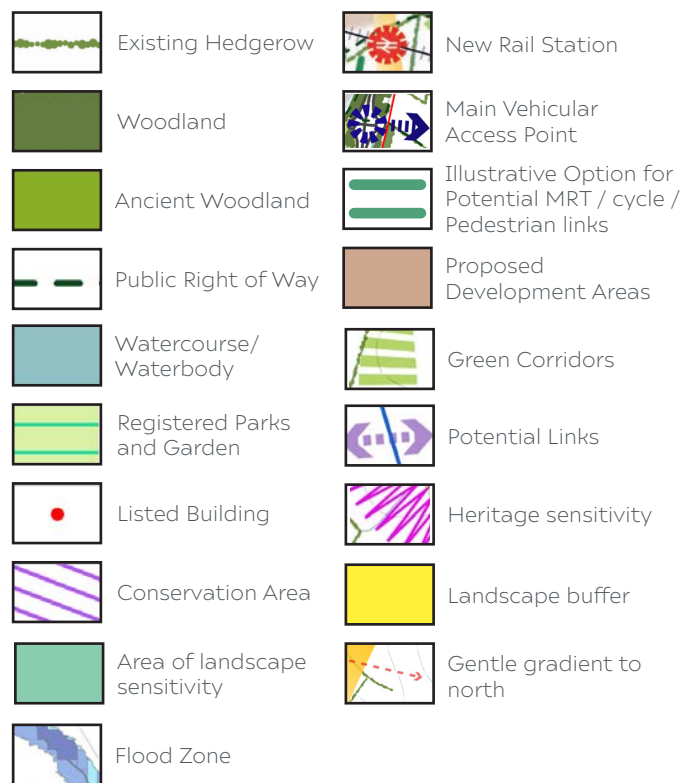
In addition to public consultation, the design of the new community will be shaped by the character and features that presently exist on the site. To ensure that there is an understanding of these features, a series of detailed studies have already been undertaken and are summarised in this section.

Landscape

Within the site, the landform comprises a series of gentle ridges and valleys generally orientated north - south.

A number of trees and woodland within the site are covered by Tree Preservation Orders. Elsworth Wood in the west part of the site and Knapwell Wood in the east part of the site are designated as Ancient Semi Natural Woodland. The proposed development area is crossed by a bridleway and two public footpaths.

The site sits on a plateau with potentially exposed views from surrounding areas. 3D modelling shows that in reality there are few very visible areas of the site. Extensive green space, particularly at the north on the plateau edge, will allow strategic planting to frame development and assist in delivering a new townscape for this part of Cambourne.



Ecology

The site largely comprises habitats of limited nature conservation value. However, the site does contain two woodlands and one area of road verge, which have been designated for their nature conservation interest, namely Elsworth Wood SSSI, Knapwell Wood and Knapwell Road Verge CWS.

Development can be substantially set back from these areas with new Green Infrastructure, providing enhancements and improving the existing biodiversity of the area.

The site largely comprises arable fields bordered by fragmented hedgerows. It also supports a network of water bodies and a small number of broadleaved copses. The majority of these features are considered to be of low nature conservation value in their own right, but they may be of value to protected species, for example bats, great crested newts and farmland birds. Habitats and features identified as being of potential value to protected species would be retained within the proposed development layout wherever possible in order to assist in reaching a net biodiversity gain across the site.

Heritage

Similar to Cambourne, the Historic Environment Record (HER) indicates a number of features across the site for further exploration, mainly pertaining to crop marks. Further work will provide an understanding of the significance of these areas / records, and inform amendments to the masterplan or mitigation measures (if necessary).

A number of Statutory Listed Buildings are located within the wider area, primarily within Knapwell, Elsworth and Caxton. The core areas of Elsworth and Knapwell villages are designated as Conservation Areas, approximately 1km distant to the north of the site.

Adjoning the site are two grade II Listed Buildings at New Inn Farm. The farmhouse is located off St Neots Road, south west of Knapwell. It forms part of a small cluster of farm buildings that have been listed for group value.

Flood risk and drainage

The Environment Agency flood mapping shows that the site lies within Flood Zone 1, an area having a less than 1 in 1,000 annual probability of river flooding. The topography of the site, and hence drainage catchment, generally falls in a northerly direction towards an existing watercourse that then runs through the village of Elsworth.

Any Surface Water Drainage strategy would be based upon the principles within the Cambridge Sustainable Drainage Design and Adoption Guide. Potential SuDS measures would look to include:-

- Green Infrastructure corridors incorporating swales
- Bio Retention areas, including elements of biodiversity enhancement
- Brown/sedum roofs
- Permeable paving
- Strategic surface water balancing facilities incorporated into the public open space.

These measure would be integrated with the proposed water strategy for North Cambourne.

Utilities

All utilities are available on site, with a likely need reinforce networks depending on final development typologies, amounts and loading. Strategies for water conservation and recycling will minimise impacts on water resources, and consideration for on-site generation (as set out in the energy strategy) will limit impacts on the electricity grid.

Facilities

Cambourne currently has a limited range of retail and leisure facilities compared to its size (for instance, in comparison to Sawston, that has 3 times the number of shops and a leisure centre, but half the population).

Connectivity: North Cambourne and Cambourne

Key to maximising the benefits of growth at North Cambourne is the connectivity between Cambourne and North Cambourne.

Many towns of varying scale and character have a dual carriageway within them as a key corridor of movement, for example Cirencester and Buckingham. In such circumstances, this requires a strategy for mitigating any severance effect or barrier to movement from one part of the town to another. At North Cambourne this will be achieved by new crossing points to the A428.

These connections will be a combination of 'traditional' bridges and green bridges, providing placemaking in addition to connectivity.

The bridges will provide pedestrian and cycle connections, together with connections for Mass Rapid Transit between the new rail station and existing Cambourne as well as the planned communities at West Cambourne and Bourn New Village.

Name	Location	Details
Mile End Bridge	London, UK	25m of landscaped parkland. Rainwater is recycled as it runs off the bridge and into tanks where it is then pumped back up and reused.
Weymouth Relief Road - Lorton Lane and Ridgeway Bridge	Dorset, UK	The Lorton Lane Bridge - Retains historic route to Lorton House house. The Ridgeway Bridge - used by Pedestrians, cyclists and horse riders along the South West Coastal Path.
A21 - Scotney Bridge	Kent, UK	92m long, 29m at narrowest point, 55m at widest. Mixed use. Designed for historic landscape purposes. First Green Bridge in the UK



Mile End Bridge, London

The connections will provide: -

- Greater connectivity between existing and proposed settlements either side of the A428
- Attractive walking and cycling routes to promote sustainable movement and health, rather than local car trips (that will not be possible by bridge connection)
- Opportunities for biodiversity, SuDS and habitat creation.

Name	Location	Details
Sheep Street/ Somerford Road Bridge	Cirencester, UK	Road bridge with footway either side over A429 dual carriageway. Links the town centre with southern urban area.
Friargate, Jct 6 of Ring Road	Coventry, UK	100m wide bridge structure crossing ring road with highway and pedestrian boulevard with public realm and landscape. Provides 'Green Link' from Coventry Rail Station and the new Friargate business district to the town centre.



MASTERPLAN

From the analysis of the site undertaken to date, and represented earlier in this document, a preliminary masterplan has been prepared to illustrate what can be achieved on the site, whilst respecting the key characteristics and important features of the area.

What is proposed in principle is a vibrant extension to the existing community comprising a full range and mix of uses that contributes to meeting local housing need, delivering new jobs, and establishing a broader range of local services and facilities. Placemaking and high quality design are central to the approach as is the objective of achieving a high degree of sustainability, including space for new habitats, open spaces, zero carbon energy generation and a network of footpaths and cycleways.

Building a community – Jobs & Homes

The joint declaration of growth for the Oxford Cambridge Arc sets out that the Cambridgeshire and Peterborough Combined Authority, and the LEPs across the Arc will transform the area into a world-leading economic area.

Cambridgeshire and Peterborough devolution deal means doubling employment growth in the region, from £22bn to more than **£40BN**, and accelerating the delivery of new homes.

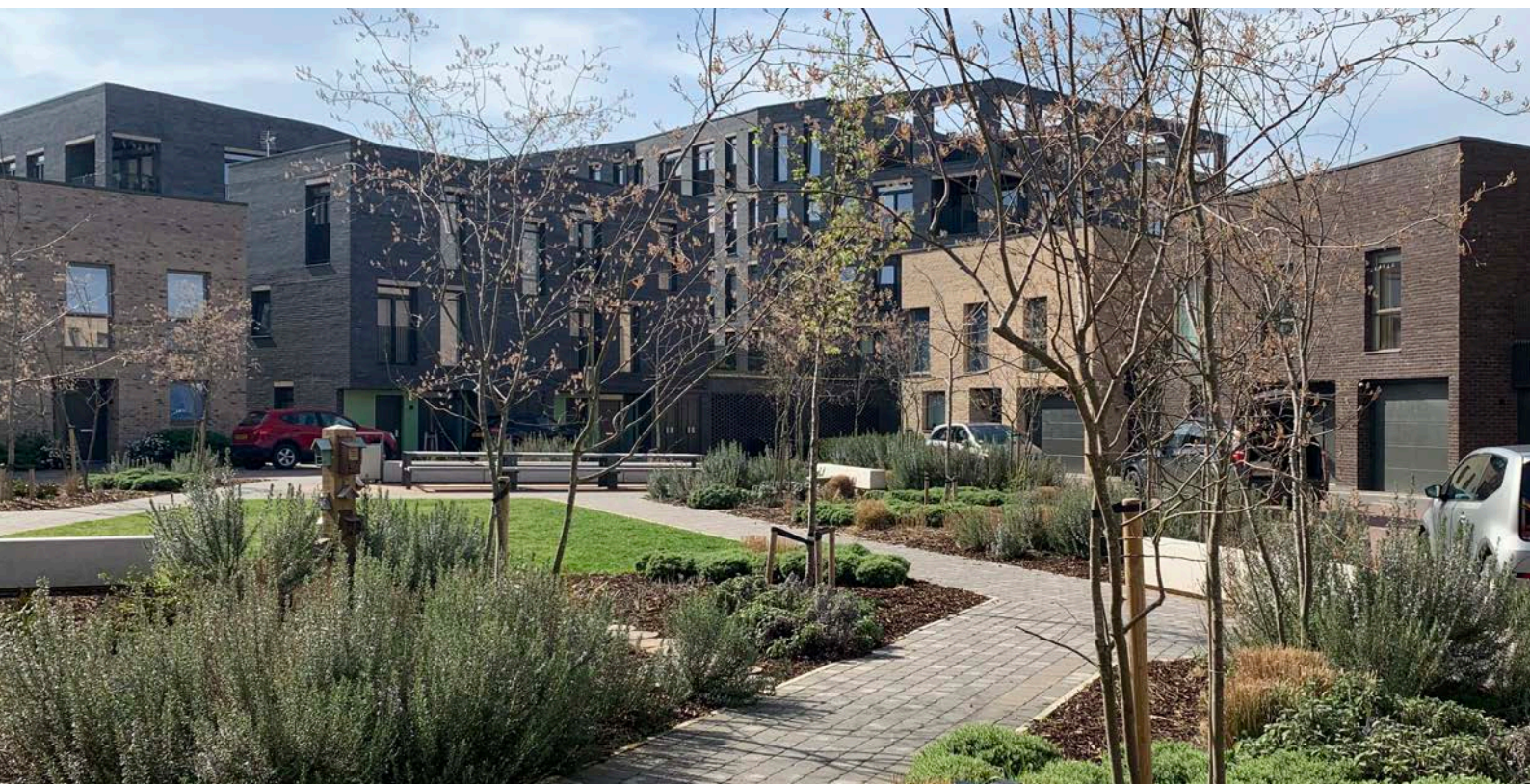
North Cambourne is able to provide a significant contribution towards the growth in jobs and employment across the region. The proposals seek to increase the number of jobs per home in Cambourne and North Cambourne from 0.35 to **1 JOB PER HOME**.

North Cambourne could provide significant opportunities for new mixed use employment, including: –

- Start-up, grow-on and shared office space
- Co-working and flexible working spaces
- Workshops / studios
- Office space
- Industrial space
- High tech logistics

Greater Cambridge, Greater Peterborough is vital for the UK GDP, and is a premier location where businesses want to relocate and grow.

Mark Reeve, Chairman, LEP



The Greater Cambridge Local Plan will need to provide a further 30,000 homes in the area. North Cambourne can make a significant contribution towards this housing need in a location that can also provide jobs, services and facilities, together with appropriate infrastructure.

Previous Local Plans have allocated some 25% of new housing in new settlements. It is likely that this will need to increase in the future. This would imply that some 7,500 or more homes will need to be provided in new settlements.

North Cambourne would provide a diverse range of homes, which would also assist in increasing delivery rates (in accordance with the Letwin Review). Housing would comprise:-

- Homes to buy and rent, including social and affordable housing
- Housing for new families
- Retirement living
- Care and extra care
- Public rented sector housing
- Self-build / community building.

Social and community infrastructure

North Cambourne aims to create a mixed, robust balance of uses in order to ensure that the self-containment of the town is maximised.

There may be potential for a range of community / leisure and cultural facilities, with a new population supporting more strategic leisure facilities, potentially including: -

- Retail
- Employment
- Gym / climbing wall / sports centre
- Swimming pool
- Ice rink
- Cinema
- Concert hall / theatre

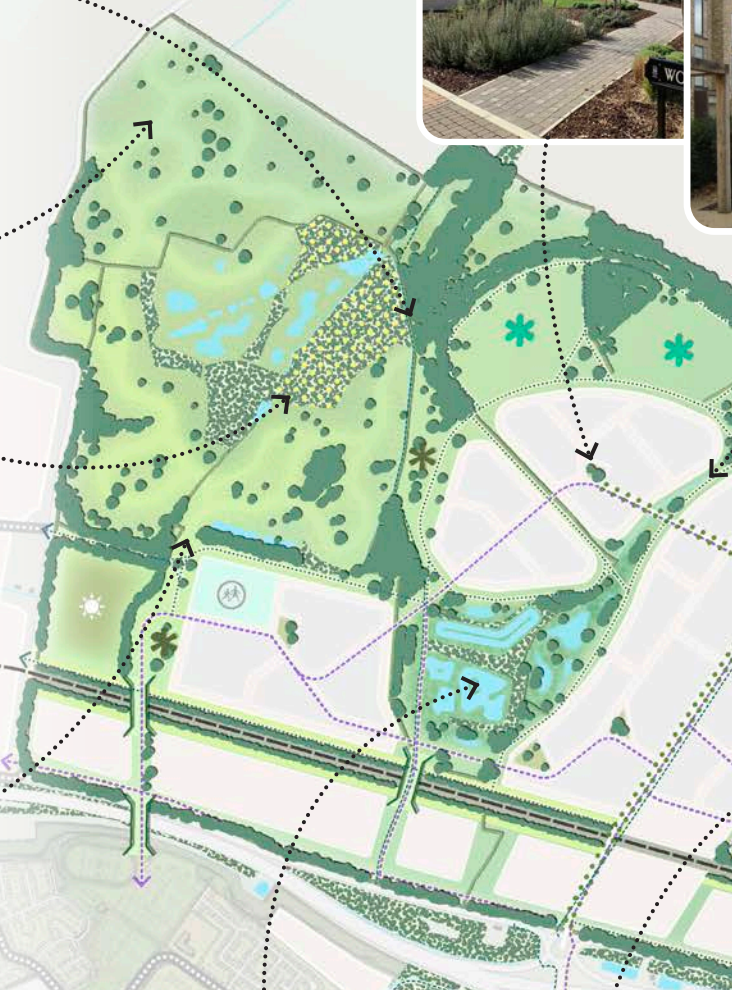
There will also be a need for local infrastructure, likely to include: -

- Primary and secondary education
- Health centre.



Parks, Open Spaces and Landscape

Rural Meadowland & Nature Reserve



- Existing Woodland
- Existing Ancient Woodland
- Existing SSSI
- Existing Hedgerows
- Existing PProWs
- Potential Development Areas
- Potential Primary Avenue
- Proposed Alignment of East West Railway Line
- Potential Location for Primary Schools
- Potential Location for Secondary School

- Potential Woodland / Tree Planting
- Potential Meadows
- Potential Location of SuDS
- Indicative Pocket Parks & Village Greens
- Potential Primary Pedestrian & Cycle Routes
- Indicative Pedestrian & Cycle Network
- Potential Allotment Gardens
- Potential Sports and Recreational Areas
- Illustrative Options for Bridges for Pedestrians, Cycling, and MRT
- Potential Areas for On-Site Renewable Energy



Wetlands Areas & SuDS

Pocket Parks & Green Corridors



Country Park Edges & Community Woodlands



Linear Cycle Corridor



























Allotment Gardens & Community Orchards



Green Bridges

Illustrative Masterplan



	Site Boundary		Cambourne Train Station (East West Rail), P&R / Travel Hub and MRT link		Proposed C2C Route
	Proposed Primary Vehicle Access Point		Proposed Alignment of East West Railway Line		MRT Route Expansion
	Existing Woodland		Employment Areas		Primary Pedestrian & Cycle Routes
	Existing Ancient Woodland		Vehicular Access Points to Employment Areas		Indicative Pedestrian & Cycle Network
	Existing SSSI		Employment Areas proposed by others		Allotment Gardens
	Existing PRowS		Primary School		Sports and Recreational Areas
	Residential Development		Secondary School		Illustrative Options for Bridges for Pedestrians, Cycling, and MRT
	Mixed Use Areas: Local & District Centres		Illustrative Public Open Space Framework		Potential Areas for On-Site Renewable Energy



The total development area of North Cambourne is approximately 640 ha.

This could provide:

- 400ha or more of strategic open space
- 240ha of development, including 150ha of new homes
- 30ha of new mixed employment land
- 20ha or more of mixed use including leisure, retail and community uses

Supporting infrastructure is likely to include: -

- A secondary school, and/or other higher education facilities
- A number of primary schools located at local centres
- Health facilities
- C2C High Quality Public Transport and P&R / Travel Hub
- A new district centre and a number of additional local centres

