BIDWELLS

THE LAND WEST OF CAMBOURNE - KINGSFIELDS

REG 18 LOCAL PLAN REPRESENTATION

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1.0 Executive Summary

1.1 This representation is submitted on behalf of the Church Commissioners for England in response to the Greater Cambridge Local Plan Draft. The Church Commissioners for England are the landowners of approximately 342 hectares of land between Cambourne and Eltisley. Further to the supporting call-for-sites submission, the purpose of this representation is to request that the Council gives consideration to the allocation of this land for both residential and employment development. The site is capable of delivering circa 3,000 homes and approximately 83 hectares of employment land and would form a logical and well-connected expansion of Cambourne, consistent with the emerging spatial strategy and opportunities for enhanced connectivity. We look forward to working with the Councils' in later stages of the plan's development.

1.2 The Church Commissioners for England (the Commissioners) is a registered charity, established in 1948 to manage the Church of England's historic assets, and is responsible for providing financial support for the work and mission of the Church of England across the country. This is achieved through the responsible and ethical management of the Church's permanent endowment fund, a diverse investment portfolio which enables the Commissioners to provide financial support for the Church, by helping to ensure funding is intentionally used for mission and growth. The Church's historic land holding is held by the Commissioners as part of this investment portfolio and equates to c. 80,000 acres of land across England, a proportion of which already has significant identified development potential. This landholding is national, from Cornwall to Cumbria, Tyneside to Kent, and across the heart of the country.

1.3 The Commissioners are a Responsible Investor, seeking to drive the Sustainability agenda within the development industry and integrate this within its work. It believes in the creation of new communities and not just the delivery of new homes, and looks to prioritise engagement with local authorities, communities and stakeholders, and ensure development partners deliver high quality homes and meet affordable housing needs where possible. The Commissioners take a long-term approach to the stewardship of their land, striving to deliver new developments which enhance their surroundings, providing safe and stable new homes and job opportunities to local areas, and facilitating the curation of communities that can thrive for generations to come. With these landholdings, the Commissioners is engaged in all stages of the planning system; promoting suitable land through local plan call for sites, supporting local plan examinations, delivering new development through planning applications and working with development partners to achieve on-site delivery.

1.4 The landholding has been consistently promoted through successive stages of the Local Plan process and was submitted in the Call for Sites under reference HELAA 51668. The site was first put forward through a Call for Sites submission made by Barton Willmore on behalf of Gallagher

Developments Group Ltd prior to November 2021. This was followed by further submissions made by Deloitte LLP on behalf of the Church Commissioners for England as part of the First Proposals consultation, which closed on 13 December 2021. Most recently, a final submission was made by Bidwells on behalf of the Church Commissioners for England in March 2025. The site has not been included as a draft allocation within the Local Plan, and this representation is intended to address that omission.

1.5 The draft Greater Cambridge Local Plan identifies Cambourne as a key area for growth, with East West Rail (EWR) acting as a catalyst for development and the proposed station providing an opportunity to function as a Mobility Hub. Policy S/CB sets out a vision for Cambourne to continue evolving as a modern, well-connected, sustainable, thriving and prosperous town. Central to its continued success will be an integrated network of ecological and open spaces, alongside an expanding range of employment opportunities, services and facilities that meet the day-to-day needs of the local community. Policy S/CBN further recognises the need for additional growth through Cambourne North, reinforcing the vision of a well-connected and sustainable town rooted in nature. Together, these policies aspire to create a place that offers easy access to employment, services and facilities, and provides an attractive environment in which people can live, work and visit.

1.6 Within this representation, we cross refer to three masterplans, one for the land North of the A428 (Appendix 1), the other for land South of the A428 (Appendix 2), together named Kingsfields. The Northern parcel presents an employment opportunity with a small mixed-use area south of the proposed EWR line and renewable energy to the north. The Southern parcel presents a residential-led scheme with a primary and secondary school. Both parcels are supported by separate masterplan documents setting out the scope of opportunities and wider connections.

1.7 Both parcels are capable of being brought forward independently in accordance with their respective development trajectories; however, when considered collectively, they deliver a cohesive and strategically significant extension to Cambourne, reinforcing the settlement's long-term growth aspirations and optimising opportunities for coordinated infrastructure delivery and placemaking.

1.8 This representation is further supported by a Transport Written Representation prepared by Pell Frischmann (Appendix 4), which demonstrates the suitability and deliverability of transport connections between the Land North of the A428 and Cambourne North and the central Cambourne. It is also reiterated that the employment land is capable of delivery in parallel with the A428 improvements and EWR proposals.

2.0 Land to the North of the A428

2.1 The land north of the A428 (Appendix 1) is strategically positioned, with the capability of delivering:

- Circa 83ha Employment
- Circa 22 ha Energy Generation
- Circa 54 ha Open Space (including blue and green infrastructure)

2.2 The land is well positioned to support the objectives of Policy S/JH (New Jobs and Homes) and the wider spatial strategy of the draft Greater Cambridge Local Plan. Its relationship with the proposed EWR corridor represents a rare opportunity to align employment growth with nationally significant infrastructure investment, consistent with national policy objectives to support sustainable economic growth, productivity and modal shift. The Draft Plan identifies a requirement for approximately 73,300 additional jobs over the period from 2024 to 2045 in order to support the continued growth of Greater Cambridge's knowledge-intensive economy and to provide a diverse range of local employment opportunities.

2.3 The identified requirement for 73,300 additional jobs is derived from a central growth scenario which, as confirmed by the Greater Cambridge Employment and Housing Needs Update 2024–2045, already incorporates assumptions of slower growth, contractions and economic shocks. The evidence base further identifies a credible growth range extending to approximately 90,900 jobs. In this context, the 73,300 figure should be treated as a minimum benchmark rather than a constraining ceiling.

2.4 The strengthening of economic growth expectations since the 2023 modelling, particularly at the upper end of the forecast range, reinforces the need for Policy S/JH to enable flexibility in employment land provision. A failure to accommodate higher-growth outcomes risks undermining the effectiveness of the spatial strategy, constraining business expansion and limiting the Plan's ability to respond to changing market conditions over its lifetime.

2.5 As set out in the Employment and Housing Needs Update, during the strongest phase of growth (2010–2020), the Greater Cambridge economy expanded by almost 4,000 jobs per year. The evidence identifies a 'Central growth' scenario of 73,200 jobs across the plan period, representing sustained annual growth of around 3,500 jobs and integrating assumptions of slower periods, contractions, and economic shocks, and is therefore inherently conservative rather than reflective of the full growth capacity of the Cambridge economy.

2.6 The Employment and Housing Needs Update acknowledges a 'High' and 'High Sensitivity' scenario, whereby growth would meet or exceed the 2010–2020 trajectory. For the reasons outlined, the high level of growth is feasible in Cambridge and would support the Government's direction of travel. It is therefore important to recognise that higher-growth outcomes remain credible and should not be ruled out by policy.

2.7 Whilst we recognise the pressures on housing and infrastructure arising from the regional ambition, it is for these reasons, that we consider the Local Plan should utilise a more optimistic outlook regarding job numbers and include explicit support for higher-growth scenarios. At the very least, to avoid the risk of Policy S/JH being found unsound, the jobs target should be explicitly set out as a minimum reflecting that of housing need.

2.8 The Jobs Topic Paper identifies the availability of suitable, well-located and flexible employment land as critical to maintaining Greater Cambridge's competitive advantage. It recognises the role of appropriately located windfall and additional sites in ensuring choice, quality and resilience within the employment land portfolio. Land north of the A428 directly responds to this evidence by offering a large, contiguous and deliverable opportunity capable of meeting a range of employment needs at scale.

2.9 The site's proximity to the proposed Cambourne EWR station positions it as a highly sustainable location for employment growth, consistent with the spatial principles underpinning Policy S/JH. Direct rail connectivity to Cambridge, Oxford and intermediate centres would expand labour market catchments, support inward investment and reduce reliance on private car travel. This aligns with the Plan's climate change, transport and placemaking objectives, as well as national policy support for directing growth towards highly accessible locations.

2.10 The submitted Transport Written Representation prepared by Pell Frischmann demonstrates that the site is located in a sustainable location and can be effectively integrated with EWR and surrounding communities through high-quality walking and cycling infrastructure and improvements to public transport. The Transport Representation highlights existing and potential crossings that could allow sustainable movement across Ermine Street, rather than it acting as a potential barrier to movement, with appropriate provision enabling safe and convenient pedestrian and cycle connections across the route. It also explains how pedestrian and cycling routes can be integrated into the site and connect to Cambourne North and Cambourne. This supports the delivery of inclusive employment opportunities accessible to a wide workforce and reinforces the role of the site in supporting sustainable patterns of growth, a key requirement for the Plan to be effective and justified

2.11 The scale and flexibility of the site allow it to accommodate a broad mix of employment uses, including offices, research and development, affordable workspace, and a range of B2 and B8 uses. This flexibility enables the site to respond to market demand over time and avoids over reliance on any single sector, including life sciences. The ability to accommodate B2 and B8 uses is particularly important in supporting a diverse and resilient employment base and provides contingency should job growth exceed the central forecast or market demand shift away from Class E uses. In this respect, the site supports the evidence base requirement for flexibility and choice, ensuring the allocation remains effective and justified over the Plan period.

2.12 The masterplan framework demonstrates that employment growth can be delivered alongside high-quality green infrastructure, biodiversity enhancement and substantial on-site renewable energy provision. The scale of the site enables renewable energy infrastructure to be incorporated as an integral part of the development, making a meaningful contribution towards meeting the Council's climate change policies. This integrated, infrastructure-led approach ensures that economic growth is not pursued at the expense of environmental objectives, thereby supporting the Plan's consistency with national policy on climate change, biodiversity and sustainable development.

2.13 The creation of a new employment hub along the A428 and EWR corridor would contribute to a more balanced spatial distribution of employment across Greater Cambridge, helping to relieve pressure on existing employment areas and transport networks closer to Cambridge. The site would also complement identified residential growth in Cambourne by providing employment opportunities in close proximity to new and existing homes, thereby reducing the need for longer distance travel. This strategic role is particularly important in ensuring that Policy S/JH remains positively prepared and capable of accommodating higher-growth scenarios without reliance on unplanned or less sustainable locations.

2.14 That being said, it is important to note that the proposed employment site can be delivered independently of the EWR scheme and associated station. While EWR would provide additional benefits in terms of strategic connectivity, its absence would not prevent the development of the site should the scheme not be delivered. Delivery would be supported by the planned residential development at Cambourne North, which would provide an appropriate population catchment to support local employment and contribute to the viability of the site.

2.15 Accessibility to the employment site would be achieved through the delivery of the proposed active travel network, including walking and cycling routes, alongside mobility hubs and the potential for enhancements to local public transport provision brought forward by Cambourne North. These measures would ensure that the site is accessible by a range of transport modes, consistent with sustainable transport objectives. The connectivity to Cambourne North and the wider Cambourne

is set out and tested through the Transport Representation and provides a robust basis to support the long-term sustainability of employment development at this location.

2.16 Overall, the master plan provides a balanced and deliverable vision that aligns strategic priorities in the Draft Greater Cambridge Local Plan. By bringing together jobs, infrastructure, renewable energy and a landscape-led approach, it creates long-term social, environmental and economic benefits and establishes a sustainable framework capable of adapting to future change.

2.17 The proposed masterplan makes a positive contribution to the strategic priorities of the Draft Greater Cambridge Local Plan through the following measures:

- **Climate Change:** Reducing reliance on private car travel by providing direct, attractive walking and cycling routes to Cambourne North, the proposed EWR station and wider Cambourne, alongside access to public transport connections into Cambridge. The masterplan also provides opportunities for on-site renewable energy generation to support new businesses, with the potential for local distribution and trading of renewable energy.
- **Biodiversity and Green Spaces:** Retaining and enhancing existing landscape features, including hedgerows and green corridors, and delivering a comprehensive green infrastructure framework that creates significant opportunities for nature recovery and measurable biodiversity net gain.
- **Great Places**: Delivering a high-quality, well-designed employment environment that supports the continued growth of the Greater Cambridge economy and advances in education, business and technology, underpinned by strong placemaking, legibility and design quality.
- **Wellbeing and Social Inclusion**: Creating accessible employment opportunities within walking and cycling distance of Cambourne North, Cambourne, Eltisely and Papworth Everard supporting inclusive access to jobs and promoting healthy, active lifestyles. The masterplan also provides potential for flexible and affordable workspace to support start-ups and smaller businesses.
- **Jobs:** Establishing a new employment hub with the potential to develop as a centre for education, business and technology, strategically located within the Oxford–Cambridge Arc and capable of accommodating a range of employment uses, including offices, research and development, start-up and incubator space, affordable workspace, and a range of B2 and B8 uses to respond to changing market needs.
- **Infrastructure:** Capitalising on the proposed EWR connection to unlock enhanced regional and national connectivity, while also prioritising strong local accessibility through integrated bus services and high-quality walking and cycling routes with direct links to Cambourne North and surrounding communities.

2.18 The allocation of land north of the A428 would therefore support a positively prepared strategy by enabling delivery above the central job forecast where required. Further, it would be justified by strong alignment with the employment evidence base and major infrastructure investment, and be effective by providing a deliverable, flexible and well-connected employment location capable of responding to market changes.

2.19 Without provision for sites of this scale and flexibility, Policy S/JH risks constraining employment land supply, limiting the Plan's ability to respond to economic change and undermining its capacity to support the level of growth identified in its own evidence base. In contrast to smaller or more tightly defined allocations, the land north of the A428 is capable of accommodating a wider range of employment uses over the Plan period, allowing it to respond to changes in market demand and sectoral performance. This flexibility is particularly important in the context of uncertainty around the long-term balance of employment sectors and avoids over reliance on a narrow range of uses. Overall, the land north of the A428 therefore represents a logical, sustainable and policy compliant opportunity to strengthen the soundness of the draft Local Plan by providing choice, resilience and adaptability within the employment land portfolio.

3.0 Land to the South of the A428

3.1 The land to the South of the A428 (Appendix 2) is capable of delivering:

- Circa 84 ha of residential development
- Circa 2 ha of mixed-use development
- Circa 3 ha for a primary school
- Circa 11 ha for a secondary school
- Circa 98 ha of open space, including blue and green infrastructure

3.2 The draft Greater Cambridge Local Plan establishes a clear expectation that new development should minimise carbon emissions, reduce reliance on the private car and support the creation of strong, resilient and inclusive communities. Policy WS/NC reinforces this by requiring development to be supported by the timely provision of services and facilities necessary to meet the needs arising from new residents and to mitigate impacts on existing communities. The land south of the A428 presents a clear opportunity to respond positively to these objectives through a comprehensively planned residential development that could accommodate circa 3000 dwellings.

3.3 The Plan's spatial strategy seeks to locate new homes where access to jobs, services and facilities can be achieved by walking, cycling and public transport. The land to the south benefits from close proximity to Cambourne, Cambourne North, the proposed EWR station and existing and planned employment areas, enabling future residents to access employment, education and everyday services without reliance on the private car. This relationship directly supports the Plan's objective of locating homes close to infrastructure and employment opportunities.

3.4 Policy WS/NC places strong emphasis on identifying and addressing the needs generated by new development, with the scale and range of services and facilities required to be proportionate, adaptable and informed by detailed assessment. The southern parcel is of sufficient scale to support on-site provision of key community infrastructure, including education, green space and local services, delivered in a coordinated and phased manner. This approach aligns with the policy requirement to secure facilities early in the development process to support community cohesion and sustainable travel patterns from the outset.

3.5 The masterplan (Appendix 2) illustrates how residential development on the land south of the A428 could deliver a balanced and complete community consistent with Policy WS/NC. A primary school, secondary school, village green and mixed-use parcels are centrally located to ensure accessibility for all residents and to encourage everyday journeys to be made on foot or by bicycle. This directly

responds to policy expectations that developments of sufficient scale should provide facilities on site where there are clear benefits in doing so.

3.6 The approach to community infrastructure is informed by the supporting evidence base, including the Infrastructure Delivery Plan and the Community Facilities Study. The scale of development envisaged on the southern parcel would enable appropriate provision of indoor community facilities in line with the identified standard of 129 square metres per 1,000 population, either through on site delivery or, where justified, through contributions to off site provision. The masterplan framework allows flexibility in the form, location and timing of facilities to respond to demographic change over the lifetime of the development, as required by Policy WS/NC.

3.7 The land south of the A428 is capable of making a meaningful contribution to housing delivery across Greater Cambridge in accordance with Policies S/DS, H/HM and H/AH. The scale of the site supports a diverse mix of housing types and tenures, including policy-compliant affordable housing, as well as opportunities for specialist housing and self and custom-build plots. This flexibility is important in responding to identified housing needs and ensuring the delivery of inclusive and balanced communities.

3.8 Although the land to the south lies outside the current defined development extent of Cambourne, the Local Plan evidence base confirms that growth options around Cambourne have been subject to extensive and robust assessment. The Cambourne Spatial Options Report Part 2 (2025) shortlisted only three options (North, West and North-West) from an initial long list of fifteen, demonstrating a clear recognition that expansion to the west represents a credible and realistic direction for future growth when assessed against strategic environmental, social and deliverability criteria.

3.9 The Cambourne Spatial Options Report includes a long-list appraisal and a more detailed assessment of the shortlisted growth areas, namely North, West and North-West. The long-list appraisal identifies the West option as a “moderate option which does not align well with sustainable transport connectivity but does offer potential for significant growth and reasonable delivery prospects” (page 19). However, the Transport Representation submitted alongside this representation demonstrates that high-quality sustainable transport infrastructure can be delivered in practice, including direct walking and cycling connections linking the site to Cambourne North and central Cambourne. When considered alongside this evidence, the West option performs more positively against sustainable transport objectives than indicated by the high-level appraisal.

3.10 While the North option is identified as the preferred short to medium term growth direction, the Spatial Options Report explicitly recognises the importance of westward expansion in the longer

term. The recommendation on page 69 confirms that inclusion of land both north and west of Cambourne is key to enabling early and integrated consideration of the town's full long-term build out. This reinforces the role of land to the west as an integral component of a comprehensive and planned growth strategy.

3.11 The sites put forward in this representation demonstrates deliverability, transport connectiveness and meets the required expansion and growth for this area. The assessment for development to the west notes that the option lies reasonably close to Cambourne's local centre. Furthermore, the area contains sufficient land to provide local services and accommodate a population large enough to justify new facilities, while also benefiting from good access to existing services in Cambourne. The location presents opportunities to strengthen active travel through improved cycle routes and public rights of way, alongside the protection and enhancement of the rural landscape, hedgerows, woodland, and priority habitats. Whilst it is recognised that there are heritage assets nearby, development can be sensitively designed to mitigate any heritage impacts.

3.12 In relation to coalescence, the Spatial Options assessment recognises sensitivities in the wider area, including the relationship with Eltisley. The masterplan-led approach promoted through this representation incorporates substantial green and landscape buffers, retention of existing landscape features and a clear physical separation between settlements. This ensures that the identity and setting of Eltisley can be preserved while accommodating growth in a planned and sensitive manner, consistent with the Plan's landscape and settlement separation objectives.

3.13 In relation to the North-West option, the Spatial Options Report notes that *"the west has moderate proximity"* and that employment uses are most likely to be concentrated to the north, providing significant opportunities for business expansion and diversification. It also acknowledges that, while the area to the west of Cambourne may offer more limited economic opportunities in the short to medium term, it could accommodate longer-term growth if Cambourne becomes an established employment location (page 67). The site to the west benefits from good proximity to existing and emerging infrastructure and is closely related to the wider settlement. As Cambourne continues to expand, its population increases and connectivity improves, the western area will be well placed to capture future economic activity. In this context, the site should be regarded as offering meaningful potential for employment development, supporting the diversification and long-term resilience of Cambourne's economic base.

3.14 In terms of deliverability, the long-list appraisal for the West–East option identifies that delivery across two separate areas could offer benefits by spreading the impacts of phasing and construction if planned in a coordinated manner, but raises concerns that commercial development may be more challenging in the absence of critical mass around the EWR station (page 25). The

approach promoted through this representation directly responds to this issue by aligning employment development to the north with a residential-led scheme to the south, enabling the establishment of critical mass in proximity to the proposed station. This coordinated strategy would support local employment, provide a strong user base for EWR and create a resident population sufficient to underpin the viability and long-term success of employment development in this location.

3.15 The landscape-led structure of the masterplan ensures that development on the land south of the A428 would be sensitively integrated with its surroundings. Extensive green corridors, buffers and blue-green infrastructure retain and enhance existing landscape features, support biodiversity net gain and provide attractive routes for walking and cycling. This approach supports the Plan's objectives for climate adaptation, wellbeing and social inclusion by creating environments that promote physical activity, mental health and access to nature.

3.16 Overall, residential development on the land south of the A428 would deliver new homes in a sustainable and accessible location, support comprehensive provision of community facilities in line with Policy WS/NC and contribute to affordable housing and housing mix requirements. Early delivery of education, green space and local services would promote inclusive, healthy communities, while the scale of the land enables infrastructure to be planned holistically and impacts on existing communities to be minimised.

4.0 Combined Concept Plan

4.1 As shown on the combined concept plan (Appendix 3), the land north and south of the A428 reads as a single, coordinated and comprehensive expansion of Cambourne. Together, the two parcels form a wider strategic growth area that integrates new homes, employment, education, green infrastructure, renewable energy and transport infrastructure within a unified spatial framework, rather than as separate or unrelated development areas.

4.2 Considered holistically, the combined scheme enables the Council to fully grasp the opportunities unlocked by the EWR corridor and the proposed Cambourne station. The close alignment of significant employment provision, new housing and supporting infrastructure within the same growth area reinforces sustainable travel patterns, reduces the need for longer-distance commuting and maximises the benefits of investment in rail and active travel networks. This approach is consistent with the Plan's ambition to locate growth in highly accessible locations and to support modal shift.

5.0 Summary

5.1 In summary, the Church Commissioners' land interests and development objectives are closely aligned with the strategic priorities of the draft Greater Cambridge Local Plan. The land and masterplan promoted through this representation respond positively to the Plan's overarching spatial, economic and environmental strategy and demonstrate how sustainable growth can be delivered in a highly accessible and well-connected location.

5.2 This representation demonstrates that the Church Commissioners for England's landholding to the west of Cambourne is well placed to support the delivery of the draft Greater Cambridge Local Plan's vision and strategic priorities. The land benefits from a strong relationship with Cambourne, the proposed EWR station and strategic transport corridors, enabling development to be planned in a manner that minimises reliance on the private car, supports sustainable travel choices and delivers resilient, well-connected communities.

5.3 The land north of the A428 has been shown to respond positively to Policy S/JH by providing a flexible and well-located opportunity to support employment growth in line with the Plan's evidence base, including the potential for higher growth scenarios. Its scale, accessibility and proximity to strategic infrastructure allow it to contribute to economic growth while integrating green infrastructure, renewable energy and high quality placemaking.

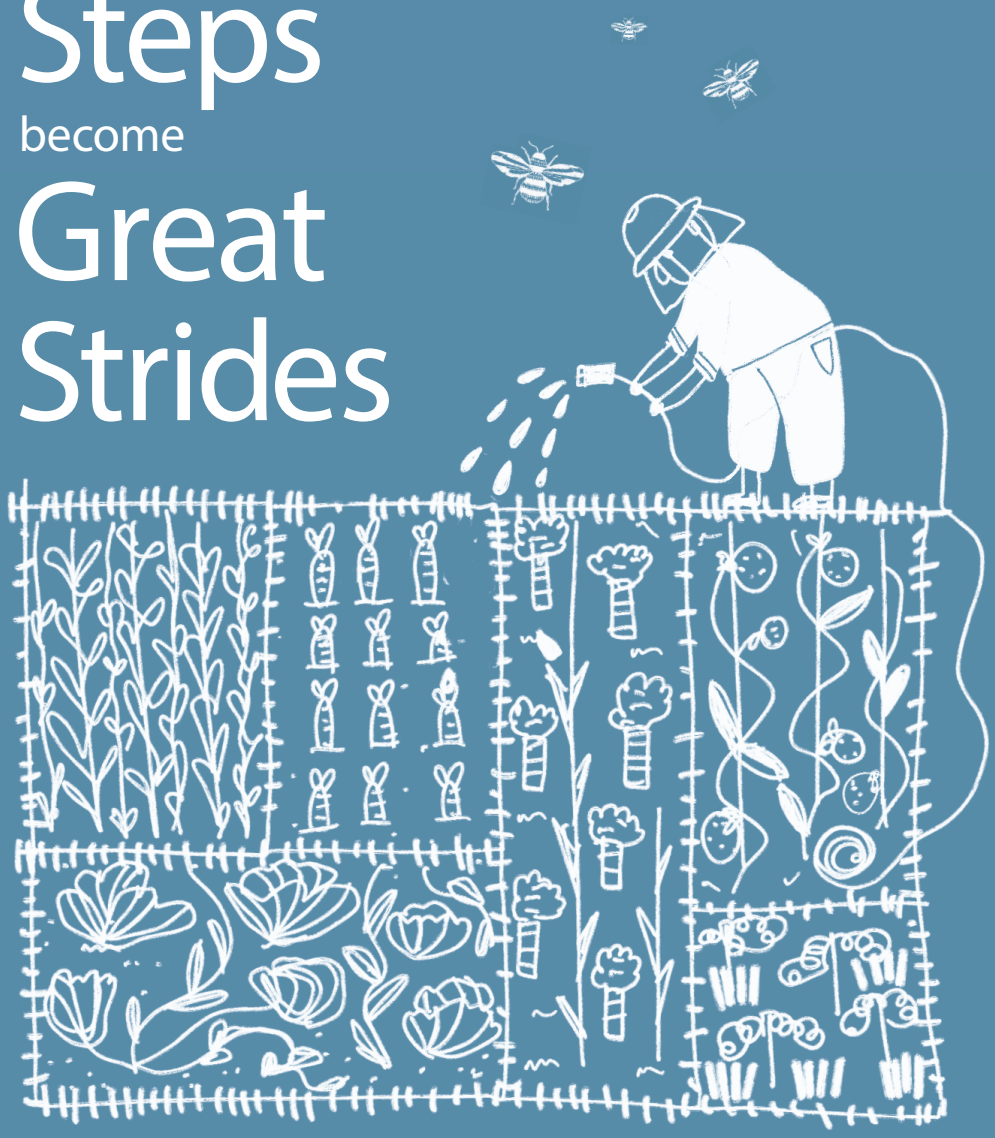
5.4 The land south of the A428 demonstrates clear potential to accommodate residential development that aligns with the Plan's spatial strategy and Policy WS/NC. The scale of the land allows for the coordinated and timely delivery of homes, education provision, community facilities and green infrastructure, supporting inclusive, healthy and sustainable communities and enabling infrastructure to be planned holistically.

5.5 Taken together, the masterplans and supporting evidence illustrate how the Church Commissioners' land can support the integrated delivery of homes, jobs, infrastructure and green space in a manner that is consistent with national policy and the objectives and evidence base of the draft Greater Cambridge Local Plan. The representation therefore seeks positive consideration of this land as part of a flexible, positively prepared and effective strategy capable of responding to future economic and housing needs over the plan period.

APPENDIX 1

LAND NORTH OF A428 CONCEPT PLAN

Little Steps become Great Strides



A Vision for the Kingsfields

The Land West of Cambourne - North of A428

January 2026

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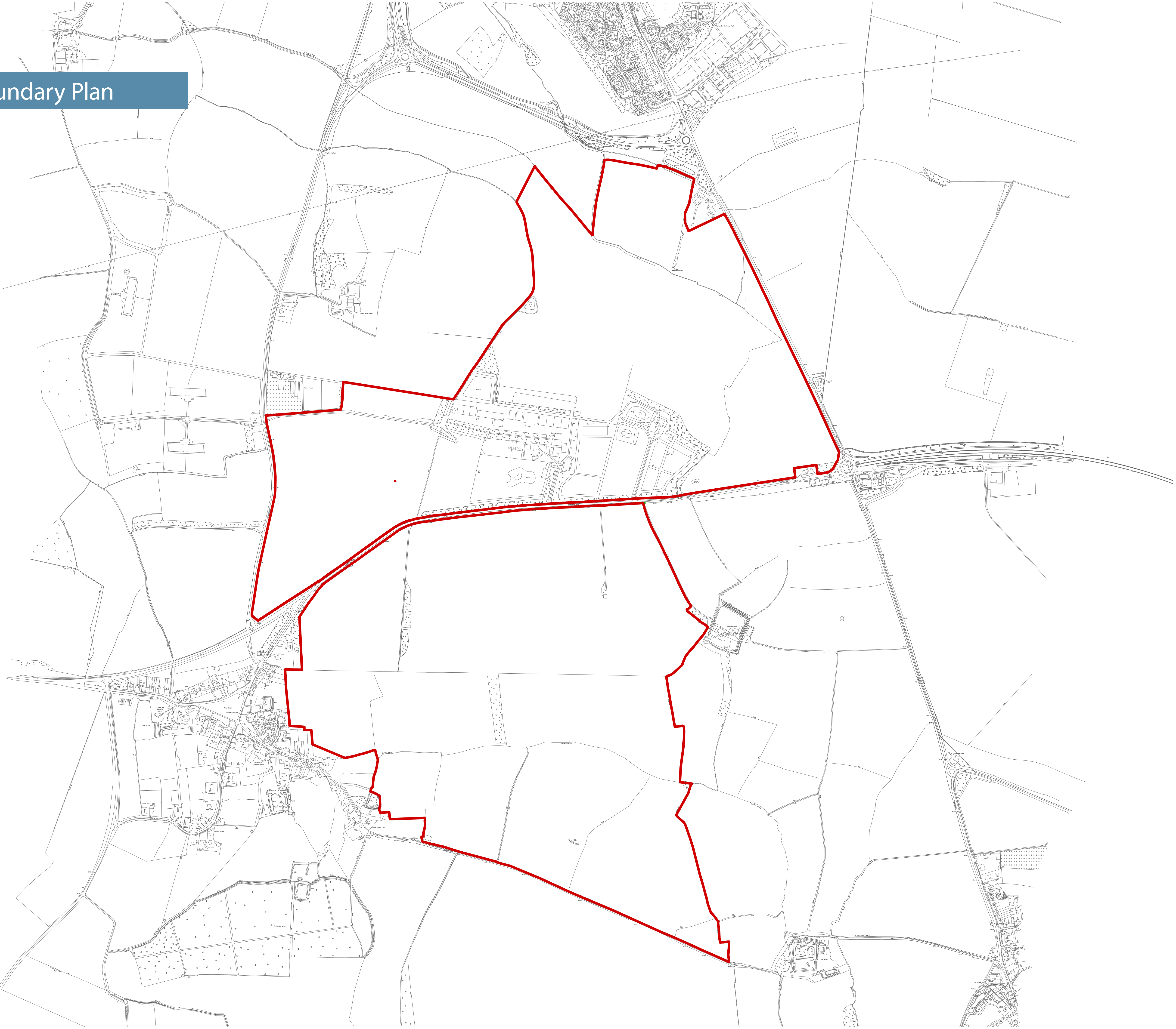
Site Boundary Plan



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Key

Site boundary

Rev	Date	Description	Drawn	Chkd
D1	05/03/25	First issue	AG	VB

Drawing Status
DRAFT

Client
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Project
West of Cambourne

Drawing Title
Site Boundary Plan

Scale @ A0 1:5000
Job Ref. 01945
Drawing No. 01945_ S_01
Revision D1
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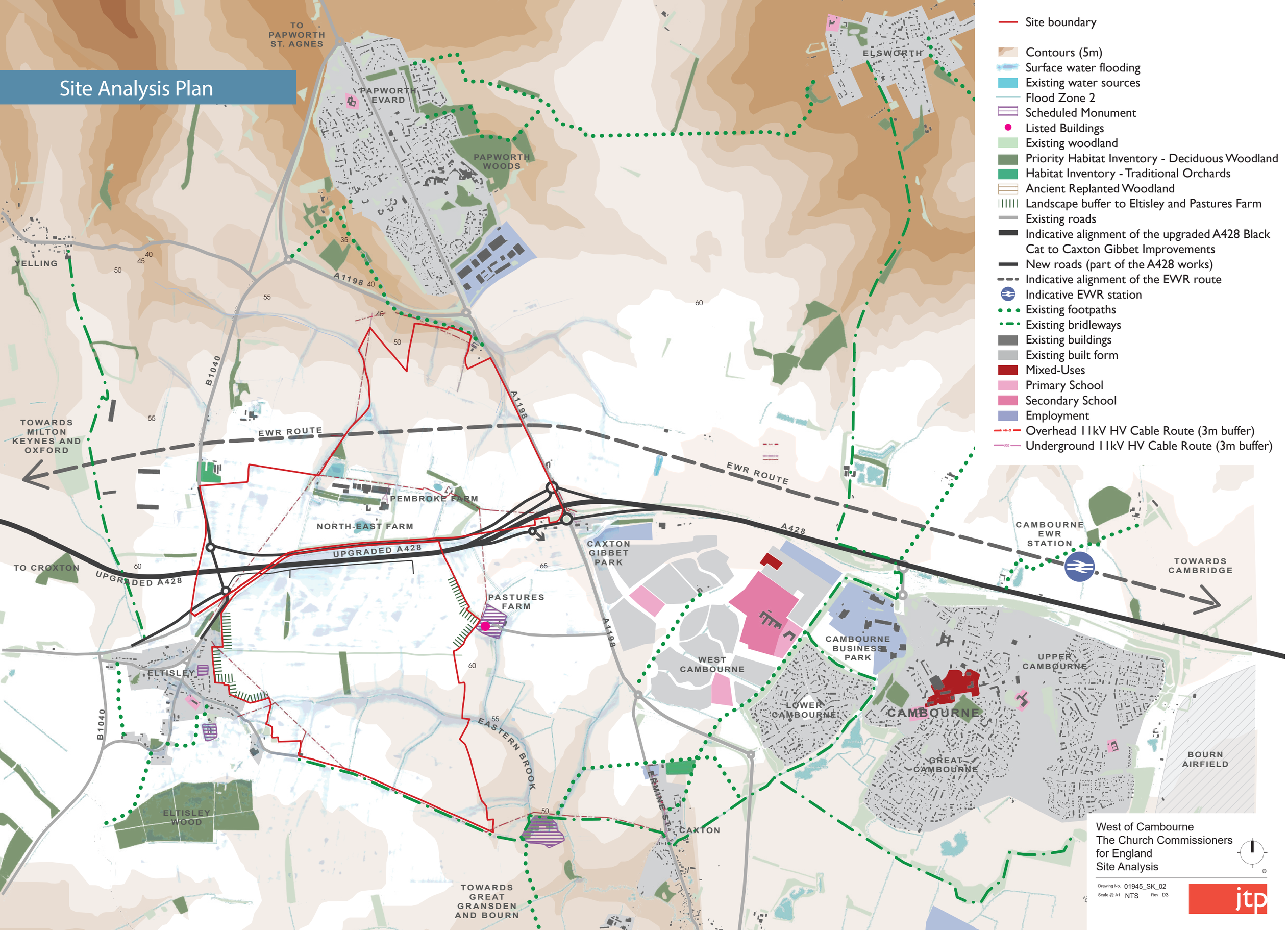
Site Analysis Plan



West of Cambourne
The Church Commissioners for England
Site Analysis

Drawing No. 01945_SK_02
Scale @ A1 NTS Rev D3

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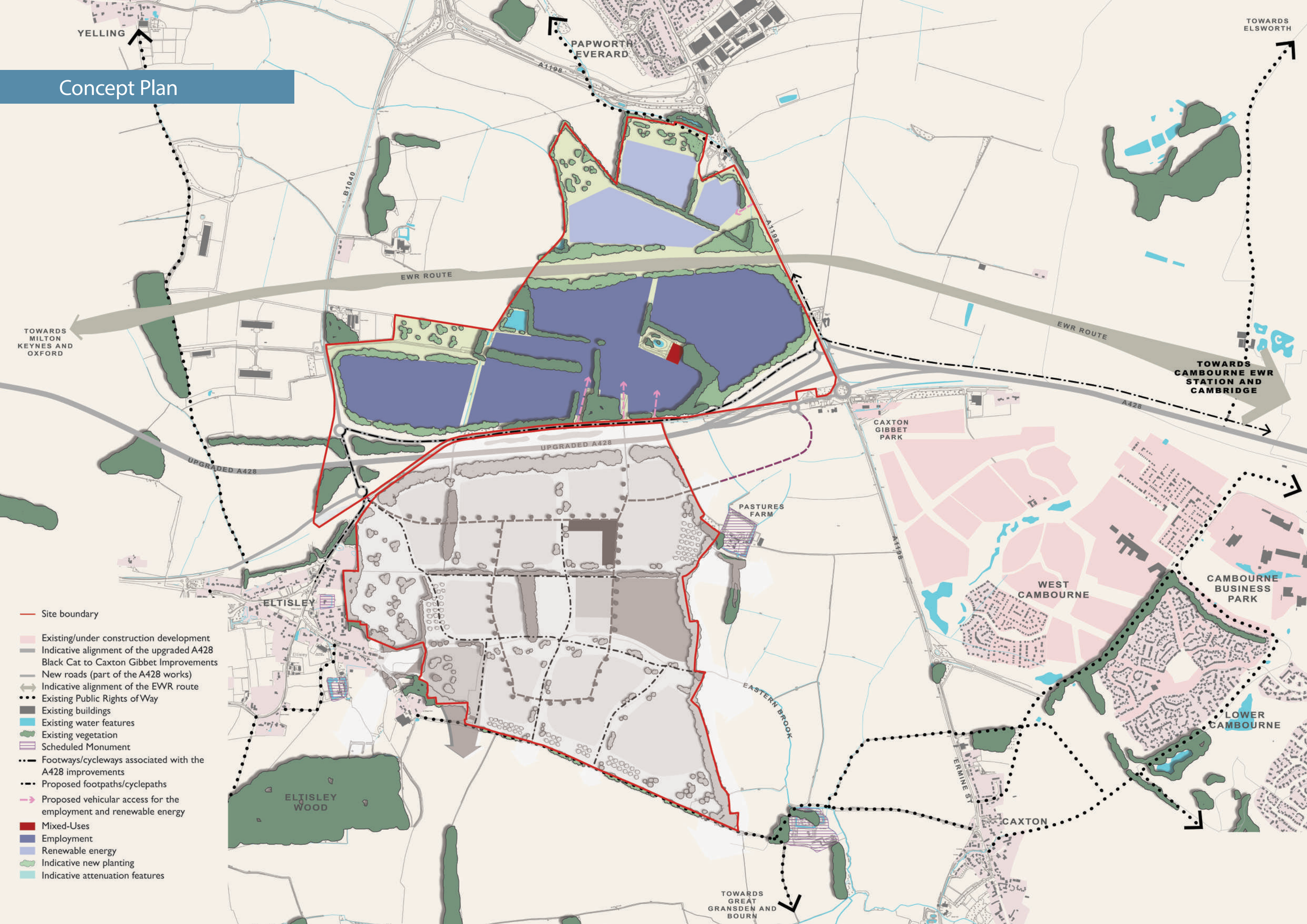
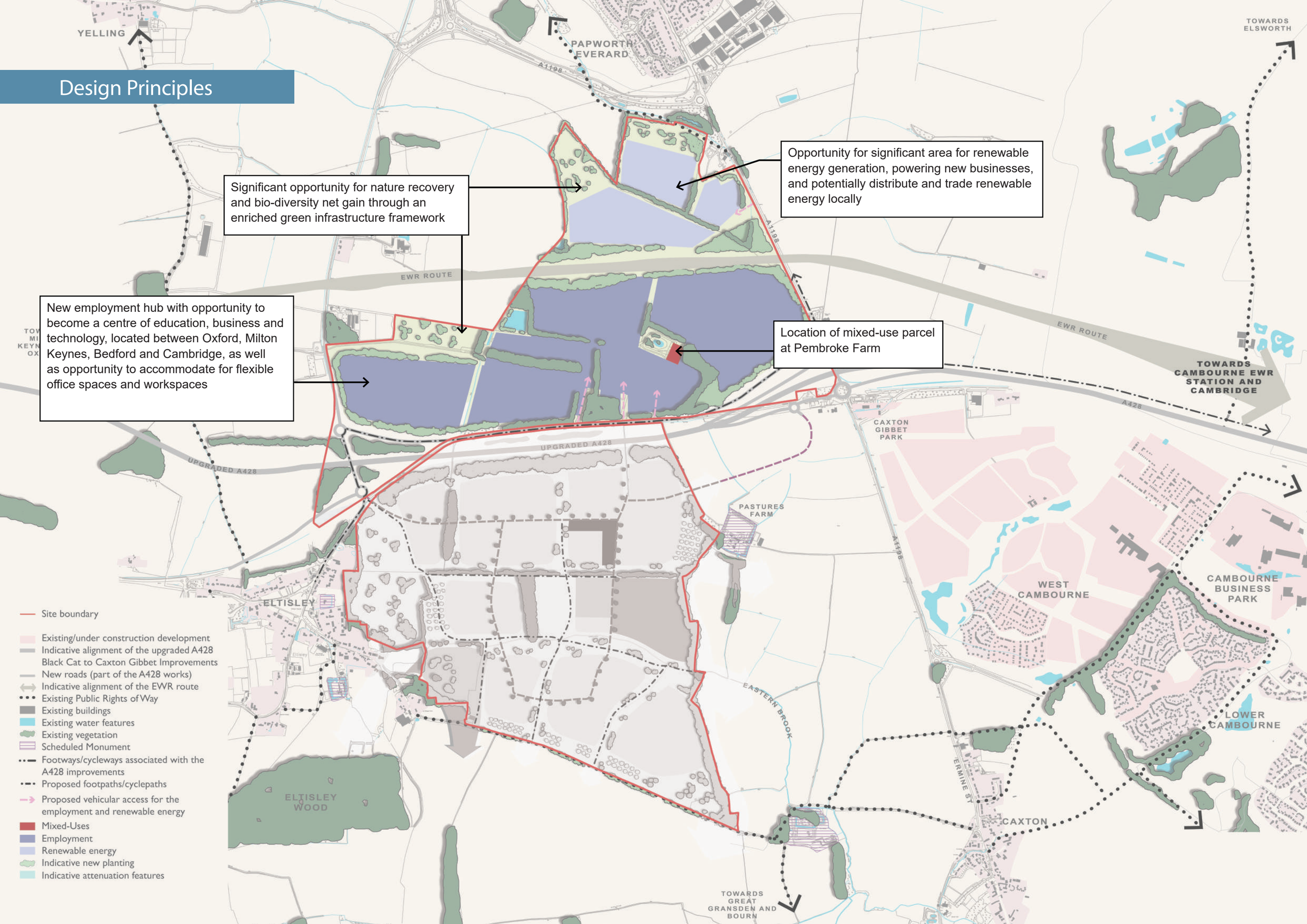
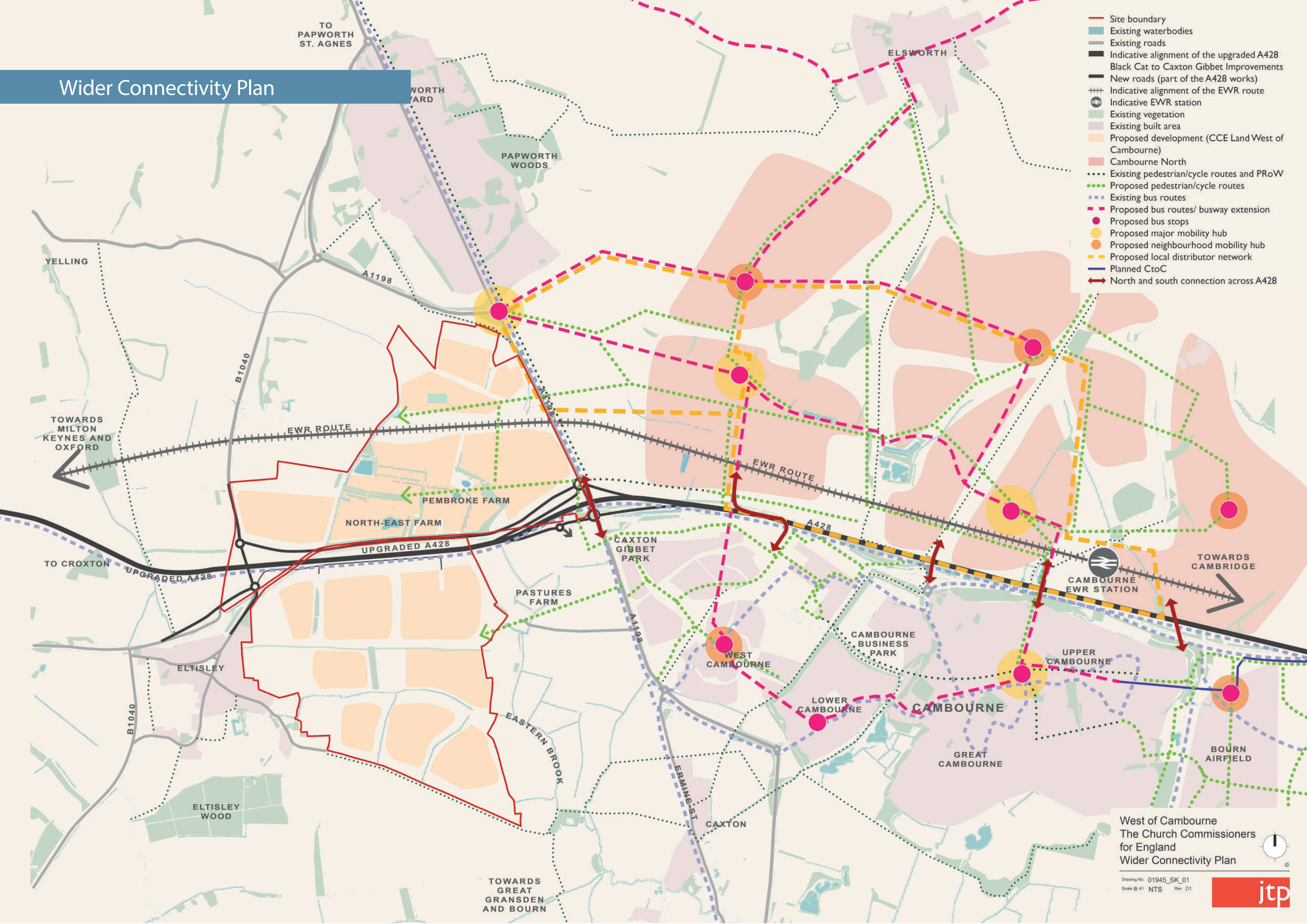
Concept Plan



Design Principles



Wider Connectivity Plan



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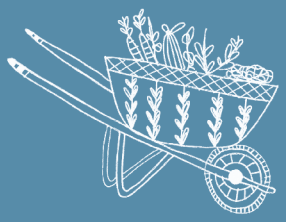

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APPENDIX 2

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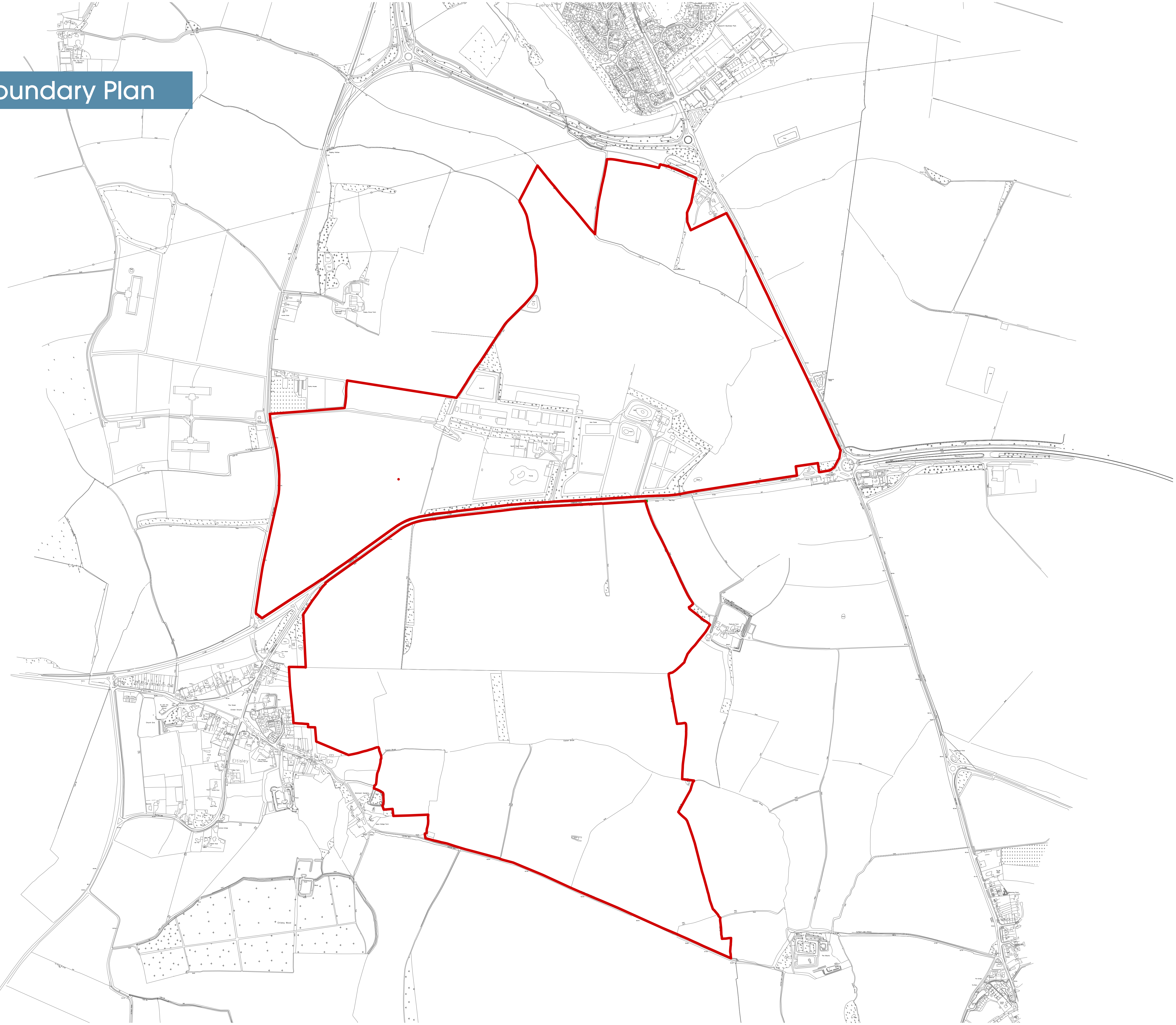

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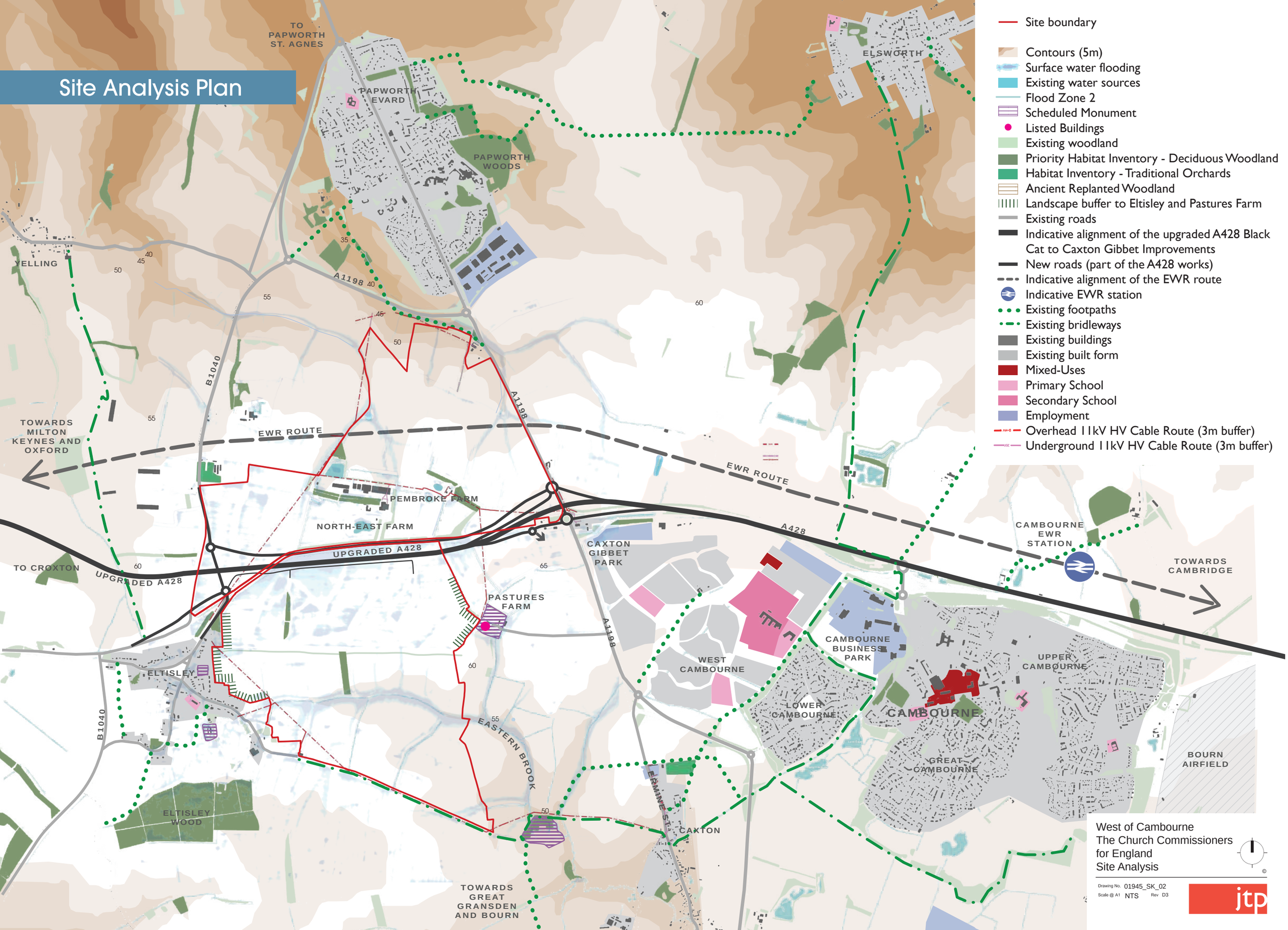
Scale Bar 0 50 100 150 200 250m

Site Analysis Plan



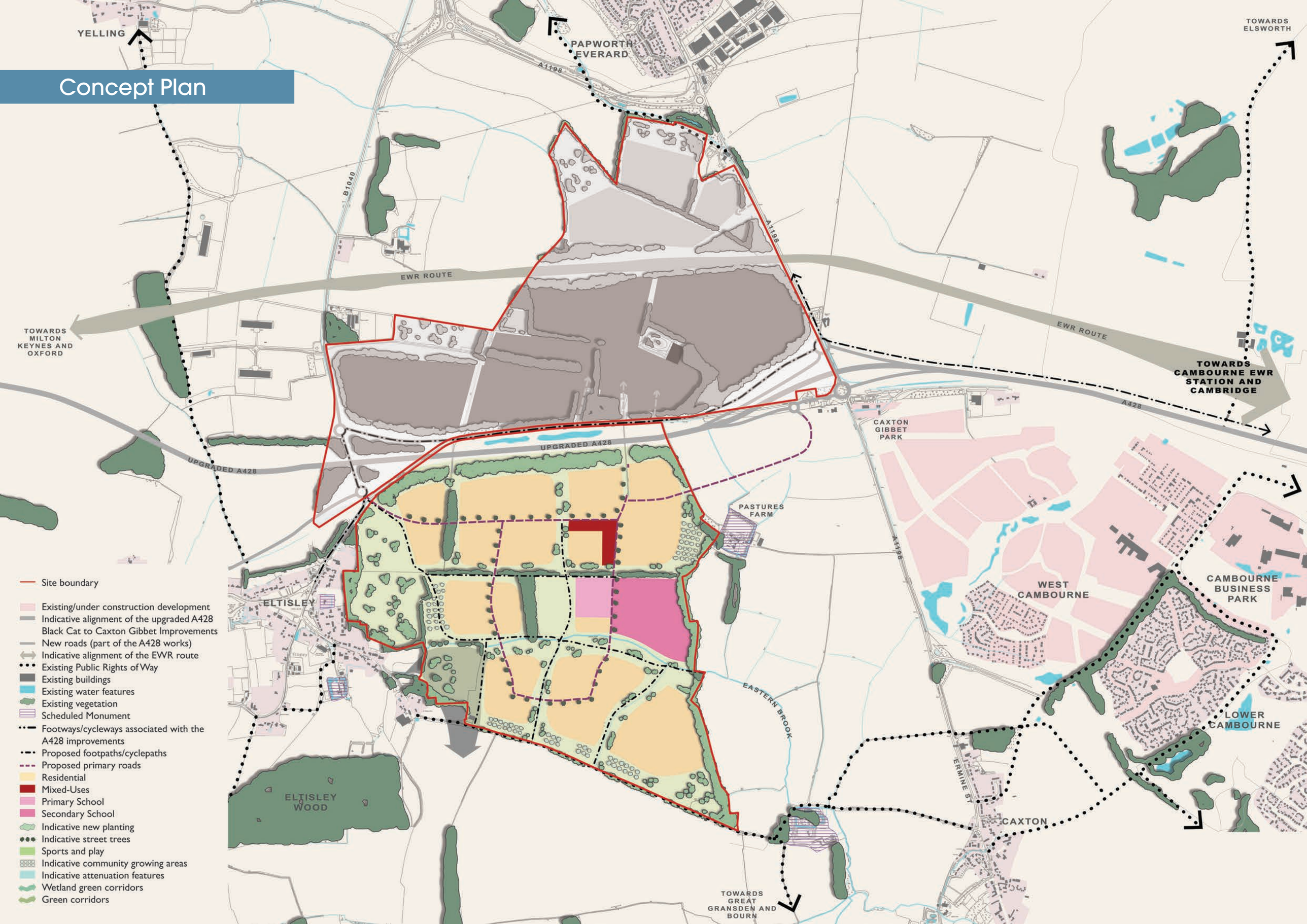
- Site boundary
- Contours (5m)
- Surface water flooding
- Existing water sources
- Flood Zone 2
- Scheduled Monument
- Listed Buildings
- Existing woodland
- Priority Habitat Inventory - Deciduous Woodland
- Habitat Inventory - Traditional Orchards
- Ancient Replanted Woodland
- Landscape buffer to Eltisley and Pastures Farm
- Existing roads
- Indicative alignment of the upgraded A428 Black Cat to Caxton Gibbet Improvements
- New roads (part of the A428 works)
- Indicative alignment of the EWR route
- Indicative EWR station
- Existing footpaths
- Existing bridleways
- Existing buildings
- Existing built form
- Mixed-Uses
- Primary School
- Secondary School
- Employment
- Overhead 11kV HV Cable Route (3m buffer)
- Underground 11kV HV Cable Route (3m buffer)

West of Cambourne
The Church Commissioners for England
Site Analysis

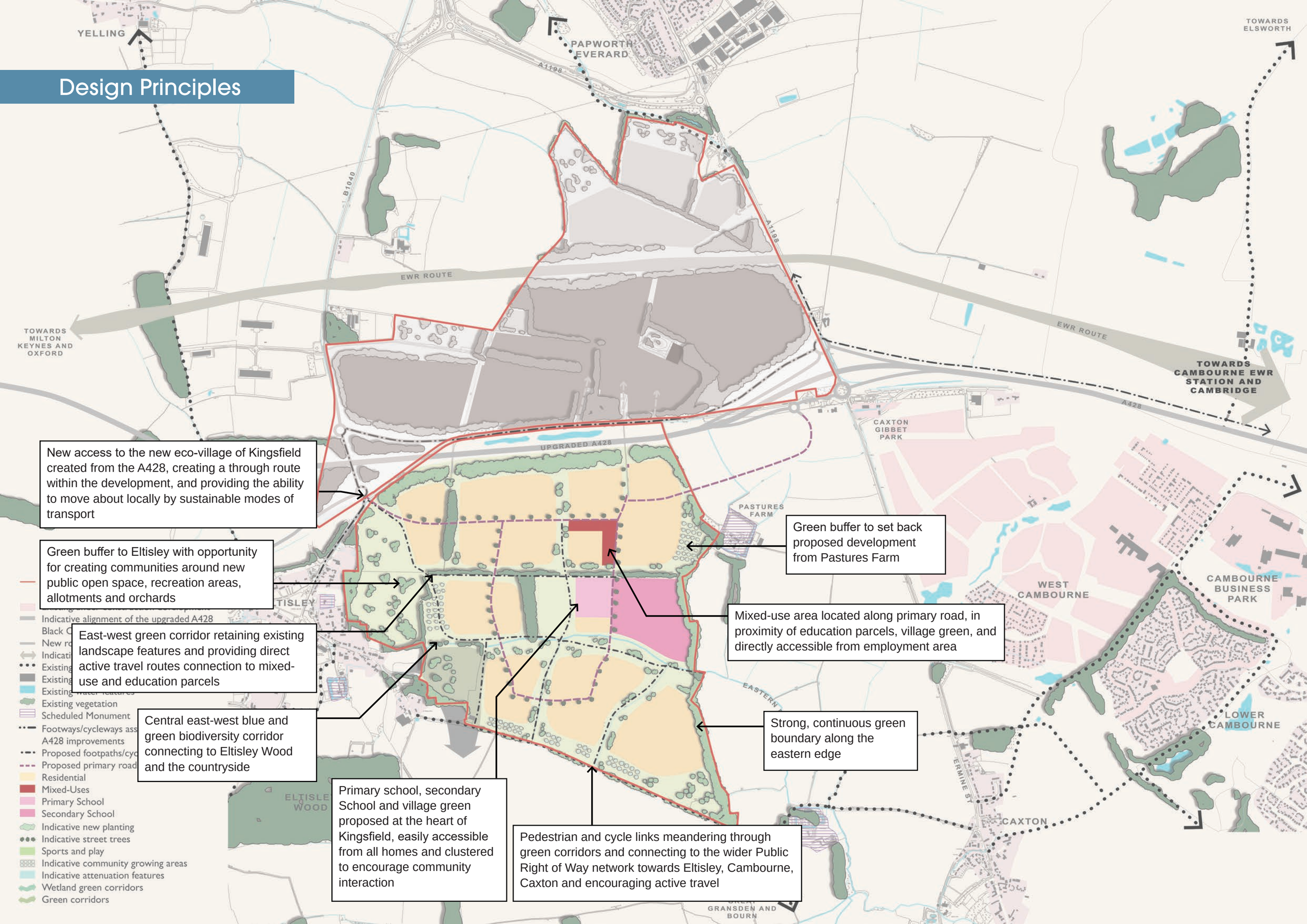
Drawing No. 01945_SK_02
Scale @ A1 NTS Rev D3

jtp

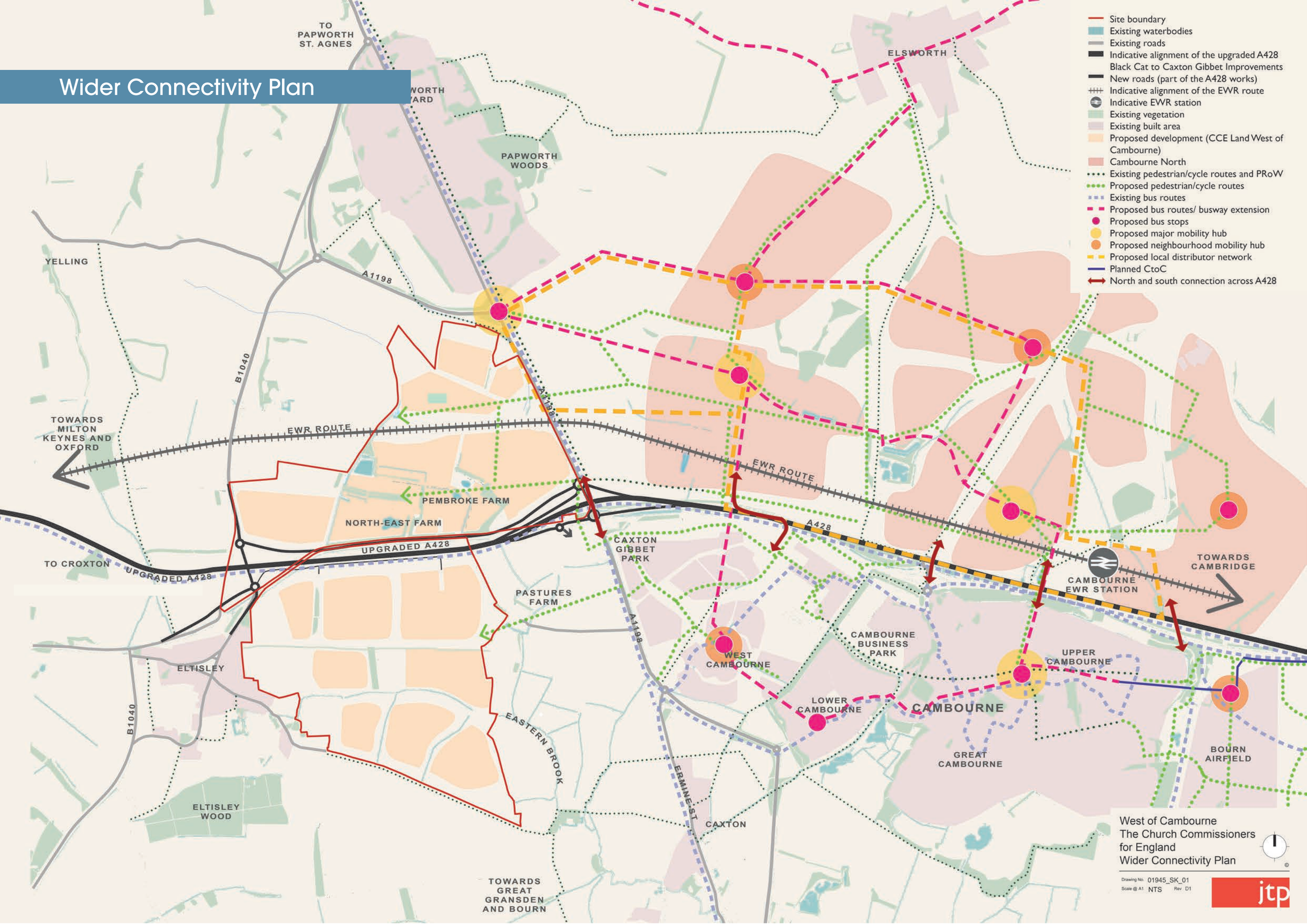
Concept Plan



Design Principles

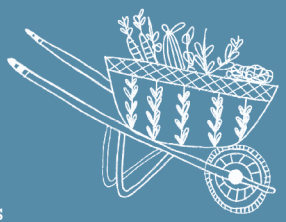


Wider Connectivity Plan



Little Steps become Great Strides

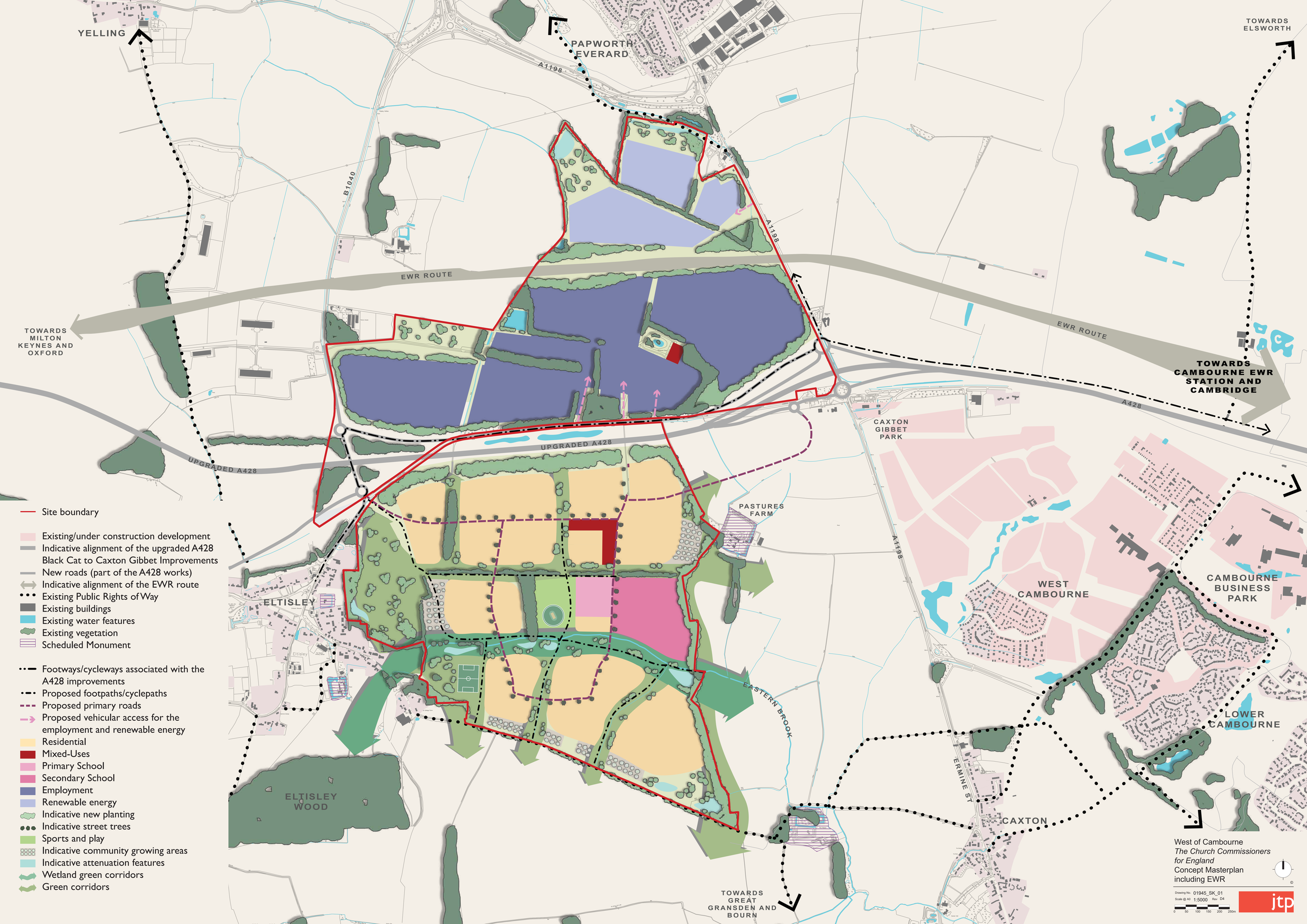
A Vision for the Kingsfields



jtp architects masterplanners placemakers

APPENDIX 3

COMBINED CONCEPT PLAN


YELLING
PAPWORTH EVERARD
A1198
B1040
TOWARDS ELSWORTH
EWR ROUTE
TOWARDS MILTON KEYNES AND OXFORD
TOWARDS CAMBOURNE EWR STATION AND CAMBRIDGE
A428
UPGRADED A428
CAXTON GIBBET PARK
PASTURES FARM
ELTISLEY
ELTISLEY WOOD
EASTERN BROOK
WEST CAMBOURNE
CAMBOURNE BUSINESS PARK
LOWER CAMBOURNE
ERMINE ST
CAXTON
TOWARDS GREAT GRANSDEN AND BOURN
Site boundary
Existing/under construction development
Indicative alignment of the upgraded A428
Black Cat to Caxton Gibbet Improvements
New roads (part of the A428 works)
Indicative alignment of the EWR route
Existing Public Rights of Way
Existing buildings
Existing water features
Existing vegetation
Scheduled Monument
Footways/cycleways associated with the A428 improvements
Proposed footpaths/cyclepaths
Proposed primary roads
Proposed vehicular access for the employment and renewable energy
Residential
Mixed-Uses
Primary School
Secondary School
Employment
Renewable energy
Indicative new planting
Indicative street trees
Sports and play
Indicative community growing areas
Indicative attenuation features
Wetland green corridors
Green corridors
West of Cambourne
The Church Commissioners for England
Concept Masterplan including EWR
Drawing No. 01945_SK_01
Scale @ A0 1:5000 Rev D4
0 50 100 150 200 250m
jtp

APPENDIX 4

TRANSPORT WRITTEN REPRESENTATION – PELL FRISCHMANN

Pell Frischmann

Land to the West of Cambourne

Transport Written Representation

F1

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Report Ref.	104677-PEF-XX-XX-RP-TR-00000010					
File Path	**P:\104677 - Land West of Cambourne\01 - WIP\Documents\Transport Planning\Representation - Connection into Cambourne North\104677-PEF-XX-XX-RP-TR-000010 Draft.docx**					
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
D1		Draft for Client	22/01/2026	DW	PS	PS
F1		Final for Submission	29/01/2026	DW	PS	PS
F1		Final for Submission	30/01/2026	DW	PS	PS
Ref. reference. Rev revision. Suit suitability.						

Prepared for

Church Commissioners for England (CCfE)

Prepared by

Pell Frischmann

London

Pell Frischman

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Appendices

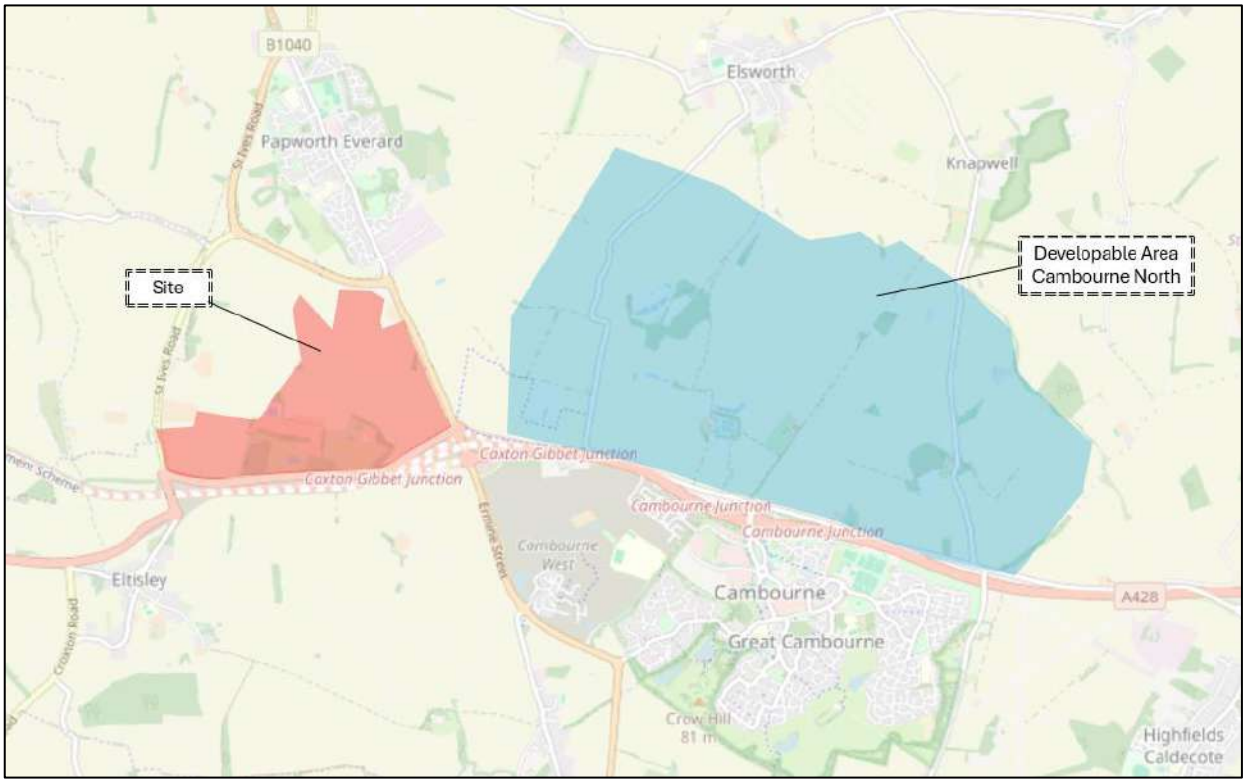
1. Introduction

1.1. General

1.1.1. Pell Frischmann (PF) has been commissioned by the Church Commissioners for England (Commissioners) to provide transport planning advice with regards to their strategic site situated to the west of Cambourne, Cambridgeshire (the 'Site'). The note has been prepared to focus on the Commissioners Land to the North of the A428 and how this could integrate with the proposed Cambourne North allocation. The note provides written representations for transport to support the case for the allocation of the Site within the emerging Local Plan.

1.1.2. This note provides a review of the Site in relation to transport connections into the Cambourne North site located to the east of the Site. A site location plan is provided below for context.

Figure 1.1: Site Location



Source: Open Street Maps

2. Transport Connections

2.1. Cambourne Growth – Transport Vision and Principles (September 2025)

2.1.1. As part of the Local Plan process, the Cambourne Growth – Transport Vison and Principles Report (September 2025). The Report was prepared by Arup on behalf of the Cambourne Growth Strategy Consortium who have been appointed by GCSP to consider the spatial options available to extend existing Cambourne and to develop a Spatial Framework Strategy that will inform how an expansion of Cambourne should be considered as part of the Greater Cambridge Local Plan (GCLP).

2.1.2. The report sets out the transport evidence, vision, and strategic principles to support the proposed expansion of Cambourne as part of the Greater Cambridge Local Plan. It explains how transport planning can enable a sustainable, well-connected, and deliverable new settlement of around 13,000 homes and 6,000 jobs at the Cambourne North site.

2.1.3. A number of the proposed connections provide mutual benefits to Land to the North of the A428 and Cambourne North.

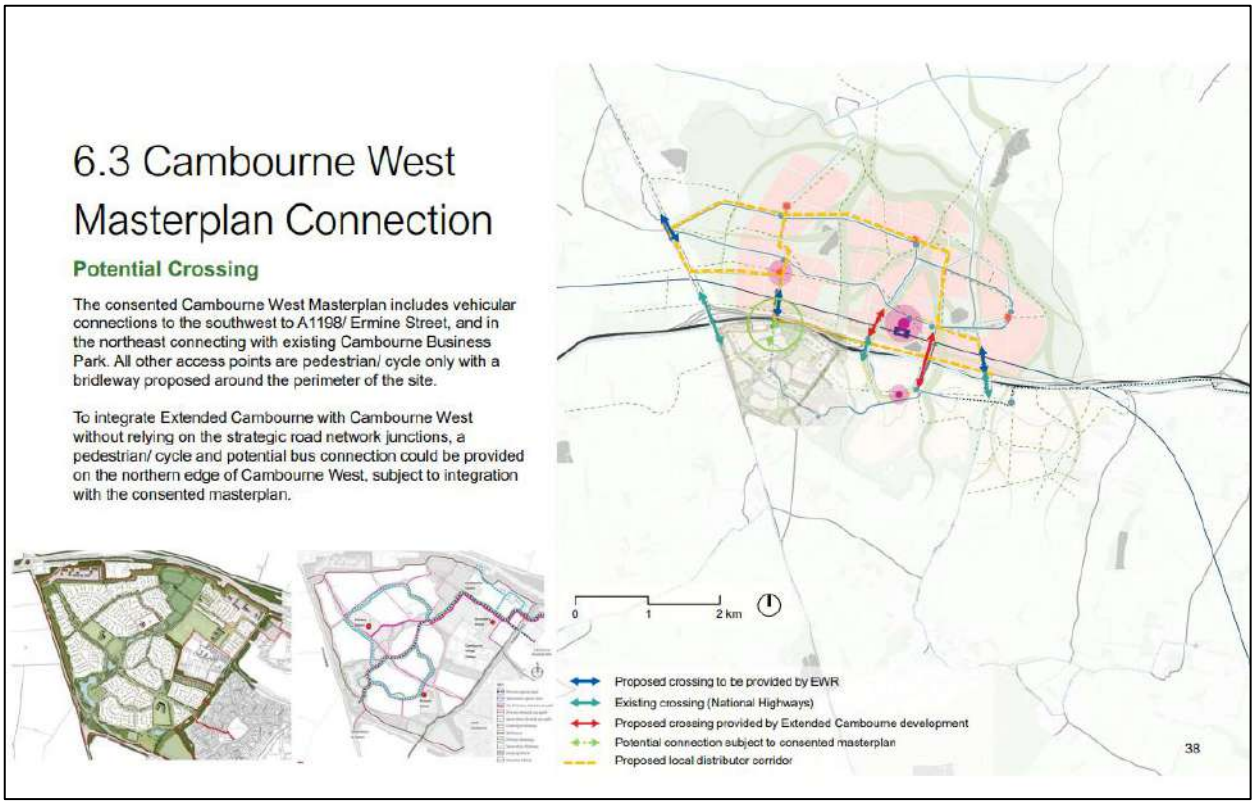
2.1.4. This note focuses specifically on the land north of the A428 as this parcel represents the proposed employment element of the wider Kingsfields landholding and is the component most directly related to employment allocation considerations under Policy S/JH.

2.2. Transport Connections

Masterplan Connections

2.2.1. The key masterplan connections to the Cambourne North site are shown in the Figure below. Whilst the key connections are provided across the A428 towards the existing settlement, the proposed local distributor road connects into Ermine Street adjacent to the Commissioners' land. These provide fast and direct all mode connections between the two sites.

Figure 2.1: Masterplan Connections

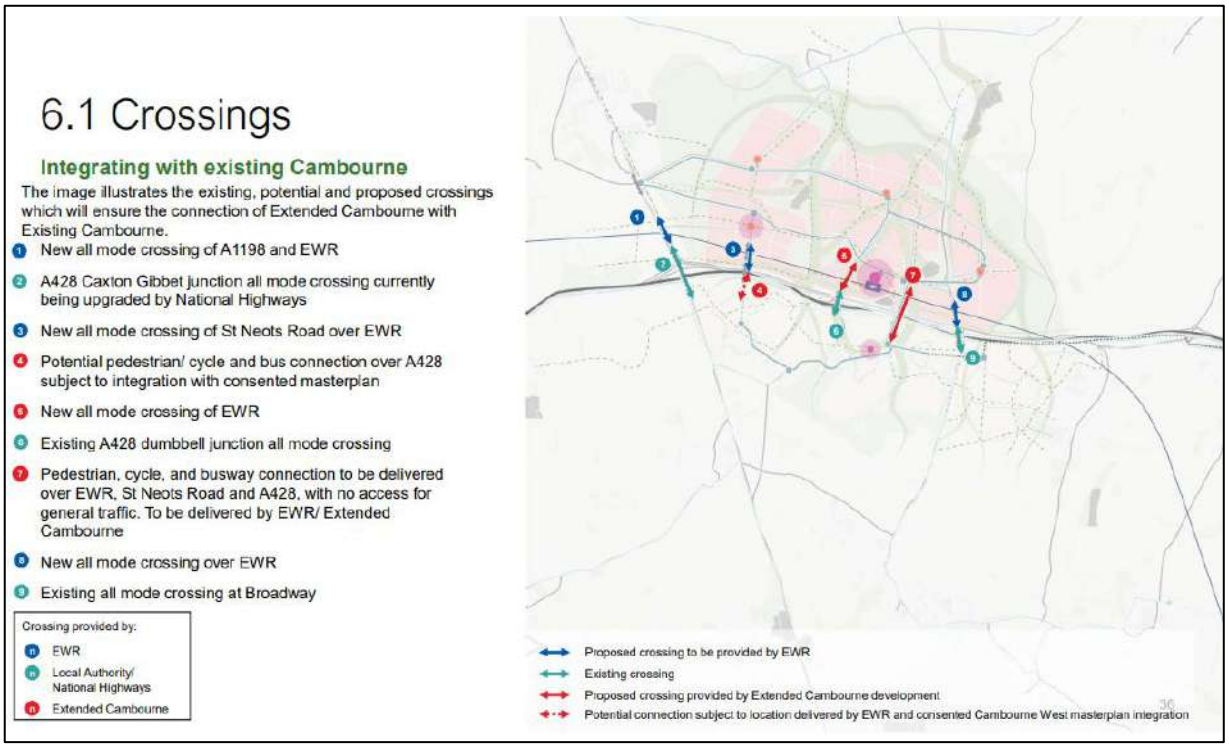


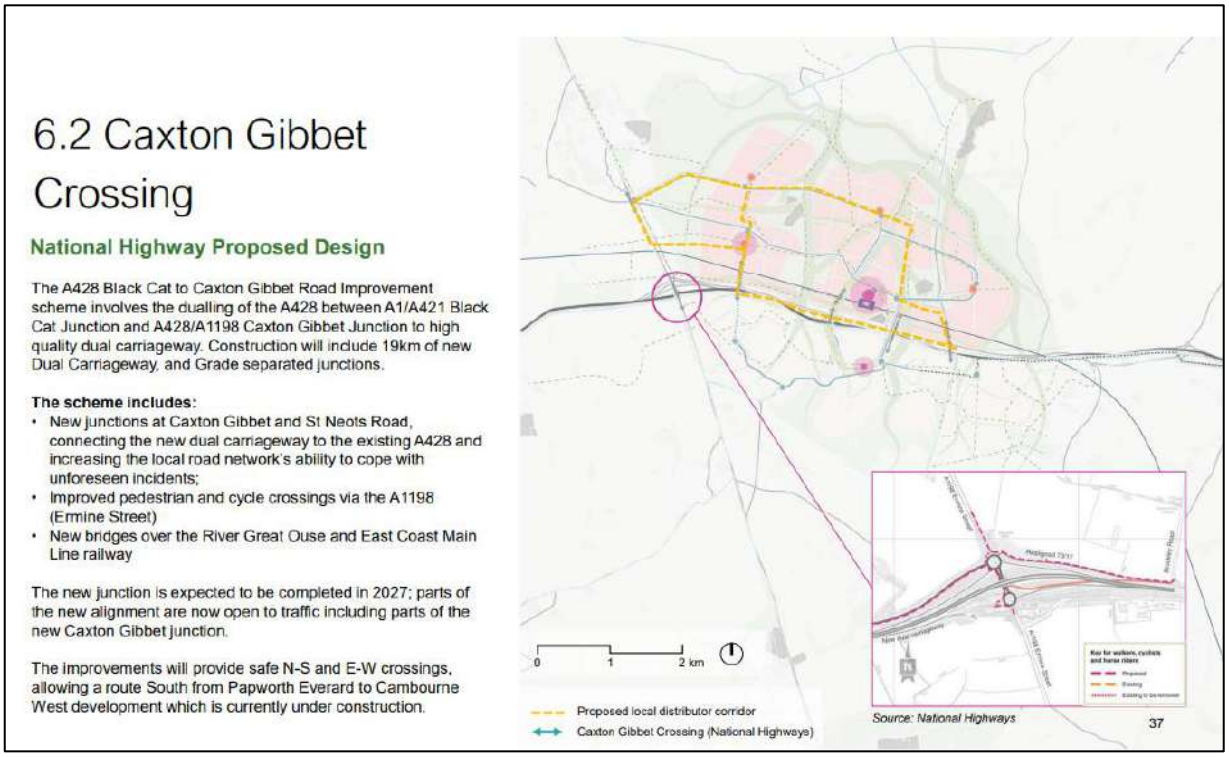
Source: Cambourne Growth – Transport Vison and Principles Report (September 2025)

Crossings

2.2.2. The key proposed crossing points are shown in the Figure below. The key connections are south towards the existing community of Cambourne. Connections are shown across Ermine Street and (east to west) across the Caxton Gibbet junction. These connections allow movement from the Commissioners' land to Cambourne North and onward to existing settlement of Cambourne via the proposed connections at 3 and 4.

Figure 2.2: Crossings



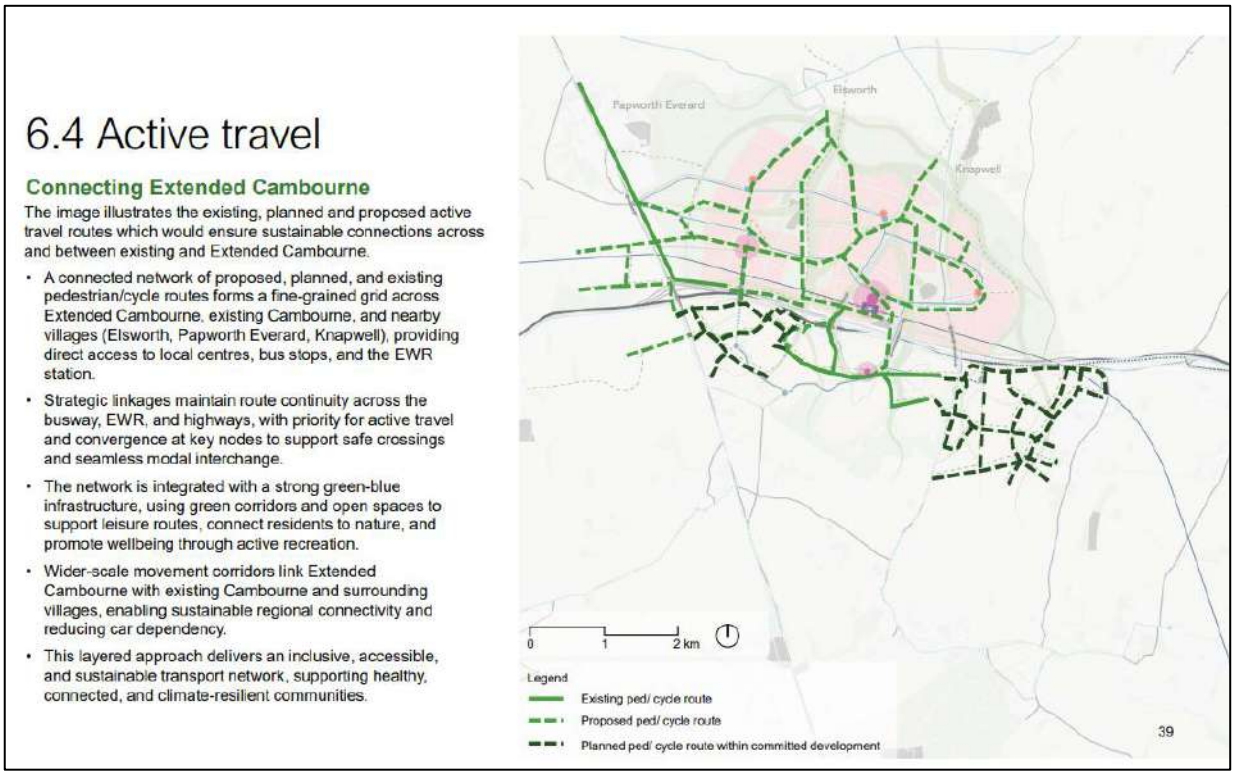


Source: Cambourne Growth – Transport Vison and Principles Report (September 2025)

Active Travel

2.2.3. The proposed active travel routes are shown in the Report. The links provide connectivity across the site and south into the existing Cambourne settlement. The active travel connections extend across Ermine Street and into the Commissioners' land. This provides connections between the two sites and allows the Commissioners' Site to connect through to the new station as well as facilities in Cambourne North and beyond to the existing Cambourne settlement.

Figure 2.3: Active Travel



Source: Cambourne Growth – Transport Vison and Principles Report (September 2025)

Public Transport Connections

2.2.4. The proposed public transport routes are shown in the Report. The links provide connectivity across the site and south into the existing Cambourne settlement. The bus route extends through to a mobility hub on Ermine Street (shown in Figure 2-6). This bus route provides a bus connection from the northeastern corner of the Land to the North of the A428, through the adjacent Cambourne North site and down into the existing Cambourne settlement via the new station.

Figure 2.4: Public Transport Connections

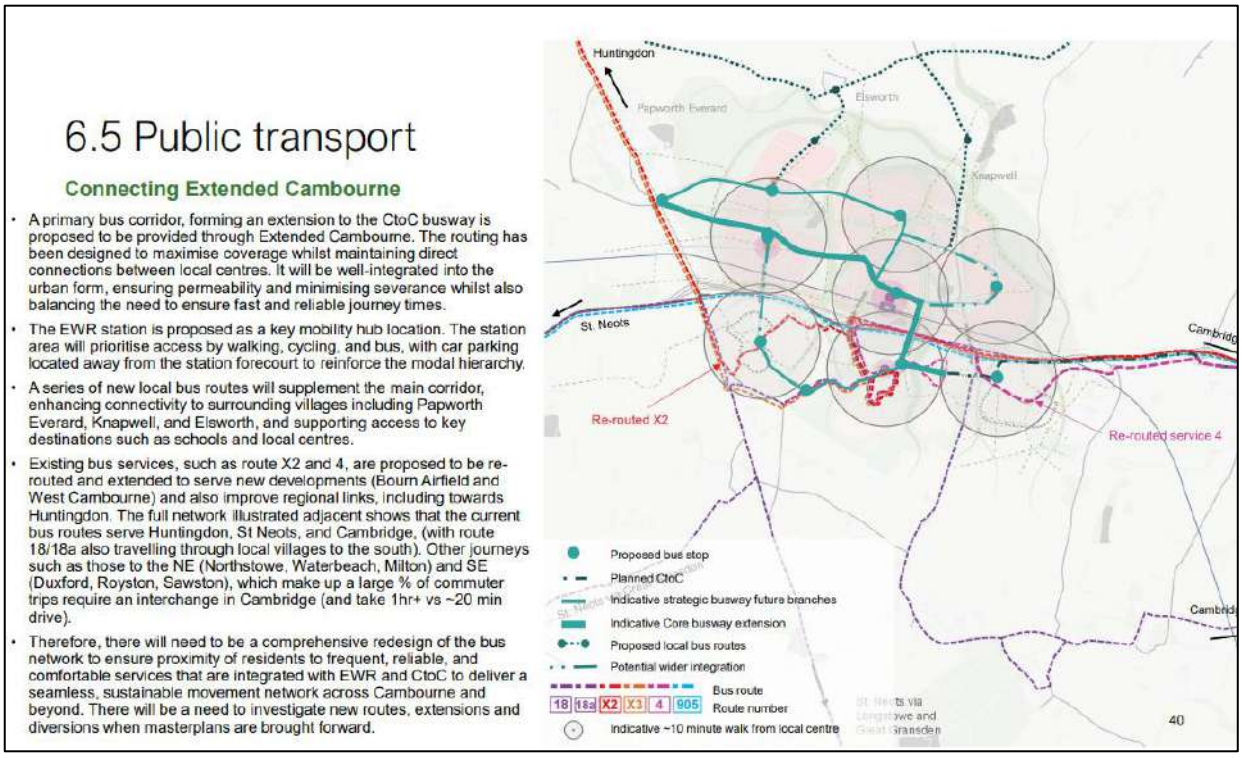
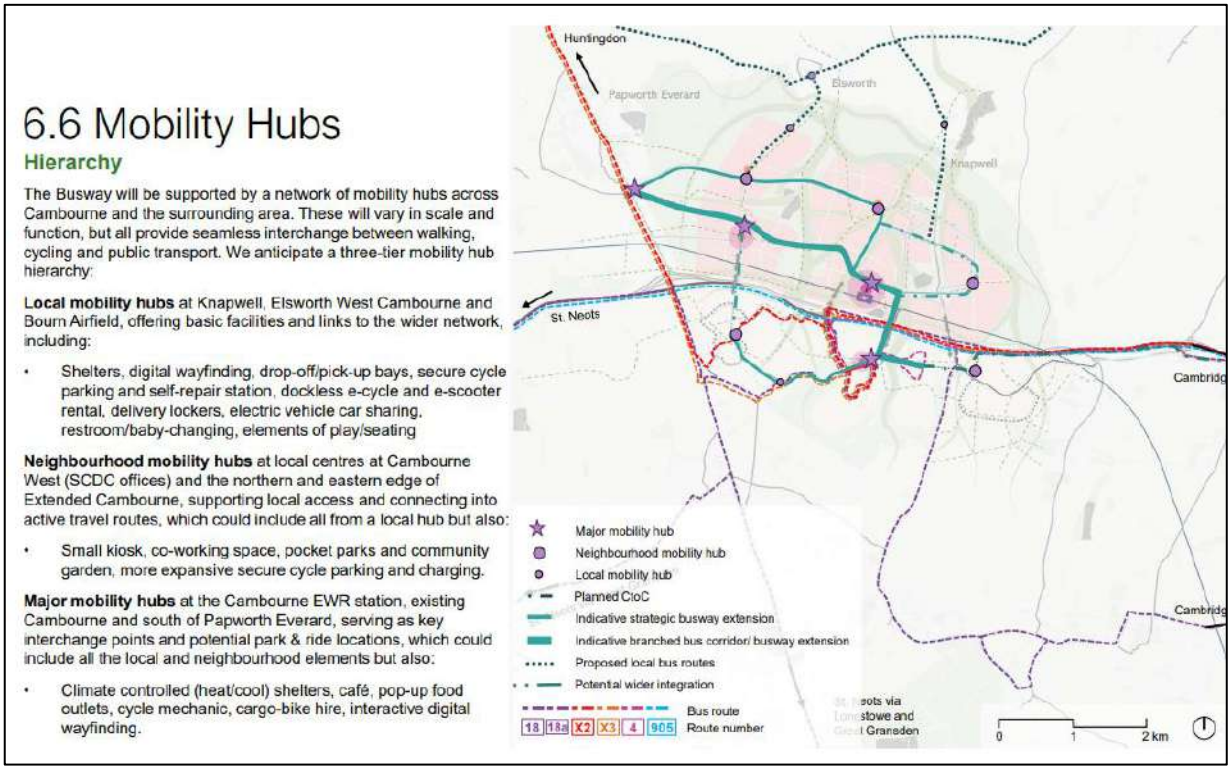


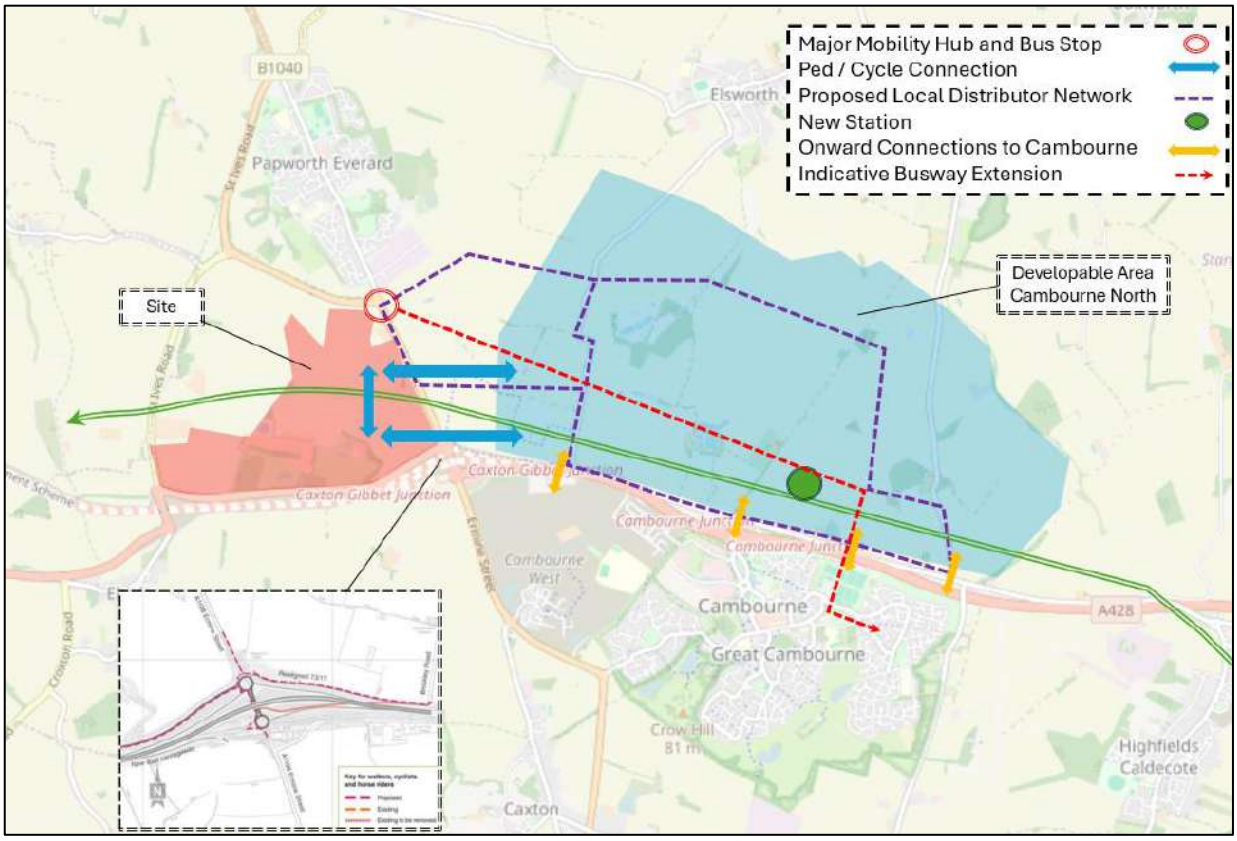
Figure 2.5: Mobility Hubs



2.3. Connections between sites

2.3.1. The key connections discussed above are shown on the Figure below in the context of both sites. This demonstrates that a number of the connections are mutually beneficial to both sites and shows the benefits of both sites coming forward in conjunction.

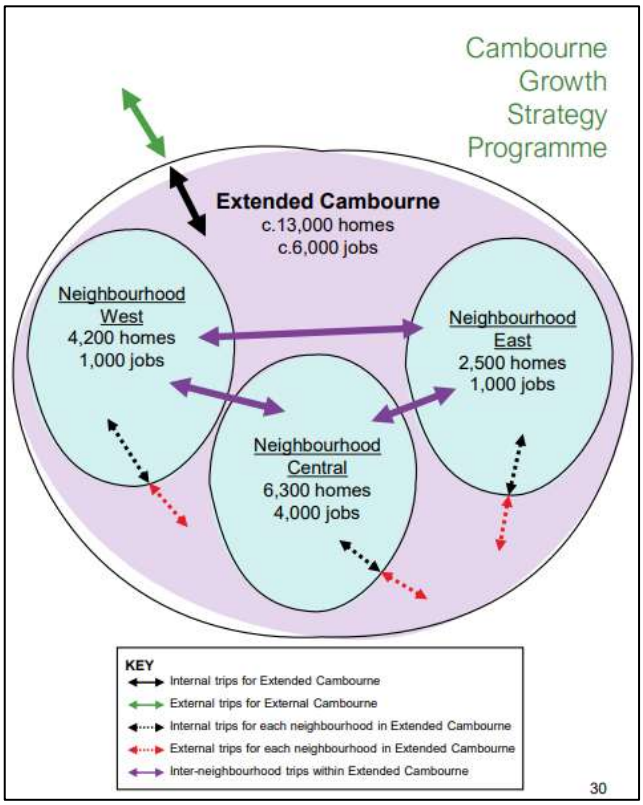
Figure 2.6: Connections



2.4. Internalisation of Trips

2.4.1. The Report demonstrates that the internalisation of trips is essential to the strategy and much of the internalisation is achieved through providing both jobs and homes within the Cambourne North site.

Figure 2.7: Connections



2.4.2. The above Figure shows that there are less jobs in Neighbourhood West and hence the least propensity to internalise trips. If the Commissioners' Site was to come forward immediately west of Neighbourhood West providing jobs, then the aforementioned connections could result in even less people having to drive to work, with internalisation being considered across both sites.

3. Summary and Conclusions

3.1.1. Pell Frischmann (PF) has been commissioned by the Church Commissioners for England (Commissioners) to provide transport planning advice with regards to their strategic site situated to the west of Cambourne, Cambridgeshire (the 'Site'). The note has been prepared to focus on the Commissioners Land to the North of the A428 and how this could integrate with the proposed Cambourne North allocation. The note provides written representations for transport to support the case for the allocation of the Site within the emerging Local Plan.

3.1.2. A number of connections proposed as part of Cambourne North would be mutually beneficial to both sites. Providing connections across both sites through to the existing Cambourne settlement via the new station.

3.1.3. Additionally, providing an employment site immediately adjacent to Neighbourhood West provides additional jobs in the local area and negates the need to drive, making both sites more sustainable.

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File Path		**P:\1046--\104677 - Land West of Cambourne\01 - WIP\Documents\Transport Planning\Representations Document (Transport)\Land West of Cambourne - Transport Representations.docx**				
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Ref. reference. Rev revision. Suit suitability.						

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