CROW GREEN, CAXTON GIBBET

VISION DOCUMENT

DECEMBER 2021

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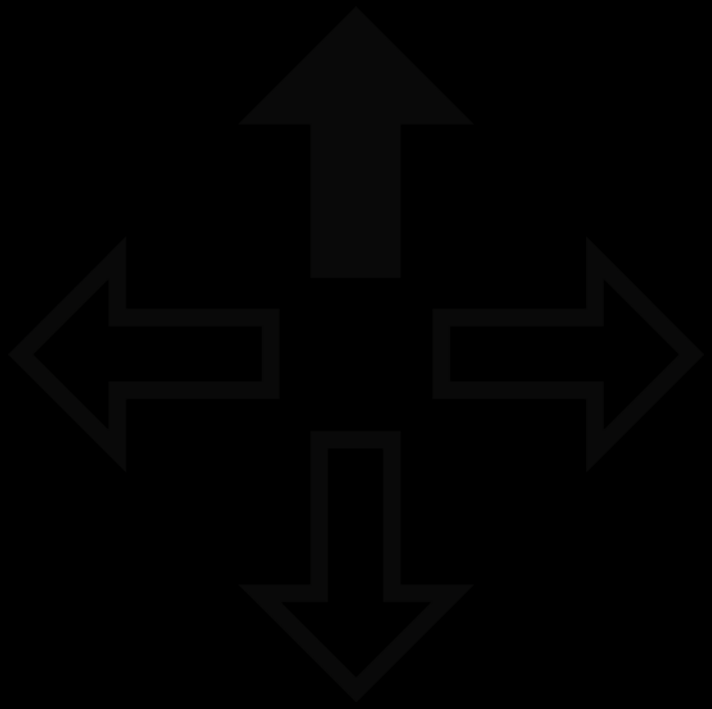

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CROW GREEN, CAXTON GIBBET VISION DOCUMENT

1. THE VISION

1.1 WHAT ARE WE ATTEMPTING TO CREATE

1.1.1 Crow Green, Caxton Gibbet, will be a truly sustainable, net-zero carbon, commercial development that supports the continued economic growth and success of Greater Cambridge.

1.1.2 Situated in close proximity to large existing settlements, connected by sustainable transport options, this site offers an excellent opportunity to provide jobs close to homes and support more sustainable commuting patterns, being good for the environment and employees' quality of life.

1.1.3 The site is located on a key Junction of the A428 that is the subject of significant government investment, improving connectivity both east to Cambridge and west to St Neots and Bedford. This provides an important opportunity to capitalise on such investment and bring forward commercial uses that need to be located in close proximity to key infrastructure and, importantly, often cannot compete with commercial land values now being seen in and around the fringes of Cambridge.

1.1.4 This document sets out the Vision for the site, demonstrating its technical deliverability and how it will achieve the sustainable, economic growth the Great Cambridge Local Plan is seeking to provide. The Vision is informed by the seven themes of the Draft Local Plan and the enduring principles of the Cambridgeshire Quality Charter, seeking to deliver holistic environmental gain that cuts across the provision of biodiversity net-gain, a framework that supports the health and well-being of future users and an energy and infrastructure strategy that is climate-change conscious, underpinning the provision of good jobs close to places people already live.

2. SUSTAINABILITY

INTRODUCTION

In pursuing an holistic approach to sustainability the Caxton Gibbet project will deliver environmental gains that focus not only on a net-zero carbon development, but on bringing that forward within a high quality landscaped setting that harnesses green and blue infrastructure, supporting bio-diversity net gain and a great place that supports the health and wellbeing of all users.

2.1 SOCIAL RESPONSIBILITY AND SOCIAL VALUE

2.1.1 We will:

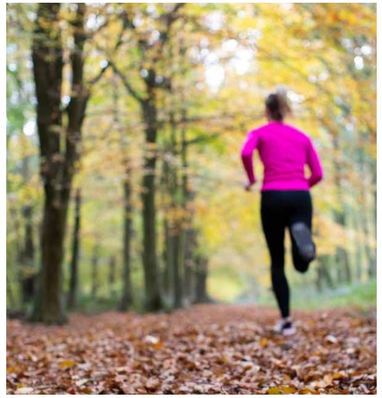
- Create a positive impact on people and places.
- Add to the long-term health and well-being of occupiers, visitors and staff.
- Work closely with our stakeholder partners, the council and local community to deliver social value.
- Measure activity and engage and communicate sustainable initiatives to raise awareness of the environment.
- Ensure that our emphasis on ethical and social issues is well aligned to local authorities, councils and Government thinking.

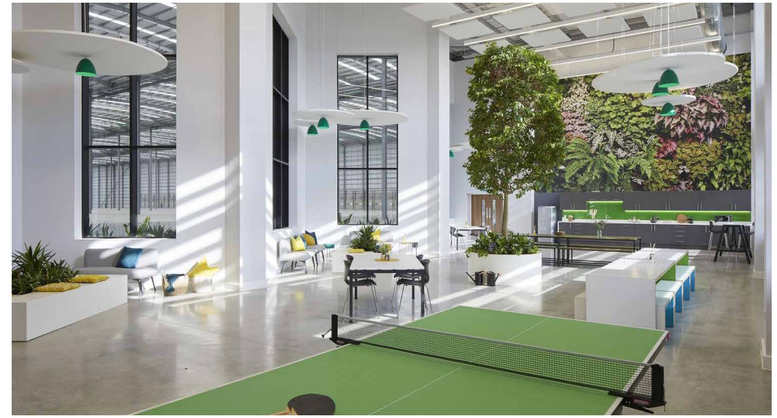
2.2 HEALTH AND WELL-BEING

2.2.1 Aspiration:

- Provide an opportunity within the District to create landscape-led areas of high environmental value and opportunity, that not only meet the aspirations of the Great Cambridge Local Plan but also those of the OxCam Arc. These opportunities extend beyond nature recovery and biodiversity gain, and cover flood management, water quality, carbon storage and access to nature.
- Create the best place and environment for business, occupiers, employees and visitors providing connection with nature for health and well-being, flexibility for occupiers and opportunities for collaboration and innovation.
- Understand the unique nature of the site and its landscape character, reinforcing the existing site assets and seeing these as opportunities.

2. SUSTAINABILITY





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2.3 ECOLOGY, BIODIVERSITY AND HABITAT

The Site is dominated by arable land of inherently low ecological interest, likely to support an impoverished flora and fauna. Habitats of greater interest are very limited in extent, but comprise two ponds, remnant hedgerows and trees, two blocks of plantation woodland and a number of field ditches. The Site is known to support a population of great crested newts and farmland birds, and has the potential to support a small number of other protected and/or notable species associated with farmland. Any mitigation that may be necessary in this respect could be readily delivered as part of the scheme, principally within land to the north of the Site.

No statutory nature conservation designations are present at the Site, with no impacts predicted to those within the vicinity of the Site. A protected road verge is present to the southeast boundary of the Site, which could be readily retained alongside development, with appropriate measures proposed for its protection during construction and in operation.

Opportunities for habitat creation and the delivery of Biodiversity Net Gain (BNG) are present throughout the Masterplan. A strong landscape framework that delivers both green and blue infrastructure in a naturalistic manner provides a range of different potential habitats which are positively reinforced by the inclusion of improved and new woodland blocks to the north of the site. The reversion of arable land to permanent wildflower grassland, new wetland creation both through SUDs and a network of off-line wildlife ponds, strategically located within the landscape to provide stronger habitat links between Elsworth Wood Site of Special Scientific Interest (SSSI) to the east and Papworth Wood SSSI to the northwest will deliver substantive ecological enhancements and BNG net gain.

In summary, subject to completion of recommended ecological investigation and survey, and the provision of new habitats to the north of the Site, development of the Site could be undertaken without significant adverse effects and potentially substantive benefits for local ecological networks.

2.4 ENERGY

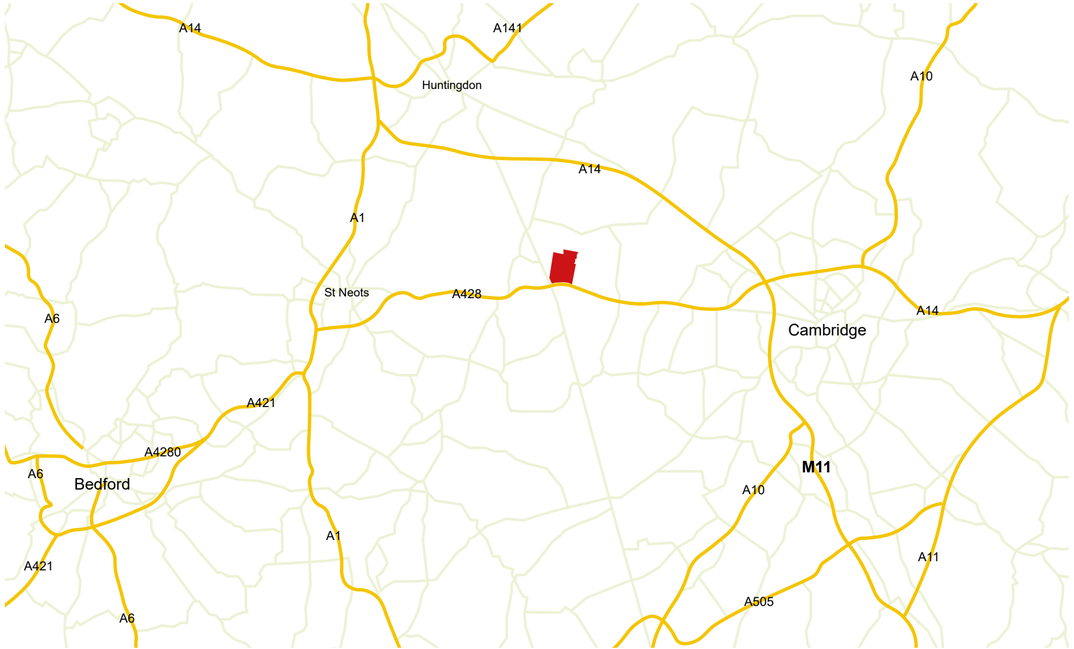
2.4.1 Crow Green, Caxton Gibbet, will be a net-zero carbon commercial development that not only seeks to reduce on-site energy demand through a fabric-first approach but also generates its own electricity sustainably within the development.

2.4.2 An integral part of the development is a solar farm covering 35.4ha and generating up to 15-20MW. This electricity will be used on-site via private wire and whilst the development will still require a grid connection, its demand will be significantly reduced. Furthermore, in peak months, if any excess electricity were generated then it could be fed back into the grid to support the wider area. In addition to a dedicated solar farm, each of the buildings on site will have solar panels on the roof generating more renewable energy which can be brought together through a smart on-site energy management system to ensure that demand and supply are balanced out across all users.

2.4.3 Engaging with energy holistically, it is not only on-site energy demand that has been considered. Occupiers are likely to include logistics providers who will have their own fleets of vehicles. It is important that efforts are made to support the decarbonisation of these movements as well. By integrating a sustainable energy network as one of the fundamental underpinning principles of the site, electric vehicles undertaking more localised trips can be charged from sustainable sources, further reducing the potential impact on the environment.

3. CONTEXT

3.1 SITE LOCATION



WIDER CONTEXT PLAN

GOOGLE EARTH VIEW OF THE SITE AND ITS WIDER CONTEXT

4. LANDSCAPE CHARACTER

4.1 EXISTING AND FUTURE BASELINE CONDITIONS

4.1.1 The Site is not covered by any statutory or non-statutory designations for landscape character or quality. The Site comprises large scale, farmland to the south east of Papworth Everard and north west of Cambourne. It lies within the Croxton to Connington Wooded Claylands Landscape Character Area ('LCA' 4A), as described in the Greater Cambridge Landscape Character Assessment (2021).

4.1.2 The Site forms part of a wider landscape of arable farmland, which is generally open with intermitted hedgerows and occasional shelter belts and woodland blocks. It is crossed by a number of drainage ditches and access tracks. A barn is located centrally within the Site, and the properties at Common Farm Cottages indent the eastern edge. The Site is also influenced by its proximity to the A428, the edge of Cambourne (with further expansion consented to the west of the settlement), overhead pylons, and employment uses at the edge of Papworth Everard.

4.1.3 The proposed highway improvement scheme will see the realignment of the existing A428 dual carriageway north of Caxton Gibbet roundabout; and the creation of a new roundabout and slip road leading from Ermine Street (A1198) across the south western part of the Site. In addition, the proposals will include a large borrow pit within the south west corner of the Site, which will involve the removal of approximately 2m of earth as part of the highway works. Options 1 and 9 of the proposed East – West Rail Alignment cross the southern part of the Site. Should the railway come forward on this alignment, the railway line will be raised to cross over Ermine Street (A1198), with the associated earthworks / infrastructure extending through the southern part of the Site. The scale of the proposed transport infrastructure will inevitably alter the existing character of the southernmost part of the Site should it all come forward in this location.

4.1.4 The Site is visible in the near distance from the A428 and from the lane which follows the eastern edge of the Site. There are also views available from sections of the Pathfinder Long Distance Walk, and longer distance views from the locations to the north and north east of the Site. Views from within the settlements of Papworth Everard and Elsworth are unavailable due to the intervening topography and tree cover. Middle and long distance views of the interior of the Site from the east, west and south are more limited owing to a combination of topography, woodland / treed field boundaries and built development.

4.2 TOPOGRAPHY

4.2.1 The Site occupies an area of elevated plateau, and is broadly level at between 65m and 60m Above Ordnance Datum ('AOD'), although it slopes gently to a low point alongside the watercourse at the north west corner. To the north and north east, the land falls from approximately 60m AOD at the north eastern corner of the Site, to approximately 20m AOD in Elsworth, which is located at the base of a local valley. To the south east of Elsworth the land form rises generally in the direction of Knapwell and along the route of the Pathfinder Long Distance Walk.

4.2.2 The wider landscape is gently undulating, ranging in height between 60m and 10m AOD. It is crossed by numerous small watercourses which follow the base of shallow valleys. Further north is the low lying flood plain of the River Ouse which crosses the landscape to the south of Huntingdon and St. Ives.

4. LANDSCAPE CHARACTER

4.3 LANDSCAPE CONSIDERATIONS

4.3.1 In order to address potential landscape and visual effects, the following landscape considerations have informed the opportunities and constraints plan for development:

- Employment development to be located within the southern part of the Site and set back some distance from the more visually sensitive ridge at the northern edge of the Site;
- The largest built parameters will be accommodated within the southern part of the employment area, which has the greatest capacity for development of this scale owing to its proximity to the A428, the proposed highway improvements, future mixed use expansion in west Cambourne, and the potential alignment of east-west rail;
- Development in the northern part of the employment area will be smaller in volume and height, providing a transition between the A428 corridor and the farmland to the north;
- An area of solar development can be accommodated within the field to the north of the employment, where the existing hedgerows provide some containment in views from the surrounding area. Additional solar could be accommodated on the level farmland to the north of this field, but would not encroach on the north facing slopes beyond the overhead powerlines;

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4. LANDSCAPE CHARACTER

- A new landscape buffer will be provided alongside the northern edge of the employment development including:
    - Woodland buffer, a minimum of 50m, and up to 100m in depth;
    - New SuDS-basins and species rich grassland;
    - Earth mounds can be created from spoil from the basins to provide additional height to planting in year 1; and
    - Wildlife ponds and new tree and shrub planting.
- The landscape buffer to the west will include new woodland planting (typically min. 40m in depth), meadow grassland and trees;
- To the east the existing 'protected' verges and trees will be protected and supplemented with additional woodland planting;
- Green corridors will be provided between the proposed employment parcels. These will follow existing field boundaries / water courses and will include new tree and hedgerow planting, meadow creation and surface water conveyance features.
- The land in the northern part of the Site will provide an area for Bio-diversity Enhancements / ecological mitigation. These could include meadow creation, wildlife ponds, and new woodland planting, which will provide 'stepping stones' between other ecological habitats in the local area.

4.4 POTENTIAL LANDSCAPE AND VISUAL EFFECTS

4.4.1 The greatest visual effects will be experienced in the near vicinity of the Site from the lane to the east and in low sensitivity views from the A428. Views from the lane will largely be from the section which follows the eastern edge of the Site, as beyond this to the north, views are restricted by the falling landform. The properties at Common Farm Cottages will experience a substantial change in their existing outlook.

4.4.2 There will be little effect on views from the residential areas of Papworth Everard and Elsworth to the north west and north east respectively. Views from the approach to Papworth on Ermine Street are restricted by roadside hedgerows and there is little intervisibility between the Site and public vantage points further west. There is some inter-visibility between the Site and rights of way to the east, however these are filtered by intervening treed field boundaries. Views from south of the A428 will be restricted once the consented development at Cambourne West is constructed. However, there may be some inter-visibility between this new development and employment development at the Site, although it would be seen beyond existing and planned transport infrastructure.

4.4.3 In views from sections of the Pathfinder Long Distance Walk, approximately 1.3km north and 2.3km north east of the Site, the employment buildings will be visible beyond the intervening farmland and in the context of existing employment land at Papworth Business Park. Retention of the existing woodland blocks to the north of the development area will provide some, partial screening in the short term, and new woodland planting can add to the visual containment in the medium to long term. Impacts on long distance views from the north and north east can be mitigated by carefully siting development away from the ridgeline to the north of the Site. The employment buildings will be visible on the higher ground from vantage points on Graveley Way west of Hilton, some 4.75km from the Site. As the proposed woodland planting at the northern edge of the employment area and within the bio-diversity enhancement area matures, it will increasingly screen/ filter these views, and will add to the woodland cover on the ridge line.

4.4.4 The proposals will result in the loss of a swathe of open and elevated farmland which contains few existing landscape features and lies north of existing and planned transport infrastructure along the route of the A428. The farmland will be replaced by strategic scale employment development, a potential solar farm and new landscape and biodiversity areas. Development in the southern part of the Site will benefit from a close association with the new A428 highway infrastructure and access points off the slip road leading from the realigned Caxton Gibbet Roundabout. The proposed East West Rail link will also impact on the character of the southern part of the Site, should it come forward in this location. New woodland and hedgerow planting at the Site boundaries and within the land to the north of the Site will add to the local tree cover in the medium to long term, which will have some beneficial effects on the character of the Croxton to Connington Wooded Claylands LCA in this location.

4. LANDSCAPE CHARACTER

4.4.5 The greatest landscape effects will be experienced within the farmland on the elevated plateau to the north west of Cambourne, and south east of Papworth Everard. Given the scale of the proposed development this change would be substantial. As the land falls away to the north of the Site, landscape effects will reduce as the new employment development will be better contained by the falling topography. The more visually sensitive slopes between Papworth Everard and Elsworth will remain free from built development.

4.4.6 The proposed employment development lies in close proximity to the planned expansion at West Cambourne, albeit separated by the route of the A428 (and potentially East West Rail). It will extend development between Cambourne and the southern extent of Papworth Everard, although an area of farmland will remain between the proposed employment area and Papworth Business Park at the southern edge of the settlement. Beyond this, the settlement at Papworth lies on a south facing slope and there is very limited inter-visibility between the village and the Site, which lies within the plateau to the south of the existing ridgeline. The settlement at Elsworth lies at the base of the ridge, to the north east of the Site. Again, there will be no inter-visibility between the proposed employment development and Elsworth, and the development area does not encroach on the sloping farmland which occupies the land between Elsworth and the eastern edge of Papworth. The existing countryside buffer will therefore remain between these two settlements.

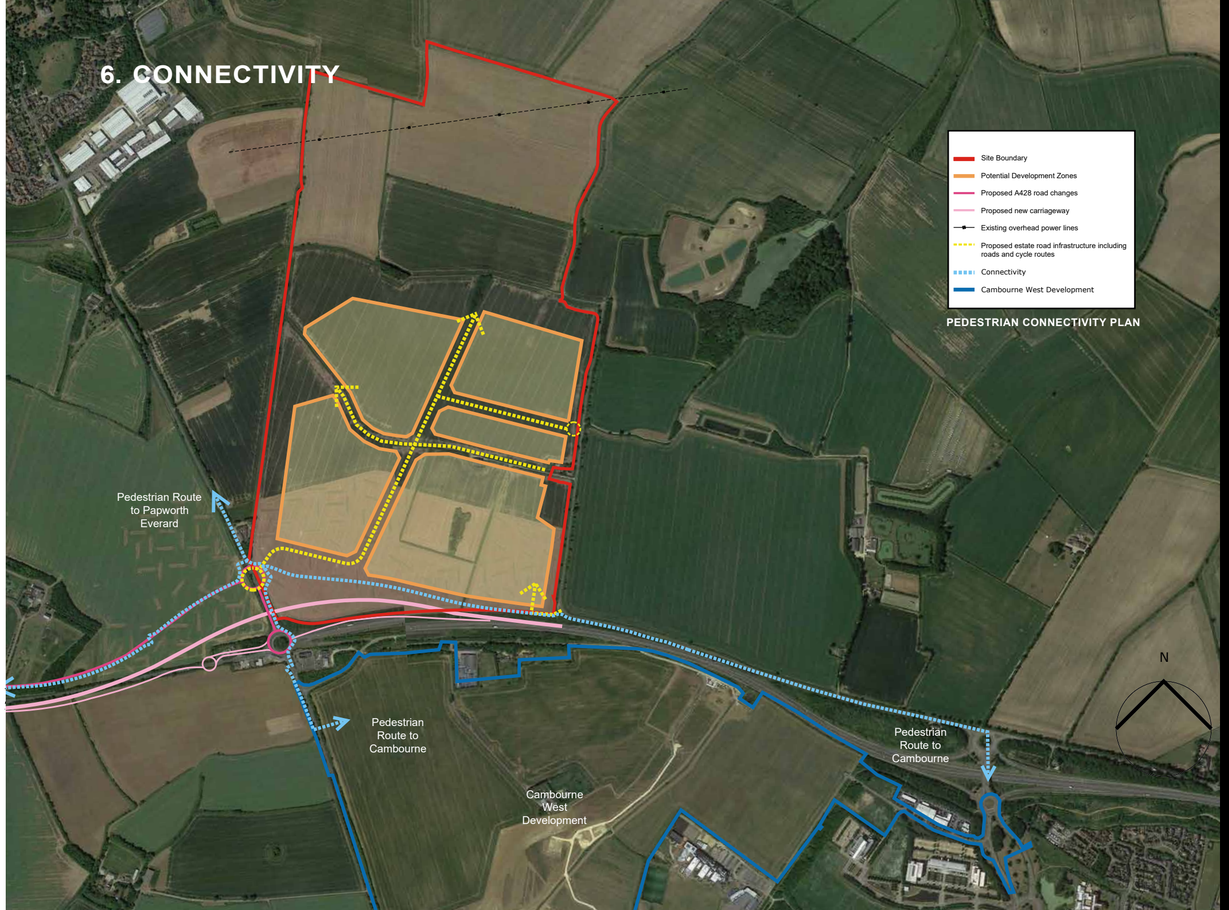
5. CONSTRAINTS AND OPPORTUNITIES

KEY:

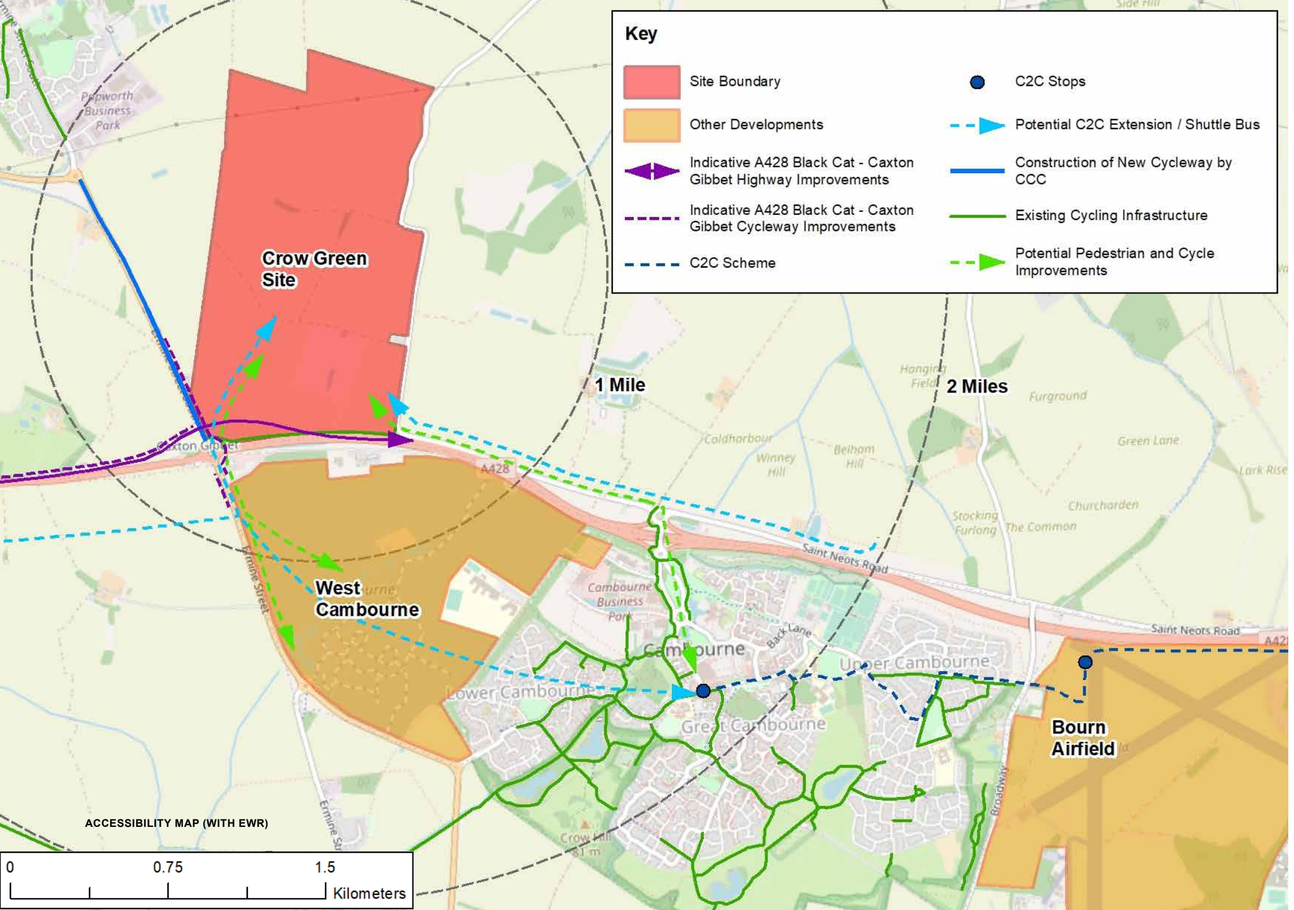
- Site Boundary
- Potential Development Plots
- Proposed A428 road changes
- Proposed new carriageway
- Proposed access / private roads
- Existing overhead power lines
- Retained woodland
- Proposed 50m deep woodland planting
- Ecological mitigation ponds
- Zone for potential storm water drainage mitigation and proposed woodland planting/green infrastructure
- Inland water (inc. Drains)
- Solar Farm
- Wider Landscape views

CONSTRAINTS AND OPPORTUNITIES PLAN

6. CONNECTIVITY



PEDESTRIAN CONNECTIVITY PLAN



ACCESSIBILITY MAP (WITH EWR)

6. CONNECTIVITY

6.1 TRANSPORT STRATEGY OVERVIEW

6.1.1 The review of the transport planning context and existing and future transport conditions indicates that the transport strategy for the site will need to focus on the following objectives:

- Reduce the need to travel by car;
- Promote walking and cycling with surrounding areas, with the provision of high-quality walking and cycling connections with Cambourne;
- Encourage public transport for connections with Cambridge via high quality connections with the forthcoming C2C Better Public Transport and East-West Rail schemes; and
- Provide opportunities to utilise emerging micro mobility and e-mobility modes.

6.2 REDUCE THE NEED TO TRAVEL

6.2.1 Many of the jobs created by the proposed development could be for residents in the expanded Cambourne settlement (including West Cambourne and the Bourn Airfield development). Without these jobs, the residents of Cambourne would need to travel further to the main employment locations of Cambridge Northern Fringe, West Cambridge, the City Centre, the Cambridge Biomedical Campus and beyond to the Rural Southern Cluster (including the Genome Campus and Babraham Research Campus). The development would therefore reduce the need to travel because many of the jobs would be filled by nearby residents of Cambourne, therefore reducing their need to travel along with the length of their journeys.

6.2.2 This juxtaposition of employment and housing in close proximity is an important reason to allocate Land North East of Caxton Gibbet for employment uses. It would provide job opportunities for the residents of Cambourne which – as discussed below – would be within easy walking and cycling distance, and accessible by public transport, thereby reducing the need to travel by car.

6.3 PROMOTE WALKING AND CYCLING

6.3.1 Improvements will be made to the existing pedestrian and cycle provision by the proposed development, and these will complement the new pedestrian and cycleways along the A1198 to link with Cambourne that will be delivered as part of the A428 Black Cat to Caxton Gibbet Improvements. This A1198 link would connect with the proposed bridleway that will run along the southern boundary of the site, immediately north of the east-bound A428 on-slip from the improved Caxton Gibbet junction. In addition, these proposed improvements would also enhance connectivity between Papworth and Cambourne, connecting with the cycleway currently under construction by Cambridgeshire County Council (CCC) along the A1198 Ermine Street South.

6.3.2 Pedestrian and cycle improvements will also be introduced along St Neots Road between the A428 Cambourne junction and the site.

6.3.3 These improvements would significantly enhance the pedestrian and cycle accessibility of the site from Cambourne, West Cambourne and the potential East West Rail station at Cambourne. These destinations are within 2 miles of the site, which is a reasonable cycling distance and would also attract walking trips.

6.4 ENCOURAGE THE USE OF PUBLIC TRANSPORT

6.4.1 The development would provide high quality connections with the planned C2C Better Public Transport scheme and the potential East West Rail station at Cambourne. These will provide excellent non-car accessibility to the site from a wide area, including key residential areas both local and regional along the Cambridge – Milton Keynes – Oxford Arc.

6.4.2 The development would benefit from a westward extension of the C2C Better Public Transport scheme, so that employment provided at the site is accessible by public transport for residents of a wide area, including Cambridge, Cambourne and St. Neots.

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6. CONNECTIVITY

6.4.3 A dedicated shuttle bus service to transport the workforce could operate from Cambourne, including the proposed 'Cambourne Hub' of the C2C Scheme to and from the site. This type of transport provision works well for logistics and other workforces, where shift patterns mean that work can start / end at times of the day when conventional public transport services are not running and conditions are not so conducive to walking and cycling alone, for example very early morning or very late at night.

6.4.4 Conventional bus services could be extended into the site, to further enhance public transport accessibility. These services could route via the new Caxton Gibbet junction, providing access directly off the A428 or via Cambourne.

6.5 PROVIDE OPPORTUNITIES TO UTILISE EMERGING MOBILITY MODES

6.5.1 Opportunities will be provided to utilise emerging mobility modes to enhance the sustainability credentials of the site. This will capitalise on the pedestrian and cycle improvements that National Highways are already proposing along the A1198, plus the improvements that would be delivered by the development along St Neots Road between the A428 Cambourne junction and the site. This will enhance the connectivity with Cambourne and provide a low-speed route for workers travelling to and from the site. This route could be utilised by workers travelling on e-scooters or e-bikes from Cambourne and nearby villages, providing an important low-carbon last-mile transport mode and reducing the number of car trips to the site. Docking and charging facilities could be provided on the site, both on plot and in association with the 'Electric Vehicle Charging Hub and Retail Park' to the south of the proposed EWR alignment.

6.5.2 Further to the above, given the proximity of the site to Cambourne and the access opportunity via St Neots Road, there could also be the potential to utilise e-cargo bikes for small, localised deliveries from the site to Cambourne. This could be achieved using operators such as the well-established Cambridge-based sustainable delivery company 'Zedify'. A similar approach using e-cargo bikes could be adopted for the delivery of local food and drink supplies to the site for employees during break and lunchtimes, preventing the need for a traditional vehicular food truck to serve the site.

6.6 VEHICULAR ACCESS STRATEGY

6.6.1 In agreement with National Highways and their proposals for the A428 Caxton Gibbet to Black Cat improvements, the principal site access would be provided by an improved eastern arm of the new northern dumbbell roundabout at the proposed A428 Caxton Gibbet junction. A secondary access would be available via Brockley Road to the east. Brockley Road connects with the A428 Cambourne junction.

6.6.2 Initial technical assessments have been undertaken to test the capacity of these site access arrangements, based on the traffic data and junction modelling undertaken by National Highways as part of their A428 Black Cat to Caxton Gibbet scheme proposals. This indicates that the Caxton Gibbet junction will operate within capacity and without any significant levels of congestion for 2040 AM and PM weekday peak hour flows including the development.

6.6.3 As noted above, the latest East West Rail proposals have the preferred alignment of the route north of Cambourne and through the southern parcel of the site. Further details on how the EWR route would cross the A1198 and Brockley Road have not yet been prepared, although levels information has been produced by EWR which indicates the route going above the A1198 and at ground level across Brockley Road. How the route is carried over the A1198 has not been established at this stage, nor how EWR would provide an alternative route for brockley road, given that no level crossings would be introduced with the scheme. At this stage, the final horizontal and vertical alignment of EWR is not known, but early engagement with EWR would ensure that any detailed proposals accommodated the site access for the development, please refer to Appendix 2 for an indication of how the site can be delivered should EWR come forward.

6.6.4 Access to the wider local highway network would be via the A428 Cambourne junction to the east.

6. CONNECTIVITY

6.7 CONCLUSION

6.7.1 The emphasis for the proposed strategy is on reducing the need to travel before then prioritising non-car modes of travel, focussing on opportunities for access by walking, cycling, emerging micro-mobility modes and public transport.

6.7.2 The site will benefit significantly from its proximity with Cambourne, meaning that staff will be within walking and cycling distance of the site. Local infrastructure improvements would be implemented to facilitate these trips. Public transport services would also be improved, including the potential for staff shuttle buses.

6.7.3 Non-car accessibility for staff will be significantly enhanced by providing connections to the proposed Cambourne to Cambridge Better Public Transport Scheme, and the proposed East West Rail route.

6.7.4 The location as a logistics hub will benefit from the strategic A428 Black Cat to Caxton Gibbet improvements, meaning there would be a strategic road route passing the site and connecting with Felixstowe via the A14, along with the A1, M1 and M11. The site's principal vehicular access has been allowed for in the latest National Highways' plans for the Black Cat to Caxton Gibbet improvement, and initial capacity assessments indicate that the proposed Caxton Gibbet junction will operate within capacity for 2040 flows including the development.

6.7.5 With the implementation of the strategy, it is considered that the site is deliverable, accords with national and local transport policy guidance, and that therefore there are no transport nor highways reasons why Crow Green, Caxton Gibbet should not be allocated for employment development in the emerging Greater Cambridge Local Plan.

7. DRAINAGE

7.1 SURFACE WATER DRAINAGE CONSIDERATIONS

7.2 A SuDS network will be established within the proposed development and emerging parcels to convey flows and to attenuate surface water runoff, located primarily in the low-lying areas of the site.

7.2.1 The proposed SuDS will seek to deliver long term mitigation by promoting a strategy appropriate to the existing water management already in place at the site. The strategy is to attenuate and treat the development generated surface water runoff, and to discharge at a controlled rate into the existing watercourses.

7.2.2 Opportunities to create natural habitats and features for wildlife, such as wetland creation and planting within the locality associated with the existing ordinary watercourses has also been explored. This will not only help increase the biodiversity opportunities in the area but will also facilitate in 'slowing the flow', thereby creating betterment to downstream areas which are currently susceptible to flooding.

7.2.3 Water quality will be managed to ensure the requirements of the Water Framework Directive (WFD) are being met. This will ensure the sensitivity to downstream receiving watercourses are being considered, in accordance with design best practice and regulations.

7.2.4 Opportunities will also be explored for containment for industrial re-use, such as rainwater harvesting (for either internal or external uses) and water-cooling systems.

7.2.5 Some of the watercourses and ditches which cross the site are proposed to be diverted to suit development proposals with proposed enhancement to the realigned and retained features. The LLFA will be consulted over these proposals.

7. DRAINAGE

7.3 SURFACE WATER DRAINAGE VISION

7.3.1 The emerging masterplan design principles with and without the EWR have made space for water by proposing basins along the western boundary of the site and north of development zones, with some located within plot areas themselves.

7.3.2 The prevailing surface water strategy to be adopted is a network of positive drainage consisting of, and not limited to, the following SuDS features:

- Open swales / rills;
- Living Roofs;
- Blue Roofs (these can also be used in areas of Living Roof);
- Attenuation Basins (with some localised pond/wetland features);
- Porous Paving (where feasible);
- Bio-retention areas; and
- Rainwater Harvesting.

7.3.3 Based on the existing catchments associated with the site and the scale of the development proposed, within both potential scenarios, there is an opportunity to deliver some betterment to downstream areas, by enhancing the existing watercourses and reducing discharge rates during the higher storm events.

7.3.4 On plot solutions such as bio-retention planters and permeable paving will be promoted to provide pre-treatment for hard standing surfaces such as car parking areas. Planted roofs will also be considered where feasible to provide additional at source treatment. The on-plot solutions will be supported with a network of blue / green corridors, designed to follow the natural topography of the site, consisting of on-site planted swales and rills along the highways and outer edges of the site, which will convey surface water to and from proposed detention basins. These features will include wetland and pond structures. These strategic attenuation features will be designed to provide the necessary storage for the site.

7.3.5 The attenuation basins will discharge in a controlled manner, to the existing watercourses by controlling and attenuating run-off to greenfield flow rates. The mitigation measures will provide some betterment to the catchment for annual probability events, reducing rapid run-off to the existing watercourses.

7.3.6 Opportunities will also be explored for re-use, such as rainwater harvesting (for either internal or external uses).

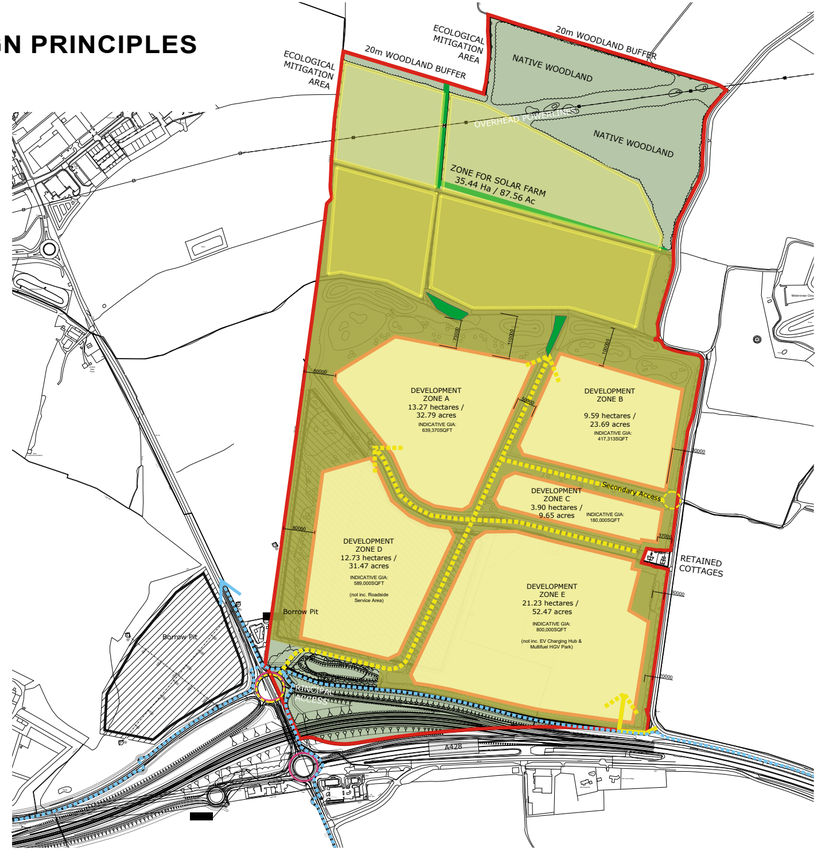
7.3.7 The surface water risks are manageable on the site and there is an opportunity to provide a positive betterment to existing flood risk in the downstream receiving watercourses. Adequate allowance has been made for space for water in the indicative masterplan, which can be developed and delivered in accordance with the relevant SuDS guidance, approving stakeholder requirements and normal flood prevention design parameters.

7.3.8 The return of some arable landscape areas to a semi-natural landscape, through the introduction of natural habitats and features for wildlife using a joined-up approach with the proposed SuDS, will help shape the proposed landscape space for both the working and visiting community.

7.3.9 By ensuring principles of this appraisal are incorporated within a future masterplan and drainage strategy, the site is well positioned to deliver the employment needs without increasing flood risk to offsite areas. It offers the prospect for a sustainable development with multi-functional environmental enhancement through the introduction of a variety of SuDS and natural flood management measures, therefore meeting the requirements of both national and regional policy.

8. MASTERPLAN DESIGN PRINCIPLES

8.1 FRAMEWORK PLAN



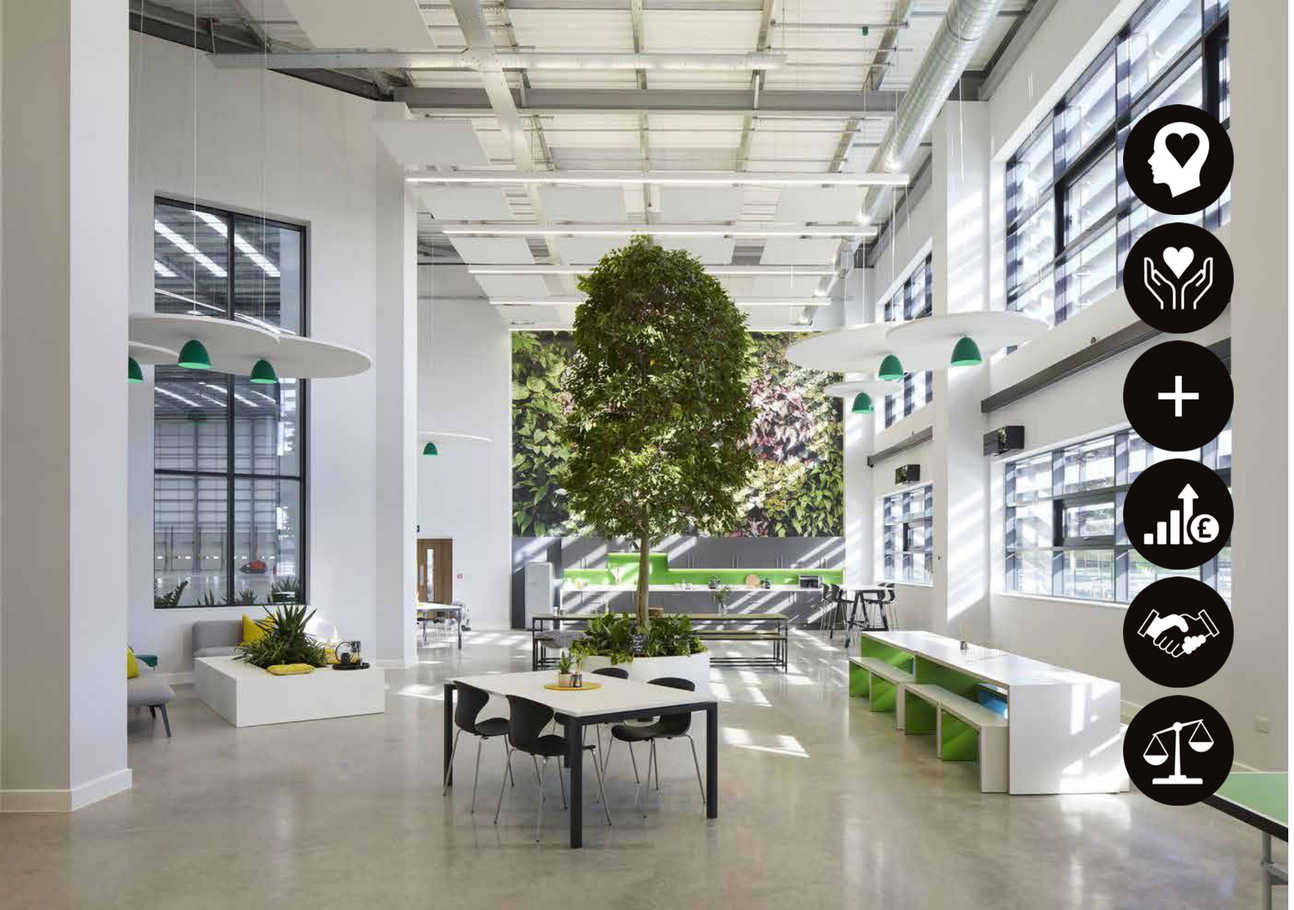
9. PLACE

9.1 SENSE OF PLACE

9.1.1 The site development proposals will:

- Provide connectivity and easy access to open green space for both the public, visitors and occupiers on site.
- Enhance the open nature of the site and its surroundings offering considerable benefits and creating an environment in which to work and enjoy leisure opportunities such as cycling, running and walking. This will provide an important role in attracting and retaining staff and making Caxton Gibbet a place where people work out of choice.
- Enhance the landscape character of the site and inform a hierarchy and clarity of space, context, direction and movement.
- Reflect its rural context by providing considerable areas of open ponds, proposed and retained woodland and hedgerow planting and links for pedestrians and cyclists relating to a network of roadside swales which will further enhance connectivity and ecology.

SGP



APPENDICES

ALLOWING FOR EAST WEST RAIL

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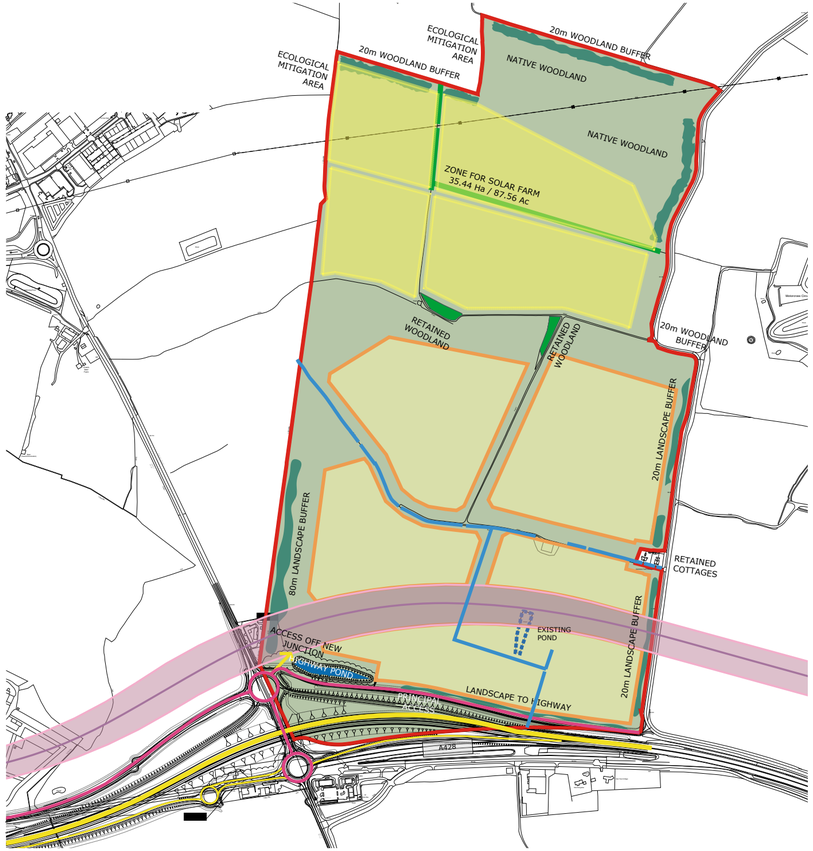
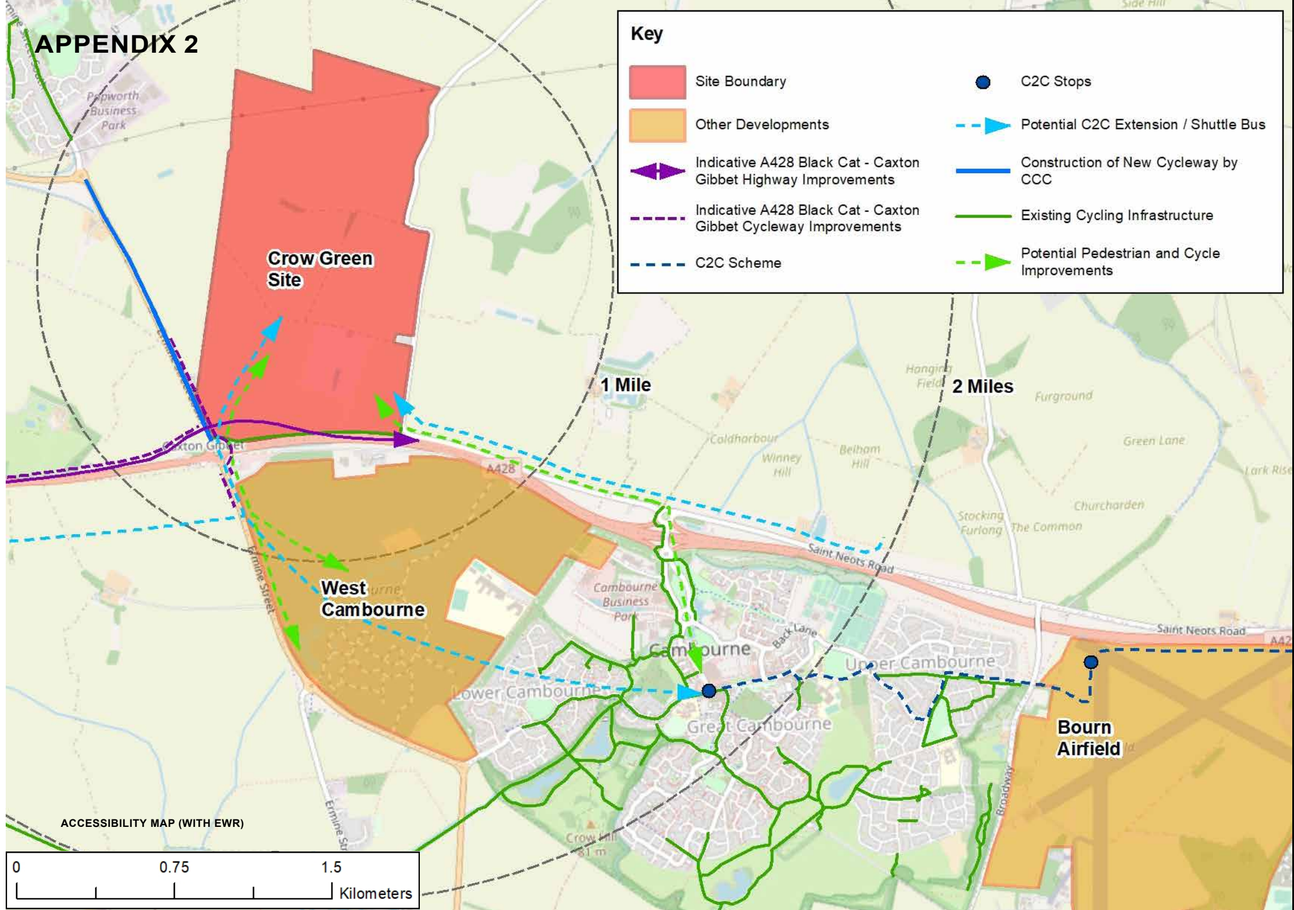
APPENDIX 1

Endurance Estates are aware of the plans for East West Rail and that two of the preferred route options could bring the alignment across the southern fringe of the Site. However, given the stage of the project and the recent uncertainties around funding, it has not been incorporated into the main proposals for this site. Endurance Estates are confident that the site can be brought forward with or without East West Rail, with the following plans having been prepared to illustrated how this could happen. Early engagement with the EWR team would ensure that the two project could be delivered alongside each other in a complementary way.



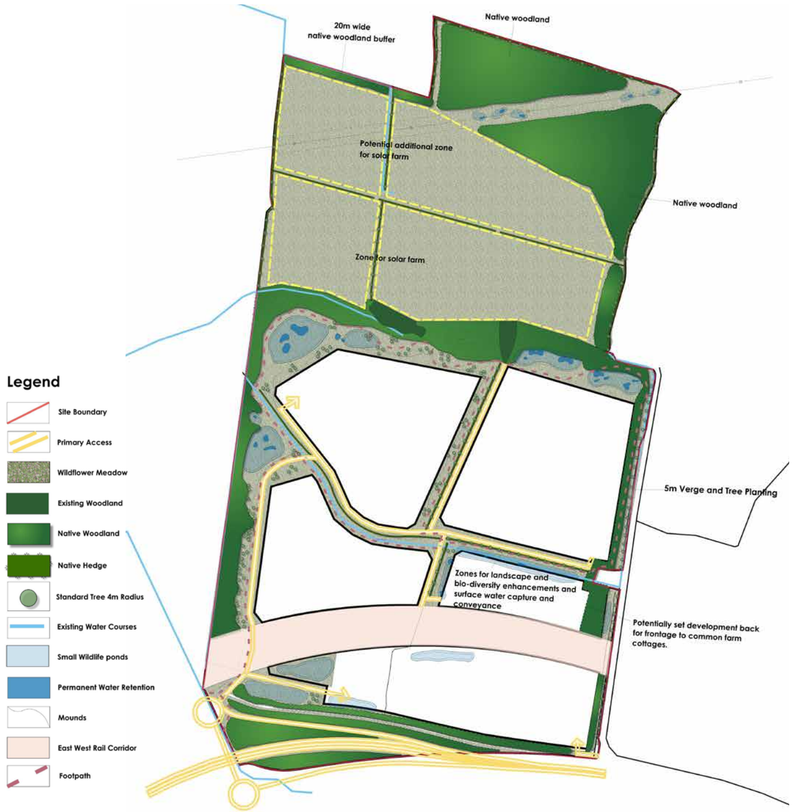
CONSTRAINTS AND OPPORTUNITIES PLAN (WITH EWR)

APPENDIX 2



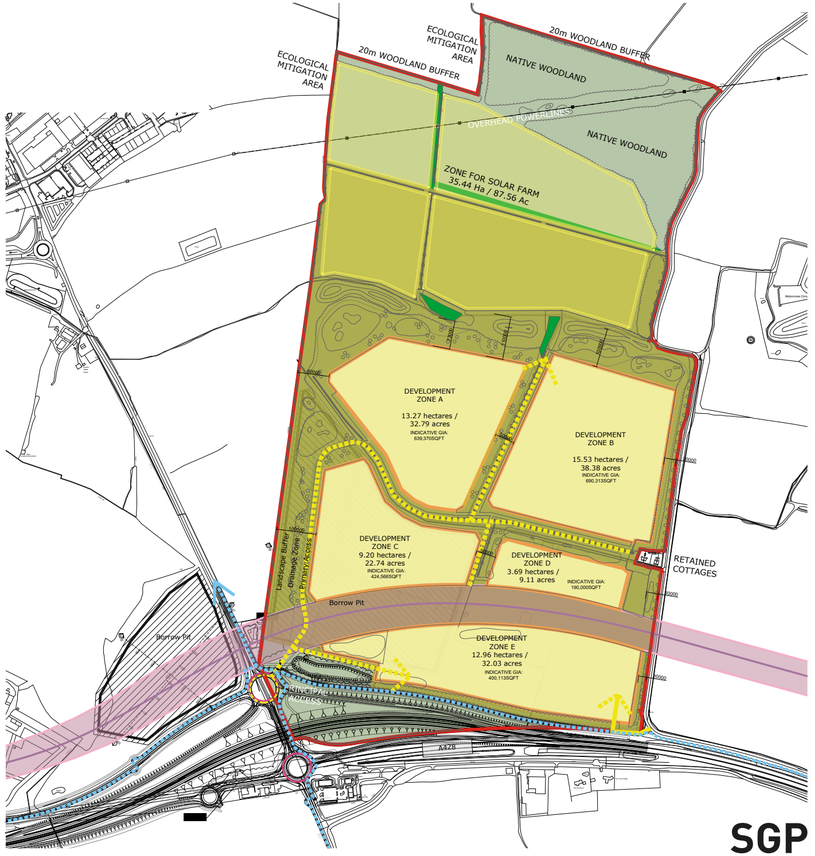
ACCESSIBILITY MAP (WITH EWR)

APPENDIX 3



LANDSCAPING STRATEGY (WITH EWR)

APPENDIX 4



FRAMEWORK PLAN (WITH EWR)

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