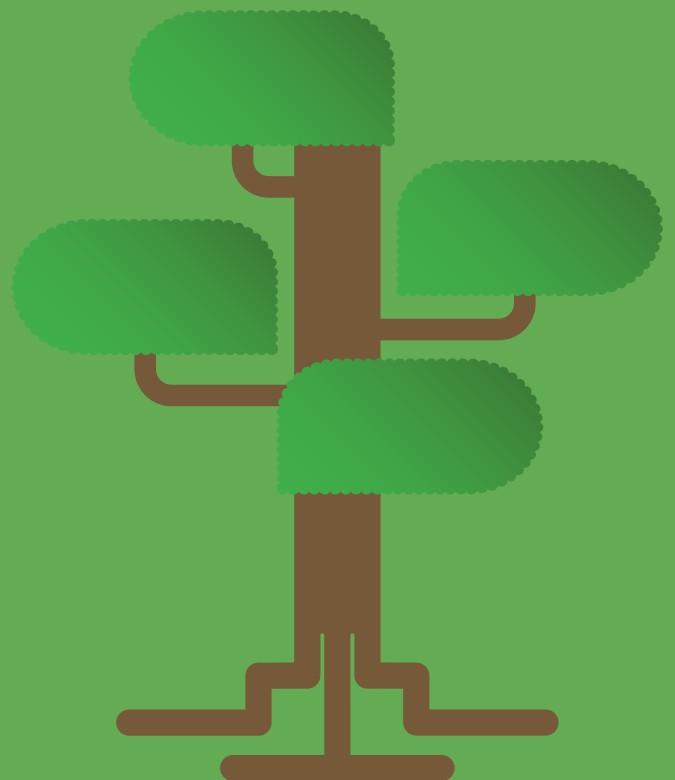


3

Site allocations

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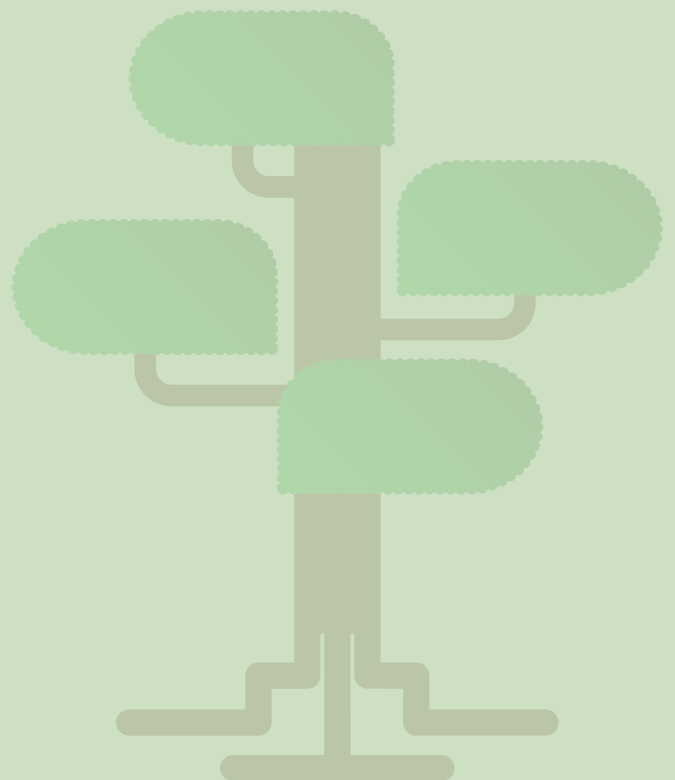
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3.1

Cambridge urban area

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Introduction

- 3.1.1** The Cambridge urban area includes all of the built-up areas of Cambridge, including the existing homes and businesses that fall within the adjoining administrative areas of South Cambridgeshire.
- 3.1.2** Our ambition is to enable Cambridge to accommodate growth of the highest quality whilst protecting and enhancing the historic environment and the key public spaces which are an important part of what makes the city so special to local people. Further growth will be directed to under used areas that are not fulfilling their potential as well as creating new neighbourhoods on the larger previously developed sites on the edges of the city. Within the heart of the City, the Historic Core and wider City Centre will continue to be a rich mix of cultural, educational and retail uses set within the backdrop of beautiful streets and open spaces, complemented by active, compact neighbourhoods across the wider city – new and old.
- 3.1.3** These new neighbourhoods must make the best use of land, providing a mix of homes, jobs and services to create thriving communities which are fully integrated with surrounding areas and reflect the key characteristics of the city. We want all of Cambridge to be a place where walking, cycling and public transport is the natural choice and where unnecessary journeys by private vehicles are not needed to help with our net zero carbon ambitions.

Our strategic priority for Cambridge urban area policies

- 3.1.4** **Strategic Priority:** Our strategic vision is set out in Figure 15, that reflects our ambitions for the Cambridge urban area.
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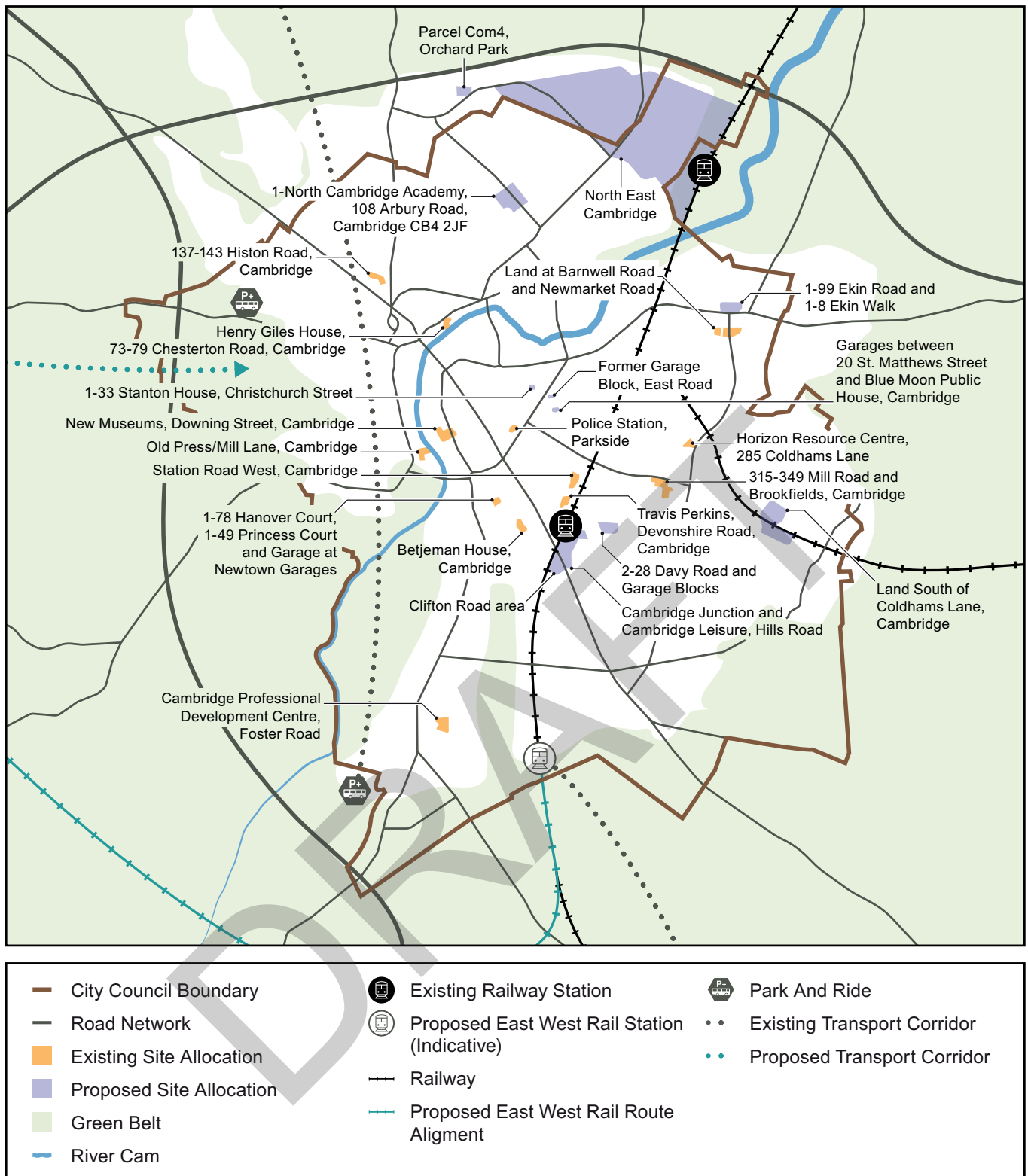


Figure 15: Strategic vision of Cambridge urban area

Policies we are proposing

- Policy S/NEC: North East Cambridge
- Policy S/LAC: Other site allocations in Cambridge
- Policy S/PA/CC: City Centre
- Policy S/AMC: Areas of Major Change
- Policy S/PRIA: Public Realm Improvement Areas

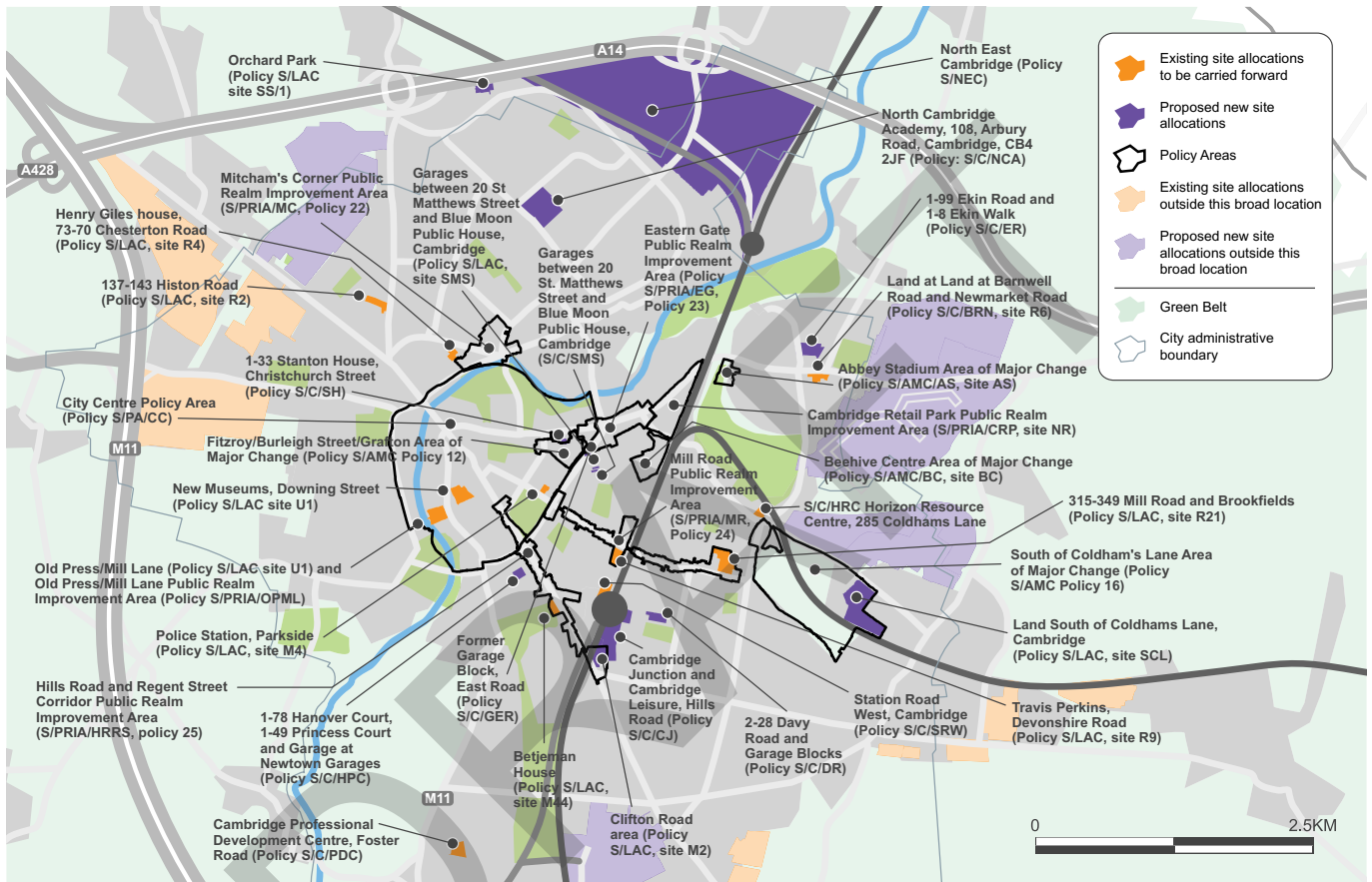


Figure 16: Map of proposed site allocations and policy areas in Cambridge urban area

Policy S/NEC:

North East Cambridge

What this policy does

- 3.1.1** This policy sets out a robust planning framework for the continued and comprehensive redevelopment of North East Cambridge. It defines the scale and scope of development of the site to ensure that North East Cambridge meets the vision and objectives that were developed through the North East Cambridge Area Action Plan preparation process.
- 3.1.2** In August 2025, the Government announced that it will not be funding the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) through the Housing Infrastructure Fund, which means that there is uncertainty as to whether the effective delivery of a significant proportion of the residential component of the Councils' vision for North East Cambridge will take place in the time period previously envisaged, including the assumed delivery of a significant amount of housing within the plan period. Building on the previously adopted policies for this area, for this draft Local Plan consultation, the Councils are retaining the draft allocation for North East Cambridge incorporating the vision previously set out in the Proposed Submission North East Cambridge Area Action Plan, noting the significant benefits that a comprehensive mixed use development at this site would bring. Delivery of this vision would be subject to alternative funding being found to enable the relocation of the Cambridge Waste Water Treatment Plant.
- 3.1.3** Ahead of the Local Plan Proposed Submission stage in 2026, the Councils will continue to engage with relevant partners to confirm a refined position for the site, including the scale, type and amount of development proposed and any necessary updates to the spatial framework.

Policy S/NEC: North East Cambridge

Vision and identity

1. North East Cambridge (NEC) will be transformed into a thriving and inclusive new district that builds on the strengths of Cambridge's existing innovation hubs including Cambridge Science Park, St John's Innovation Park and Cambridge Business Park, while enabling them to evolve to meet future needs. At its heart will be a vibrant quarter that is walkable and low-carbon, bringing together world-class businesses, high-quality homes, services and cultural amenities, and welcoming public spaces. Designed to embed accessibility and meet every day needs locally, it will provide all that residents need and reach out to integrate and support surrounding neighbourhoods and the wider city.

2. The relocation of the Cambridge Waste Water Treatment Plant (CWWTP) together with enhanced public transport and active travel connections, will unlock the full development potential of North East Cambridge. This will enable intensification of commercial and industrial space alongside the provision of significant new housing and civic spaces. Together these elements will create a diverse mixed-use place rooted in innovation, sustainability and a strong sense of place. The district will be anchored by a new centre at the heart of a vibrant new urban quarter, supported by a network of high-quality public spaces, educational facilities and community infrastructure. North East Cambridge will grow as a district that is socially and economically inclusive and environmentally sustainable.

Uses

3. The comprehensive regeneration of North East Cambridge will deliver a balanced, vibrant mixed use district across its 182 hectares. The area provides a gateway to the City and is the largest urban regeneration opportunity in Cambridge. It is a significant mixed-use development with capacity for approximately:
 - a. 8,350 new homes, including around 5,500 homes on the existing CWWTP site;
 - b. Up to 320,000 square metres (Gross Internal Area) of additional business floorspace (Use Class E(g));
 - c. Additional 27,300 square metres (Gross Internal Area) of industrial floorspace for mid-tech, light industrial, and creative industries;
 - d. Safeguarded uses include the Waste Transfer Station, Aggregates Railheads, and Cowley Road Bus Depot, which must be maintained unless relocation is secured; and
 - e. A new district centre around Cowley Road will provide the social, cultural, and commercial heart of North East Cambridge. It will include retail, community, leisure and cultural uses around active frontages and high-quality public spaces.
4. Minimum on-site provision of community and cultural uses will include:
 - a. Two primary schools, with land reserved for a third if population triggers are met;
 - b. Visual and performing arts hub (studios, gallery/museum, theatre/community space);
 - c. Library and community centre;
 - d. Health hub;
 - e. Formal outdoor sports courts and a five-court indoor sports hall; and
 - f. Community gardens and food-growing spaces.
5. Facilities should be co-located where possible, reducing travel needs, creating lively neighbourhood hubs, and strengthening the sense of community.

The development of North East Cambridge must do the following:

Context

6. North East Cambridge will be a contemporary reinterpretation of Cambridge's urban form, with:
 - a. A compact, walkable structure based on a fine grain network of streets, blocks and spaces;
 - b. Identifiable Centres of activity and streets with clear identities that encourage play, and spaces that facilitate and encourage social interaction, play and cultural events;
 - c. An extensive high-quality network of multifunctional open spaces;
 - d. Integration with surrounding neighbourhoods including East Chesterton, Milton and King's Hedges, through active edges, public access and improved east-west connections;
 - e. Redevelopment of the CWWTP site must consider legacy infrastructure, any operational elements that remain, and potential odour impacts while the treatment works are still in operation;
 - f. Significant A14 traffic noise requires mitigation, with a noise barrier near the road being the preferred solution;
 - g. Design must ensure integration with surrounding neighbourhoods, connectivity, and high-quality public realm, so new development feels part of a larger, accessible district.

Built form

7. The built area of the development as shown on the Spatial Framework diagram will provide:
 - a. Mid- to higher-density development with taller buildings in well-justified locations, primarily around the proposed district centre and fronting Milton Road;
 - b. A well-articulated urban skyline that responds to the setting of the city, key views and integrates varied rooflines and silhouettes;
 - c. A strong design character that draws on industrial heritage (such as waterworks and sidings) while embracing architectural innovation;
 - d. Mixed-use development will blend living, working, and leisure to create a dynamic, human-scaled environment;
 - e. Proposals must avoid closed 'campus-style' layouts and promote openness and inclusivity, providing public access to green spaces, roof terraces, cafes, and community facilities;
 - f. Development should maximise local benefits, including access to jobs, training, and skills opportunities, so the district supports both innovation and social inclusion.

- g. The scale of NEC allows for a wide range of housing types and tenures, creating well-balanced, inclusive communities;
- h. Housing will be integrated with neighbourhood facilities, streets, and public spaces to encourage walkability, social interaction, and a sense of community;
- i. NEC is anchored by Cambridge Science Park, St John's Innovation Park, and Cambridge Business Park, which drive the local and national innovation economy. Commercial development will be delivered through intensification of existing employment parks and mixed-use development around the district centre and local centres, including land adjacent to Cambridge North Station. This level of development will require enhancements to sustainable travel and adherence to the identified trip budgets;
- j. NEC will continue to play an important strategic role in providing industrial functions that support the wider Cambridge economy and contribute to local employment. Existing industrial capacity will be retained and consolidated around Cowley Road Industrial Estate, with additional industrial floorspace for mid-tech, light industrial, and creative industries;
- k. Industrial areas will be designed to support economic activity while being visually integrated and accessible, avoiding isolated or closed-off sites; and
- l. Clustered local centres will complement the district centre, forming a vibrant urban quarter that supports daily life, promotes walkability, and encourages community interaction.

Public space

- 8. Street design must reduce reliance on private motor vehicles and support active travel through provision of:
 - a. **Primary streets:** Low-speed streets and spaces (design speed of below 20 mph) to prioritise, walking, cycling, and micro-mobility, with segregated facilities where needed and well-integrated public transport measures.
 - b. **Secondary streets:** Serve essential/emergency vehicles and off-plot parking; no through traffic; provide filtered permeability and shared space design approaches.
 - c. **Car-free zones:** Near hubs and centres; designs must consider kerb space management for deliveries, EVs, and mobility users.
- 9. An integrated network of parks, squares, play spaces and water features, that seamlessly joins with and is accessible to the strategic networks outside of the North East Cambridge Area, such as to the River Cam and Chesterton Fen;
- 10. Spaces for community food growing, informal play, and health-focused green spaces within every neighbourhood.

Nature

- 11. North East Cambridge will deliver an exemplary green and blue infrastructure network that will enable everyone to lead healthy lifestyles, protect and enhance

biodiversity, and help mitigate the impact of development on climate change. This is to be achieved through:

- a. The provision of an integrated network of parks, squares, play spaces and water features, that seamlessly joins with and is accessible to the strategic networks outside of the North East Cambridge Area, such as to the River Cam and Chesterton Fen;
- b. Embedding nature across all development typologies, including green roofs, trees, habitat corridors and urban greening;
- c. Meeting 20% Biodiversity Net Gain on-site and the protection/enhancement of hedgerows and water bodies, including the First Public Drain; and
- d. The provision of community food growing, informal play and health-focused green spaces within every neighbourhood.

Movement

12. North East Cambridge is planned as a walkable, human-scale, low-car district that supports everyday needs, encourages active travel, and integrates homes, workplaces, and community facilities. The movement strategy is designed to prioritise sustainable travel, reduce reliance on private vehicles, and create streets and public spaces that are safe, accessible, and vibrant.

Active travel and public transport first

13. Development must be designed around active and sustainable travel, enabling safe, accessible, and attractive movement for all users, designed to:
 - a. Prioritise walkable neighbourhoods, low traffic streets, and excellent public transport connectivity;
 - b. Support a comprehensive, direct, legible network for walking and cycling, integrated with green space and public realm;
 - c. Be located within 5 minutes' walk of high-quality public transport and active travel routes;
 - d. High-quality mobility hubs must be included at key locations to support seamless interchange between walking, cycling, micro-mobility, and public transport.

Cycle parking and micro-mobility infrastructure

14. Cycle parking must exceed minimum standards and be:
 - e. Secure, covered, and conveniently located throughout the area;
 - f. Integrated into mobility hubs, centres, workplaces, and public spaces; and
 - g. Designed to include:
 - i. At least 5–10% provision for non-standard cycles;
 - ii. Electric charging for e-bikes, scooters, and mobility aids;
 - iii. Shared or flexible facilities with maintenance stations where appropriate.

15. Provision must be justified within Design and Access Statements, Transport Assessments, or Travel Plans.

Wider connectivity requirements

16. Development must contribute to improved off-site capacity and connections for non-motorised users, including:
- h. Enhanced links to nearby villages, employment centres, Cambridge city centre, and surrounding countryside; and
 - i. Upgraded or new crossings of:
 - i. A14 (Jane Coston Bridge, underpasses, Waterbeach Greenway)
 - ii. Cambridgeshire Guided Busway (including new access points and activated frontages);
 - iii. Railway (new pedestrian/cycle bridge to Chesterton Fen);
 - iv. Milton Road (underpasses or bridges connecting District Centre and Science Park).
17. All structures must be accessible, inclusive, and visually integrated with the environment. They must accommodate current and future travel demands for all users.

Last-mile delivery

18. Development must incorporate delivery and consolidation hubs to reduce local vehicle trips and support sustainable logistics:
- a. Hubs (up to 1,500m²) should be located at Cambridge Science Park Local Centre and near Milton Road;
 - b. Designed for efficient goods transfer to cycle logistics and electric vehicles, including cargo bikes;
 - c. Supported by a Delivery and Servicing Plan; and
 - d. Innovation is encouraged, including dynamic kerbside management, digital logistics, and future technologies (e.g. drones, autonomous vehicles).

Managing development trips

19. Additional development at NEC could exacerbate existing traffic pressures. The approach is not to increase highway capacity but to shift travel towards walking, cycling, public transport, and other sustainable modes.
20. A vehicle trip budget that seeks no increase in the number of vehicles using the highway network serving the NEC area, will limit total peak-hour vehicle trips in the NEC area and at individual development sites:
- **Milton Road Access:** AM 3,900 vehicles / PM 3,000 vehicles;
 - **Kings Hedges Road Access:** AM 780 vehicles / PM 754 vehicles.

21. Within the above budgets, only minor changes to Milton Road accesses are needed. Most mitigation will come from enhanced public transport, active travel, and mobility solutions, avoiding major highway expansion. Development approaches must contribute to a low-car dependency, high-accessibility environment that supports active travel choices and overall district connectivity.

Vehicle Trip Budget compliance

22. Trip budgets are proportionally assigned to individual development sites and must be addressed through transport assessments and travel plans. Proposals must align with the North East Cambridge High Level Transport Strategy (2021).
23. Development proposals must not exceed their site trip budget. Conditions or Planning Obligations will ensure any breaches are corrected or restricted to bring trips back in line with the applicable trip budget.
24. Development must be consistent with the strategic and local transport mitigation plan prepared by the Local Highways Authority which outlines necessary infrastructure, including sustainable transport measures, indicative costings, phasing, and potential delivery via Section 106 or CIL.

Car parking strategy

25. To meet trip budgets and reduce car dependency, the Councils will apply the following parking standards to new development proposals within the North East Cambridge area:
- a. Employment parking:
 - i. Max 4,800 spaces (Milton Road);
 - ii. Max 1,160 spaces (Kings Hedges Road – 390 for Regional College, 770 for Science Park);
 - iii. No vehicular through-route allowed between Milton Road and Kings Hedges Road.
 - b. Residential parking:
 - i. Site-wide maximum average: 0.5 spaces per dwelling;
 - ii. Lower provision expected for all housing types;
 - iii. Car-free neighbourhoods and off-plot car barns must be delivered, including:
 - 100% EV charging (min. 7kW per space);
 - Space for car clubs, motorbikes, mobility scooters;
 - Secure and inclusive design using crime prevention principles.
 - c. Ancillary uses:
 - i. Parking restricted to operational and blue badge use only.

Control of inappropriate parking

26. On-street parking must be restricted through design to prioritise public realm and active travel.

27. Parking displacement within 2km will be monitored and development may be paused until mitigation (e.g., Controlled Parking Zones) is implemented.

Monitoring and management

28. Applicants for new planning proposals will need to submit a Parking Monitoring Strategy. The strategy should be developed by NEC landowners in collaboration with planning and highway authorities and its implementation and enforcement secured via a planning obligation.
29. The monitoring strategy should be capable of real time monitoring and reporting of vehicle trip generation and parking provision.

Resources

30. The integration of Sustainable Urban Drainage Systems and flood mitigation measures as both functional and amenity features with the design of landscapes and open spaces, including the daylighting culverts where feasible.

Lifespan

31. Comprehensive and coordinated delivery is essential. All development must:
- Be brought forward through a comprehensive Outline Planning Application covering the full site, supported by:
 - Parameter plans for land use, density, height, movement and green infrastructure
 - A Strategic Design Code guiding quality, form and materials
 - A Phasing and Infrastructure Delivery Plan aligned with key triggers
 - A Stewardship Strategy to ensure long-term maintenance and governance of public realm and facilities
 - Engage meaningfully with local communities and stakeholders through every stage.
 - Be subject to independent design review, with updates to the Strategic Design Code as phases evolve;
32. The phasing of development should allow the continued use of strategic site assets such as the Cambridge North East Aggregates Railheads and ensure timely delivery of high quality community, cultural and open space facilities and other infrastructure, and management of transport impacts;
33. To optimise the development potential of both the existing CWWPT site and Cambridge Science Park site, consideration should be given to undergrounding the overhead electricity power cables;
34. The Agent of Change principle ensures that new development does not prejudice existing uses, create unacceptable amenity impacts, or rely on impractical mitigation, with all costs borne by developers.

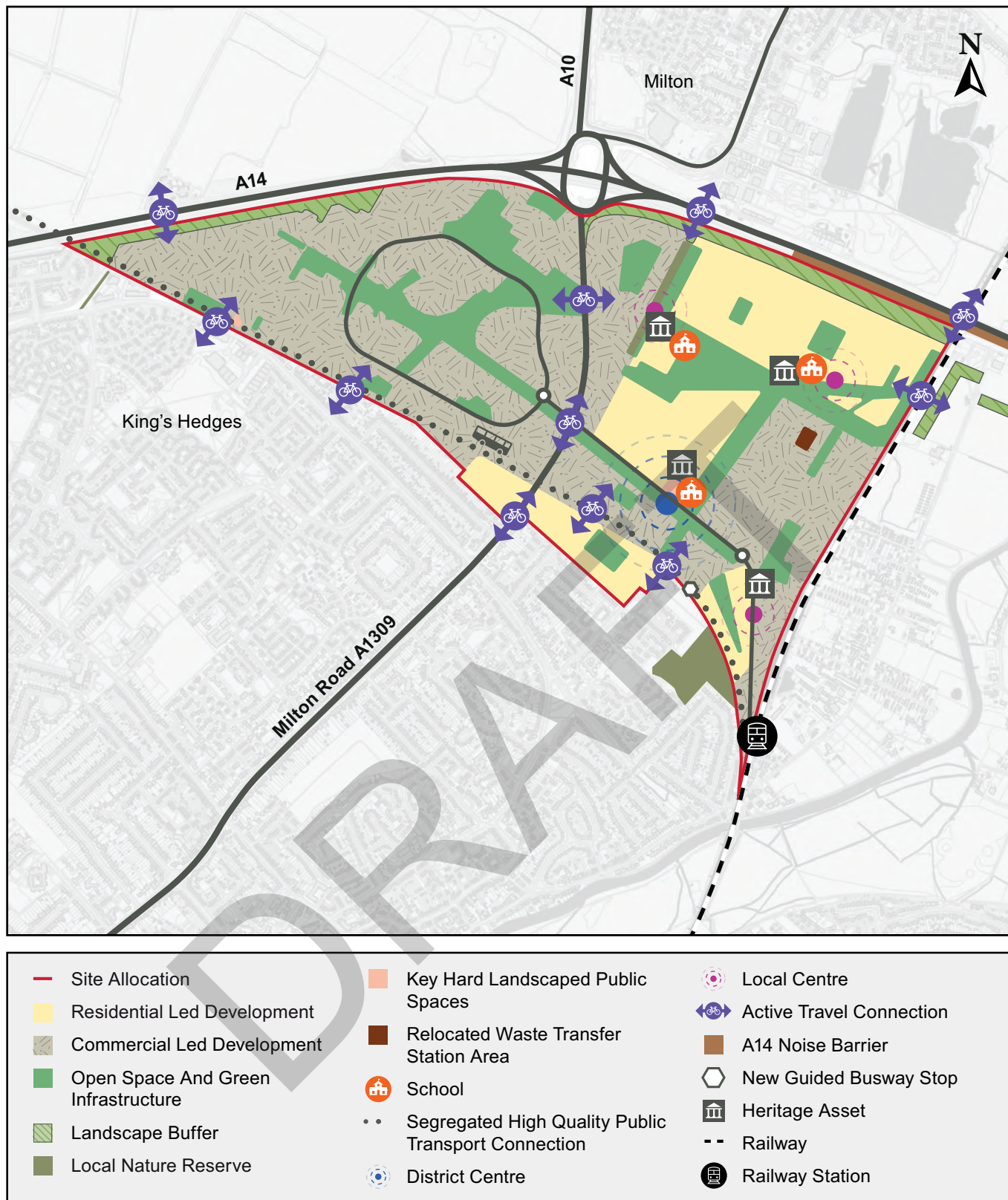


Figure 17: Spatial Framework for S/NEC: North East Cambridge

Supporting information

- 3.1.4** The draft policy is predicated on the relocation of the CWWTP, which would provide a once-in-a-generation opportunity to comprehensively transform the area. It is crucial that development makes the most of this opportunity to enhance the northern part of the city for existing communities, to help meet the development needs of Greater Cambridge in a highly accessible location, and to maximise the opportunities provided by this brownfield site.
- 3.1.5** The transformation proposed for NEC will create a new city district for Cambridge that includes a significant number of new homes with the facilities and other infrastructure needed to support them, alongside intensification of business and industrial uses. A design-led approach to placemaking is needed to maximise the opportunities of the site, and to successfully integrate NEC into the surrounding existing residential and business areas to create a cohesive community.
- 3.1.6** Cambridge, like many historic cities is characterised by a compact form that allows easy movement as a pedestrian or cyclist. This inherent character should underpin the approach to creating a new city district at NEC centred around walking and cycling to create a 'walkable neighbourhood' and capitalising on high quality public transport options underpinned by a comprehensive open and green space network creating a healthy and inclusive place.
- 3.1.7** The spatial layout of uses across the NEC area will in some respects continue to be shaped around the existing infrastructure on the site. The undergrounding of the overhead electricity power cables to the east of Milton Road and the legacy infrastructure from the CWWPT will influence site master planning, whilst the proposed noise barrier alongside the A14 is also a key piece of new infrastructure that will need to be delivered early as part of the transformation of the area.
- 3.1.8** In addition to legacy infrastructure, NEC currently includes safeguarded Aggregates Railheads and a Waste Transfer Station. The Aggregates Railheads are of strategic importance and also provide the potential to minimise the movement of construction materials and waste by road. Unless and until a suitable off-site alternative for replacement railheads can be identified, the proposed approach is to retain the Aggregates Railheads in situ. It is proposed to relocate the Waste Transfer Station preferably off-site or alternatively to a more appropriate location within Cowley Road Industrial Estate adjacent to the Aggregates Railheads to facilitate the vision for NEC and to optimise development and, therein, mixed development.
- 3.1.9** Mixed use development will strengthen the character of NEC and help make most efficient use of the land available. Whilst it is important to strengthen NEC's role in meeting economic needs, evidence demonstrates that commercial development currently draws more traffic into the area than any other form of development. Therefore, the balance between additional employment floorspace and housing across the site has been carefully considered against the need to create a sustainable community at NEC.
- 3.1.10** The Councils recognise that a balance also needs to be struck between safeguarding the setting of Cambridge, key approaches to the city, and historic core and providing

sufficient development potential to create a self-sustaining vibrant new city district that can support and maintain high quality public spaces and the provision of a diverse range of retail, leisure, and community and cultural facilities. The development mix and capacities promoted for NEC also reflect the area's accessibility to Cambridge North Station, the guided busway and planned public transport enhancements as well as ensuring efficient use is made of brownfield land within Cambridge.

- 3.1.11** While the retention and intensification of existing industrial uses with NEC may seem at odds with objective to optimise the development potential of this strategic brownfield site, such use is vital to the sustainability of Cambridge's local economy and, in NEC, as provided an important source of local jobs. The Greater Cambridge Employment Land and Economic Needs Study (November 2020) identifies that Cambridge has lost around 35% of its industrial floorspace over the past 20 years. The policy therefore seeks to retain and intensify the existing industrial floorspace within NEC. This is likely best achieved through consolidation of industrial uses on the Cowley Road Industrial Estate. This approach could aid with optimising NEC's development potential by both releasing Nuffield Road Industrial Estate for uses more suited to its residential surroundings and by utilising the industrial floorspace as a buffer between the safeguarded Aggregates Railheads and Waste Transfer Station and more sensitive land uses, if these safeguarded uses are retained on-site.
- 3.1.12** Higher density development creates challenges in how different uses can operate in close proximity to each other within buildings, adjacent plots or blocks. Innovative forms of building will be needed to make the best use of the land available and development proposals will need to demonstrate that the future amenity of residents, occupiers and other sensitive uses or spaces can be safeguarded. Creative approaches to the design, delivery, construction and future management will be required to ensure the successful integration of uses.
- 3.1.13** Understanding that development needs to be at a human scale is important in defining the kind of place the NEC should be. Well-articulated roof forms and fine grain plot-based architecture will be needed to provide flexibility of forms, accommodate a variety of uses and users and create a visually rich, more human scale and welcoming place.
- 3.1.14** Creating high quality places with well-designed buildings, streets and spaces will encourage more cohesive communities that reduce crime and the fear of crime along with antisocial behaviour. Public and private spaces should be clearly defined in terms of ownership, have good natural surveillance and be well managed. Such an approach will have a positive impact on the safety and well-being of those working, living and visiting the NEC. The creation of gated developments that limit social cohesion and integration will not be supported.
- 3.1.15** Other aspects such as the appropriateness of materials and finishes, including their long-term resilience, attractiveness and ease of ongoing maintenance, will determine how attractive, well-used and successful places will be in the future.
- 3.1.16** There is significant housing demand in Greater Cambridge due to a range of factors including affordability issues, population growth and the area's strong local economy and its sub-regional significance. Within this context, the key strand of sustainable development is securing mixed communities that are inclusive to everyone and

appropriately mixed in terms of demographics, household types and tenures. Through mixed use development, the Councils want to see the NEC area developed so that it provides households with a genuine range of housing that meets our forecast needs – enabling people who work in the area to live locally, reducing the need to commute or own a car, and ensuring we create mixed and balanced communities.

- 3.1.17** The scale of NEC will enable the creation of distinct neighbourhoods. Each neighbourhood should provide a walkable local centre for community services, retail, leisure and cultural activity. In addition to being located on key movement corridors, they should be considered and planned as the foundation for public life, providing for social and cultural exchange and for the promotion of sustainable and healthy lifestyles. A multi-user and multi-generational approach to their design, programme and management will create the conditions for public life to thrive throughout the day and evening. This should include opportunities to dwell, meet family and friends, play, and exercise, as well as accessing essential services and amenities.
- 3.1.18** The provision of a new District Centre will provide a mix of town centre uses that will support the day-to-day needs of the people living, working and visiting NEC and the adjacent neighbourhoods. Located between the primary access route towards Cambridge North railway station and the Cambridgeshire Guided Busway the district centre will be easily accessible by public transport and will serve as the primary hub for community spaces, venues and events space. The design and layout of the District Centre will prioritise pedestrians and cyclists, with limited and well managed servicing and delivery vehicle access. Buildings should have a positive relationship with the street and open spaces to create a place where public life can thrive. Servicing areas and building equipment will need to be carefully designed in and managed from an early stage to minimise any inactive building frontages.
- 3.1.19** Taking inspiration from Cambridge's Market Square, a market square should be the focal point of the new District Centre. It will need to be designed and managed to accommodate a variety of functions and events to take place on a regular basis, from informal community events to public markets. The design of the square will therefore need to consider utility provision, service arrangements as well as the necessary amenities to support a well-functioning, active and multiuser space.
- 3.1.20** The First Public Drain is a key biodiversity asset of NEC and will need to be enhanced and integrated within the new District Centre. Development either side of the watercourse should identify opportunities to enhance the First Public Drain's natural features and biodiversity assets, help to foster a unique sense of place, and maximise the amenity benefits of the watercourse for users and occupiers of adjacent buildings.
- 3.1.21** All new development should make provision for new or enhanced open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process as part of a placemaking led approach, including the provision of footpaths, running trails and cycle routes. Open spaces not only help support the health, social and cultural well-being of local communities but also help support strategies to mitigate the adverse effects of climate change.

- 3.1.22** At the same time the development should deliver biodiversity improvements, contributing to the councils' aspirations to double nature in Greater Cambridge. While NEC has no nationally or internationally designated biodiversity sites, it is close to a number of designated areas and there is also a locally designated Wildlife Site on Cowley Road. Development within NEC should protect and substantially enhance the network of green and blue habitats across the area itself and the wider area, including Chesterton Fen. Existing on-site habitats include woodland, scrub, hedgerows, ephemeral perennial vegetation, watercourses and ponds that support a number of species such as Common Frog, Smooth Newt, Viviparous Lizard, House Sparrow, Common Swift, Soprano Pipistrelle bat and Water Vole.
- 3.1.23** At both a national and local level it is clear that biodiversity is a key priority and an important component of sustainable development. Development within NEC will need to respond to this by ensuring that the existing biodiversity species and habitats within are protected and enhanced. This will be a challenge given the scale of change and density of development proposed. Therefore, all development will have a significant role to play in this, and the cumulative benefit of small-scale improvements in biodiversity resources should be maximised. In this context, it is strongly advocated that a comprehensive and coordinated approach is taken to development across the whole of NEC.
- 3.1.24** Cambridge, like many historic cities is characterised by a compact form that allows easy movement as a pedestrian or cyclist. This inherent character should underpin the approach to creating a new city district at NEC centred around walking and cycling to create a 'walkable neighbourhood' and capitalising on high quality public transport options underpinned by a comprehensive open and green space network creating a healthy and inclusive place.
- 3.1.25** The policy seeks to secure healthy, inclusive and safe streets and open spaces in accordance with the NPPF and best practice. In accordance with achieving the 'principles of inclusive design' streets within NEC are to have a significant 'place' as well as 'movement' function. For 'place', streets should include provision of informal and formal doorstep play spaces, high quality landscaping and surface water management which is integrated into the public realm achieving valued amenity and biodiversity enhancement. With respect to its movement function, a street user hierarchy places pedestrians at the top followed by cyclists, public transport users, specialist service vehicles (emergency, services, waste etc.) with other motor traffic coming last, including car sharing and electric vehicles.
- 3.1.26** Sustainable modes of travel, including walking, cycling and other forms of micro-mobility are zero-emission, socially inclusive, promote health and wellbeing, and help to create a more vibrant and socially interactive environment. To make sustainable travel the first choice for everyone who works, lives and visits NEC, development proposals should adopt the principles of walkable, low traffic neighbourhoods, removing direct through routes for traffic, discouraging non-essential vehicles into certain areas, and with low traffic speeds. Each development proposal should contribute to a coherent network of streets, paths and green links for people that offers choice for how they move around and through the area. This network, together with an extensive network of

frequent public transport services, will help people access and move around this new city district and wider area without needing to rely on the private car.

- 3.1.27** As well as internal connections, NEC must be linked to surrounding communities and key employment, social and retail destinations within the wider area. As an employment hub itself, it must also manage the traffic impacts the area will generate.
- 3.1.28** The scope for highway capacity improvements is limited due to the existing road configuration and lack of space, particularly at the junction of Milton Road with King's Hedges Road and Green End Road. The already high levels of traffic and peak hour congestion on the existing road network mean that the introduction of additional non-essential vehicular traffic is unacceptable in terms both highway capacity, place making and air quality. As a result, development will need to support a significant shift away from the private car and towards sustainable travel to a level not seen in Greater Cambridge previously.
- 3.1.29** It is therefore essential that NEC is served by, and seamlessly connected with, existing and planned high quality public transport and routes for non-motorised users.
- 3.1.30** New and upgraded infrastructure is already being planned and delivered in the vicinity of the site through the Greater Cambridge Partnership, for example the Waterbeach to Cambridge public transport route and Greenway, Chisholm Trail, and along Milton Road. However, there are currently severance issues and barriers to movement within NEC (Milton Road) and hindering wider connectivity (A14, railway line, Cambridgeshire Guided Busway and existing development) which will need to be addressed. It is important that development specific masterplans across the site include networks for existing and planned infrastructure within the site and must consider, in consultation with the Highways Authority, whether improvements are needed to the quality or capacity of existing routes in the wider area.
- 3.1.31** To further assist in achieving modal shift, a site-wide approach to reduce car trips and car parking is advocated. Site master planning should ensure the delivery of an environment which puts people first and integrates measures to carefully control vehicular traffic, whilst ensuring essential traffic can be accommodated for disabled access and people who rely on private vehicles or taxis as well as public transport and service vehicles. The scale of the required mode shift is such that innovative solutions are going to be needed to reduce not only the need to travel, but also reduce the distances travelled by keeping trips local, and for those longer distance trips that will still need to be made the options are in place from the beginning to encourage and enable modal shift. Where vehicular use is unavoidable no or ultra-low emission vehicles will be encouraged, including through provision of supporting infrastructure such as EV charge points / hubs.
- 3.1.32** Consideration should also be given to the way that people access services and facilities, and personal travel, which are evolving, including becoming increasingly digital. There is a shift away from personally owned modes of transport to new models of mobility including more demand responsive travel.
- 3.1.33** 'Mobility as a Service' is a shift away from personally owned modes of transport, towards the integration of various modes of transport along with information and

payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example). Micro-mobility provides access to on-demand scooters, cycles, electric cycles and potentially other devices that come into the market. Technology will have an important role in enabling and supporting this and is constantly evolving; for example, with the implementation of 5G and smart / mobile ticketing. In the future, autonomous vehicles may have a role for first and last mile journeys, demand responsive travel, ride sharing, and deliveries. It is important to future proof infrastructure at NEC through ensuring there is enough flexibility to consider new options and models for mobility within the design of the area.

- 3.1.34** There are many challenges to realising the vision and strategic objectives NEC, from managing existing noise, air quality and highway capacity constraints to overcoming social and physical barriers. Significant structural changes are required to the layout of existing land uses, with a number of large-scale operations needing to be relocated, reconfigured, or bridged over or under. It will also require early delivery of infrastructure to unlock the development potential of the area and to begin the transition to a high quality new mixed-use district.
- 3.1.35** With multiple landowners, development will be phased on different sites concurrently across NEC over the next 20 years and beyond. There are clear benefits of joint working and cross stakeholder engagement to ensure key issues are considered and, where possible, resolved jointly by all relevant parties prior to the submission of planning applications, including the timing of required strategic infrastructure.
- 3.1.36** At the same time, it is important that new and existing uses can continue to successfully operate during the implementation phase, until such time as relocation is necessary. It is also important that the establishment of new communities is supported and managed, and the benefits of the development for the surrounding communities are realised.
- 3.1.37** Delivery of NEC also needs to ensure that it is able to respond to economic cycles, changes in technology and climate change are planned for in a positive way. A comprehensive and coordinated approach to the development of land and the delivery of area-wide interventions, infrastructure provision, and management regimes, is the only means by which to enable new development to come forward and to optimise the development opportunity of NEC, in terms of densities, delivery rates, levels of affordable housing, access to new job opportunities, and better place-making.
- 3.1.38** The Councils evidence has shown that North East Cambridge is one of the most sustainable locations in Greater Cambridge. The site currently contains a mix of uses and is well served by public transport and active travel connections. The proposed relocation of the Cambridge Waste Water Treatment Plant (CWWTP) would have enabled a comprehensive regeneration of the site, resulting in a more balanced district of homes, jobs, community and cultural spaces. Following the recent withdrawal of the Housing Infrastructure Fund to facilitate the relocation of the CWWTP, the Councils will need to work with partners to explore alternative funding and/or regeneration options. The Councils still maintain an aspiration to make best use of this site and to see a holistic and coordinated regeneration of the area come forward.

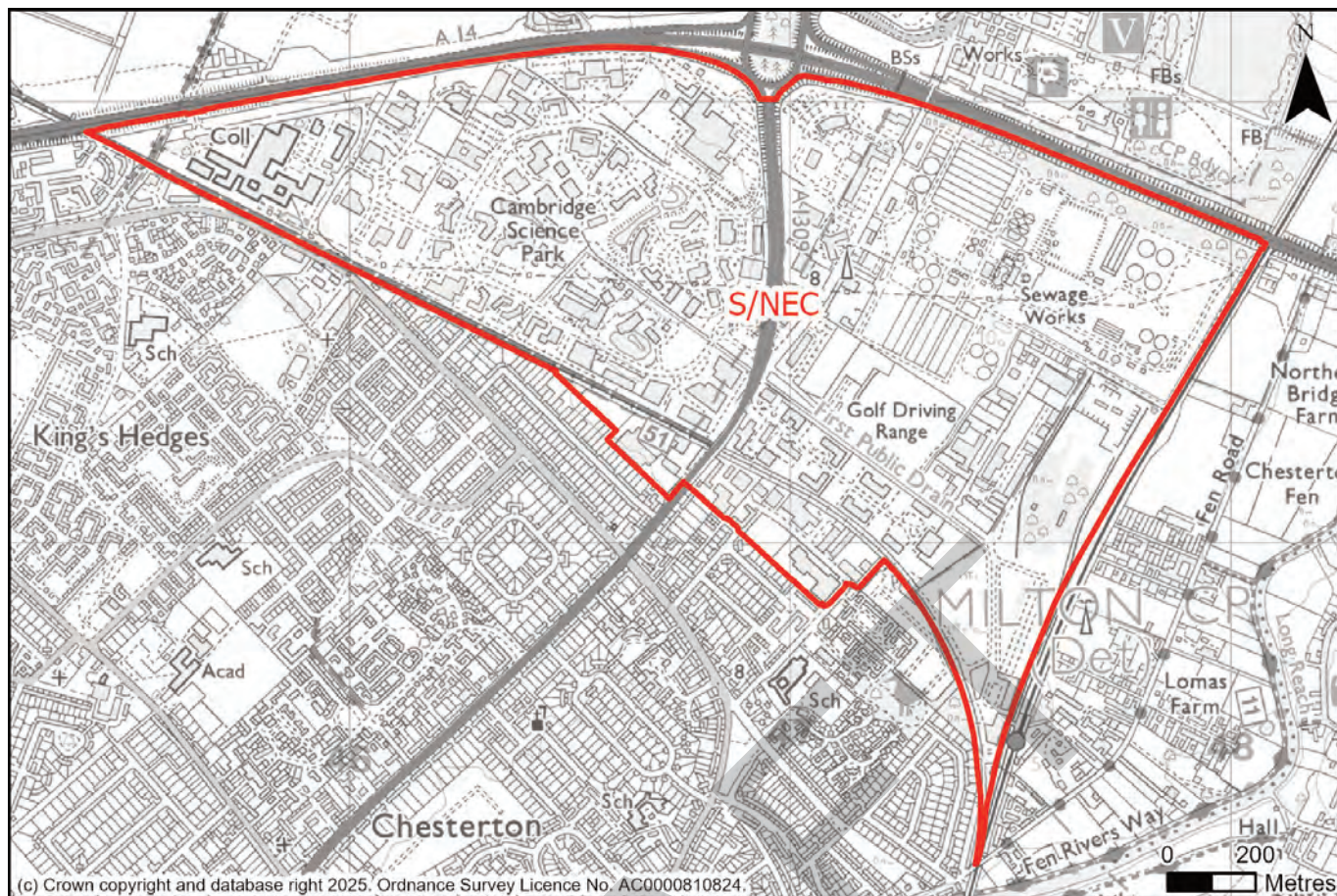


Figure 18: Site Plan of North East Cambridge

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Sites Topic Paper

Policy S/LAC:

Other site allocations in Cambridge

What this policy does

- 3.1.43** Allocates specific sites within the Cambridge urban area for housing, employment or a mix of uses that will contribute towards meeting the housing needs and forecast new jobs in Greater Cambridge. It includes rolling forward sites from the Cambridge and South Cambridgeshire Local Plans 2018 where appropriate.

Policy S/LAC: Other site allocations in Cambridge

1. The following sites identified on the Policies Map are allocated for housing, employment or mixed uses in the Cambridge urban area.
2. The site allocations will be developed in accordance with:
 - a. all relevant national and local planning policy requirements, including making appropriate contributions towards mitigation measures or infrastructure requirements that are necessary to make the development acceptable;
 - b. the site-specific development requirements identified for each site, including the site-specific spatial framework where provided.
3. An indicative dwelling or floorspace capacity is identified for each of the site allocations. The number of homes or amount of floorspace granted planning permission on each site may be higher or lower than the indicative capacity and should be determined through a design-led approach.

Supporting information

- 3.1.44** The Local Plan must allocate sites for new housing and employment development to meet the long-term housing needs of Greater Cambridge and support the area's forecast job growth. The majority of new homes and jobs will be delivered at the strategic sites on the edge of Cambridge and at the new settlements, as set out in the strategy section of this plan. However, Cambridge is a highly sustainable location for additional homes and jobs, relating to its accessibility to existing jobs, services, and public transport.
- 3.1.45** The sites allocated have been identified, taking into account of a range of factors, and informed by the Housing and Economic Land Availability Assessment and Heritage Impact Assessments of each site. For the employment allocations, we were also

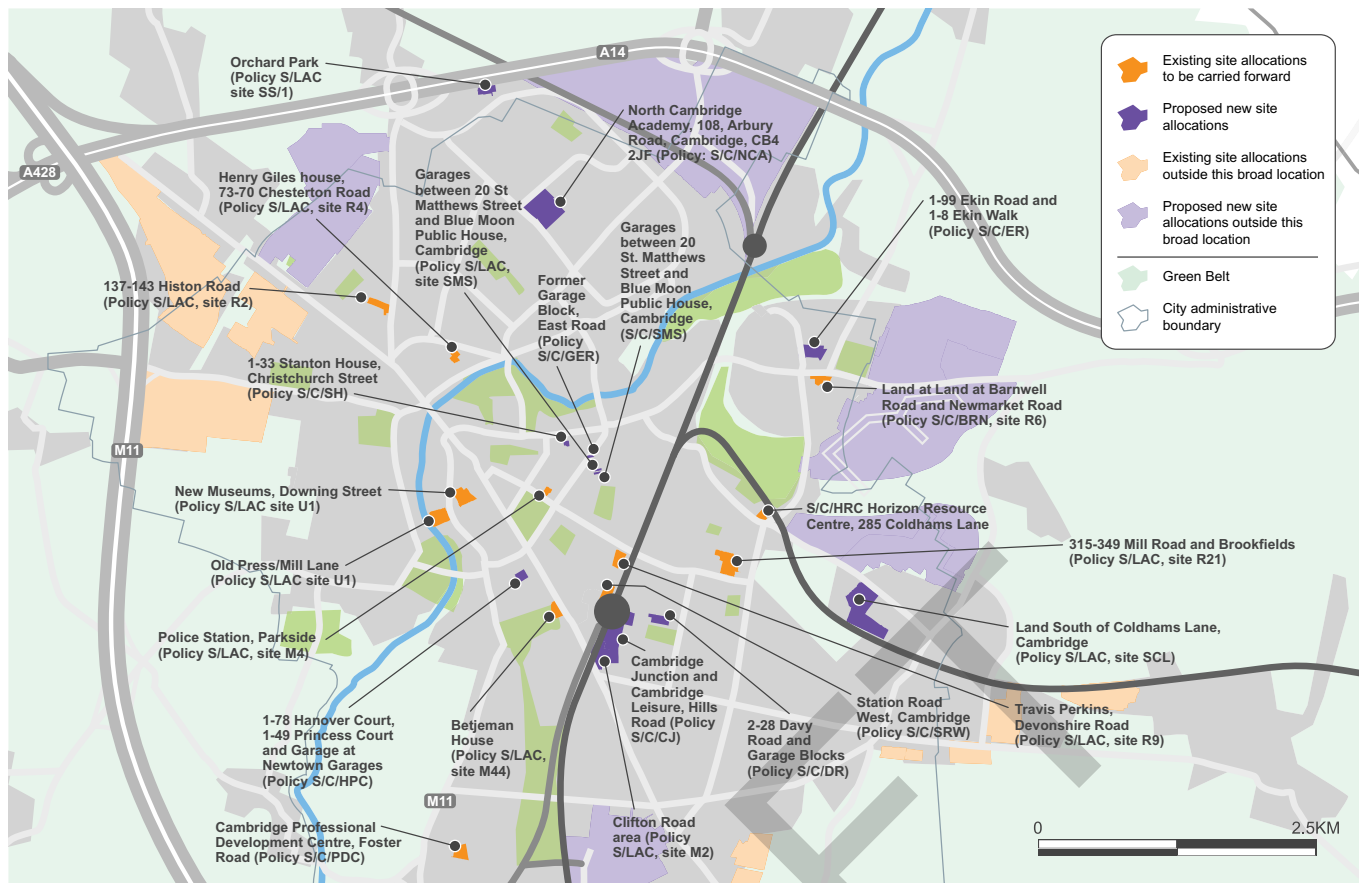


Figure 19: Map showing other site allocations in Cambridge

informed by the evidence from the Greater Cambridge Growth Sector study and Industrial and Warehouse Sector Study to understand the locational demand of different sectors.

- 3.1.46** The identified specific development requirements for each of the sites are necessary to ensure that the likely impacts of the development will be adequately mitigated. National planning policy and other policies in the Local Plan may require further development requirements and / or contributions that are necessary to make the development acceptable in planning terms.

Housing

S/C/SMS: Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge

- Site area of 0.1 hectares.
 - Capacity for approximately 12 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development should retain and incorporate the existing mature tree and footpath to the north of the site within the new public realm as part of a landscape-led approach to design;

- b. Buildings must be designed, in regard to building heights, mass and materials, to ensure no unacceptable adverse impacts on the local or wider skyline, and the wider settings of the Mill Road Conservation Area, the Mill Road Cemetery Registered Park and Garden, and the Church of St Matthew Grade II Listed Building;
- c. The design and layout of any development proposal must account for the proximity of the Blue Moon pub in terms of noise and light pollution.

Supporting information

3.1.47 This 0.1 hectare garage site provides an opportunity for a sustainable residential development that can contribute positively to the character of the adjacent conservation area and improve the public realm. In part through the retention of the existing mature tree, there is a particular opportunity for enhanced urban greening and improved connectivity and legibility through to Staffordshire Street. A context-led approach to development can deliver approximately 12 homes whilst ensuring that designated heritage assets, including the Mill Road Conservation Area and Mill Road Cemetery Registered Park and Garden, and their setting are protected and enhanced. Given the proximity of the Blue Moon Public House, development proposals should achieve a satisfactory relationship to avoid noise and light pollution impacts on residential amenity.

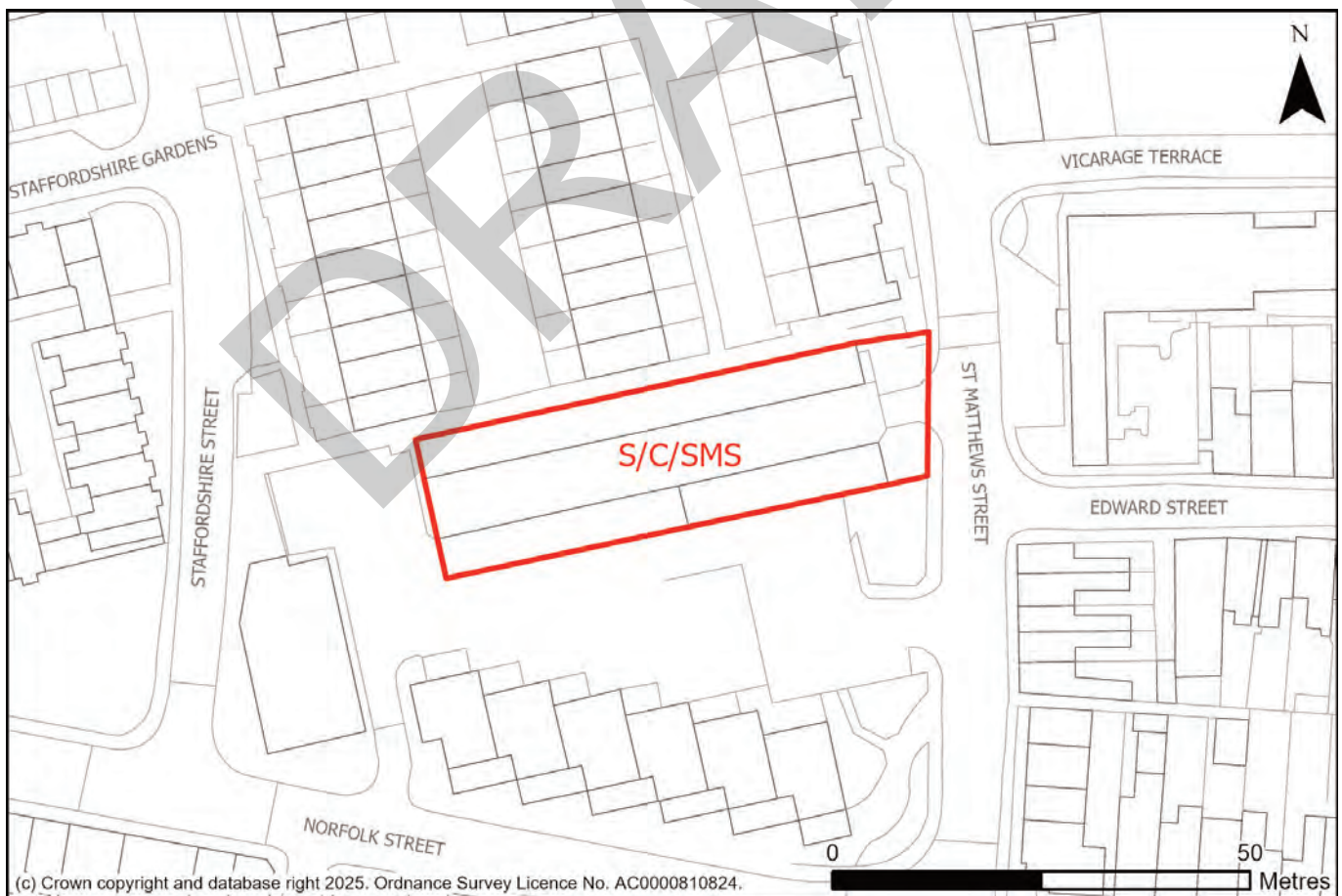


Figure 20: Site Plan of S/C/SMS: Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge

S/C/HTR: 137-143 Histon Road

- Site area of 1.36 hectares.
 - Capacity for approximately 100 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Buildings should, in regard to building heights, massing and materials, be designed to ensure no unacceptable adverse impacts on the local or wider skyline, the wider setting of the Castle and Victoria Road Conservation Area, and the adjacent Histon Road Recreation Ground;
 - b. To optimise the development potential of the site, proposals should deliver comprehensive redevelopment, whilst ensuring adequate provision of open space within the site and around the trees protected by a Tree Preservation Order.

Supporting information

3.1.48 This 1.36 hectare garage and former car showroom site provides an opportunity for a sustainable residential development on previously developed land within Cambridge. Through the comprehensive redevelopment of the site, there is the opportunity to positively contribute towards the setting of the adjacent Castle and Victoria Road

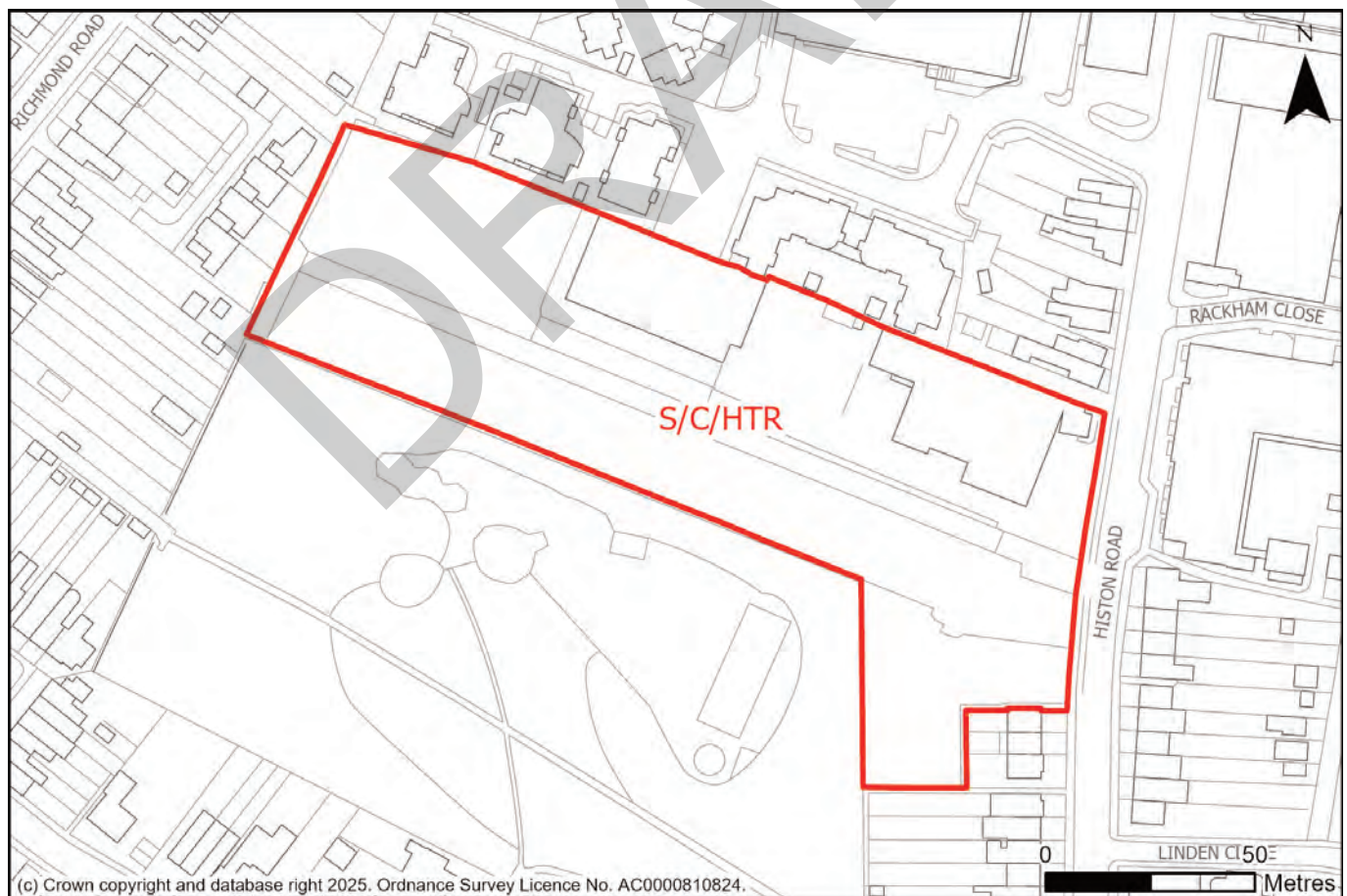


Figure 21: Site Plan of S/C/HTR: 137-143 Histon Road

Conservation Area through the careful design and siting of buildings. Additionally, through a masterplan led approach, development proposals should integrate landscape and open space, ensure adequate space around the protected trees (TPO) and form a positive relationship with the adjacent Histon Road Recreation Ground.

- 3.1.49** Through a comprehensive approach to development, the whole site could deliver approximately 100 homes. Although the existing garage portion of the site is not immediately available for redevelopment, it is still recognised as a suitable site for development area over the plan period. Redevelopment of the garage site will need to be designed cohesively with the remainder of the site that currently benefits from planning permission.

S/C/HGH: Henry Giles House, 73-79 Chesterton Road

- Site area of 0.63 hectares.
 - Capacity for approximately 50 homes.
1. Development proposals for this site must demonstrate how they will meet the following requirements:
 - a. Buildings should, in regard to building heights, massing and materials, be designed to ensure no unacceptable adverse impacts on the wider setting of Strategic Viewpoint A Castle View Mound, Shire Hall, the Castle and Victoria Road Conservation Area, the Castle Mound and Civil War Earthworks scheduled ancient monuments, and the grade II listed Jesus Lock and associated buildings, and the pair of K6 telephone kiosks and the historic River Cam route. A Landscape Visual Impact Appraisal and Heritage Impact Assessment will be required to demonstrate that development will not have adverse impacts on these assets and key views;
 - b. Development should re-establish the building line facing Chesterton Road to restore the townscape character and reinstate a finer grain of development in this area;
 - c. Context-led boundary treatments, sympathetic variations in building height, and soft landscaping should be incorporated into any development proposal to protect views across Jesus Green and the wider setting of Cambridge's Historic Core;
 - d. Tree planting should be used to improve the Chesterton Road frontage, whilst existing trees, including the silver birch tree fronting Carlyle Road, should be retained and incorporated into the development where possible;
 - e. Any new development should provide active travel links from Chesterton Road into the site and, where possible, reconnect through to Grasmere Gardens.

Supporting information

- 3.1.50** This 0.63 hectare site, currently in office use, provides an opportunity for a sustainable residential development in Cambridge that can contribute positively to the character of the Castle and Victoria Road Conservation Area and improve the public realm. The site has been allocated for 50 dwellings which responds to landscape, townscape and heritage issues identified in the HIA and Housing and Economic Land Availability Assessment (site reference 40103). Site constraints identified in the Mitcham's Corner Development Framework Supplementary Planning Document have also been considered. These included a set of development principles which included, most significantly, boundary treatments and scale and massing.
- 3.1.51** Key design considerations will include the sensitive treatment of different boundaries, variations in building heights across the site, partly achieved through the use of individual buildings, the protection of key views, and the enhancement of public realm adjacent to the site boundaries. Where feasible, redevelopment should seek to reconnect the site with adjoining streets and spaces including pedestrian and cycle links to Chesterton Road. The accessibility of the site to services and facilities means that a low level of parking provision is required. The use of individual buildings and the need to protect key views suggest that the site is suited to a design delivering a mix of houses and flats.

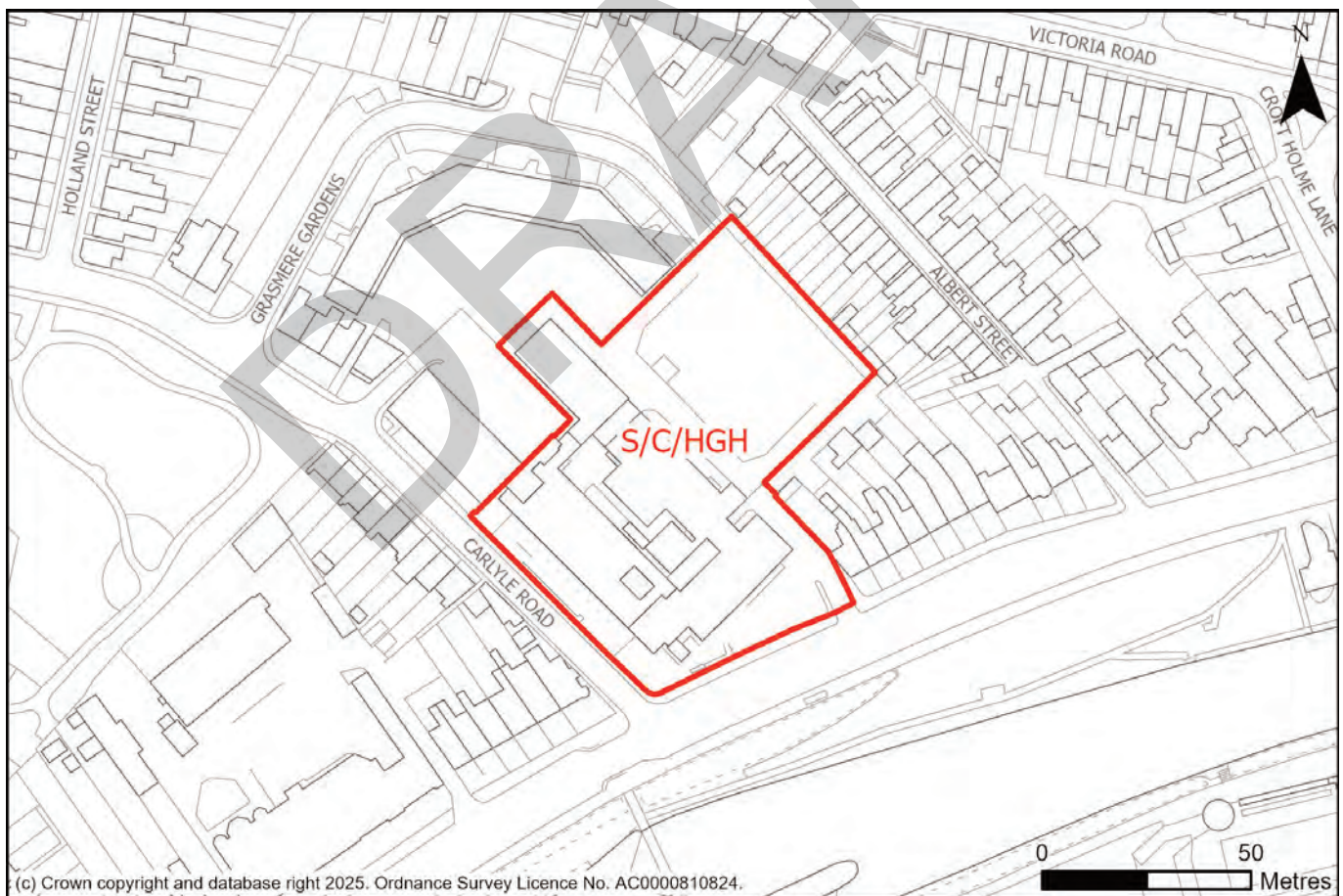


Figure 22: Site Plan of S/C/HGH: Henry Giles House, 73-79 Chesterton Road

S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane

- Site area of 0.73 hectares.
 - Capacity for approximately 40 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Design-based mitigation, primarily in the form of sympathetic building height, style, and materials, must be used to limit the development's impact on the setting of designated assets and urbanising impacts on Coldham's Common;
 - b. Existing trees and hedgerows, particularly on the site's perimeter, should be integrated into the development's design and layout where possible, whilst also ensuring that safe and adequate site access from Coldham's Lane can be delivered as part of development;
 - c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains;
 - d. Development must address known surface water flooding risks within the site.

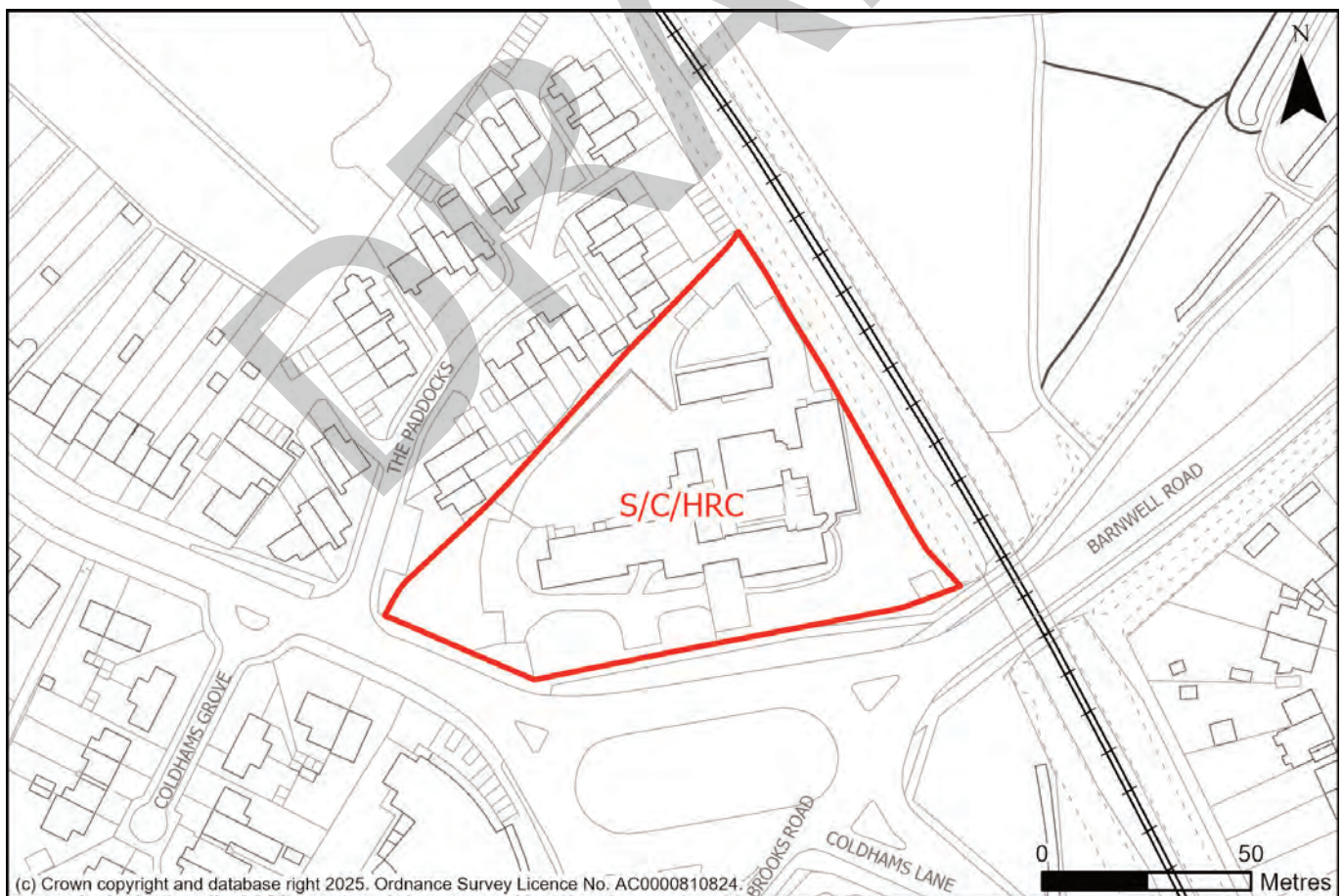


Figure 23: Site Plan of S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane

Supporting information

- 3.1.52** This 0.73 brownfield site occupied by a community building and car parking provides a residential redevelopment opportunity for approximately 40 homes. Development proposals should include design-based mitigation, primarily in the form of building height, style, and materials, which are required to limit impacts on the setting of designated assets and mitigate for urbanising impacts on Coldham's Common. Proposals should maintain the existing screening of the site from the road through retention of existing vegetation to perimeter of the site, whilst also ensuring safe and adequate site access from Coldham's Lane.

S/C/PDC: Cambridge Professional Development Centre, Foster Road

- Site area of 1.49 hectares.
 - Capacity for approximately 40 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Design-based mitigation, primarily in the form of building height, style, and materials, must be used to limit any negative impacts on the setting of the Trumpington Conservation Area, particularly the framed view down Alpha Terrace into the site;
 - b. A landscape-led approach should be used to determine an appropriate layout. Development boundaries should be set back and an appropriate landscape buffer, the extent of which will need to be determined using a landscape-led approach to the site's layout, should be introduced between the proposed development and the playing fields adjacent to the site;
 - c. Development must provide new public open space to meet the needs of the development, whilst also ensuring the public open space to the east of site is retained;
 - d. A public right of way (PRoW) running through the site must be retained, which must be incorporated as part of a landscape-led approach to the development and integrated with the provision of new open space;
 - e. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

- 3.1.53** This 1.49ha site is currently occupied by a community building and car parking but presents the opportunity to provide around 40 dwellings as part of a comprehensive redevelopment.

- 3.1.54** Since the previous allocation of the site in the adopted Cambridge Local Plan (2018), this allocation has reduced the overall indicative capacity of the site to account for potential impacts of development on the character and setting of the Trumpington Conservation Area. As identified in the Heritage Impact Assessment, this should include measures to manage building heights and mass and ensure use of appropriate materials. Development at a scale similar to the local prevailing building height and existing buildings on site should be appropriate.
- 3.1.55** Additionally, HER features in the surrounding area include extant 15th-20th century buildings, landscape features such as Roman earthworks and undated cropmarks, a 17th-19th century turnpike, a war memorial, and a milestone. The HIA recommends that archaeological investigation (starting with desk based assessment) is required to identify the presence and significance of as yet unknown archaeological remains across the Site. Further mitigation could include avoidance and preservation in situ, further investigation, or recording depending on the significance of any remains found.
- 3.1.56** The site is contained by Fawcett School and its playing field to the north and east, and by suburban housing to the south and west. The eastern 20% of the site is designated as Protected open space along with the school playing field. The policy requires development of the site to take account of the protected playing fields and existing public right of way as part of the overall design of the site.

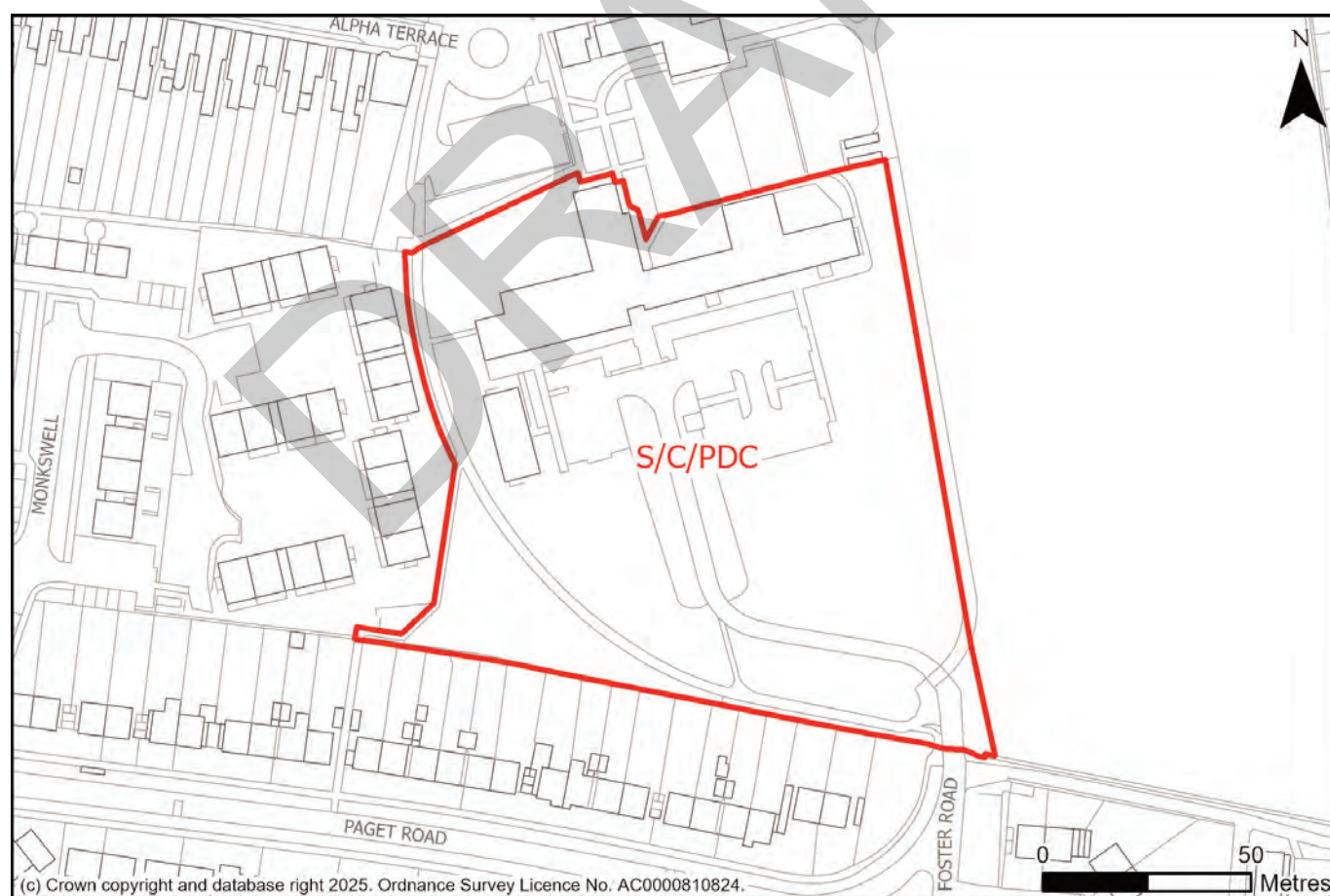


Figure 24: Site Plan of S/C/PDC: Cambridge Professional Development Centre, Foster Road

S/C/PPS: Police Station, Parkside

- Site area of 0.48 hectares.
 - Capacity for approximately 50 homes in a residential-led scheme.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. A Heritage Impact Assessment, together with views analysis, must be provided to demonstrate the potential impact of development on heritage assets and their setting including buildings of local interest to ensure there are no adverse impacts as a result of development;
 - b. Design must be sympathetic to the local 19th Century building style of the local area, including appropriate building heights, to ensure no unacceptable adverse impacts on the setting and character of the Historic Core, Parker's Piece, the Kite and Central Conservation Areas, and the nearby Listed Buildings, including the Grade I listed Emmanuel College buildings and numerous Grade II listed buildings within the vicinity of the site;
 - c. Development must not cause any unacceptable adverse impacts on Strategic Viewpoint A Castle View Mound, Shire Hall;

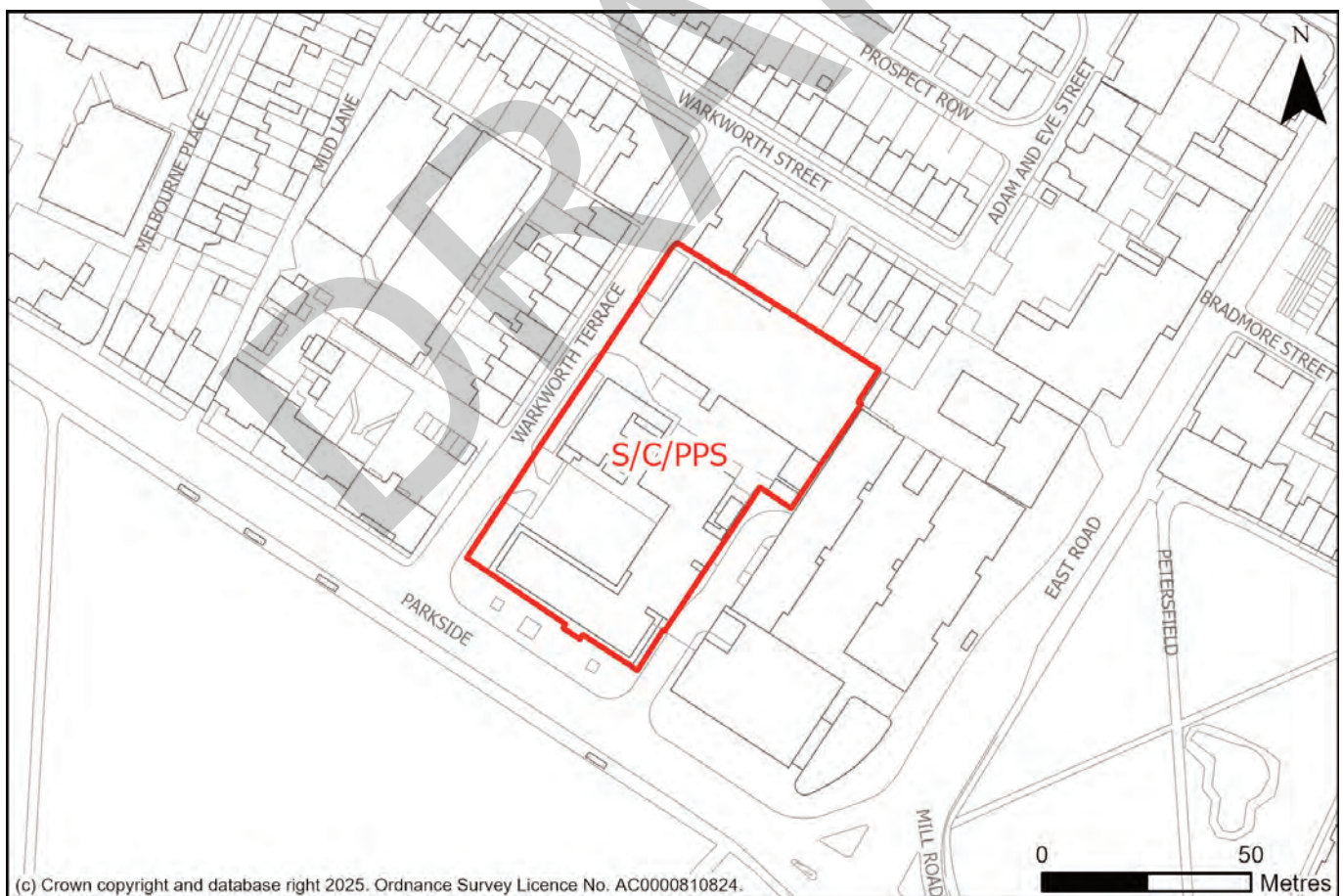


Figure 25: Site Plan of S/C/PPS: Police Station, Parkside

- d. Trees on the site that are protected by a Tree Preservation Order or by virtue of their location within the Kite Conservation Area must be retained and incorporated into the design and layout of any development proposal.
2. Ancillary complimentary uses such as offices or a hotel may be suitable as part of a residential led scheme provided there is no adverse impacts on residential amenity.

Supporting information

- 3.1.57** This 0.5 hectare site is allocated for a residential-led development, including approximately 50 homes, that will need to be designed in such a way that responds positively to the immediate historic environment. The proposed mitigation measures, including the requirement to undertake an additional heritage assessment of the proposed development, are required to ensure no unacceptable impact on the historic environment. New development will need to be sympathetic to the local 19th century building style, and buildings heights must be complimentary to the local historic townscape, respecting the setting of adjacent listed buildings and conservation areas. The inclusion of additional ancillary uses, such as an office or hotel, must demonstrate it can be accommodated without causing unacceptable impact to the historic environment, including protected trees, and residential amenity.

S/C/NCA: North Cambridge Academy, 108, Arbury Road

- Site area of 7.68ha hectares.
 - North Cambridge Academy will develop into a mixed use sporting hub, providing a range of new and enhanced sports facilities which would be available to the public outside of school hours alongside new homes and car parking provision.
 - Capacity for approximately 150 homes and sports facilities as part of a mixed use new development.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. The expansion of the existing sports hall for sports and complimentary facilities;
 - b. The provision of a new 3G astro pitch, 4 new tennis courts and a Multi-Use Games Area (MUGA);
 - c. A Community Use Agreement for these sports facilities to be available to the public outside of school hours;
 - d. Assessment and implementation of necessary mitigation measures for residential development in relation to noise pollution from the adjacent schools and sports facilities;
 - e. Through the careful orientation of buildings and other design measures, residential development must prevent overlooking to maintain privacy of users of the school facilities;

- f. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment;
- g. To mitigate the potential intrusion of Dynamic View 11 Ditton Meadows, buildings should be designed in line with prevailing heights in the vicinity and a Views Analysis may be required.

Supporting information

3.1.58 North Cambridge Academy is an important local community asset, catering for young people between 11-19 years old. Additionally, the school has a number of sports facilities that are well used by the local community outside of school hours. The site is well located, adjacent to the Arbury Court Local Centre and within walking and cycling distance of Cambridge City Centre.

3.1.59 The site is currently a mix of brownfield and greenfield land, including the former Bellerbys College site and areas of hard standing. To the north of the site is land that was designated as Protected Open Space in the Cambridge Local Plan (2018). This

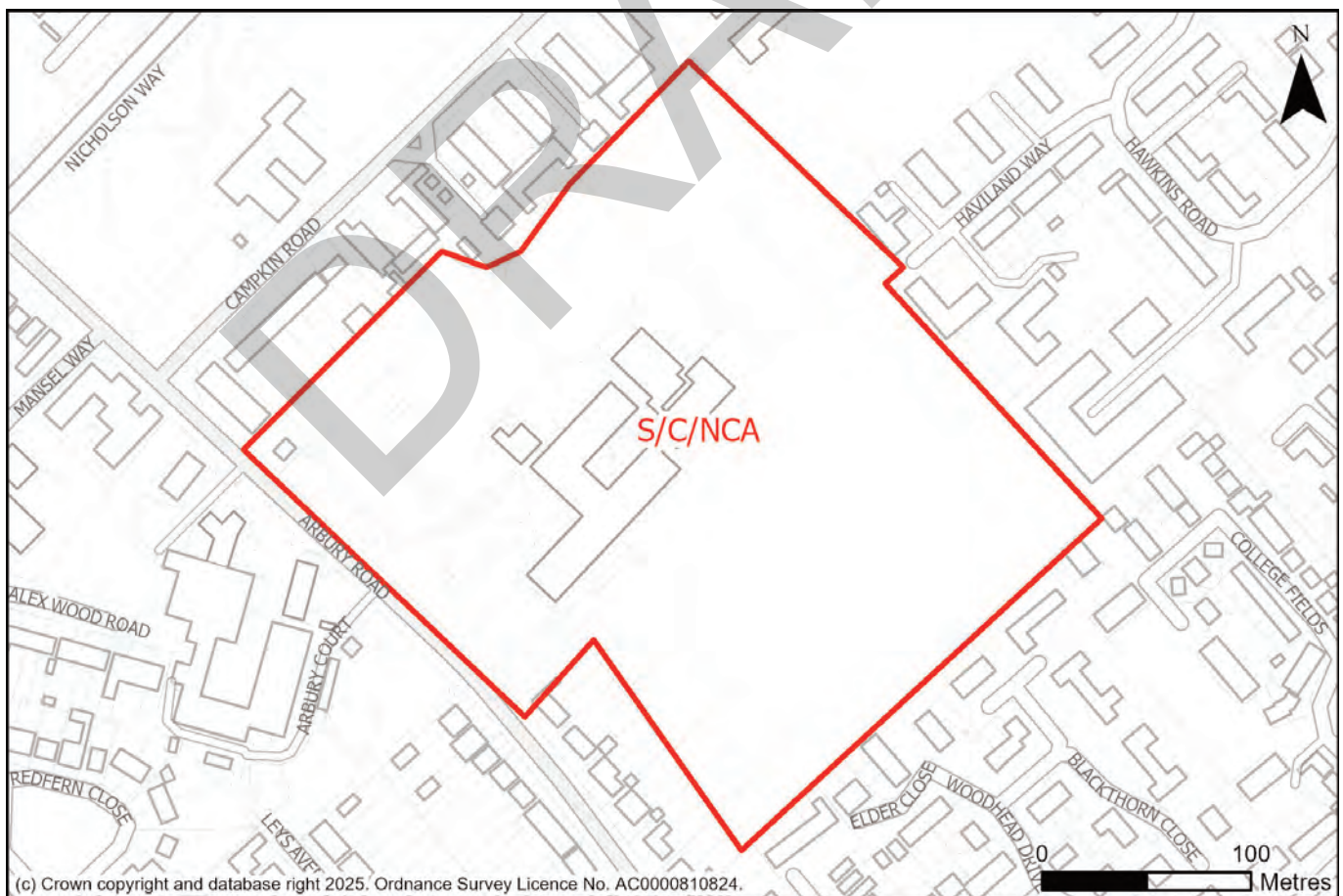


Figure 26: Site Plan of S/C/NCA: North Cambridge Academy, 108, Arbury Road

open space does not have open public access and therefore has limited use as it is not required by the existing school for sports or recreational uses.

3.1.60 Through the redevelopment of the north and western part of the site, there is an opportunity to create an enhanced sporting hub. The loss of Protected Open Space will need to be outweighed by the provision of an increased and improved sports hall, new 3g astro pitch, 4 new tennis courts and a multi-use games area. These facilities will need to be made available to the general public outside of school hours.

3.1.61 This development will be complimented by new residential development, which will need to be carefully designed to mitigate noise from the two adjacent schools, ensure no loss of privacy to those using the school facilities throughout the day and evening and protect the strategic viewpoints of the city.

3.1.62 Given known archaeological assets in this area, archaeological assessments will be required as set out in the policy.

S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk

- Site area of 2.53 hectares.
 - Capacity for approximately 26 net additional homes (134 gross homes).
1. Development proposals must demonstrate how they will meet the following requirements:

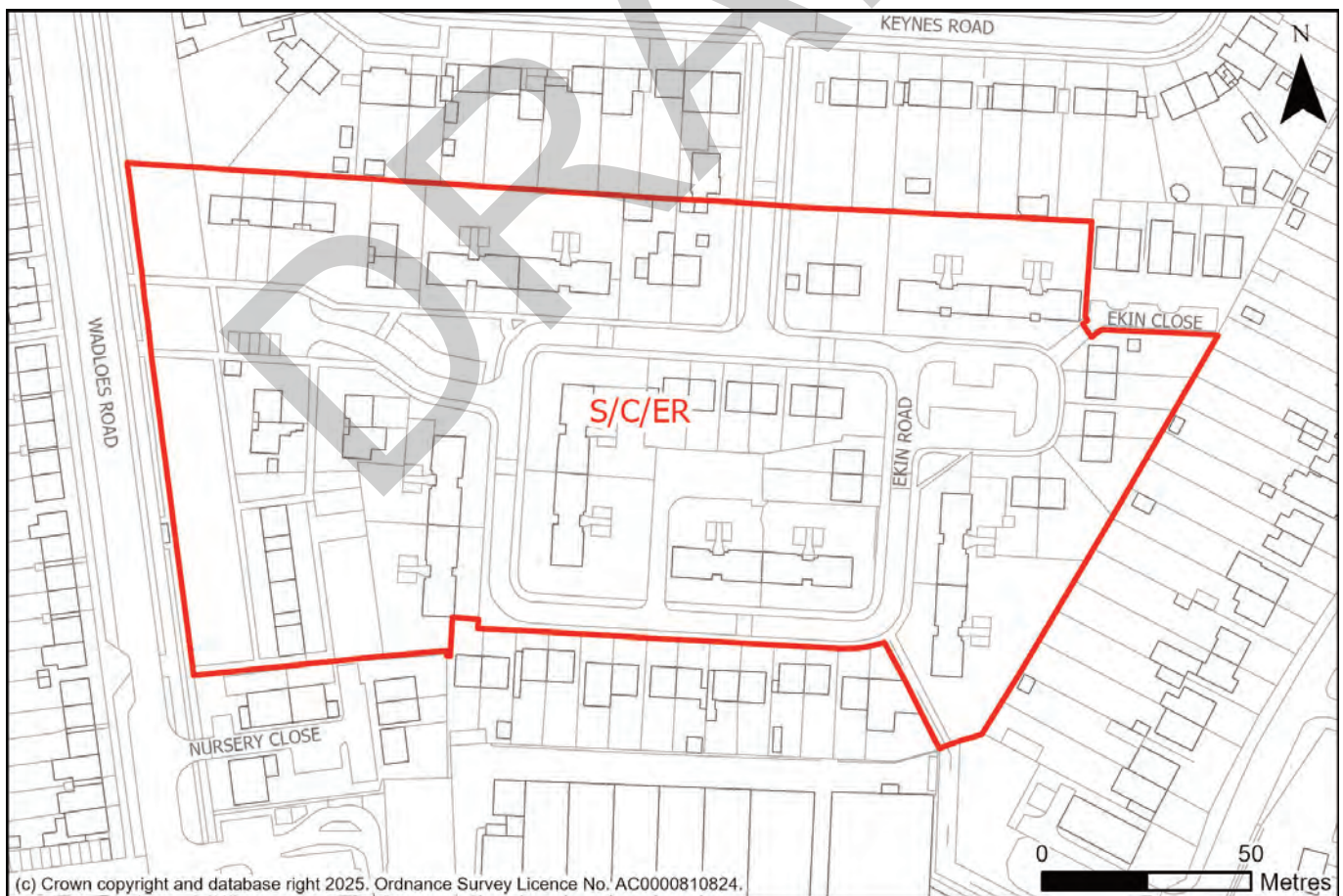


Figure 27: Site Plan of S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk

- a. The protection and enhancement of the Protected Open Space on the western boundary of the site
- b. Mitigate the potential negative impact on the setting of Fen Ditton Conservation Area and Dynamic View M (Stourbridge Common), through the design of new development to not exceed prevailing building heights.

Supporting information

3.1.63 This site has been put forward by the Cambridge Investment Partnership for market and affordable housing. The site is currently in residential use but a number of the existing buildings are of poor quality and out-dated. Redevelopment of the site would enable new high quality housing to be provided in a sustainable location, given its close proximity to local/neighbourhood centres in Wadloes Road and Barnwell Road. There is an area of protected open space to the western boundary of the site which contributes positively to the character of the wider neighbourhood and is to be retained as a matter of principle. Higher density development could be accommodated on the site, provided that the development is designed sympathetically to the existing context, including existing trees and built context.

S/C/DR: 2-28 Davy Road and Garage Blocks

- Site area of 1.2 hectares.
 - Capacity for approximately 48 net additional homes (90 gross homes).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Mature trees on the site are to be retained;
 - b. The protection or enhancement of the of the Protected Open Space;
 - c. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on the Grade II Listed Foster's Mill and its setting, Locally Listed buildings and their settings, the New Town and Glisson Road and Mill Road Conservation Areas as well as Strategic Viewpoints;
 - d. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment.

Supporting information

3.1.64 This site has been put forward by the Cambridge Investment Partnership for housing. The site is currently in residential use but a number of the existing buildings are of poor

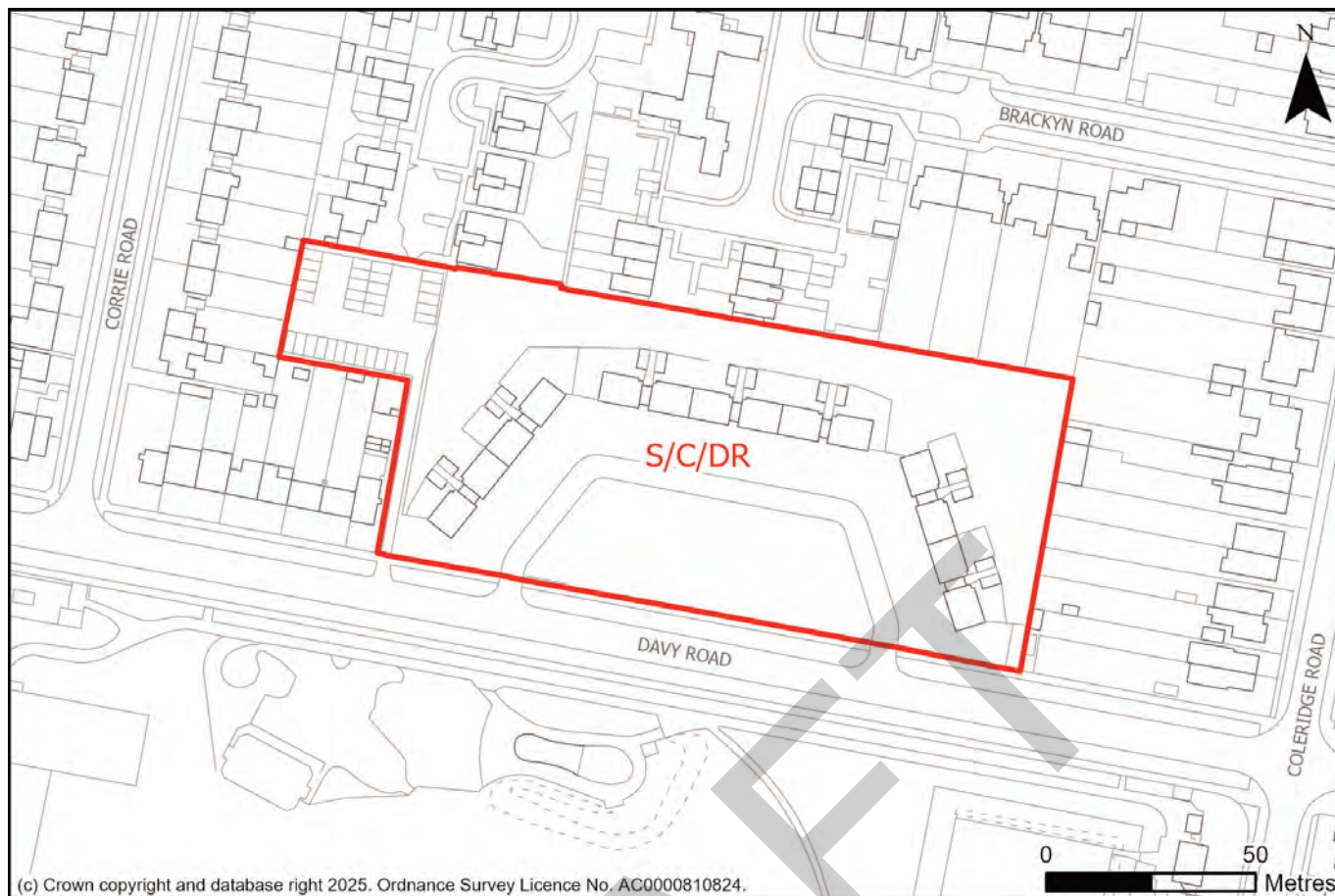


Figure 28: Site Plan of S/C/DR: 2-28 Davy Road and Garage Blocks

quality and out-dated. Redevelopment of the site would enable new high quality housing to be provided in a sustainable location, given It lies close to the services and facilities around Cambridge railway station and Mill Road Local Centre as well as lying opposite Coleridge Recreation Ground. There is a large area of protected open space within the site, as well as mature trees, which both positively contribute to the character of the wider neighbourhood and must be retained. The successful redevelopment of the site should therefore be context-driven and ensure there are no adverse impacts on heritage assets and their setting, including archaeological remains.

S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages

- Site area of 0.76 hectares.
 - Capacity for approximately 37 net additional homes (164 gross homes).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Buildings must be designed, in regard to buildings heights, mass, materials and landscaping, to ensure no unacceptable adverse impacts on the local or wider skyline, on New Town and Glisson Road Conservation Area, and the settings of the several listed buildings nearby in Hills Road and 18 George VI Street, a building of local interest

- b. Development must retain the existing mature trees
- c. Development proposals should mitigate the impacts of the existing electricity substation on residential amenity and outlook.
- d. Archaeological investigation and potential mitigation will be required to identify the presence and significance of possible archaeological remains across the site.

Supporting information

3.1.65 This site has been put forward by the Cambridge Investment Partnership for housing. It is previously developed land in residential use and is located close to a range of facilities in Hills Road Local Centre. Higher density development could be accommodated by the site, provided that the development is designed sympathetically to the existing context, including New Town and Glisson Road Conservation Area, the settings of the several listed buildings nearby in Hills Road, and 18 George VI Street, a building of local interest, existing trees and the built context and takes account of or relocates the existing electricity substation within the site.

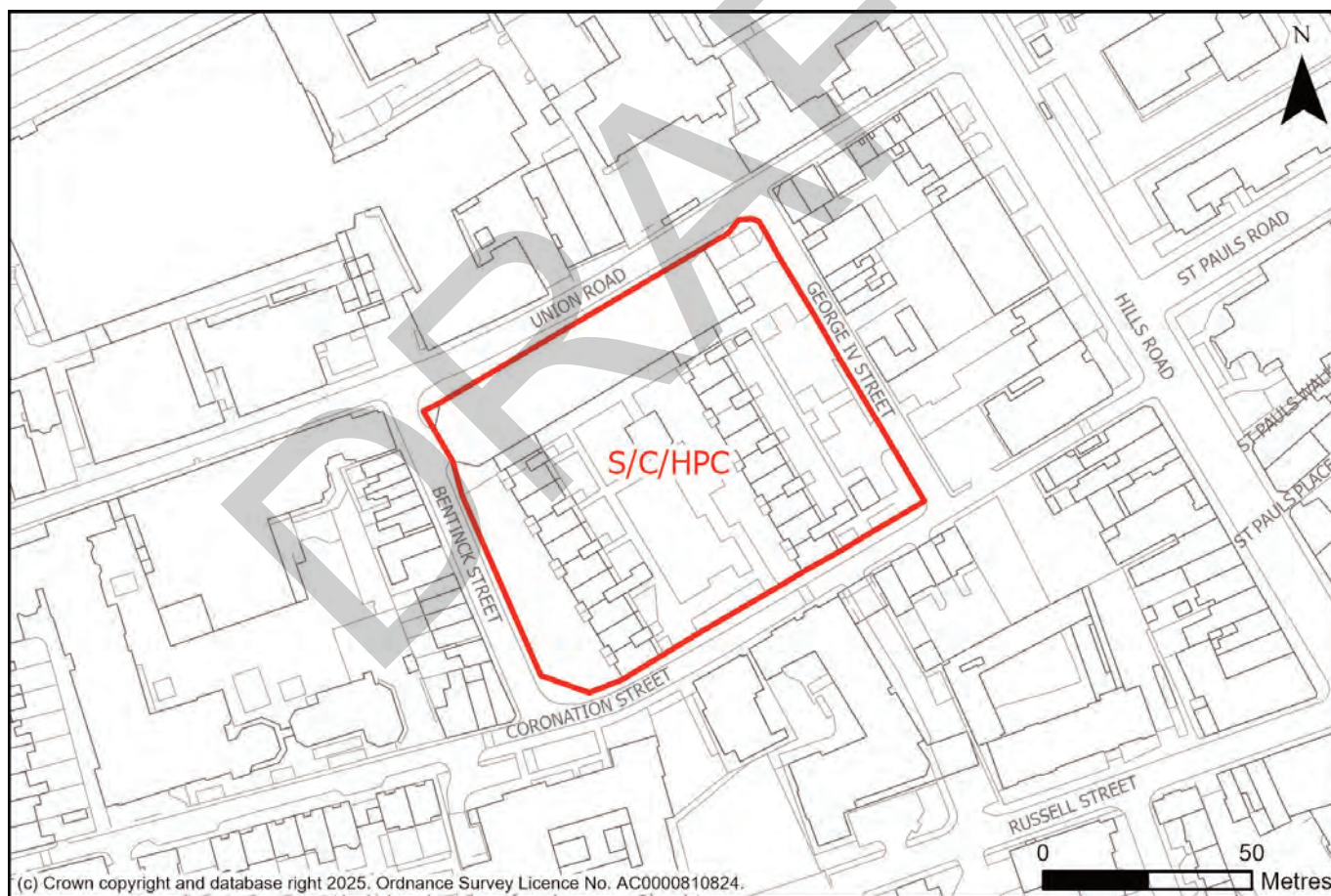


Figure 29: Site Plan of S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages

S/C/GER: Former Garage Block, East Road

- Site area of 0.14 hectares.
 - Capacity for approximately 40 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Existing vegetation surrounding the site will be protected and retained. Development should include the creation of site positive, vegetated streetscape to St Matthews Street, East Street and to existing built form;
 - b. Create a satisfactory relationship with adjacent residential properties in terms of daylight, sunlight and outlook;
 - c. Assessment and implementation of necessary mitigation measures in relation to road noise and air pollution from St Matthews Street and East Street;
 - d. Design proposals should demonstrate how development will enhance the character and settings of heritage assets;
 - e. Given the sites location on the periphery of historic core adjacent to Mill Road Conservation Area and within the setting of the Church of St Matthew, development proposals will be required to demonstrate design in the form of building height, style and materials that limit impacts on the settings of designated assets;
 - f. Archaeological investigation and potential mitigation will be required to identify the presence and significance of possible archaeological remains across the site.

Supporting information

- 3.1.66** This site has been put forward by the Cambridge Investment Partnership for housing. It is located to the south of Cambridge Crown Court and the Grafton Centre and is a former garage block which has recently been demolished.
- 3.1.67** The site is located within an Air Quality Management Area, and the policy includes necessary measures to ensure there are no adverse impacts on future residents or air quality in this area. The sites proximity to East Road and St Matthews Road, means that traffic and background noise will need to be designed out through good acoustic design to protect residential amenity. It is also in close proximity to existing rows of terraced dwellings any development will need to create a satisfactory relationship with adjacent properties in terms of daylight, sunlight and outlook.
- 3.1.68** Given known archaeological assets in this area, archaeological assessments will be required as set out in the policy. The proposed mitigation measures, including the requirement to limit impacts on adjacent heritage assets including conservation areas are required to ensure there is no unacceptable impact on the historic environment.

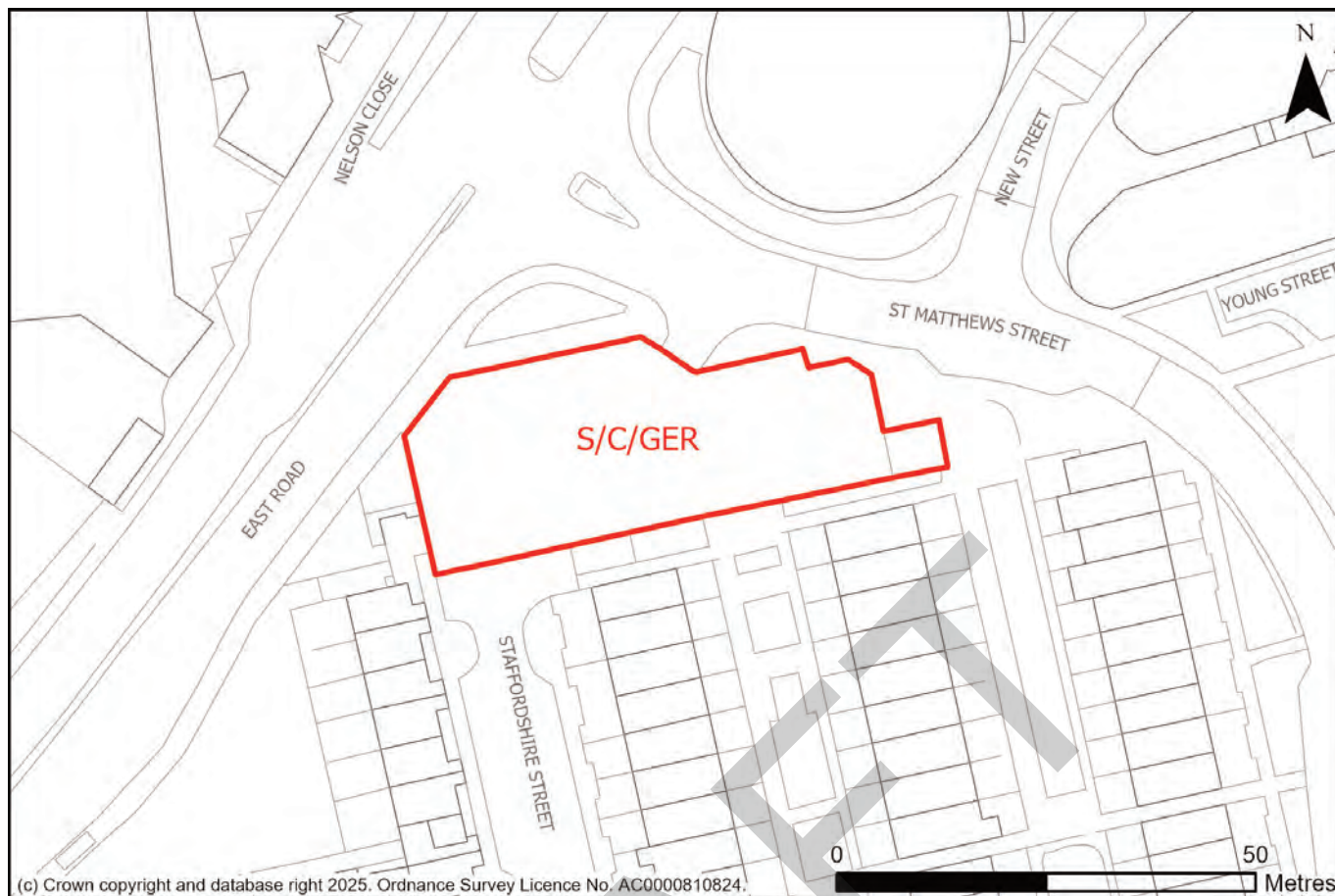


Figure 30: S/C/GER: Former Garage Block, East Road

S/C/SH: 1 – 33 Stanton House, Christchurch Street

- Site Area: 0.20 hectares.
 - Capacity for approximately 29 sheltered accommodation units (gross) resulting in a net loss of 5 units from the existing 34 units onsite.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on Grade II Listed assets, including Christ Church, Buildings of Local Interest and the Kite Conservation Area as well as their respective settings;
 - b. Given the known archaeological assets in the area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment.

Supporting information

- 3.1.69** This 0.2 hectare site was previously used as sheltered accommodation. However, due to safety risks, the building is currently vacant. The policy seeks to bring forward a redevelopment of the site for new sheltered accommodation, developed to a higher standard than the existing building.
- 3.1.70** Due to the sensitive historic context of the area, located within Kite Conservation Area and in close proximity to several Grade II Listed and Locally Listed Buildings the policy criteria requires that development will be carefully designed to ensure that heights, mass, materials and landscaping do not have unacceptable adverse impacts on these assets or their setting.
- 3.1.71** Given the sensitive nature of the immediate area, it is anticipated that redevelopment of the site would result in an overall net loss of sheltered accommodation but re-provided to a higher standard than the existing building, supporting the needs, health and well-being of its future residents.

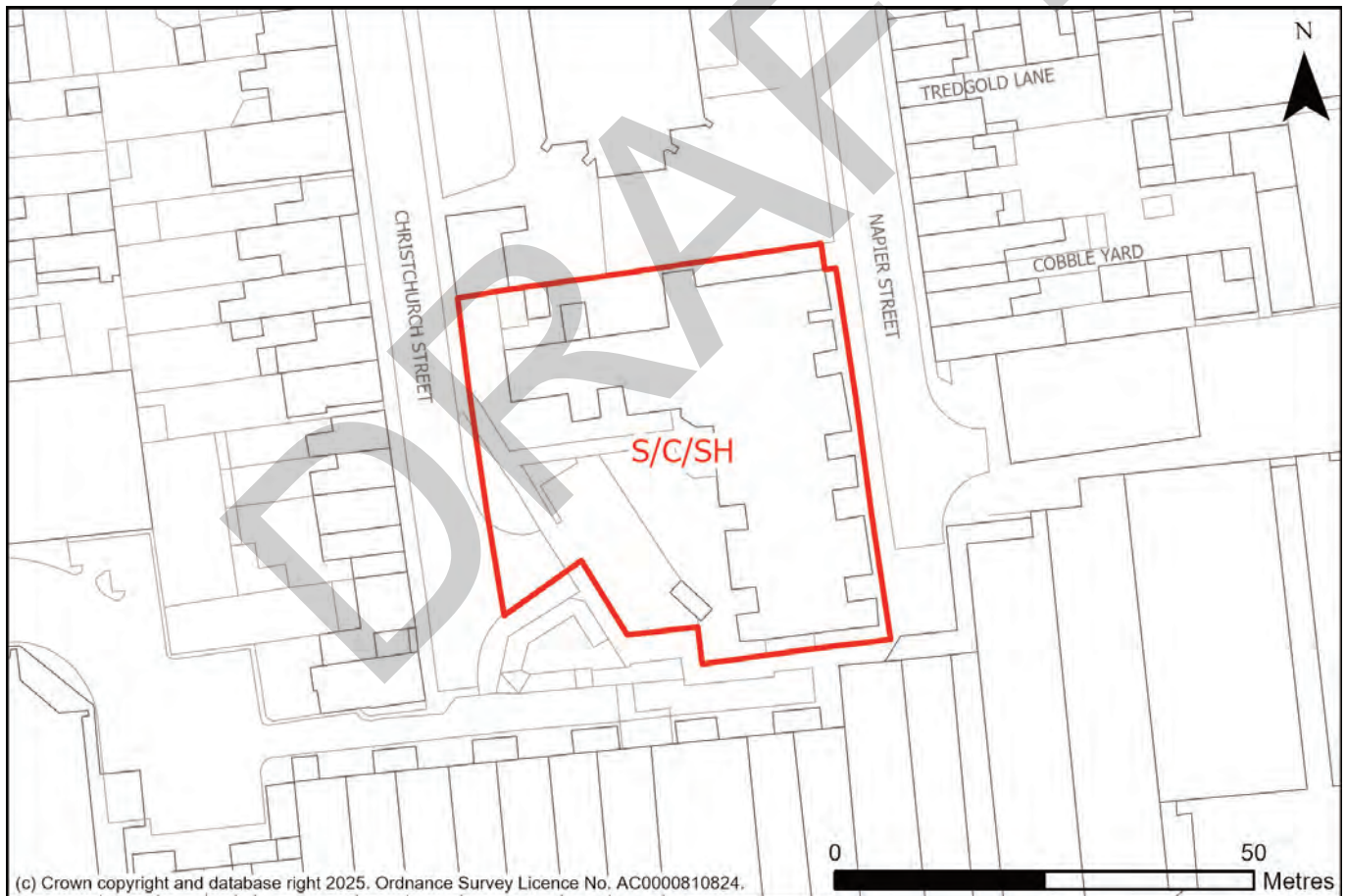


Figure 31: Site Plan of S/C/SH: 1 – 33 Stanton House, Christchurch Street

Employment

S/C/SCL: Land South of Coldham's Lane, Cambridge

- Site area of 9.04 hectares.
 - Capacity for approximately 86,000 square metres gross internal area of commercial floorspace for office (Class E(g)(i)) and laboratory use (Class E(g)(ii)) 900 square metres of floorspace for community uses (Class E (a-f) and ancillary shop/retail (Class E(a) & Class E(b)). Support the delivery of industrial floorspace (Classes B2 and B8, and Class E(g)(iii)).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Enable the regeneration of the South of Coldham's Lane Area, including delivery of the urban country park, as set out in policy S/AMC/SCL;
 - b. Sensitively respond in height, mass, density and landscaping to its immediate residential context, to nearby designated and non-designated heritage assets (including the setting of Grade I Listed St Andrew's Church), and short, medium and strategic viewpoints of the site (in particular Strategic Viewpoint F (Little Trees Hill, Magog Down));
 - c. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment;
 - d. Through the preparation of an Ecological Study, the provision of ecological mitigation through the provision of new and enhancement of existing habitats and species;
 - e. The provision of new active travel connections to the proposed Urban Country Park;
 - f. The submission of a Transport Assessment to address local and strategic road network issues and financial contributions for improvements to local public transport;
 - g. Deliver a scheme which appropriately addresses the existing land contamination issues and demonstrates the site is safe for future occupiers whilst protecting existing communities, water bodies, and ecology.

Supporting information

- 3.1.72** This 9.04 hectare site provides an opportunity for a commercial development situated in a highly sustainable location that can positively contribute to the character of the surrounding area and transform an enclosed space into a publicly accessible urban country park.

- 3.1.73** By taking a positive context-led approach to massing, style, height and materials, prospective development will positively contribute to the wider setting, and not negatively impact nearby designated and non-designated heritage assets, or residential neighbours. By delivering building heights which are appropriate for this location, the site will also not negatively impact Strategic Viewpoints, nor will the site dominate its wider setting. Additionally archaeological work will be required given the significant potential for archaeological remains in this area.
- 3.1.74** The submission of transport assessments and committing to upgrading existing public transport routes in the area will ensure that the site will take advantage of its location and enable future users to commute using sustainable modes of transportation. Furthermore, the policy will ensure that development proposals design for and deliver new access routes to the proposed urban country park, which will support the health and well-being of those that work within the site as well as communities across the wider area.
- 3.1.75** Delivering ecological enhancements and new wildlife habitats will mean that future development contributes to the Councils' aspirations to increase biodiversity.
- 3.1.76** Given the previous uses on the site, it is essential that development undertakes comprehensive land remediation prior to the commencement of development.

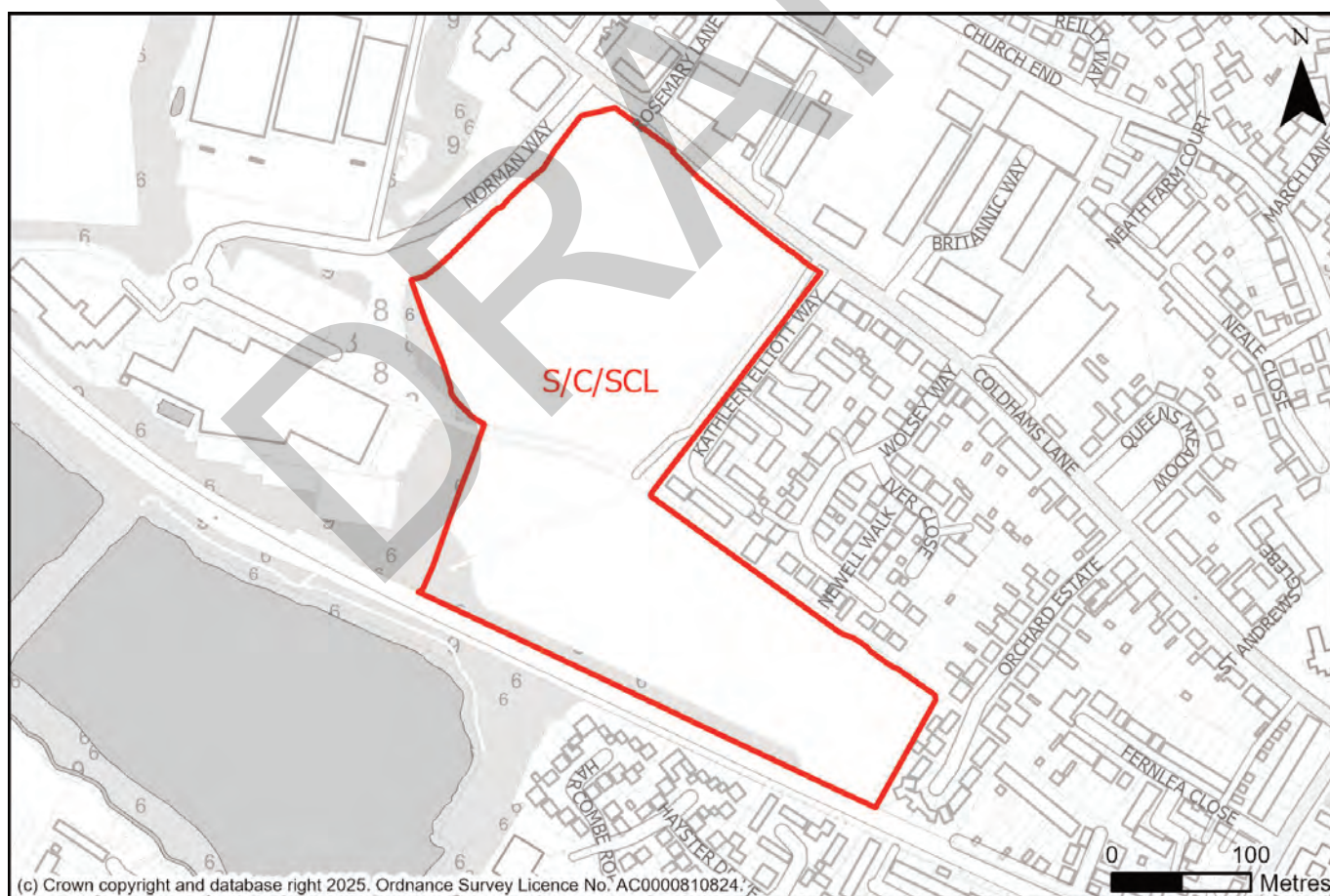


Figure 32: Site Plan of S/C/SCL: Land South of Coldham's Lane, Cambridge

Mixed use

S/C/BRN: Land at Barnwell Road and Newmarket Road

- Site area of 1.68 hectares.
 - Capacity for approximately 154 (Net additional homes) (172 homes gross) and 500 square metres gross internal area of commercial uses including retail (Class E(a)), food and drink (Class E(b)) and services (Class E(c)).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development of the site must respond positively to and not prejudice the delivery of the aims of the wider Area of Major Change Policy area (see Policy S/AMC/EB East Barnwell);
 - b. The mature street trees on Newmarket Road & Peverel Road frontages must be retained and incorporated into development proposals for the site;
 - c. Design of buildings, in regard to height, style and materials, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the Dynamic Viewpoint M Stourbridge Common and the setting of designated assets;
 - d. Re-provision, with no net loss in commercial floorspace, of the mix of commercial uses in a local centre at the corner of Newmarket Road and Barnwell Road, to provide active ground floor uses and support the vitality and vibrancy of the wider policy area;
 - e. Re-provision of the existing community uses within the site or the wider policy area of S/AMC/EB: East Barnwell (to ensure no net loss), to be made fully available for use before the existing community uses are lost, responding to local needs and the role and function of the local centre;
 - f. Re-provision on-site or within the immediate local area, the existing bowls club and multi-use games area of an equal or enhanced standard.
 - g. Seek to re-provide the existing temporary homeless units elsewhere within the City.

Supporting information

- 3.1.77** This 1.59 hectare site, currently comprises of a local centre, bowls club, East Barnwell community centre, Christ the Redeemer church and residential uses (634-656 Newmarket Road and above the local centre). The site is allocated for approximately 154 additional homes and 500 square metres of commercial use which responds to the local landscape, townscape and heritage impacts. The proposed mitigation measures are required to ensure no unacceptable impact on the setting of designated assets through appropriate building height, style and materials, and the retention of mature trees and protected open space on site.

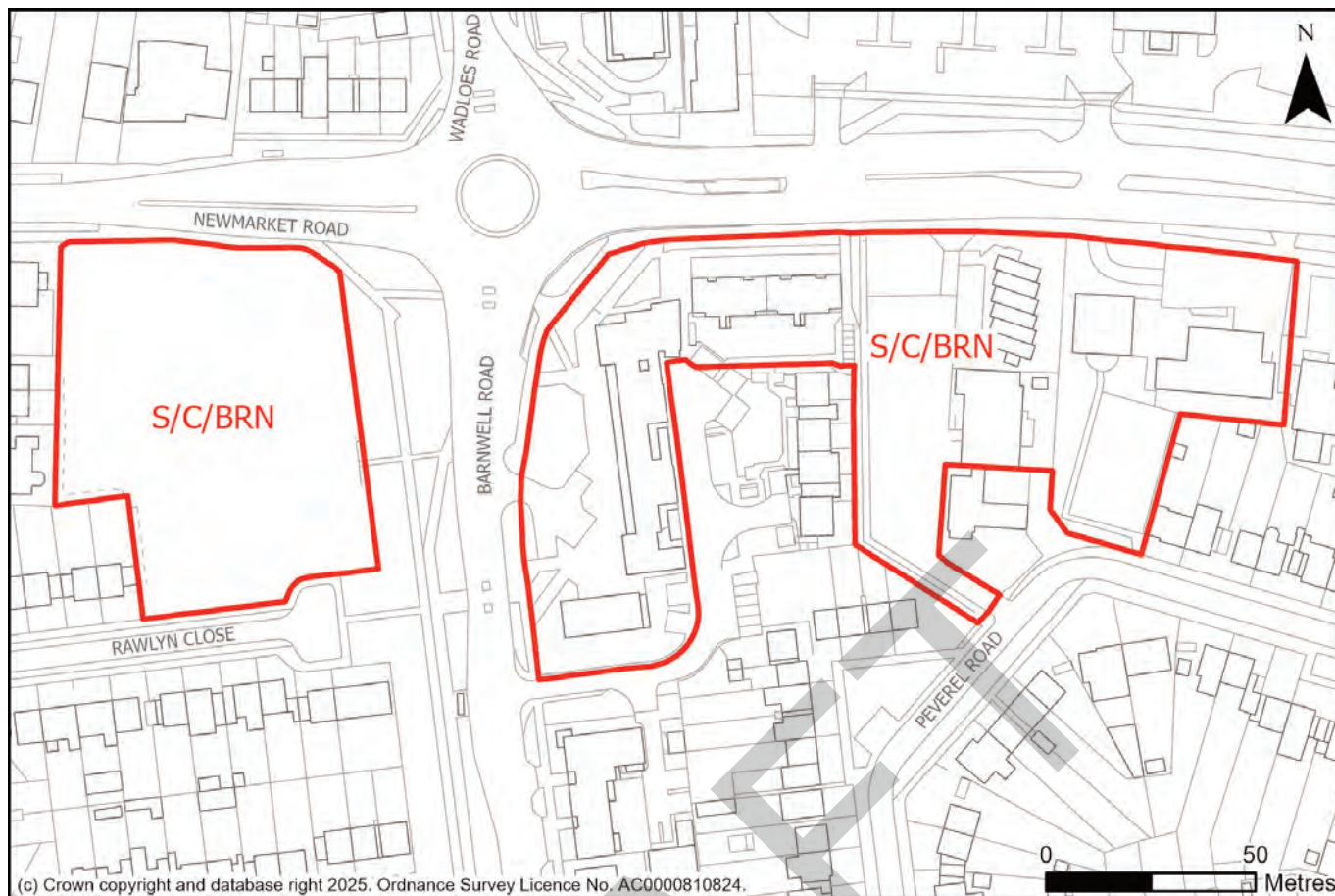


Figure 33: Site Plan of S/C/BRN: Land at Barnwell Road and Newmarket Road

- 3.1.78** The policy requires the re-provision of the bowls club and multi-use games area as well as the local centre and community uses (including Church and Community Centre), with no net loss of floorspace. The provision of enhanced community uses, specifically at the corner of Barnwell Road and Newmarket Road, may respond to day to day local needs as well as support the vitality and vibrancy of the wider area through enhanced placemaking. The policy also seeks to re-provide the existing temporary homeless units elsewhere within the city to ensure that this important use is retained.
- 3.1.79** Development proposals must respond positively to and not prejudice delivery of the aims of the wider Area of Major Change Policy area (see Policy S/AMC/EB East Barnwell). Policy S/AMC/EB will provide public realm improvements compatible with Greater Cambridge Partnership's Eastern Access scheme alterations to Newmarket Road and the Barwell Road roundabout.

S/C/TRP: Travis Perkins, Devonshire Road

- Site area of 1.23 hectares.
- Residential led development with capacity for approximately 70 homes, ancillary uses (F.1 and F.2.) and approximately 14,000 square metres gross internal area of office (Class E(g)(i)) and research and development (Class E(g)(ii)) floorspace.

1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development proposals should take a masterplan design led approach to optimise development of the site. This will include an appropriate landscape, open space, drainage, noise mitigation and tree strategy.
 - b. Development must preserve, or where opportunities arise, enhance the character or appearance of the adjacent Mill Road Conservation Area and its setting, and ensure no unacceptable adverse impacts on the setting of the David Parr House Listed Building and Cambridge City Branch Library Listed Building;
 - c. Design-based mitigation is required to limit potential impacts on the local and wider skyline, townscape character and setting of listed buildings. This should include measures to manage building heights and mass and ensure use of appropriate materials. Development at a scale similar to, or less than, the local prevailing height of the 19th century Mill Road Conservation Area may be appropriate particularly along Mill Road and Devonshire Road. Site is not considered appropriate for tall landmark buildings;
 - d. Incorporate through the design of the proposal or make provision for the Chisholm Trail to the Eastern side of the site against the railway;
 - e. The protected (TPO) group vegetation to the western boundary with Devonshire Road will need to be retained and managed.

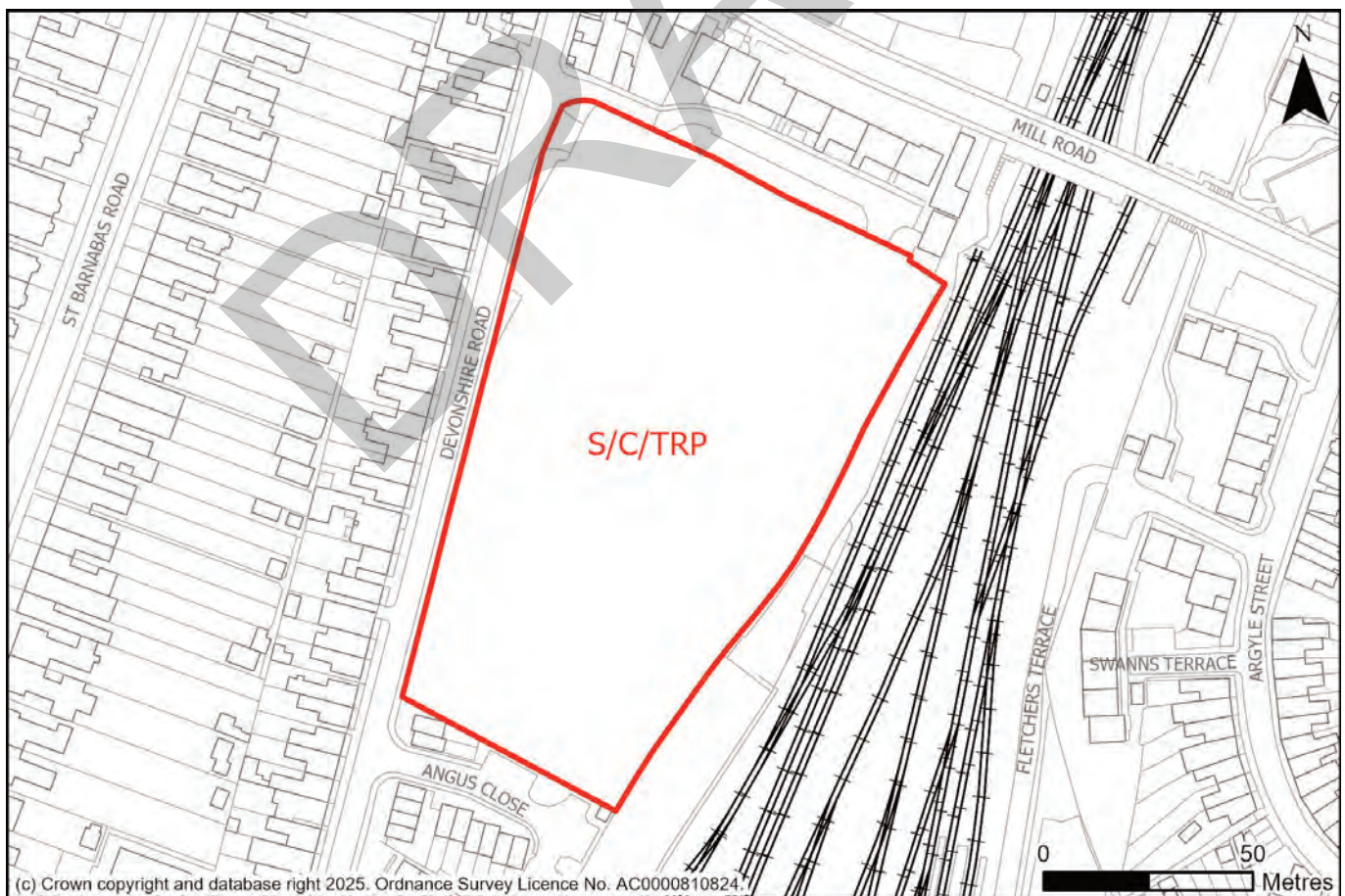


Figure 34: Site Plan of S/C/TRP: Travis Perkins, Devonshire Road

Supporting information

- 3.1.80** This 1.23 hectare brownfield site with existing depot building provides a redevelopment opportunity for a residential-led mixed use scheme comprising approximately 70 homes, ancillary uses (F.1 and F.2.) and approximately 14,000 square metres of office (Class E(g)(i)) and research and development (Class E(g)(ii)) floorspace.
- 3.1.81** The proposed mitigation measures are required to ensure no unacceptable impacts on the local and wider skyline, townscape character and listed assets and their setting through appropriate building height, massing and style and materials. Additionally, a masterplan design led approach is required to optimise development of the site, ensure a holistic approach to the redevelopment of the site and, fulfil the policy requirement of an appropriate landscape, open space, drainage, noise mitigation and tree strategy, which retains and manages the existing TPO protected trees to the western boundary with Devonshire Road. The policy requirement to incorporate or make provision for the Chisholm Trail is carried forward from Cambridge City Local Plan 2018, with the location for this identified to the Eastern side of the site against the railway.

S/C/OPK: Parcel Com4, Orchard Park

- Site area of 1.01 hectares.
 - Capacity for approximately 80 aparthotel rooms (C1) and 140 hotel rooms (C1), 1,100 square metres of gym (E(d)) uses and 600 square metres gross internal area of co-working office space (E(g)).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Proposals must include an assessment and the implementation of necessary mitigation measures in relation to noise and air pollution generated by traffic on the A14, including an appropriate layout of land uses and open space.
 - b. Development must retain an attractive urban edge to Cambridge through the use of high standards of design and landscaping;
 - c. Scaling and massing details should be appropriate for Orchard Park. The primary central blocks should be restricted to 6 storeys with the two end blocks a storey lower.

Supporting information

- 3.1.82** This 1.3 hectare site is allocated for a residential led development with potential for some hotel or business related uses appropriate for a site adjoining residential areas. The site is the last remaining undeveloped parcel of land within Orchard Park.
- 3.1.83** The current permission for student rooms is being implemented and there is an extant permission for hotel related uses and this is considered appropriate although other business or residential related uses may also be acceptable subject to their impact on neighbouring residential areas.

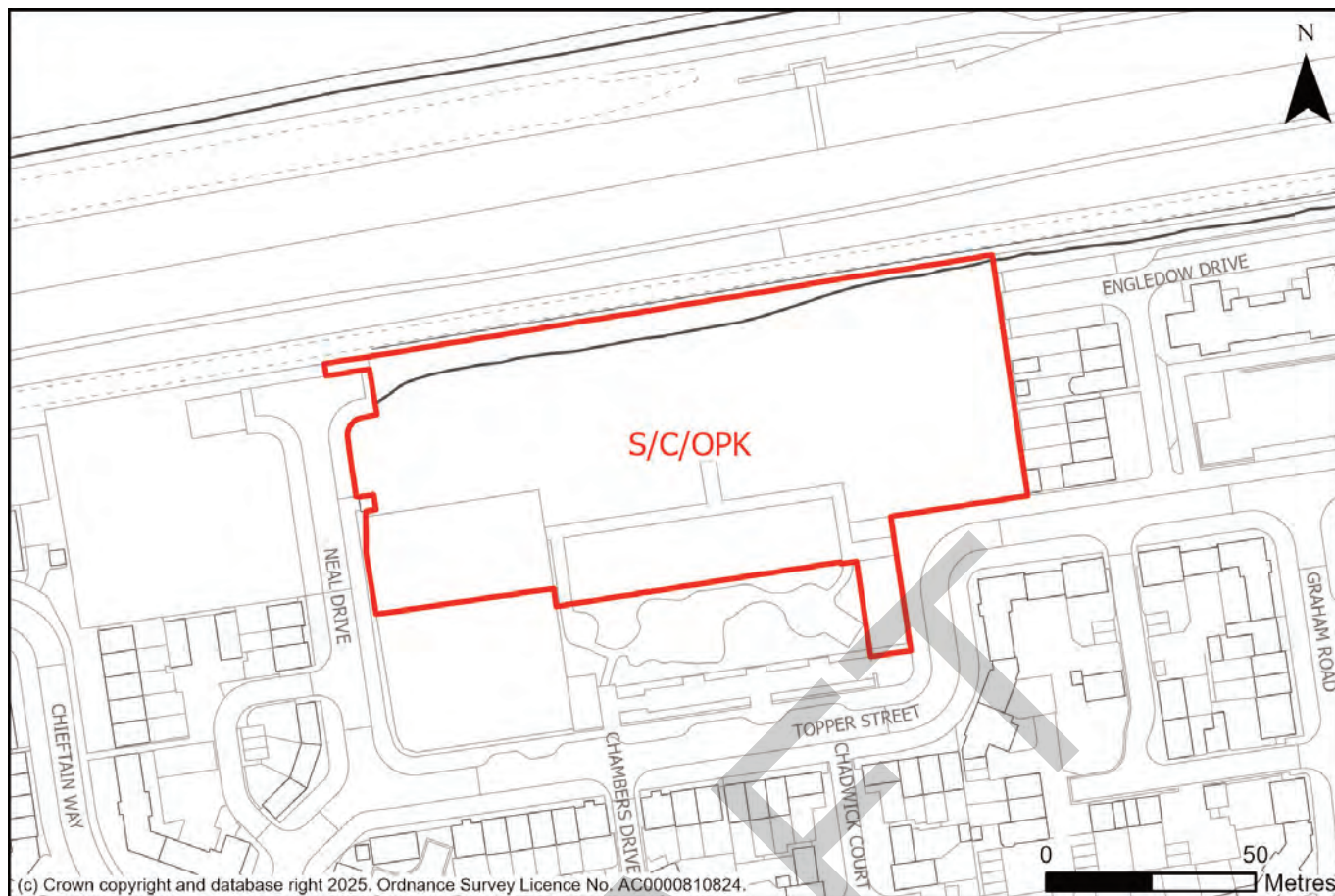


Figure 35: Site Plan of S/C/OPK: Parcel Com4, Orchard Park

3.1.84 Further guidance on the development of this site is set out in the [Orchard Park Design Guide SPD](#).

S/C/BFS: Brookfields

- Site area of 2.32 hectares.
 - Capacity for up to approximately 3,400 square metres gross internal area of medical or healthcare E(e) uses.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Locally listed sanatorium buildings associated with Brookfields Hospital should be retained;
 - b. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on the locally listed buildings associated with Brookfield Hospital and the Mill Road Conservation Area and their setting;
 - c. Development should adhere to local prevailing building and not negatively impact Strategic Viewpoints E Limekiln Road and J Wort's Causeway / Shelford Road;
 - d. Potential contamination on site will require appropriate investigation and remediation;

- e. Trees on the site that are protected by a Tree Preservation Order or by virtue of their location within the Mill Road Conservation Area must be retained and incorporated into the design and layout of any development proposal.

Supporting information

- 3.1.85** This 2.95 hectare mixed use site provides an opportunity to sensitively increase the intensity of current uses and create attractive new buildings which will positively contribute to this vibrant part of Cambridge.
- 3.1.86** The policy will ensure that future proposals for the site's development will positively contribute to the character of the adjacent Mill Road Conservation Area and improve the wider public realm. A context-led approach to development of a scale that is sensitive to prevailing building heights will ensure that locally listed buildings associated with the Brookfield's Hospital and designated heritage assets and their setting, including the Mill Road Conservation Area, are protected and enhanced. Due to potential contamination on the site, remediation works will need to take place to make the development safe for future occupants. Flood maps show there is a potentially high risk of surface water flooding on the site. To address this issue and make the site accessible for future users, sustainable urban drainage systems should be integrated into the design of any future proposal. Retaining trees on the site also offers an opportunity for enhanced urban greening.

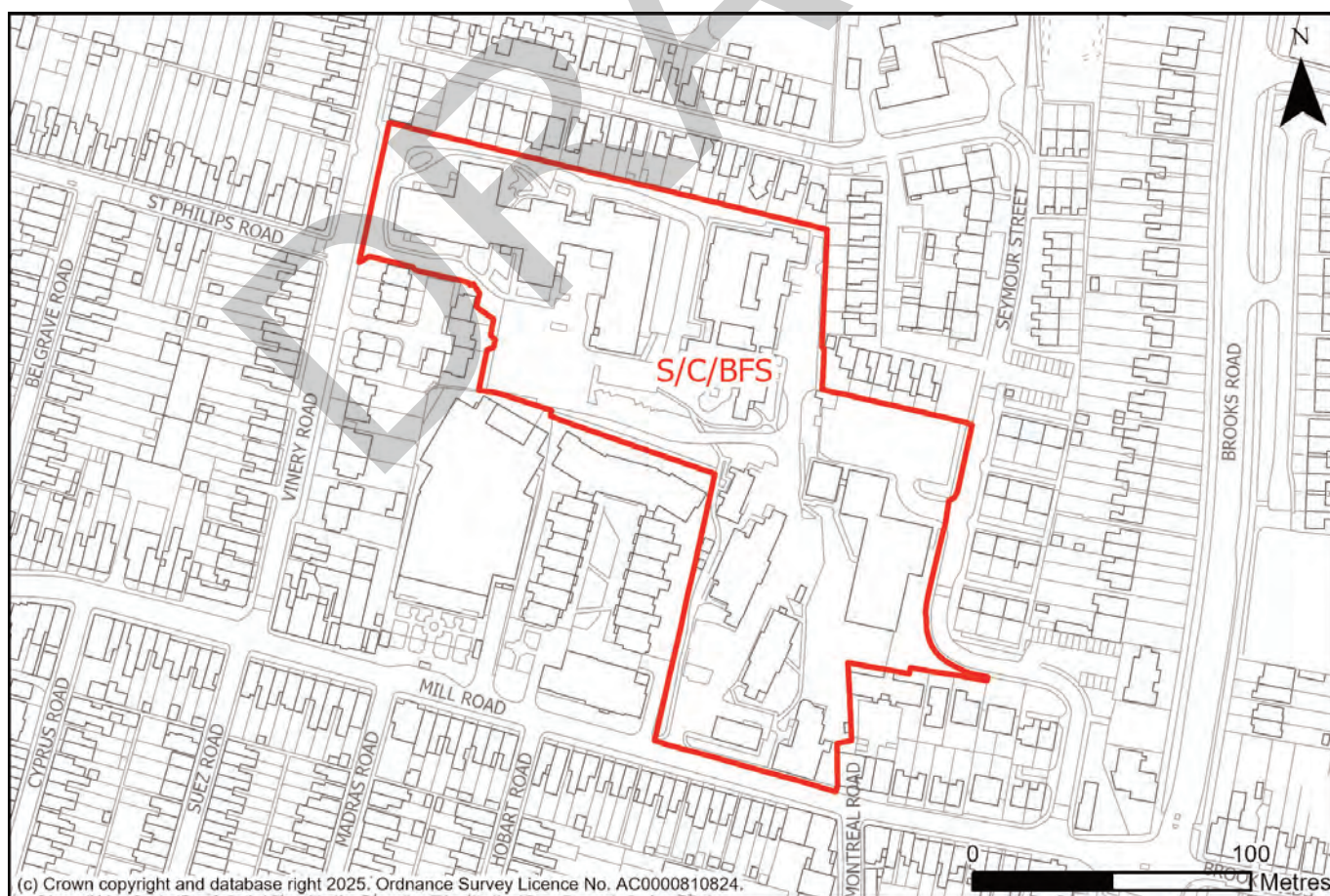


Figure 36: Site Plan of S/C/BFS: Brookfields

S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road

- Site area of 3.39 hectares.
 - Cambridge Junction and Cambridge Leisure will develop as a vibrant, reimagined, part of the city that includes new homes, workspaces, leisure, entertainment and culture. Cambridge Junction is a locally and regionally important venue and, alongside a significant new public space, will form the centre of this neighbourhood. Supported with a mix of complementary uses, this area will be a place where people can live, work and play throughout the day and evening.
 - Capacity for approximately 100 homes, concert and performance spaces (Sui generis), commercial leisure (including food and drink and the re-provision of the bowling alley and cinema), commercial uses including Office (E(g)i), Research and Development facilities (E(g)ii), light industrial (E(g)iii) and complimentary Hotel (C1) and Storage or Distribution (Class B8).
1. Development proposals must demonstrate how they will meet the following requirements in order to create a vibrant mixed use neighbourhood:
 - a. A masterplan led approach to the comprehensive redevelopment of the site, ensuring that it aligns with adjacent development proposals within the Clifton Road Industrial Estate (Policy S/C/CLT) and positively responds to any possible future eastern entrance to Cambridge Station;
 - b. The re-provision and enhancement of Cambridge Junction as a live performance and community venue. Through engagement with local stakeholders and relevant bodies, redevelopment proposals should deliver a range of flexible spaces that can accommodate live shows, community workshops and a dedicated nightclub. If required, temporary venue provision should be provided during the construction phases of the redevelopment to minimise any short term disruption to this important local and regional venue;
 - c. Redevelopment of the existing commercial leisure units (including cinema, bowling alley and food and beverage outlets) must ensure that these uses are re-provided within the development proposals;
 - d. The provision of residential uses provided that noise mitigation is addressed at the masterplanning stages of development to ensure there is no adverse impact on residential amenity from surrounding uses.
 - e. The provision of a range of commercial uses, in particular for start up companies, grow on spaces, workshops and maker spaces;
 - f. The loss or reduction in Storage or Distribution (Class B8) and/or Hotel provision (Class C1) would need to be justified in accordance with the relevant Local Plan policies;
 - g. A significant and flexible public space that is the focus of the new development which provides a range of functions, including opportunities for people to dwell, temporary events like pop up markets and spill out and performance space to support Cambridge Junction and adjacent commercial/retail uses;

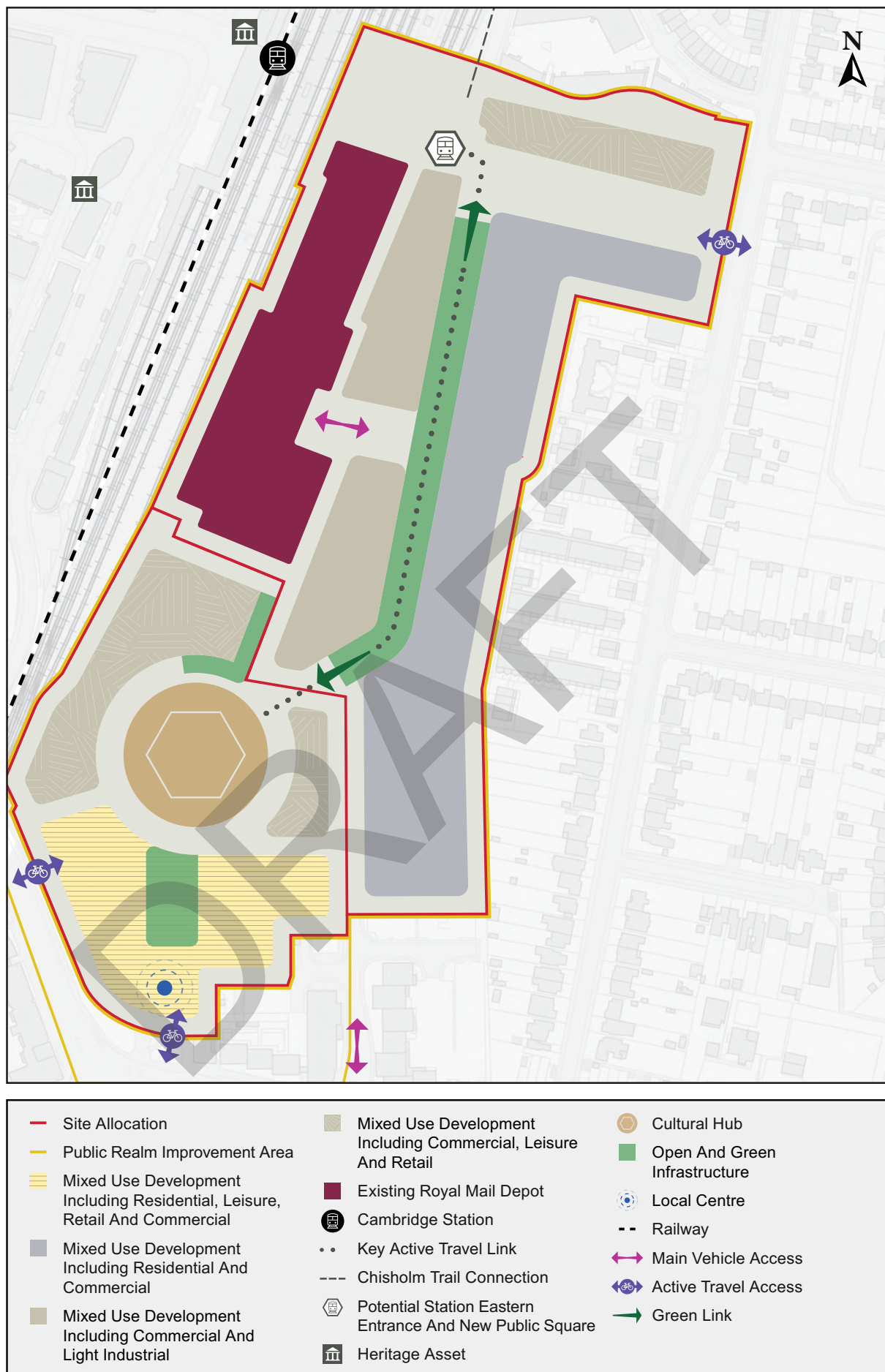


Figure 37: Spatial Framework for S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road and S/C/CLT: Clifton Road Area

- h. Opportunities to open up the site from Hills Road should be taken to increase the permeability of the site;
- i. The provision of a dedicated cycle park which forms part of a travel hub that is well connected with any future phases of the Chisholm Trail and wider cycle infrastructure on Hills Road and Cherry Hinton Road;
- j. The re-provision of a multi-storey car park;
- k. A new energy centre to support decentralised energy generation for the site;
- l. Given the changes in levels, the design of the site should seek to improve its visual relationship with Hills Road where possible;
- m. A positive, context-led approach should be taken in relation to the massing, style, and materials of new buildings to limit any negative impacts on the setting of the Grade II Listed Railway Station, the New Town and Glisson Road Conservation Area, and other designated and non-designated heritage assets that are in the vicinity of the site;
- n. Given the sites potential to be experienced in a number of strategic viewpoints and from landmark buildings along Hills Road, design mitigation in terms of appropriately tested building heights, the careful orientation of development and appropriate massing is required;
- o. Adequate access and servicing arrangements for the range of uses should be incorporated into any proposal. Where possible and practical, access for servicing and deliveries should be managed on-street;
- p. Archaeological investigation and mitigation will be required to identify the presence and significance of as yet unknown archaeological remains across the site.

Supporting information

- 3.1.87** Cambridge Junction is a local and regional music venue and forms an important part of the cultural offer of the City. The allocation also includes Cambridge Leisure, which comprises a mix of commercial leisure uses and food and beverage outlets, and is designated as the Hills Road Local Centre. To the rear of Cambridge Junction is a multistorey car park and self-storage unit. The site is within a highly sustainable location, close to Cambridge railway station and local services and facilities.
- 3.1.88** Based on landowner discussions, there are aspirations for a comprehensive redevelopment of the site. At the heart would be a new Cambridge Junction, providing a mix of performance space, workshop studios and a dedicated nightclub. The final design proposal of a redeveloped venue would need to be informed by local and stakeholder engagement to ensure it reflects local aspirations and is informed by best practice. Organisations such as the Music Venue Trust should be engaged.
- 3.1.89** The redevelopment of the Junction should act as the catalyst for regeneration of the site. New and improved commercial leisure uses (including the re-provision of a multiplex cinema and bowling alley) must form part of a diverse entertainment, leisure

and food and beverage mix, creating uses and high quality public spaces for people to visit throughout the day and evening. The public spaces should be designed to accommodate a wide range of uses, from public events like pop up markets to performance space, creating a vibrancy to the area that is currently occasionally lacking whilst opportunities should be taken to improve the relationship between the site and Hills Road.

- 3.1.90** Key to achieving this vibrancy is the provision of a mix of land uses, including new homes and a wide range of employment opportunities based on a fine grain development form. A blended mix of commercial spaces, from spaces to support new and growing businesses to some larger scale office and laboratory space will generate activity throughout the day, whilst residential uses alongside the cultural, leisure and entertainment facilities will generate interest and activity into the evening and at weekends.
- 3.1.91** A masterplan would need to align with and complement development proposals at Clifton Road Area as well as existing and future active travel plans and projects, including future phases of the Chisholm Trail. The masterplan must also provide a holistic solution to access and servicing, pedestrian and cyclist movement into and through the site and car and cycle parking. The site should also make provision for any possible future eastern entrance to Cambridge Station through the layout of the site and approach to movement and legibility. Given the wide range of uses proposed, there is an opportunity for a new energy centre to serve the site and potentially the wider area.

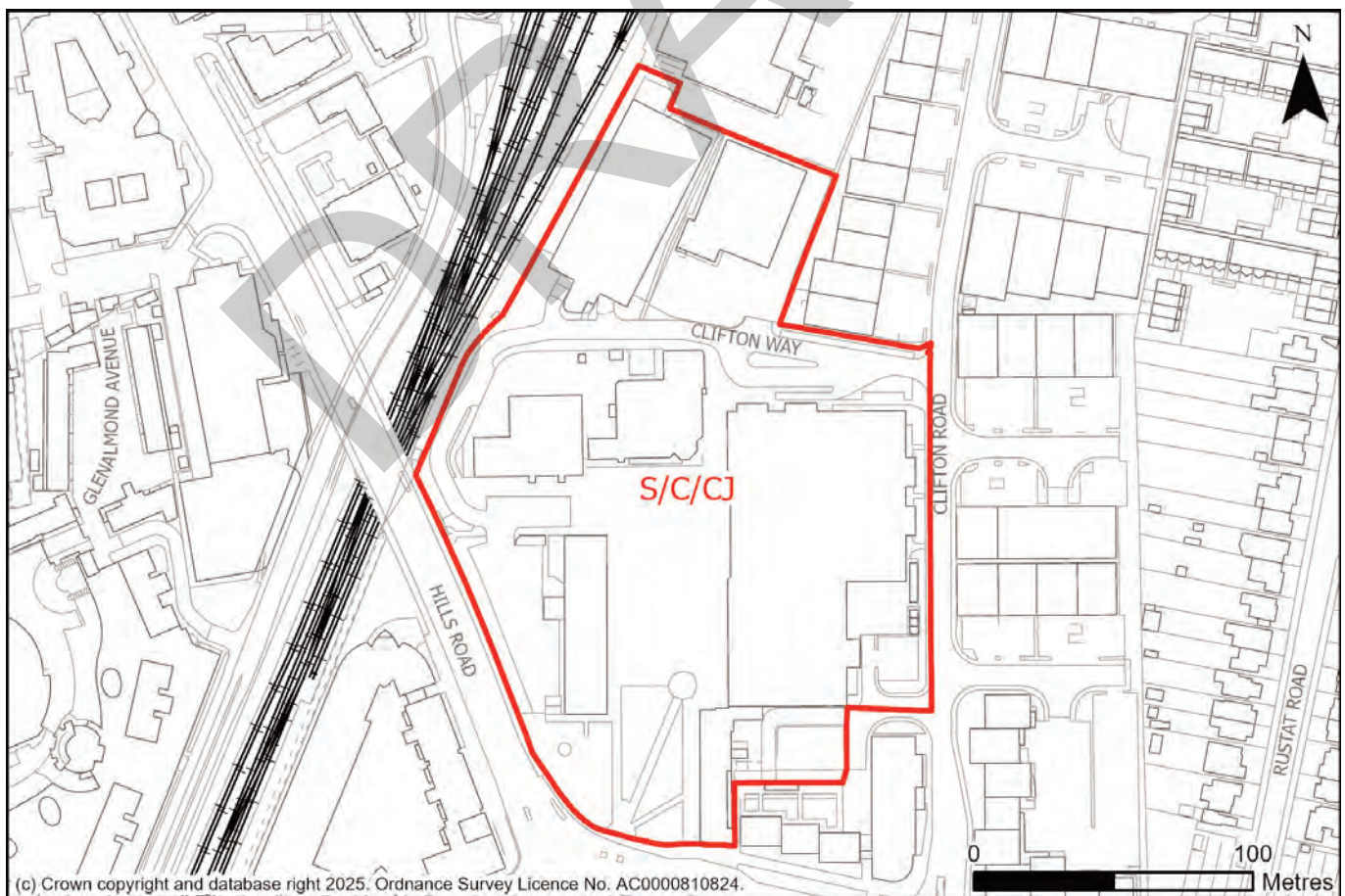


Figure 38: Site Plan of S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road

3.1.92 The site has the potential to be experienced in a number of strategic viewpoints and in the context of Landmark buildings beyond the study area, owing to long views along Hills Road. The proposed mitigation measures within the policy will also ensure no unacceptable impacts on the local and wider skyline, townscape character and listed assets and their setting through appropriate building height, massing and style and materials.

S/C/CLT: Clifton Road Area

- Site area of 7.26 hectares.
 - Clifton Road Area will develop as an integrated part of Cambridge to become a great place to live, work and visit. It will contain new homes, space for business and industry and will benefit from its location as the link between Cambridge Junction and Cambridge Leisure and any possible future new eastern entrance to Cambridge Station.
 - Capacity for approximately 200 homes, employment uses and other complementary uses including hotel and retail.
1. Development proposals must demonstrate how they will meet the following requirements to deliver a vibrant mixed use neighbourhood:
 - a. A masterplan led approach to the comprehensive redevelopment of the site, ensuring that it:
 - i. aligns with adjacent development proposals within Cambridge Junction and Cambridge Leisure, Hills Road (Policy S/C/CJ);
 - ii. makes provision for any possible future eastern entrance to Cambridge Station;
 - iii. incorporates any future phases of the Chisholm Trail into the design of the masterplan, ensuring that people, cyclist and vehicular conflicts are designed out;
 - iv. Is fully integrated with its surrounding area and is well structured to increase legibility;
 - b. Provides a significant and multi-functional open space and public realm offer, ensuring that those living, working, visiting and passing through the area have sufficient opportunities to dwell and play;
 - c. The re-provision of the existing floorspace for General Industry (B2), Storage and Distribution (B8), Light Industry (E(g)iii), mid-tech and any sui generis floorspace that share a significant number of characteristics with these uses, through an intensification of built form;
 - d. The provision of a range of commercial uses, in particular for start up companies, grow on spaces, workshops and maker spaces as well as office (E(g)i) and Research and Development facilities (E(g)ii);
 - e. Includes complementary uses that make best use of this centrally located site, including hotel, retail and food and beverage facilities;

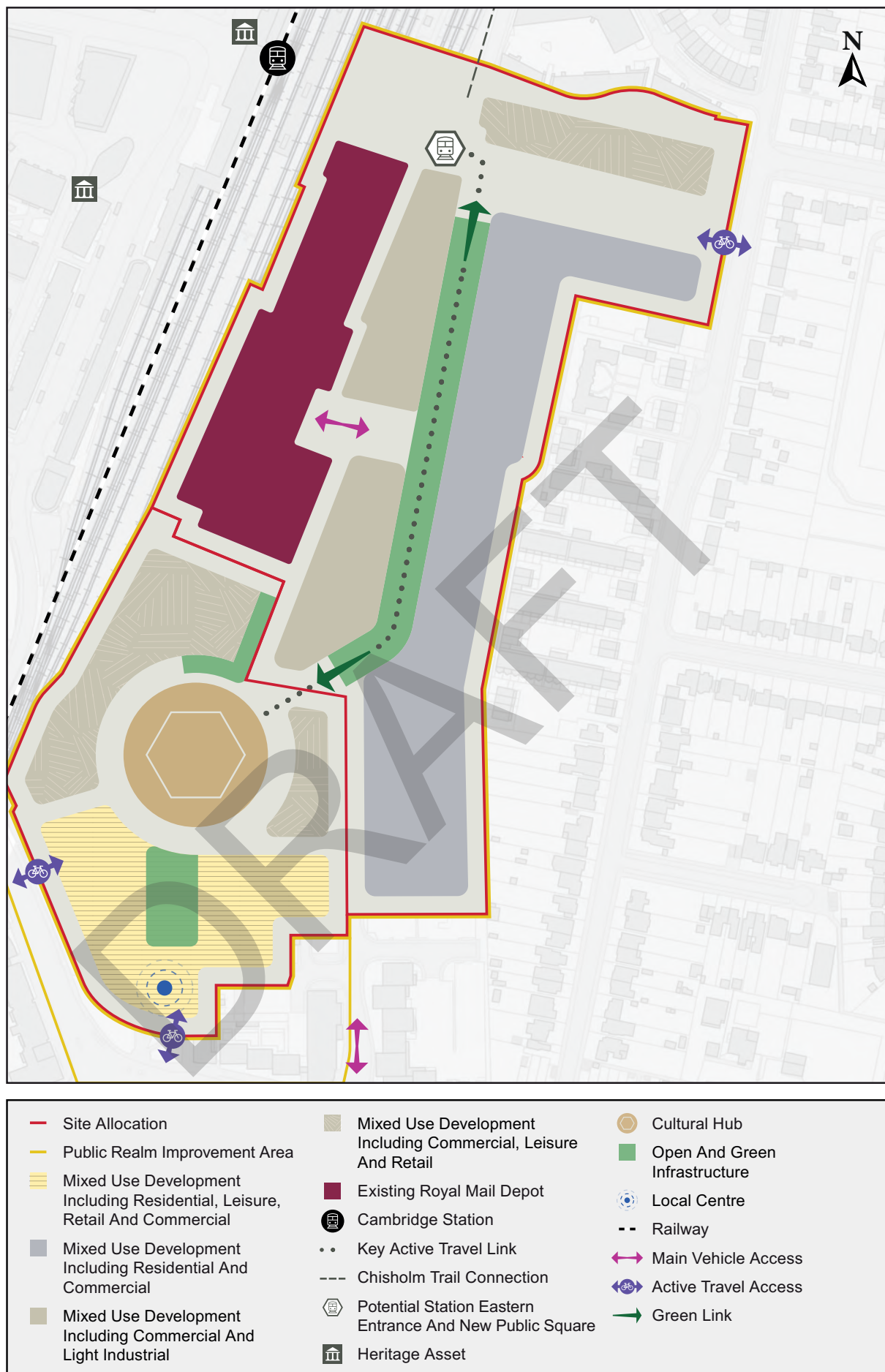


Figure 39: Spatial Framework for S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road and S/C/CLT: Clifton Road Area

- f. The provision of residential uses provided that noise mitigation and outlook is addressed at the masterplanning stages of development to ensure there is no adverse impact on residential amenity from surrounding uses;
- g. A positive, context-led approach should be taken in relation to the massing, style, and materials of new buildings to limit any negative impacts on the setting of the Grade II Listed Railway Station, the New Town and Glisson Road Conservation Area, and other designated and non-designated heritage assets that are in the vicinity of the site;
- h. Opportunities to open up the site from Cherry Hinton Road and Rustat Road should be taken to increase the permeability of the site;
- i. Adequate access and servicing arrangements for the range of uses for the site and the adjacent Royal Mail Depot should be incorporated into any proposal. Where possible and practical, access for servicing and deliveries for new development within the site should be managed on-street.

Supporting information

- 3.1.93** Clifton Road Industrial Estate plays a critical role in the functioning of the city, providing a range of light industrial and trade counter units. However, these types of uses have historically been built at low densities, creating large spaces between buildings that are designed around the needs of vehicles. The estate is within a highly sustainable location, close to Cambridge railway station and bus interchange as well as Hills Road and Cambridge Leisure, which offer a wide range of services and facilities.
- 3.1.94** Through a comprehensive masterplan led approach, there is significant potential to transform the current industrial estate into a mixed use neighbourhood that is fully integrated with the surrounding area. A masterplan would need to align with and compliment development proposals at Cambridge Junction and Cambridge Leisure as well as existing and future active travel plans and projects, including future phases of the Chisholm Trail. Engagement with local transport bodies and stakeholders will be important to ensure some of the positives and challenges from the CB1 development around pedestrian, cyclist and vehicular conflicts can be designed out.
- 3.1.95** The Cambridge Development Plan (Holford Wright, 1950) outlined the merits of a new eastern entrance to Cambridge Station. This long held ambition still remains and would be a significant factor in unlocking this site as well as bringing benefits to those using the railway station, particularly those at Hills Road Sixth Form College and people visiting Cambridge Junction and Cambridge Leisure. It could also relieve congestion for those using the existing station entrance. The masterplan for this site therefore needs to be flexible to ensure that it does not prejudice any potential station entrance and can positively respond to it through the design of streets, public realm, building orientation and land use.
- 3.1.96** Given the importance and success of the light industrial and trade related services, this must be retained as part of the redevelopment of the site, through a fine grain and intensified approach. Opportunities should be taken to stack complimentary uses,

providing a rich and varied neighbourhood, whilst the introduction of some office and laboratory space could further diversify the employment offer. Residential development will need to be carefully located to create activity within the site but also protect residential amenity and outlook from existing and proposed uses, including the Royal Mail Depot which is currently proposing to remain within the area.

3.1.97 Given the mix of uses and the potential number of people living within, visiting or passing through the site, the public realm will be a key component for the future success of this neighbourhood. It must be multi-functional and provide a range of spaces for people to dwell and play all year round. Through a mix of land uses, high quality public realm and better integration with the surrounding area, there is an opportunity to create a vibrant, mixed use resident and working community in a highly sustainable location, and one that would rebalance development either side of Cambridge Station, following the near completion of the CB1 development on the western side. The proposed mitigation measures within the policy will also ensure no unacceptable impacts on the local and wider skyline, townscape character and listed assets and their setting through appropriate building height, massing and style and materials.

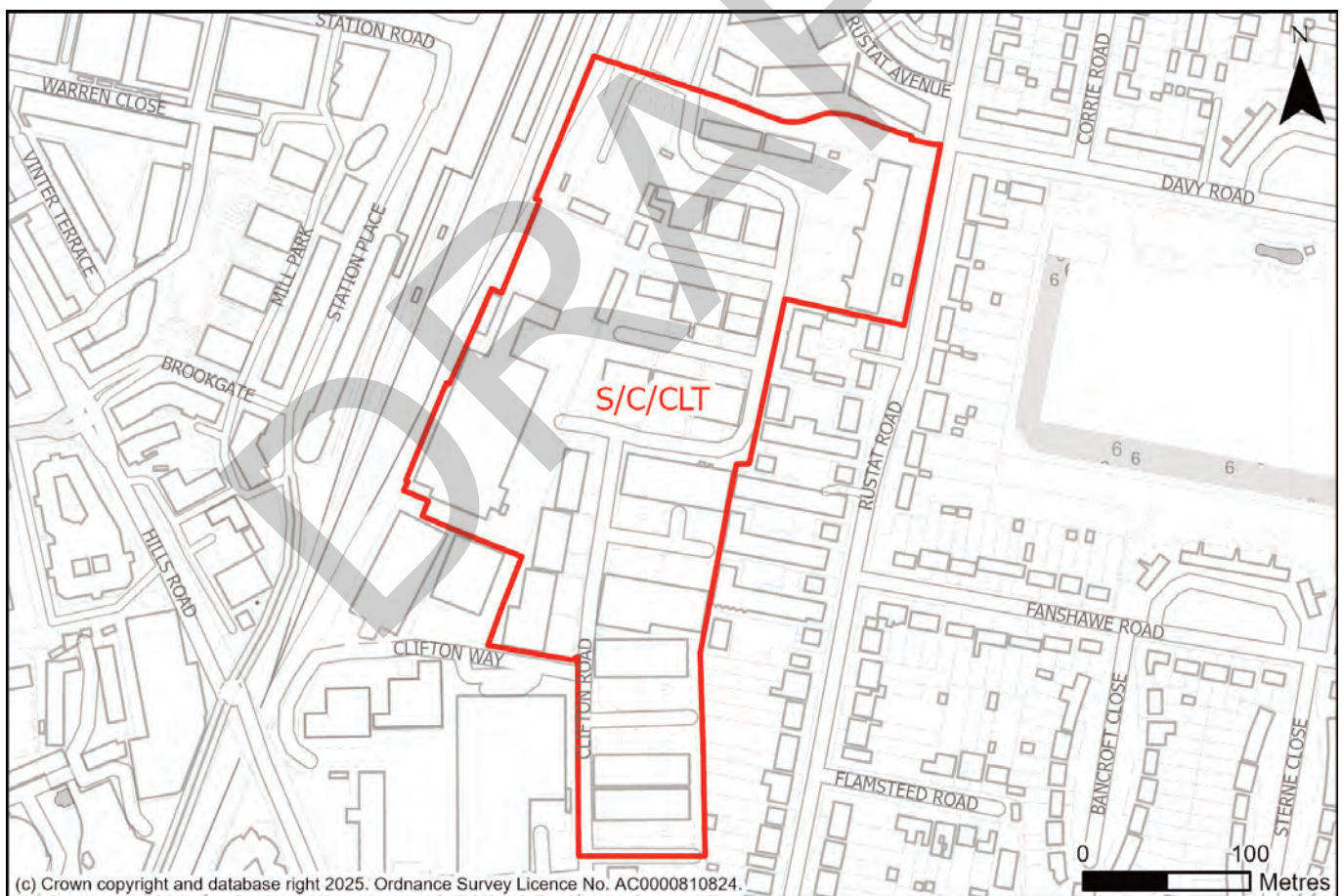


Figure 40: Site Plan of S/C/CLT: Clifton Road Area

S/C/SRW: Station Road West

- Site area of 1.02 hectares.
 - Capacity for approximately 11,300 square metres gross internal area of office class E(g)(i) and research and development class E(g)(ii) and re-provision of station car parking.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. A positive, context-led approach should be taken in relation to the massing, style, and materials of new buildings to limit any negative impacts on the setting of the Grade II Listed Railway Station, the New Town and Glisson Road Conservation Area, and other designated and non-designated heritage assets that are in the vicinity of the site;
 - b. Building height should be less than or similar to contemporary development built to the west of the Railway Station. The site is not appropriate for tall landmark buildings. New development should not negatively impact Strategic Viewpoint E Limekiln Road and the prominence of Foster's Mill tower needs to be maintained;
 - c. Given the known archaeological assets in the area, development proposals must be accompanied by an appropriate archaeological assessment, which includes

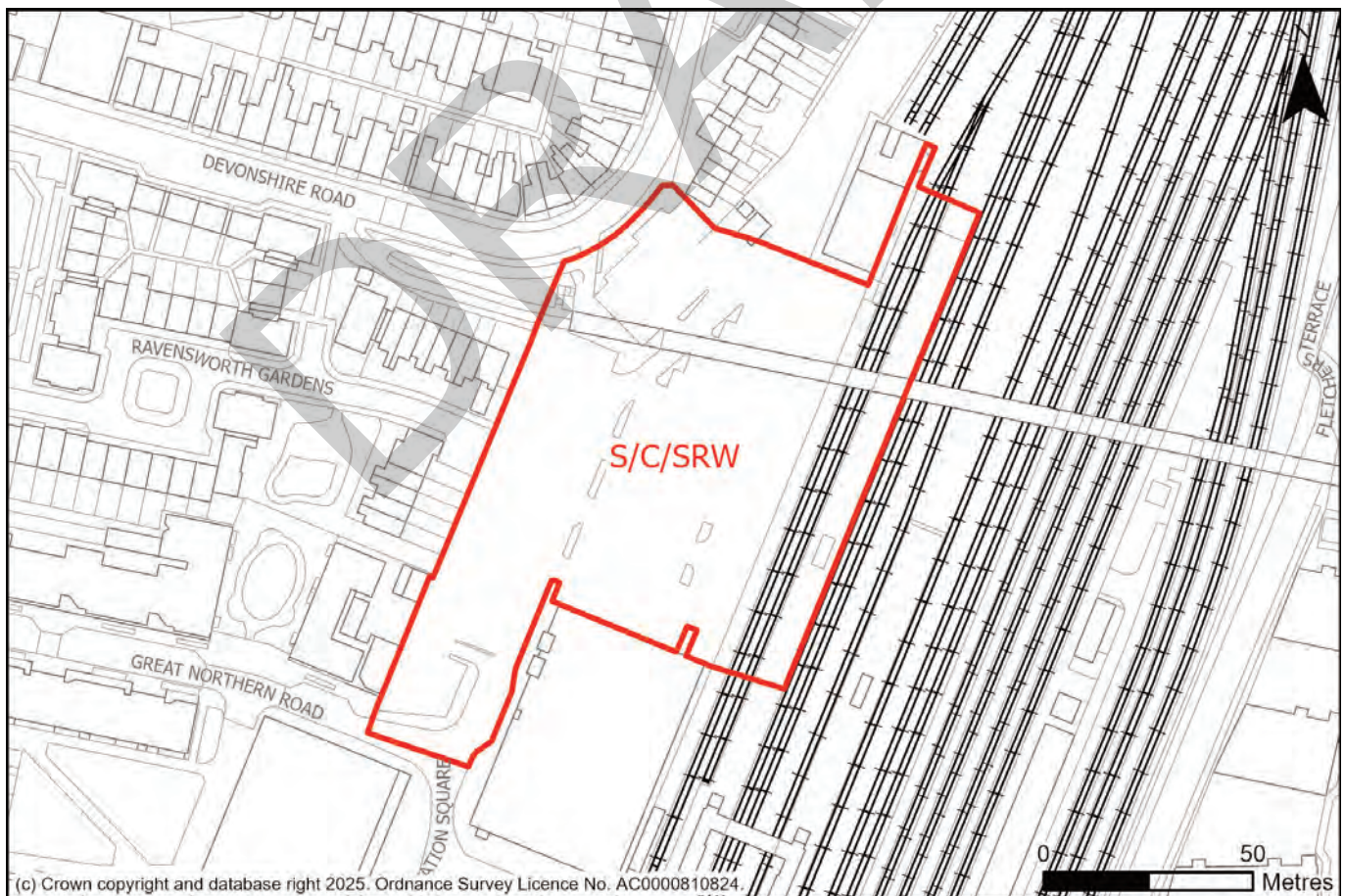


Figure 41: Site Plan of S/C/SRW: Station Road West

information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

3.1.98 The two blocks represent the final parts of the wider Station Area West allocation, completing the regeneration of this area, which is locally known as 'CB1'. Block B2 and Block F2 are expected to deliver significant office and research and development floorspace, which could make major contributions to the local and national economy. By taking a positive, context-led approach to massing, style, height and materials, prospective development will positively contribute to the wider setting, and not negatively impact nearby designated and non-designated heritage assets. By delivering building heights that are appropriate for this location, the site will not negatively impact Strategic Viewpoints, nor will the site dominate its wider setting, including the landmark Foster's Mill. Completing archaeological work as part of any development proposal will also help to ensure the site is sensitive to the historic environment.

S/C/BJH: Betjeman House, Hills Road

- Site area of 1.17 hectares.
 - Capacity for approximately 37,000 square metres gross internal area of employment uses (offices (E(g)(i)), research and development (E(g)(ii))), and supporting residential uses, and retail (E(a, b, c)) floorspace, and retention of the existing Flying Pig Public House.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. A positive context-led approach should be taken in relation to height, massing, style, and materials to limit potential negative impacts on the designated and non-designated assets and their setting, including the Grade II* Botanic Gardens and its listed Cory Lodge, the New Town and Glisson Road Conservation Area;
 - b. Deliver high-quality public realm improvements that are sympathetic to the character of the Botanic Gardens including street planting to enhance the historic character of the New Town and Glisson Road Conservation Area and backdrop of the Brooklands Avenue Conservation Area;
 - c. Should implement landscape screening to sensitively separate the site from the Botanic Gardens;
 - d. Refurbish the Flying Pig public house and retain its use as a public house.

Supporting information

3.1.99 This 1.07 hectare site has been allocated to provide a mix of uses, including residential, offices, retail and the retention of the Flying Pig public house. This site was allocated in Cambridge's 2018 Local Plan for a mixed-use site, however, the appeal departed from

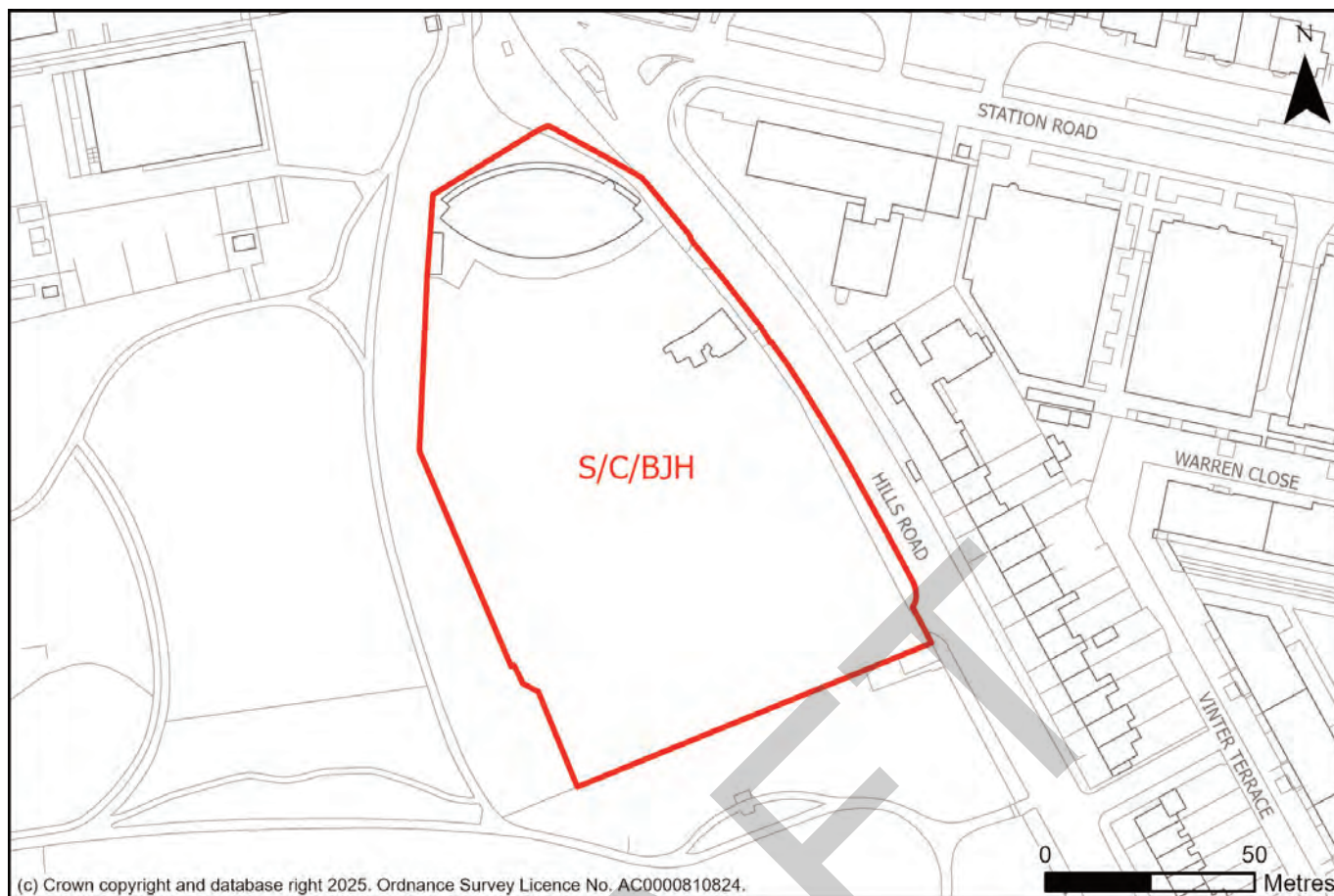


Figure 42: Site Plan of S/C/BJH: Betjeman House, Hills Road

this aspiration and instead only permitted offices and retail uses, and at time of writing the site is under construction. If the permission outlined in the planning appeal is not implemented, then it is important for this site to deliver a mix of uses given the highly sustainable location of the site.

3.1.100 The site is located in a prominent position close to Cambridge Railway Station and on one of the roads into the City Centre. It is therefore critical that redevelopment of the site is delivered to the highest standards. Through the design, mix and nature of the development, there is an opportunity for the site to protect but also enhance the historic character of the New Town and Glisson Road Conservation Area and backdrop of the Brooklands Avenue Conservation Area. Implementing landscape screening to separate the site from the Botanic Gardens will safeguard this vital historic green space for future visitors. By refurbishing and retaining the Flying Pig as a pub, an important community facility will be given a new lease of life and act as an important hub for this area.

S/C/OPM: Old Press/Mill Lane

- Site area of 1.47 hectares.
- Allocation to provide mixed use student accommodation (approximately 256 student rooms) and faculty buildings, commercial business and service in Class E (a), (b) (c) (food and drink floorspace) and other ancillary facilities. Capacity subject to detailed proposals for university related uses.

1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development must protect and enhance the setting and character of the Historic Core, Central Conservation Area and any listed assets within, or in close proximity to, the site including (but not limited to) Grade II listed buildings within the site and, the Grade I and Grade II Listed Queen's College Buildings, and the Grade II listed Pitt Building adjoining the site;
 - b. A Heritage Impact Assessment must be provided to demonstrate the potential impact of development on nearby listed buildings; and
 - c. Development proposals should take reasonable opportunities to introduce active frontages at ground floor level;
 - d. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

- 3.1.101** This 1.47 hectare site is allocated for mixed use Student accommodation and faculty buildings, commercial business and service-E(a), (b) (c) (food and drink floorspace) and other ancillary facilities. Other uses, including community uses, may be acceptable within the site area.
- 3.1.102** The site is located within the Cambridge City Centre Historic Core, part of the Central Conservation area; therefore, the site is in a sensitive historic environment. Detailed assessment of the buildings and streets within the Old Press/Mill Lane site is provided in the Council's Cambridge Historic Core Conservation Area Appraisal (2016). The appraisal notes the significant potential opportunity for redevelopment or re-use of the university buildings along Mill Lane and highlights the main environmental enhancement opportunity as being the floorscape, which could be made more consistent to provide greater visual cohesion. More formal arrangements for on-street parking could help to manage the currently cluttered appearance.
- 3.1.103** There are no Grade I, II* or II listed buildings within the site but the site has a number of Listed Buildings in close proximity and there are Buildings of Local Interest (BLI) located within the site. As a result of development proposals, the setting of Listed Buildings in close proximity to the site, the Cambridge Historic Core and, and the Central Conservation Area and its setting, should be protected and enhanced (where the opportunity to do so arises through the improvement of the surrounding public realm). Buildings of Local Interest (BLI) within the site (the Anchor Pub and Laundress Lane Warehouse), together with other buildings identified as making a positive contribution to the Central Conservation Area.
- 3.1.104** Although this site is highly accessible due to its City Centre location and proximity to public transport, pedestrian and cycle movements should have greater priority than at

present. Conflict exists at the junctions of Mill Lane/Trumpington Street/Pembroke Street, Mill Lane/Granta Place, Laundress Lane/Mill Lane, Laundress Lane/Silver Street and the corner of Silver Street Trumpington street. Redevelopment must ensure that accessibility and permeability of the site is improved and, safer streets are created with priority for pedestrians and cyclists inclusive of public realm and landscape improvements.

3.1.105 The landscape structure to the west of the site is strongly characterised by the green corridor that sweeps into the City along the River Cam and through the Laundress Green/Sheep's Green and Coe Fen areas. These areas form part of the Cambridge Green Belt and, along with the River Cam, are designated as County Wildlife Sites. These semi-natural open spaces are informal in character, with veteran trees and livestock grazing within metres of the City Centre's streets. The views across these areas, particularly towards Peterhouse, give the impression of a walled town. It is the relationship between the built form and the semi-natural character of these open spaces that forms the transition from the wider countryside around Grantchester to the distant south-west of the Old Press/Mill Lane site and the more highly managed grounds of the nearby Backs and Colleges. There is little in the way of green space within the Old Press/Mill Lane site. In addition to the open spaces of Laundress Green/Sheep's Green and Coe Fen, the churchyard of Little St Mary's Church (to the south of the site), is the only other significant area of open space within close proximity.

3.1.106 The site has the potential for biodiversity enhancement through appropriate landscaping and the greening of open spaces and buildings. For example, tree planting would improve amenity and legibility, and enhance biodiversity and air quality.

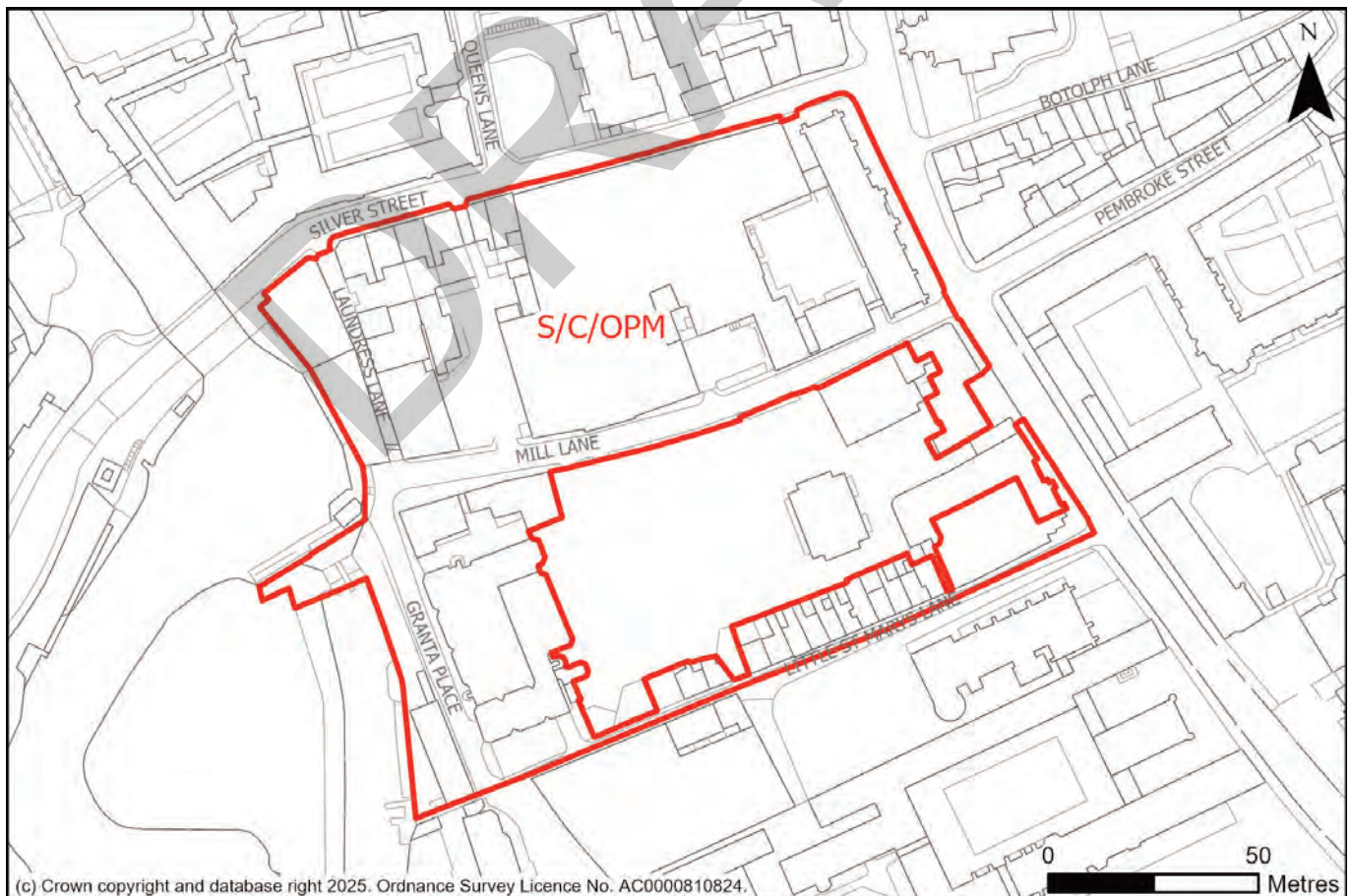


Figure 43: Site Plan of S/C/OPM: Old Press/Mill Lane

To maximise biodiversity value, native trees of local provenance should be used wherever possible. Pipistrelle bats are also known to be present in the area and therefore there is the potential for existing buildings and trees within the Old Press/Mill Lane site to support roosting bats.

3.1.107 The site is located in an area of high archaeological potential in the medieval core of the historic City of Cambridge. Trumpington Street is one of the main historic routes out of Cambridge and the medieval Trumpington Gate was located here. The location of the site, within the historic core of Cambridge, on an important access route and straddling the city defences, is highly significant and any surviving archaeological remains in this area will be key to adding to our understanding the early development of the town. Additionally, archaeological research undertaken in support of the application 18/1930/FUL indicates the potential for surviving archaeological remains from at least the 11th – 12th centuries. Therefore, given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment.

S/C/NMD: New Museums, Downing Street

- Site area of 1.97 hectares.
 - Allocation to provide mixed-use redevelopment /refurbishment for predominantly University uses.
 - Capacity subject to detailed proposals for university related uses.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Masterplan proposals are required to be submitted with applications for each phase of development;
 - b. Development must protect and enhance the setting and character of the Historic Core, Central Conservation Area and listed assets within, or in close proximity to, the site including (but not limited to) the Grade I and Grade II Listed Corpus Christi College Buildings, Grade II* and Grade II Pembroke College Buildings, and Grade II listed assets;
 - c. A Heritage Impact Assessment must be provided to demonstrate the potential impact of development on the Listed Buildings and Buildings of Local Interest directly adjoining the site;
 - d. New buildings must be of a height appropriate to the historic context of the site, designed to add to the grain and variety of the city roofscape, and not compete with existing buildings and the site in its immediate and wider townscape;
 - e. Development should improve the public realm in and around the site, including high quality and publicly accessible, open spaces, providing a more appropriate setting for new buildings and the Listed Buildings on the site and to make the heritage of the site more accessible and visible;
 - f. Development proposals should take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements as part of a comprehensive masterplan;

- g. Development proposals should take reasonable opportunities to introduce active frontages at ground-floor level;
- h. given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Further guidance on the development of this site is set out in the New Museums Development Framework Supplementary Planning Document (SPD) (adopted 2018).

Supporting information

- 3.1.108** This 1.97 hectare site provides a redevelopment opportunity to provide a mix of university related uses, including faculty. The policy continues to be supported by the New Museums Site Development Framework adopted in 2018; the SPD helps to enable all parties involved (such as the council and the University of Cambridge) to deliver extensive site improvements. These include:
- improved university facilities;
 - changes to the public realm;
 - providing better access for all; and
 - adopting more sustainable forms of development while respecting the site's heritage and surroundings.
- 3.1.109** The New Museums Site is home to a number of university departments, museums, and learning and teaching spaces, and as such most of the site will remain in operational use as development comes forward. The phasing of development will need to be determined with detailed reference to the specific nature of the existing conditions, the proposals for change and the need to maintain a reasonable environment for those continuing to travel, live and work in the vicinity. It is essential that each phase is approached as part of the larger redevelopment of the site and that design is focused on the quality and coherence of the site as a whole.
- 3.1.110** Masterplan proposals are required to be submitted with applications for each phase of development and the Councils will require each proposal for development to be compliant with the New Museums Site Development Framework SPD 2018. The Masterplan will be updated by the University when necessary (this may include updates after completion of each phase of development).
- 3.1.111** Development should create appropriate public realm with high quality open spaces, providing a more appropriate setting for new buildings and the Listed Buildings on the site and, to make the heritage of the site more accessible and visible. The proposed mitigation measures within the policy are required to ensure no unacceptable adverse impacts on the local and wider skyline, townscape and landscape character and setting of listed buildings.

- 3.1.112** Although the site is highly accessible, due to its City Centre Location, the redevelopment of the site will need to ensure a high sustainable mode share with reduced car parking, improved facilities and permeability for pedestrians and cyclists to improve both circulation within the site and access and exist from the site.
- 3.1.113** Downing Street and Pembroke Street are a part of the main one way traffic route through the town centre and provide access to Corn Exchange Street from which the city centre car parks are reached. As such they are busy roads and queues frequently form along these roads along the southern edge of the site. A pelican crossing links the site to the University's Downing Site to the south east but the quality of the environment for pedestrians – with narrow pavements of inadequate width to accommodate the numbers of users, especially at busy times, and those with particular needs – could be improved.
- 3.1.114** Due to the known archaeology in the area, proposals on the site will need detailed assessment. Specifically, the potential for medieval remains is high as the site's boundaries encompass the precinct of the Augustinian Friary and the King's Ditch runs across the southeast corner of the site.

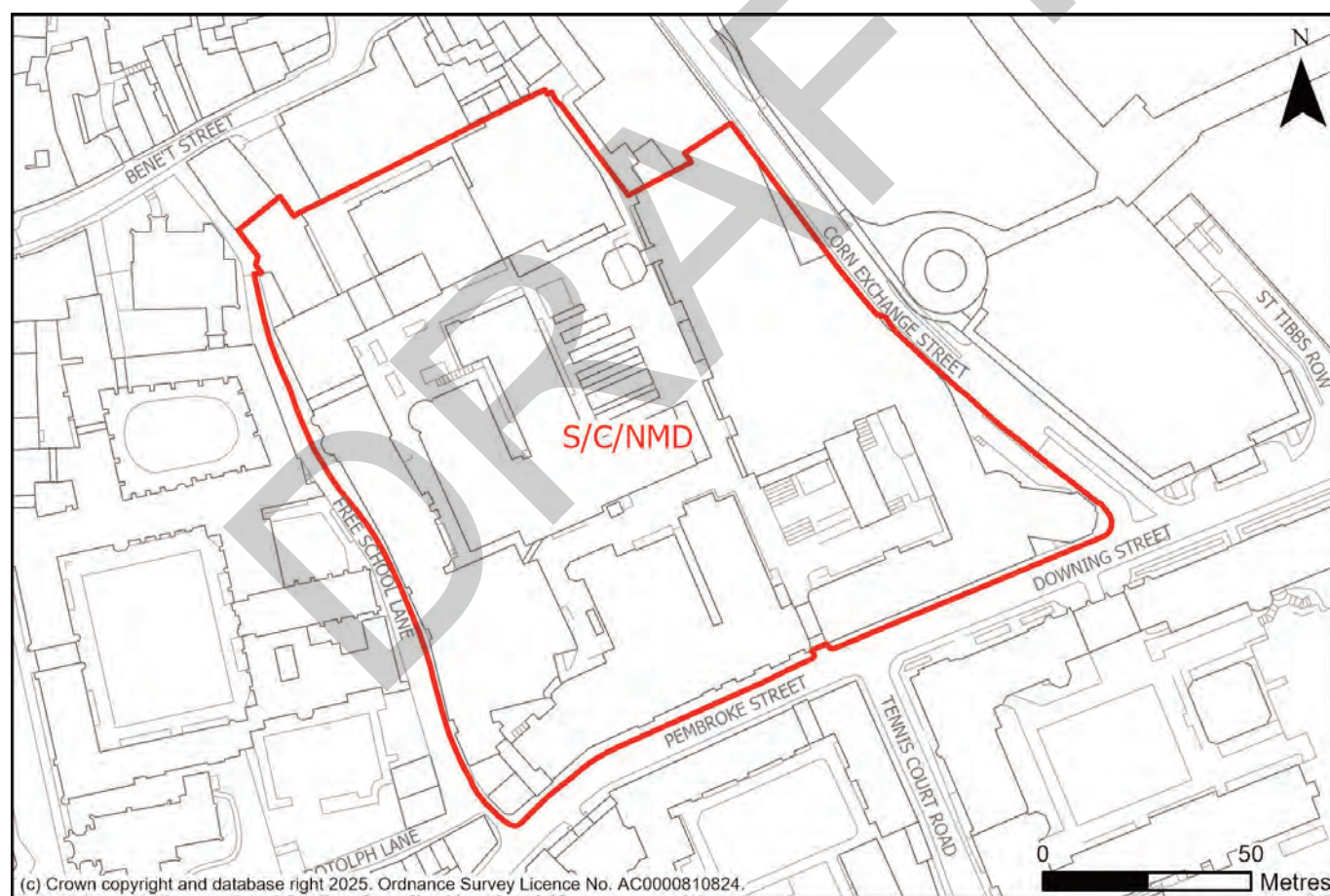


Figure 44: Site Plan of S/C/NMD: New Museums, Downing Street

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Sites Topic Paper

Policy S/PA/CC:

Cambridge City Centre

What this policy does

3.1.115 This policy will set out how proposals in Cambridge City Centre will be treated.

Policy S/PA/CC: Cambridge City Centre

1. Cambridge City Centre will be the primary focus for developments attracting many people and for meeting retail, leisure, cultural and other needs appropriate to its role as a multi-functional regional centre. The city centre boundary is shown on the Policies Map. Any new development or redevelopment should:
 - a. add to the vitality, vibrancy, inclusivity, diversity and viability of the city centre;
 - b. achieve a suitable mix of uses, supporting the city centre's:
 - i. appeal and attractiveness, to both residents and visitors, alike; and
 - ii. many cultural venues and leisure/entertainment facilities;
 - c. preserve or enhance heritage assets and their setting, open spaces and the River Cam;
 - d. be of the highest quality design and improve the capacity, accessibility and quality of the public realm;
 - e. promote sustainable modes of transport.
2. Within the city centre, Lion Yard and Grand Arcade are important sub-regional shopping destinations. Their adaption to changing retail and leisure trends will be supported which allow them to continue to perform their 'destination' role for residents and visitors alike.
3. Opportunities to support and enhance the centre's diverse range of cultural activity spaces will be supported, including those close to the centre.
4. Within the historic core, sensitive redevelopment/infill opportunities will be supported. Areas outside the historic core including Fitzroy/Burleigh Street/Grafton Area also present an opportunity for mixed-use intensification.
5. Other policies in the plan set out opportunities for redevelopment or improvement within the city centre itself, at the edge of the city centre, or beyond, include:
 - a. The Fitzroy/Burleigh Street/Grafton Area of Major Change
 - b. Beehive Centre Area of Major Change
 - c. Cambridge Retail Park Public Realm Improvement Area

- d. Eastern Gate Public Realm Improvement Area
- e. Hills Road and Regent Street Corridor Public Realm Improvement Area
- f. Mill Road Public Realm Improvement Area.

Supporting information

- 3.1.116** Cambridge city centre performs an important multi-functional, sub-regional role by providing a wide range of uses including shopping, leisure, entertainment, cultural events and activities, museums, employment and university colleges and student accommodation. In addition to its historic core, the centre is also a busy transport hub and national and international tourist destination, in addition to providing for the needs of those living, working and studying in the city.
- 3.1.117** The policy recognises that consumer behaviour has changed, in recent years which has seen the decline in demand for units. The city centre has therefore had to evolved to ensure it remains a vibrant place to visit. Lion Yard and Grand Arcade are important sub-regional shopping centres which have successfully evolved with the conversion of some comparison retail floorspace to alternative commercial leisure uses.

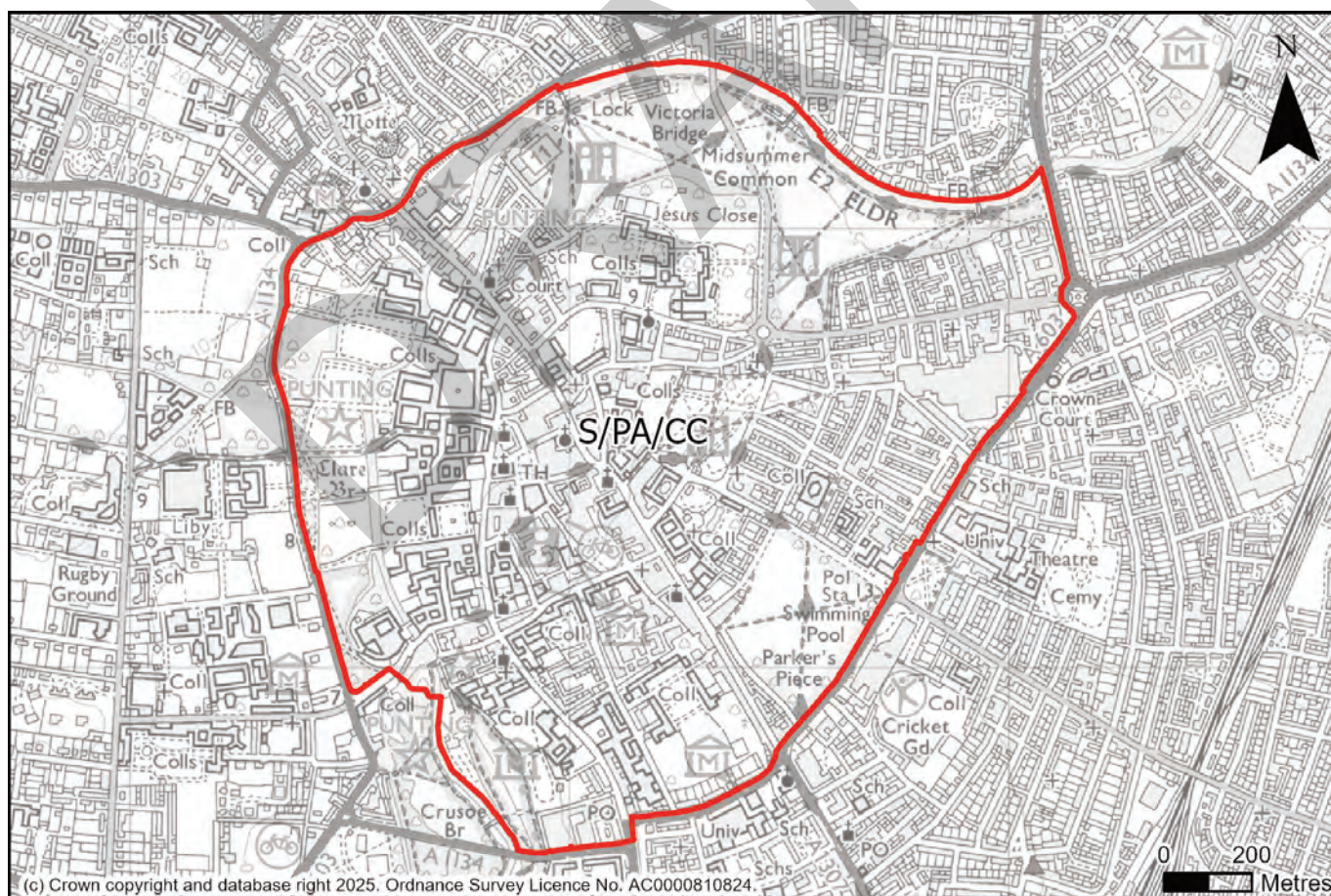


Figure 45: Site Plan of Policy S/PA/CC: Cambridge City Centre

3.1.118 The policy also supports cultural infrastructure investment as this should not only maintain existing cultural spaces but also stimulate additional cultural activity; and with it, greater social and economic benefits. These include greater participation in creative, community and social activities, better use of under-used spaces vacated by retail units, greater support for the evening and nighttime economy and more general placemaking within the centre and beyond. It is therefore important that the policy sets out the Council's approach towards development in the city centre and identifies specific proposals for parts of the city centre along with other related policy areas set out in the plan.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Sites Topic Paper

DRAFT

Policy S/AMC:

Areas of Major Change

What this policy does

3.1.119 This policy will require developments within these areas to adopt a coordinated approach towards their long-term development. This will include their overall development strategy along with more detailed plans regarding infrastructure delivery, suitable development densities, inclusivity and accessibility, landscape and public realm treatments along with transport connectivity. It will also ensure opportunities to integrate with neighbouring communities and other transport connections are included in these plans.

Policy S/AMC: Areas of Major Change

1. Development within designated Areas of Major Change (AMC), as shown on the Policies Map, should be of the highest quality design and incorporate the principles of sustainable design and construction. Excluding very minor development, development proposals within AMCs will only be permitted in the following circumstances:
 - a. when the necessary infrastructure and associated arrangements to support that development have been secured, either by delivery as part of the development or through other stakeholders including relevant local authorities;
 - b. where acceptable alternative infrastructure provision, including temporary provision where appropriate, has been secured;
 - c. where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts.
2. Additionally, development will only be permitted:
 - a. where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners, or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured;
 - b. where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and/or other over-arching coordination documents;
 - c. in instances where the infrastructure provision is to be phased, an approved phasing strategy is in place.

3. In terms of density, activity and movement, development should:
 - a. be of higher densities in the city centre, and around key transport interchanges, district centres and local centres, subject to local circumstance;
 - b. create active and vibrant places that encourage social interaction and foster a sense of community by improving both accessibility and inclusivity. This should include providing external plant equipment and, or utility connections to support temporary outdoor community and cultural activities.
4. In protecting existing assets, including open space, heritage assets, landscape and water management, development should:
 - a. seek to protect and enhance public rights of way, where possible and existing public assets, in accordance with the applicable Local Plan policy requirement;
 - b. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets;
 - c. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.



Figure 46: Map showing proposed Areas of Major Change in the Cambridge policy area

Supporting information

- 3.1.120** Areas of Major Change are large development areas, in key locations which require a comprehensive approach to development and renewal through an implementation plan, over-arching framework or equivalent masterplan to guide their transformation in a joined-up manner.
- 3.1.121** These areas will often require significant infrastructure investment and support especially where they form part of a wider network of infrastructure improvements with neighbouring or nearby sites and transport hubs. A co-ordinated approach is especially important, given the length of time often needed to transform or re-configure these areas. It is therefore essential short-to medium term proposals have regard for the area's longer-term aspirations including transport projects and connections with adjoining areas.
- 3.1.122** This holistic planned approach will also ensure that opportunities to make the best use of land, in sustainable locations creating vibrant neighbourhoods are maximised, along with their careful integration with existing nearby communities. The enhancement of existing positive landscape and townscape features along with local heritage assets and environmental resources will also help create successful communities. The provision of suitably designed public realm areas with access to utility connections will also facilitate regular community and cultural events. These should help development community development and integration with the peripheral neighbourhoods. Site-specific requirements and opportunities are outlined in the policy and are applicable to the consideration of planning applications.

S/AMC/AS: Abbey Stadium

1. Development proposals within the Abbey Stadium area will be supported if they:
 - a. Are part of a comprehensive masterplan that will deliver a wider vision for Abbey Stadium. The vision should support an enhanced visitor experience, including how people travel to and from the stadium, the facilities within and around it and enhancing the sense of arrival to the stadium from Newmarket Road. Subsequent planning applications should support the delivery of the masterplan's vision;
 - b. Improve bus infrastructure on Newmarket Road where possible;
 - c. Resolve road network capacity, movement and safety concerns on match days. Site access arrangements from Newmarket Road require improvement;
 - d. Ensure new development is well connected to existing footpaths and cycleways in the vicinity of the site, including the Chisholm Trail and that adequate, safe and secure cycle parking provision is set out across the site;
 - e. Provide improved active and public travel links to Cambridge City Centre, railway stations and Newmarket Park and Ride.
 - f. Retain existing trees to the western edge of the site and provide additional planting to soften the impact on the Protected Open Space to the west of the site boundary and from views into the site;

- g. Protect the sensitive ecological assets, Coldhams Common and Coldhams Brook, to the west and south of the site;
 - h. Provide a sustainable drainage strategy which includes consideration of the Flood Zones 2 and 3 are to the west of the site boundary;
 - i. Identify opportunities to use the stadium and associated facilities on non-match days; and
 - j. Preserve or enhance the setting of the Grade II Listed Buildings, 529 and Papermills, Newmarket Road and the Riverside Conservation Area which are opposite the development site, and an Historic Impact Assessment should be submitted with any application.
2. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals, minimising adverse impacts on adjacent residential properties and open spaces.

Supporting information

- 3.1.123** The Area of Major Change is 68 hectares and is home to Cambridge United Football Club. The club have been based at the Abbey Stadium for nearly 100 years and is an important part of the local community. The site owner, Cambridge United, have indicated an intension to redevelop the stadium and improve the facilities. Whilst the site is constrained on all sides by existing development, flooding, protected open space and roads, there are opportunities within the site to redevelop some of the existing stands as well as associated visitor facilities. The site needs to be comprehensively planned to ensure coordinated development, to make efficient use of land and promote good urban design.
- 3.1.124** The development needs to take account of the context of the site. It should make a positive contribution to the appearance of Newmarket Road and preserve or enhance the setting of the Riverside Conservation Area and Listed Buildings on the opposite side of the road.
- 3.1.125** Land to the west of the site is Protected Open Space and contains the County and City Wildlife Sites of Coldhams Common and Coldhams Brook. Any application will need to show that it supports these designations and mitigate any impacts. A row of mature trees lies to the western boundary which are to be retained and protected from harmful impacts of development.
- 3.1.126** There are residential properties close to the north and east of the site, with several abutting the site. Any development must minimise any impact on residential amenity, including the impacts of on street parking associated with the site.
- 3.1.127** Development proposals will also need to demonstrate how they will minimise impacts of additional traffic by promoting the use of public transport and active travel. An existing network of cycleways and footpath runs through the adjacent Coldhams Common and consideration should be given to how any new development would connect with these. The site is centrally located but generates congestion issues on match days. Therefore

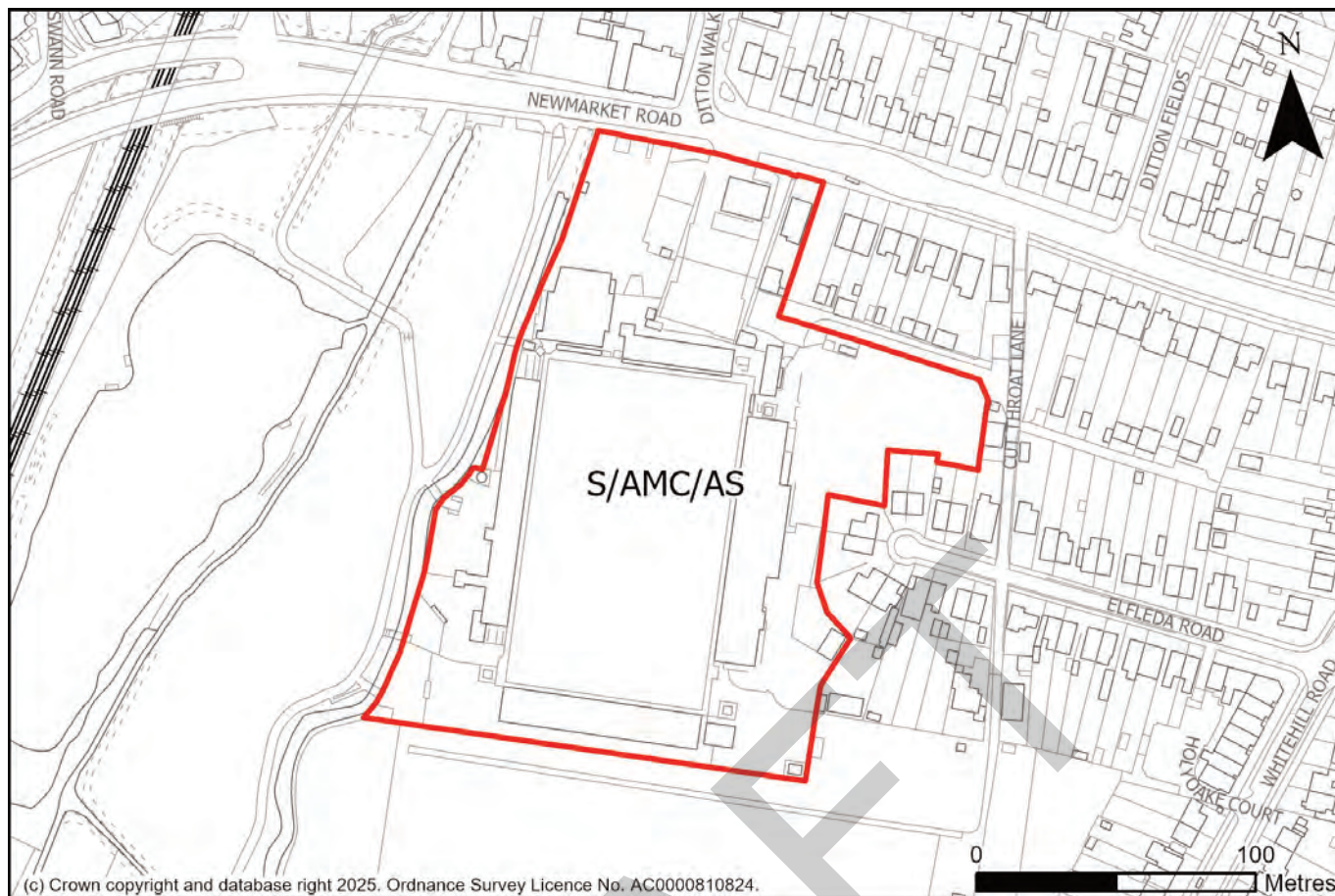


Figure 47: Site Plan of S/AMC/AS: Abbey Stadium

a comprehensive approach to maximising active and public travel to and from the site will be crucial to its success and minimise impacts on local communities.

- 3.1.128** Although the development site is in Flood Zone 1, the land to the west is in Flood Zone 2 and 3. Development should show a sustainable drainage system that minimises the risk of flooding on the site and exacerbating the risk of flooding of the land to the west.
- 3.1.129** There is a valued allotment site to the south of the stadium and any development of the stadium site should not adversely affect this allotment facility, particularly in terms of retaining good access for allotment users.

S/AMC/BC: Beehive Centre

1. Development proposals across this policy area, will be supported if they:
 - a. create a positive, balanced and attractive environment, to support the vitality and viability of this area;
 - b. integrate positively with both the adjacent Cambridge Retail Park (Policy S/PRIA/CRP) and the surrounding neighbourhoods;
 - c. support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals;

- d. support character enhancements with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion; and
 - e. support both pedestrian and cyclist movements through the site and with connections to adjacent development sites, designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority, where applicable.
2. Any proposals to reconfigure the retail park to provide alternative uses must include:
 - a. an overarching development and environmental strategy framework to guide the site's re-configuration over the short, medium and long-term;
 - b. a material improvement in the quality of the site's environment and public realm to support the overall vitality and viability of the area. This should include providing external plant equipment to support outdoor cultural activities.
 3. Where feasible, proposals should:
 - a. create better east-west and north-south connections, improving the area's links with the surrounding neighbourhoods;
 - b. create a more permeable and legible network for pedestrians and cyclists, Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of servicing in the short and long term; and
 - c. provide a movement strategy integrating with any proposals the Greater Cambridge Partnership may have for the wider area.
 4. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

Supporting information

- 3.1.130** The former Beehive Centre area provides an important edge-of-centre brownfield site for intensification for a range of uses that complement the adjacent residential and retail park uses. This reconfiguration and intensification of uses affords the site many opportunities to improve its accessibility within the site and beyond, including access to Cambridge Retail Park which should be maximised to encourage the use of sustainable forms of transport to access the area and help reduce vehicular congestion. The area's long-term strategy is also expected to improve the area's environment and appeal for residents, local workers and visitors from further afield.
- 3.1.131** The site offers a range of short-to-medium term development opportunities with specific site-intensification proposals along with more long-term comprehensive redevelopment.
- 3.1.132** All short-to-medium proposals should have regard for the site's long-term ambition. Relevant public realm, landscape, movement and servicing strategies should consider how these have regard for these progressive stages and remain consistent with the

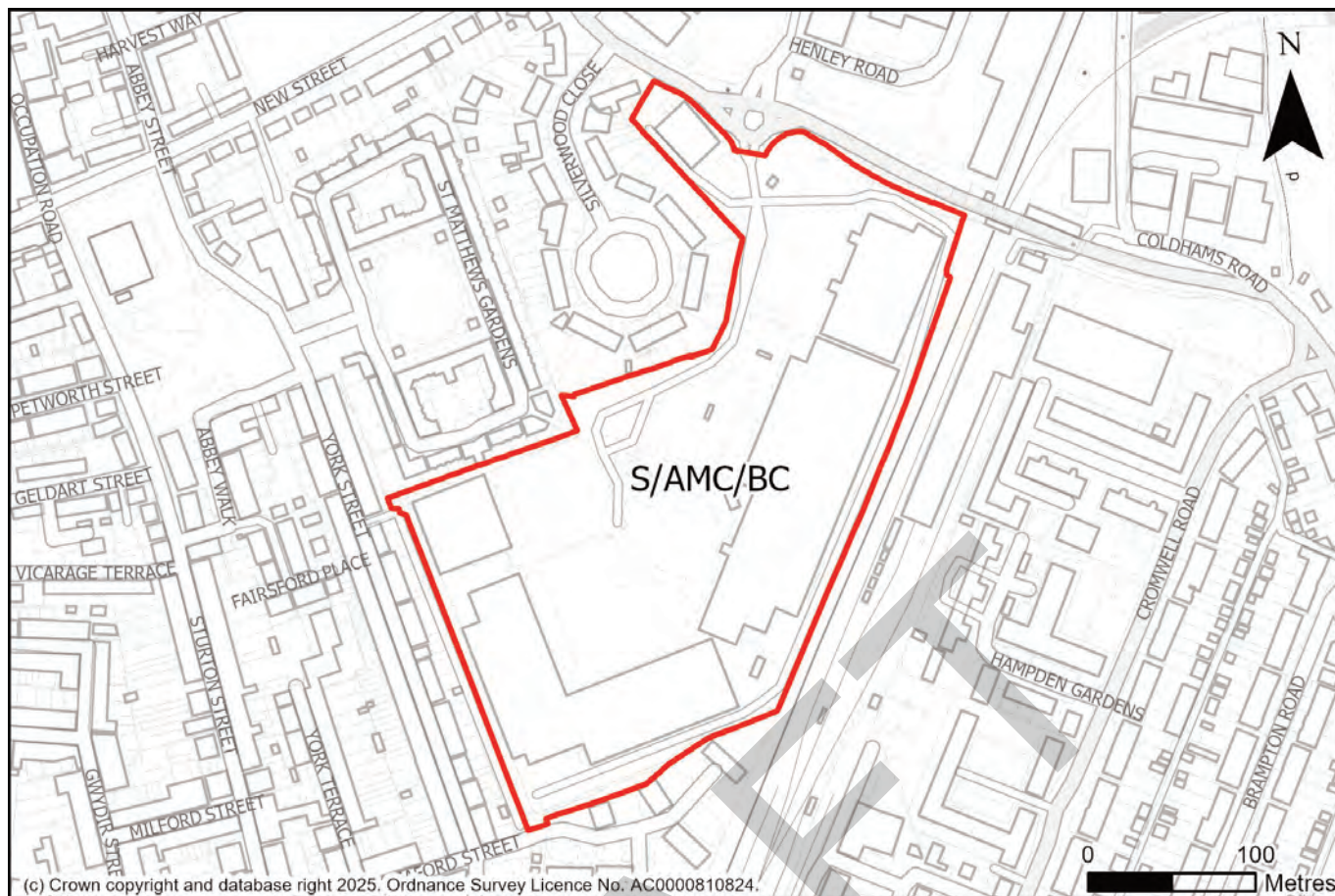


Figure 48: Site Plan of S/AMC/BC: Beehive Centre

area's agreed overarching development and environmental strategy framework, to ensure a cohesive approach to the site's comprehensive redevelopment.

3.1.133 Opportunities to improve the area's cultural offerings should have regard to the provision of the necessary cultural infrastructure such as outdoor lighting, public seating, toilets and access to water and electricity for temporary cultural events. A cultural strategy should also be considered for the area to support these activities.

S/AMC/EB: East Barnwell

1. Development proposals across this policy area, will be supported if they:
 - a. create a positive, balanced and attractive environment, to support the vitality and viability of this area including the Barnwell Road Local Centre;
 - b. integrate positively with the surrounding neighbourhoods;
 - c. support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals; and
 - d. support character enhancements with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion.

2. Within the policy area, sites located north of Newmarket Road are an appropriate location for more significant redevelopment including residential uses, subject to further townscape analysis. Development proposals north of Newmarket Road will be supported where they:
 - a. provide improvements to the wider policy area; and
 - b. establish a more efficient use of the site.

Supporting information

- 3.1.134** The East Barnwell area provides an opportunity for redevelopment focused on and around East Barnwell Local Centre which can provide residential, retail and community uses to support vitality and viability of the area. Improvements should aim to bring together East Barnwell by supporting the vitality and viability of the Barnwell Road Local centre as well as delivering infrastructure enhancement such as new and improved community uses that will be required to growth and improve the lives of existing residents.
- 3.1.135** The focal point of the policy area is site allocation S/C/BRN – Land at Barnwell Road and Newmarket Road which seeks to redevelop the existing East Barnwell Local Centre and provide an additional 154 homes and 500 square metres of commercial uses.

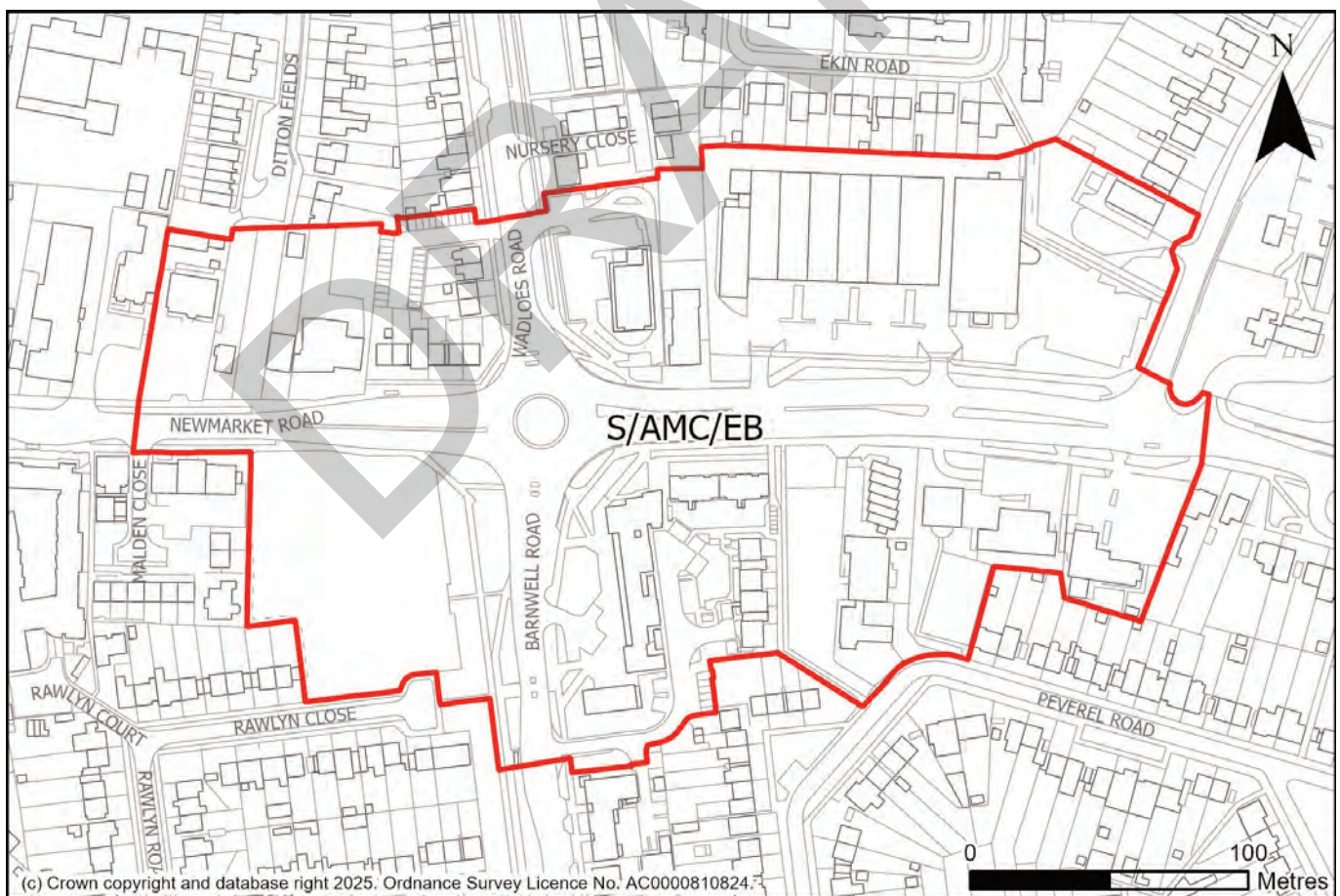


Figure 49: Site Plan of S/AMC/EB: East Barnwell

3.1.136 Elsewhere in the policy area, redevelopment opportunities exist which could help deliver further improvements across the whole policy area, particularly north of Newmarket Road. North of Newmarket Road there is scope for significant redevelopment which could include residential or mixed uses at a density which utilises existing sites more efficiently while accomplishing the goals of the wider policy area.

S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area

1. Development proposals across this policy area, will be supported if they:
 - a. create a positive, balanced and attractive environment, to support the vitality and viability of the area for retail, leisure, cultural and other associated town centre activities;
 - b. integrate positively with both the historic environment and the surrounding neighbourhoods;
 - c. support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals; and
 - d. support the provision for a shared surface along Fitzroy Street and Burleigh Street, adopting an integrated approach for both cyclists and pedestrians designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority.
2. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Proposals should also be accompanied by evidence to justify land uses, floorspaces and their redevelopment on a proposal-by-proposal basis.

Grafton Shopping Centre

3. Comprehensive and or, more intensive redevelopment in the former Grafton Shopping Centre for a range of city centre uses will be supported, including uses associated with ARU's East Road campus.
4. Proposals to extend and reconfigure the former shopping centre building to provide additional floorspace should include:
 - a. site intensification, providing a significant uplift in floorspace for a range of uses which complement both the city centre, the surrounding area and the skyline of the city;
 - b. an overarching street-based development strategy framework to guide the site's re-configuration over the short, medium and long-term;
 - c. a material improvement in the quality of the city centre environment and public realm to support the overall vitality and viability of the area; and
 - d. a better urban relationship with the surrounding neighbourhoods and high street interfaces.

5. Where feasible, proposals should:

- a. re-integrate the area with adjacent streets and establish a more sensitive response to the townscape beyond the policy area's boundary;
- b. create better east-west and north-south connections, improving the area's links with the surrounding neighbourhoods;
- c. create a more permeable and legible network for pedestrians and cyclists. Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of servicing in the short and long term; and
- d. Provide a movement strategy integrating with any proposals the Greater Cambridge Partnership may have for the city.

Selective and Infill Development Opportunities

6. Infill development opportunities include selective reconfiguration of service yard spaces around the edge of the former Grafton Shopping Centre. Proposals should:
- a. to the north, enhance service areas with a focus on public realm and wayfinding improvements to improve linkages from Newmarket Road; and
 - b. to the south, create a more active and positive edge along Burleigh Place service area

Fitzroy Street

7. Grafton West Car Park is an appropriate location for more significant redevelopment, subject to car parking evidence supporting its redevelopment, further townscape analysis and feasibility analysis. The more intensive redevelopment of the car park should:
- a. establish a more efficient use of the site;
 - b. re-establishing the broad historic structure of lanes with Fitzroy Street into the wider fabric of the neighbourhood.
8. Subject to further townscape analysis, there is also an opportunity to consider the buildings to the north of Fitzroy Street to achieve a more comprehensive approach, focusing on the listed building at 17 Fitzroy Street. Key interventions should also include:
- a. enhanced connections through to Maids Causeway / Newmarket Road;
 - b. mews style homes fronting onto Salmon Lane, at a scale that responds positively to the townscape;
 - c. new dwellings set around courtyard gardens, fronting a new pedestrian route to Fair Street;
 - d. potential redevelopment along parts of Fitzroy Street; and
 - e. targeted improvements to shop fronts on the southern side of Fitzroy Street.

Burleigh Street

9. Opportunities to improve the retail and leisure offer on both sides of Burleigh Street, including the retention of smaller, flexible retail units will be supported including selective shopfront improvements or sensitive infill / redevelopment along the southern side beyond No. 74 Burleigh Street. Proposals should take account of the area's features as follows:
 - a. distinctive buildings to maintain the area's more positive examples of existing townscape character and independent retailing;
 - b. on the north side of Burleigh Street, the retention of more sensitive buildings including shopfront enhancements, refurbishment of historic shopfronts, and potential selective redevelopment of buildings; and
 - c. on the south side of Burleigh Street, shopfront improvements with opportunities for refurbishment and potential infill development;
10. On East Road, The Snug and adjacent properties form a key group of finer grain buildings and should be retained as part of any future redevelopment proposals.

Supporting information

- 3.1.137** This policy has been informed by the Grafton Area Masterplan and Guidance SPD which originally supported Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change in the Cambridge Local Plan 2018 and updated to reflect the changing demand for city centre floorspace uses, from predominantly retail-based centres to more mixed-use developments.
- 3.1.138** The Fitzroy/Burleigh Street/Grafton (FBG) area provides many opportunities to increase the city centre's floorspace capacity for a range of town centre uses, supporting the city centre's role and function as a multi-functional regional centre. The area can also support the sub-region's growing life sciences and ICT employment sectors, examples of which include proposals to repurpose much of the Grafton Centre.
- 3.1.139** The site offers a range of short-to-medium term development opportunities with sensitive intensification along with more long-term comprehensive redevelopment which should incorporate improvements to the both the site's accessibility for both pedestrians and cyclists alike as well as with the surrounding neighbourhoods.
- 3.1.140** A central objective of the policy is also to support a flexible approach to uses which will enable a positive response to the shifting dynamics of consumer trends and business needs across short, medium and long-term cycles. In practical terms, it is vital that any proposals for the area are set in context of the longer-term strategy for the area.
- 3.1.141** Integral to this futureproofing, is the introduction of a broad mix of town centre uses including retail, food and drink, and leisure along with other town centres uses. Proposals that bring life to the centre through the introduction of complementary uses including housing and offices, student accommodation, hotel uses, conference facilities and university accommodation will be considered on their merits, on a case-by-case

basis. The policy encourages the strengthening of the area as a destination for the city – for residents, visitors, workers and students.

- 3.1.142** There may be opportunities to allow for flexibility of uses on some upper floors of buildings, where considered appropriate. Such an approach will need to fit within an overarching development strategy framework. Future schemes should incorporate a clearly articulated strategy and narrative in support of any proposals.
- 3.1.143** Longer-term proposals for the area present opportunities for a more contemporary street-based approach to the provision of town centre uses. These include stores and offices to be arranged over several floors with a flexible mix of larger footprint stores and smaller units for independent retailers along with other leisure and cultural attractions.
- 3.1.144** Opportunities to progress development and public realm proposals in the short to medium term will need to demonstrate how they fit with the overarching strategy – setting a benchmark which will raise the profile of the area and act as a catalyst for phased regeneration.
- 3.1.145** From a townscape perspective, Fitzroy Street and Burleigh Street would continue to be arranged as a single floor of active uses at ground floor with upper floors used for other accommodation needs which support the area's vitality and vibrancy. Given the ever-changing dynamics of consumer trends, a street-based development strategy should be provided to support a number of scenarios with differing balances of smaller and larger units. This will help to develop a resilient and robust position which supports the vitality and viability of the area in the longer term.
- 3.1.146** The current Grafton West Car Park has a negative impact on the setting of the Kite Conservation Area north of Salmon Lane. It also acts as a barrier to movement and contributes to a perception of the space to the rear of Fitzroy Street and the former shopping centre as being unsafe, particularly beyond daylight hours. The car park also detracts from views of the Listed Building at 17 Fitzroy Street.
- 3.1.147** The redevelopment of the car park could establish a more efficient use of the site, re-establishing the broad historic structure of lanes which stitched Fitzroy Street into the wider fabric of the neighbourhood. Subject to further townscape analysis, there is also an opportunity to consider the buildings to the north of Fitzroy Street to achieve a more comprehensive approach, focusing on the celebration of the listed 17 Fitzroy Street.
- 3.1.148** An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. This is to ensure that well-designed schemes are created that fit into their context and respond to key views and vistas including views into and across the surrounding Conservation Areas.
- 3.1.149** Where applicable, studies will be required to justify redevelopment on a proposal-by-proposal basis. For example, proposals for Burleigh Street and Fitzroy Street would be expected to incorporate careful analysis of the existing townscape character to inform the site strategy along with the implementation of an integrated approach along both streets for public realm, servicing and street movement improvements.

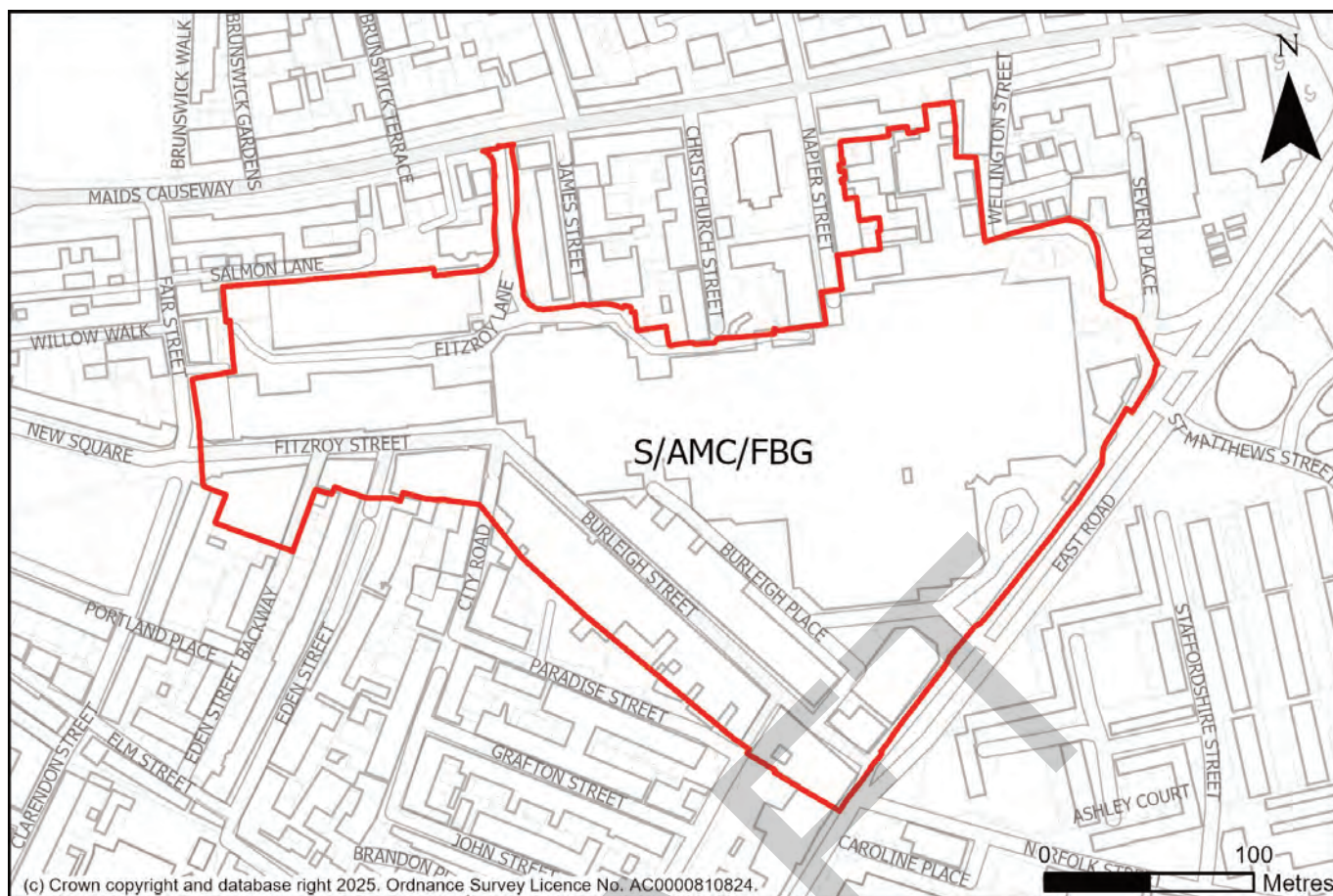


Figure 50: Site Plan of S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area

S/AMC/SCL: South of Coldham's Lane

1. Development proposals within this policy area, divided into three separate parcels of land, will be supported if they:
 - a. In the area to the north-east: create a positive, balanced and attractive environment, to support the vitality and viability of the area for a range of employment uses with ancillary retail and other facilities along with car and cycle parking;
 - b. In the area to the north: provide outdoor recreational uses and ecological enhancements via creation of Open Mosaic Habitat, or equivalent to deliver significant Biodiversity Net Gain. Include safeguarded land for the long-term provision of a pedestrian and cycle link between Coldham's Lane and The Tins via a S106 planning obligation; and
 - c. In the area to the south-west: deliver a new urban country park through enabling public access. Future details of landscape management, maintenance and funding of the proposed urban country park are to be agreed via S106 planning obligations.
2. Development proposals will also need to demonstrate how they will meet the following requirements:

- a. The implementation of a comprehensive delivery plan to implement the vision for the area. A masterplan for the area must be submitted for approval by the Local Planning Authority, which must set out the principal uses, quantum of development and extent of developable land, approach to the built form, circulation and movement, public access and landscape improvements, the form and nature of public access, and future management and sustainable funding arrangements for the urban country park. Subsequent planning applications must support the delivery of the masterplan's vision;
- b. Deliver appropriate ecological enhancement, responding to existing sites of local nature conservation importance within and surrounding the site;
- c. They are appropriate to the historic environment including specific assets and their setting. implementing design-based mitigation, appropriate massing, and ensuring building heights are no taller than 6 storeys to ensure there aren't negative impacts on the setting of designated heritage assets. A Heritage Impact Assessment should be completed to support this approach;
- d. They are appropriate to site conditions and the environmental and safety constraints of this area, including the contaminated condition of the closed landfill sites, Cambridge Airport to the north, related height and use restrictions within the Air Safety Zone and Air Safeguarding Zones, the existing lakes and the chalk streams, and
- e. Ensure a safeguarded active travel access route to the Cambridge East development site along with any other relevant access connections, including those that support the double tracking of the Cambridge to Newmarket Line.

Supporting information

- 3.1.150** This area can positively contribute to the character of the surrounding area and transform an enclosed space into a publicly accessible urban country park. This can be delivered by enabling a proportion of the site to be used for commercial uses whilst requiring a comprehensive masterplan to be delivered for the wider site. Uses would need to be appropriate to the land conditions and demonstrate land contamination can be mitigated appropriate to the proposed uses.
- 3.1.151** The redevelopment of the land south of Coldham's Lane as an urban country park will help enhance the existing 'green and blue corridor' of important open spaces that runs from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall, and then further south through to Limekiln Hill Local Nature Reserve and the Cherry Hinton Pit Site of Special Scientific Interest (SSSI).
- 3.1.152** It is also important that any development proposals safeguard an active travel route leading to Cambridge East and supports any relevant proposals to allow the double tracking of the Cambridge to Newmarket railway line.
- 3.1.153** Outline planning permission was granted in January 2025 for offices, research and development, along with delivery of a country park. This policy provides the context for any future applications in the area.

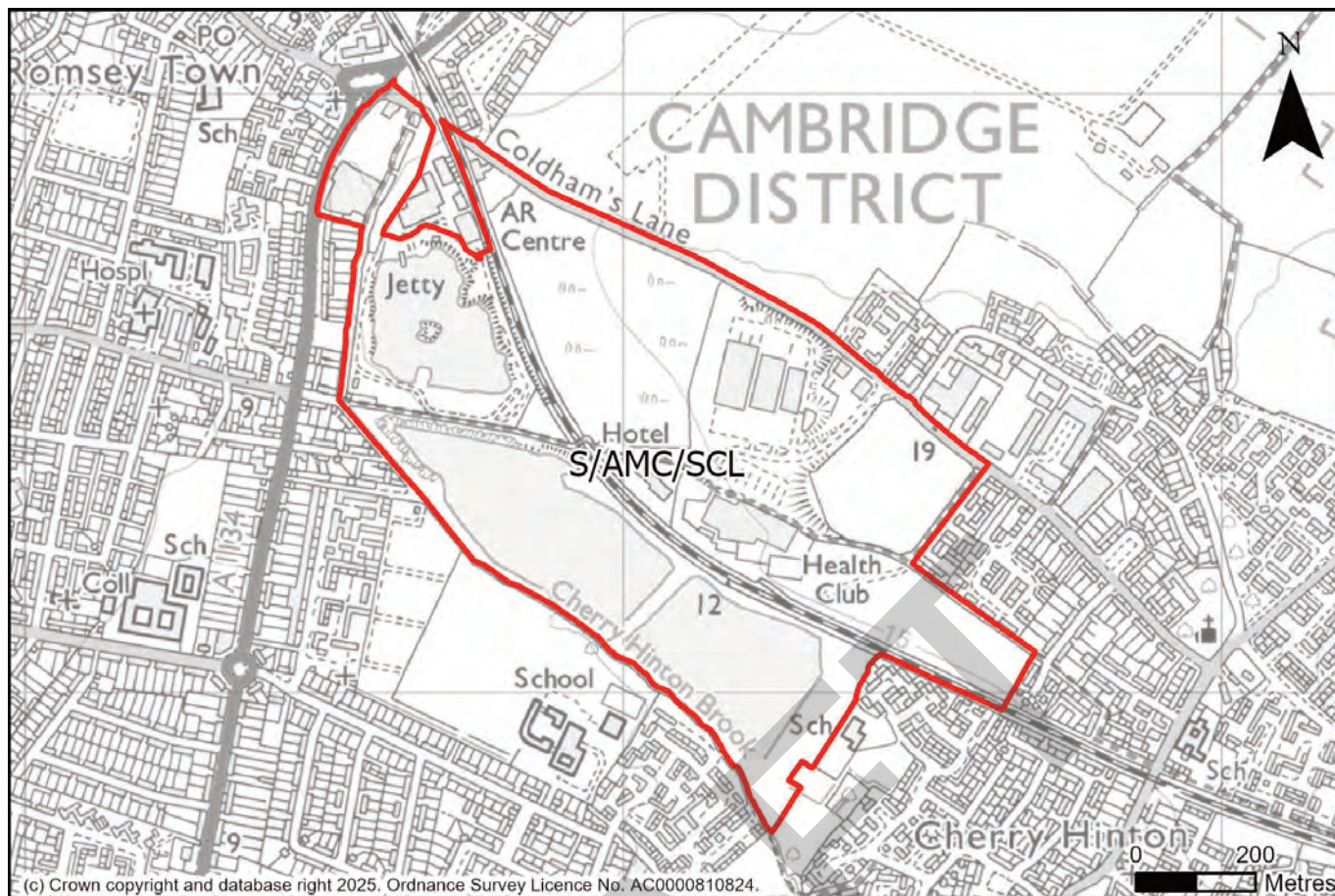


Figure 51: Site Plan of S/AMC/SCL: South of Coldham's Lane

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Sites Topic Paper

Policy S/PRIA: Public Realm Improvement Areas (PRIA) in Cambridge

What this policy does

- 3.1.154** Identify specific locations as Public Realm Improvement Areas (formerly referred to as Opportunity Areas) that would benefit from a holistic approach to any future development that comes forward, to provide policy guidance for development that also improves public transport access and infrastructure delivery and seeks improvements to the public realm. Given the opportunity nature of these sites, they do not include any particular levels of development and are not counted towards meeting our needs.

Policy S/PRIA: Public Realm Improvement Areas (PRIA) in Cambridge

1. Development within designated Public Realm Improvement Areas (PRIA) should be of the highest quality design and incorporate the principles of sustainable design and construction. Excluding very minor development, development proposals within PRIAs will be supported, if they:
 - a. promote and coordinate the use of sustainable transport modes;
 - b. contribute to the creation of a sense of place, including co-ordinated public realm improvements to create or reinforce the area's identity; and
 - c. help sustain or deliver local shops and services.
2. Development proposals should embrace a range of mixed uses and multiple functions, where applicable and take account of any relevant public realm and, or transport improvement strategies.
3. Where proposals provide opportunities and potential challenges, site promoters should develop a policy framework, approved by the planning authority to promote and guide overall change during the life of the plan for the relevant area.

Supporting information

- 3.1.155** The policy approach includes additional considerations to those over-arching requirements set out in Policy S/AMC: Areas of Major Change. These additional considerations will ensure that development within a PRIA takes account of the area's existing urban character, local shops and services and seek to support and improve these, reinforcing the area's sense of place. Improved connectivity with surrounding areas is also a key objective of the policy, in a coordinated and sustainable manner.

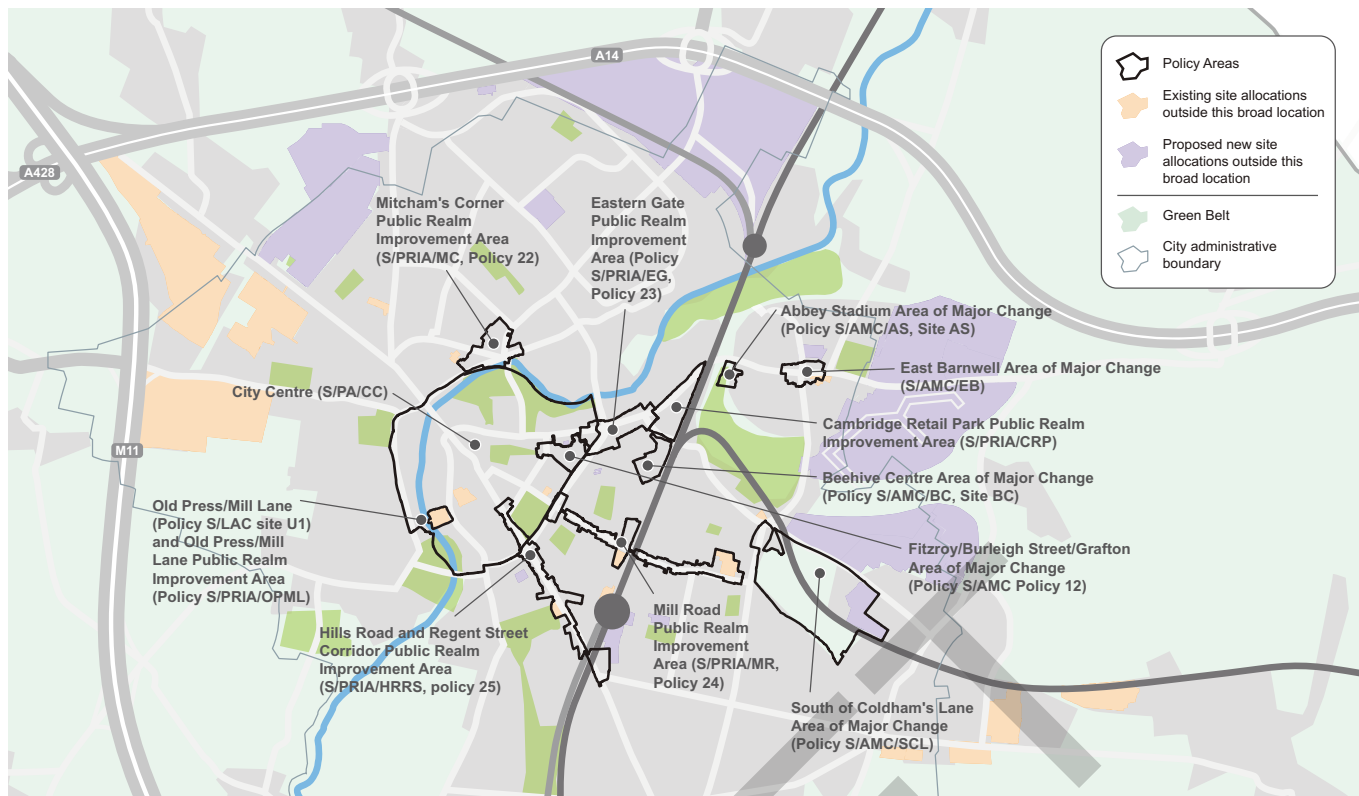


Figure 52: Map of Public Realm Improvement Areas (PRIA) in Cambridge in Cambridge urban area

3.1.156 It is recognised that while development can improve an area's attractiveness it can also challenge the area's character, in such circumstances site promoters are encouraged to develop a policy framework to guide the area's reconfiguration.

Site specific policies requirements are also included, to highlight key local characteristics along with short and long-term opportunities and area aspirations that development should take account of as part of any planning application.

S/PRIA/CRP Cambridge Retail Park

1. Development proposals within the Cambridge Retail Park area will be supported if they:
 - a. create a positive, balanced and attractive environment, to support the accessibility, vitality and viability of the Retail Park;
 - b. integrate positively with both the adjacent Beehive Centre development (Policy Ref. S/AMC/BC:) and the surrounding neighbourhoods;
 - c. support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals;
 - d. support character enhancements along Newmarket Road with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion; and

- e. support both pedestrian and cyclist movements through the site and with connections to adjacent development sites, designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority, where applicable.
2. Proposals to reconfigure the retail park to provide additional floorspace will include:
 - a. an overarching development and environmental strategy framework to guide the site's re-configuration over the short, medium and long-term;
 - b. a material improvement in the quality of the retail park's environment and public realm to enhance the area's cultural importance as part of its 'place-making' strategy, to ensure the area remains a vibrant, attractive place for such activities. This should include providing external plant equipment to support outdoor cultural activities; and
 - c. a better urban relationship with Newmarket Road, the Beehive Centre development and the surrounding neighbourhoods.
 3. Where feasible, proposals should:
 - a. create better east-west and north-south connections, improving the area's links with the surrounding neighbourhoods;
 - b. create a more permeable and legible network for pedestrians and cyclists, Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of servicing in the short and long term; and
 - c. provide a movement strategy integrating with any proposals the Greater Cambridge Partnership may have for the wider area.
 4. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

Supporting information

- 3.1.157** The Cambridge Retail Park area provides an important sub-regional out-of-centre retail destination. With the planned redevelopment of the adjacent Beehive Centre development, it is important that the retail park can evolve through reconfiguration and intensification, to accommodate the area's retail occupiers. This process affords the site many opportunities to improve its accessibility within the site and beyond, including Newmarket Road which should be maximised to encourage the use of sustainable forms of transport to access the area and help reduce vehicular congestion. The area's long-term strategy is also expected to improve the area's environment and appeal for residents, local workers and visitors from further afield.
- 3.1.158** The site offers a range of short-to-medium term development opportunities with specific site-intensification proposals along with more long-term comprehensive redevelopment.

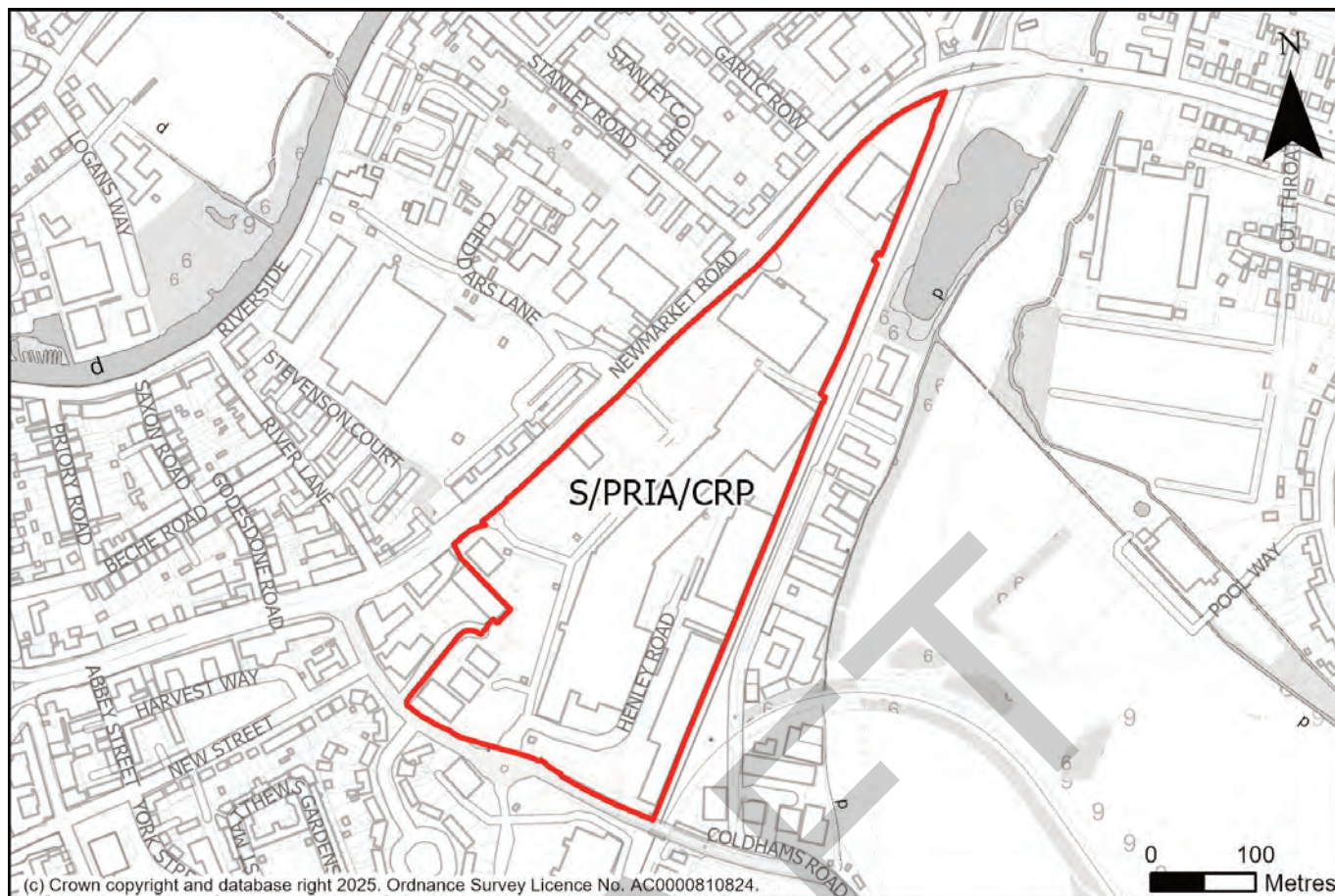


Figure 53: Site Plan of S/PRIA/CRP Cambridge Retail Park

3.1.159 It is, however recognised that the site is subject to many constraints related to the current leaseholders on site that may limit these opportunities, in the short-to-medium term. However, all short-to-medium proposals should have regard for the site's long-term ambition. Relevant public realm, landscape, movement and servicing strategies should consider how these have regard for these progressive stages and remain consistent with the area's agreed overarching development and environmental strategy framework, to ensure a cohesive approach to the park's evolution, ensuring it remains 'open for business' throughout.

3.1.160 Opportunities to improve the area's cultural offerings should have regard to the provision of the necessary cultural infrastructure such as outdoor lighting, public seating, toilets and access to water and electricity for temporary cultural events. A cultural strategy should also be considered for the area to support these activities.

S/PRIA/EG: Eastern Gate

1. Development proposals within the Eastern Gate area will be supported if they:
 - a. enhance the character of the area and improve connectivity;
 - b. enhance existing and/or provide new direct crossings that respond to key walking and cycling desire lines; and
 - c. deliver coordinated streetscape and public realm improvements to streets and junctions within the Eastern Gate area;

- d. create opportunities for new public spaces;
 - e. create improved visual and physical connections between existing and newly created open spaces; and
 - f. integrate positively with the adjacent Cambridge Retail Park (Policy Ref. S/PRIA/CRP), Beehive Centre (Policy Ref. S/AMC/BC), Fitzroy/Burleigh Street/Grafton Area (Policy Ref. S/AMC/DBG) and surrounding neighbourhoods.
2. Proposals will be required to provide a movement strategy integrating with any proposals the Greater Cambridge Partnership or the Transport Authority may have for the wider area. Where feasible, proposals should:
- a. support the creation of a low vehicle speed environment to help restore the balance between people and vehicles;
 - b. emphasise 'place making' over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public open space;
 - c. reinforce or re-establish historic routes: integrating with or supporting any proposal for the future re-modelling of Elizabeth Way Roundabout and the re-establishment of the historic route and direct visual links between Occupation Road and Abbey Road; and
 - d. create a more comfortable and simplified pedestrian environment by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines.
3. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Proposals will provide townscape analysis and a character appraisal of the area to evidence how development will achieve well designed buildings that fit into their wider context, improve connectivity and movement, and enhance the character and open space of the area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

Supporting information

- 3.1.161** The Eastern Gate Opportunity Area stretches from the Crown Court and Elizabeth Way roundabout to the beginning of the Newmarket Road retail park and has in recent years seen significant changes. Historically the large-scale highway interventions of the 1970s, the application of standard highway engineering solutions and the construction of unsympathetic bulky buildings that do not relate well to the public realm, particularly along the key arterial route of Newmarket Road have eroded the quality and character of the area and created barriers between neighbouring communities.
- 3.1.162** Despite these challenges, attractive, well-established spaces and neighbourhoods with a strong sense of community still exist in the area surrounding the Eastern Gate. There are variations in character across the Eastern Gate area with large scale retail

development to the east and mixed-use 20th Century retail, residential and office developments to the west. The area also includes several landmark/listed buildings including the listed Church of St Andrew the Less and a cluster of Grade II listed assets to the north centred on Abbey House, Grade II listed 247 Newmarket Road (Seven Stars Pub) and also the grade II listed Cambridge Gas Company War Memorial; the Crown Court which forms both a landmark and a point of reference in the urban environment and is one of the tallest buildings in the area.

- 3.1.163** Development in the Eastern Gate PR1A should support the regeneration and transformation of this key approach to the city through high quality development that will connect people and places. Opportunities for improving the area exist in the successful integration of new development and, for rediscovering and realising the potential of underused spaces and in redevelopment opportunities.
- 3.1.164** An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area and to ensure that well-designed schemes are created that fit into their context responding to key views and vistas including into and across the surrounding Conservation Areas (the Cambridge Central conservation area (which includes the Riverside and Stourbridge Common conservation areas). If applicable, proposals should consider how development can make a positive contribution to the Cambridge skyline and in particular, the roofscape of the Central Conservation Area.
- 3.1.165** Additionally, and where possible, views of the Museum of Technology (Scheduled Ancient Monument) should be protected. Where applicable, studies will be required to justify redevelopment on a proposal-by-proposal basis. For example, proposals along East Road would be expected to incorporate careful analysis of the existing townscape character to inform the site strategy along with the implementation of an integrated approach along both streets for public realm, servicing and street movement and design improvements.
- 3.1.166** Vehicular traffic dominates Newmarket Road and East Road making informal crossings difficult. Specifically, the underpass, pedestrian guardrails and, indirect crossings which surround Elizabeth Way roundabout limit the accessibility of the area and increase journey times and walking distances. Development proposals should support improvements to people's ability to travel safely and comfortably by sustainable and accessible modes of transport. For example, providing improved pavements to create a more comfortable and simplified pedestrian environment, by providing safer junctions (for example continuous footway junctions which prioritise pedestrian movement) and enhancing existing/ providing new pedestrian/cycle routes and direct crossing points that follow natural desire lines (rather than forcing people to cross at inconvenient formal crossing points).
- 3.1.167** Proposals which propose the removal of existing guardrail along Newmarket Road and East Road are only considered appropriate as part of a wider design for the whole of the streetscape. Also, proposals which support reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings and emphasising and improving the gateways/entry points to residential neighbourhoods, will help change the perception of the street and contribute to lower speeds.

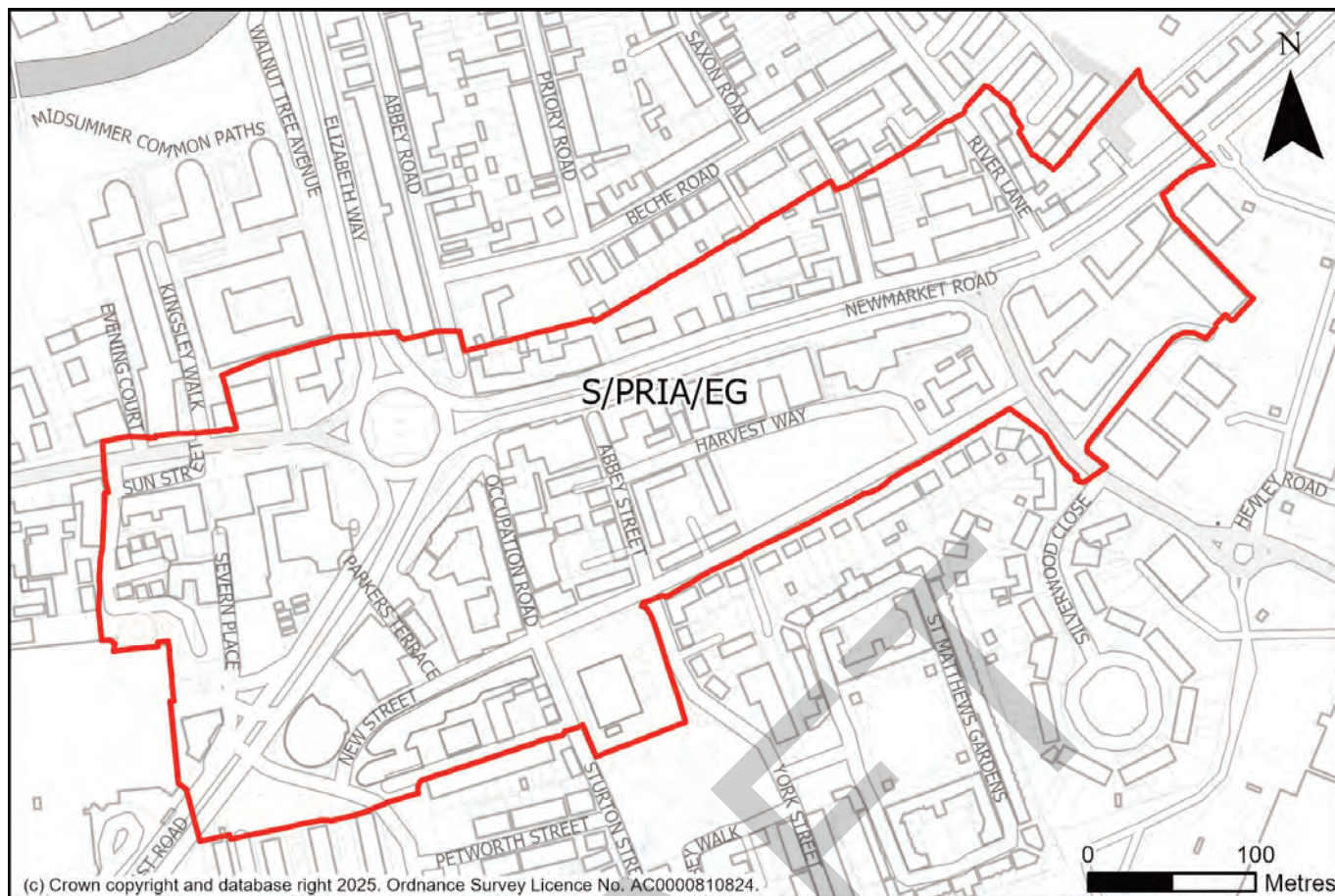


Figure 54: Site Plan of S/PRIA/EG: Eastern Gate

S/PRIA/HRRS: Hills Road and Regent Street Corridor

1. Development proposals within the Hills Road and Regent Street Corridor area will be supported if they:
 - a. deliver coordinated streetscape and public realm improvements that:
 - i. emphasise 'place making' over vehicle movement, including at junctions, using tighter geometry and radii, to reduce approach speeds and to reclaim areas for additional public space;
2. re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods;
3. create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines; and
4. use an appropriate and durable palette of materials.
5. Allocated sites with the potential to deliver new development include Betjeman House, Hills Road (Site Ref. S/C/BJH), Cambridge Junction and Cambridge Leisure, Hills Road (Site Ref. S/C/CJ) and Clifton Road Area (Site Ref. S/C/CLT).

6. The following key projects will be delivered through development proposals and in accordance with criteria 1 (a-d):
- a. Regent Street – reallocation of space for wider pavements to better cope with pedestrian flows, reduce street clutter and provide improved cycle parking facilities;
 - b. Hyde Park Corner – improvement of the setting of the Our Lady of the English Martyrs Church and increase pavement widths in front of the terrace opposite. Simplify the pedestrian and cyclist user experiences through more direct crossings and investigate the potential for single stage crossings;
 - c. Hills Road / Cherry Hinton Road / Cambridge Leisure Park District Centre – reconnection of both sides of the street and improvement of the pedestrian user experience through removing barriers and obstacles. Traffic management and the reallocation of space will help to reduce vehicle speeds and highlight the revitalised ‘hub’ of Hills Road;
 - d. Cambridge Leisure Park – creation of a high-quality connection into the site, by upgrading the existing link south of the station across Hills Road Bridge; proposals should ensure they are integrated with later stages of the Chisholm project and other active travel proposals;
 - e. Cherry Hinton Road junction – revision of the approach to traffic management and highway engineering to create a quality connection between the new developments on all sides of the junction through to Hills Road and Cambridge Leisure Park;
 - f. Lensfield Road junction – simplification and rationalisation of the layouts of the two junctions remove the bottleneck that causes traffic to back along Gonville Place. Improve the quality of the public realm and connectivity for pedestrians and cyclists.

Supporting information

- 3.1.168** The streets and junctions within the Public Realm Improvement Area can often be congested with traffic with pedestrians experiencing a poor-quality public realm. The implementation of this policy will create an improved, high-quality link connecting the city centre to the railway station area. It will improve connectivity and character in this part of Cambridge by supporting and prioritising walking and cycling and creating a better sense of place. When linked, the key projects identified within the policy will create a high-quality pedestrian and cycle route from the station into the city centre.
- 3.1.169** Redevelopment of sites within the area will help improve the environmental quality of the whole area, creating a more inclusive public realm and promoting ‘place making’. These improvements will promote the character and distinctiveness of Hills Road and Regent Street to create streets that will foster a sense of community and provide attractive places to live in, work in and travel through. Where redevelopment occurs within the local centre, opportunities should be taken to provide a mix of uses, including residential uses on upper floors.

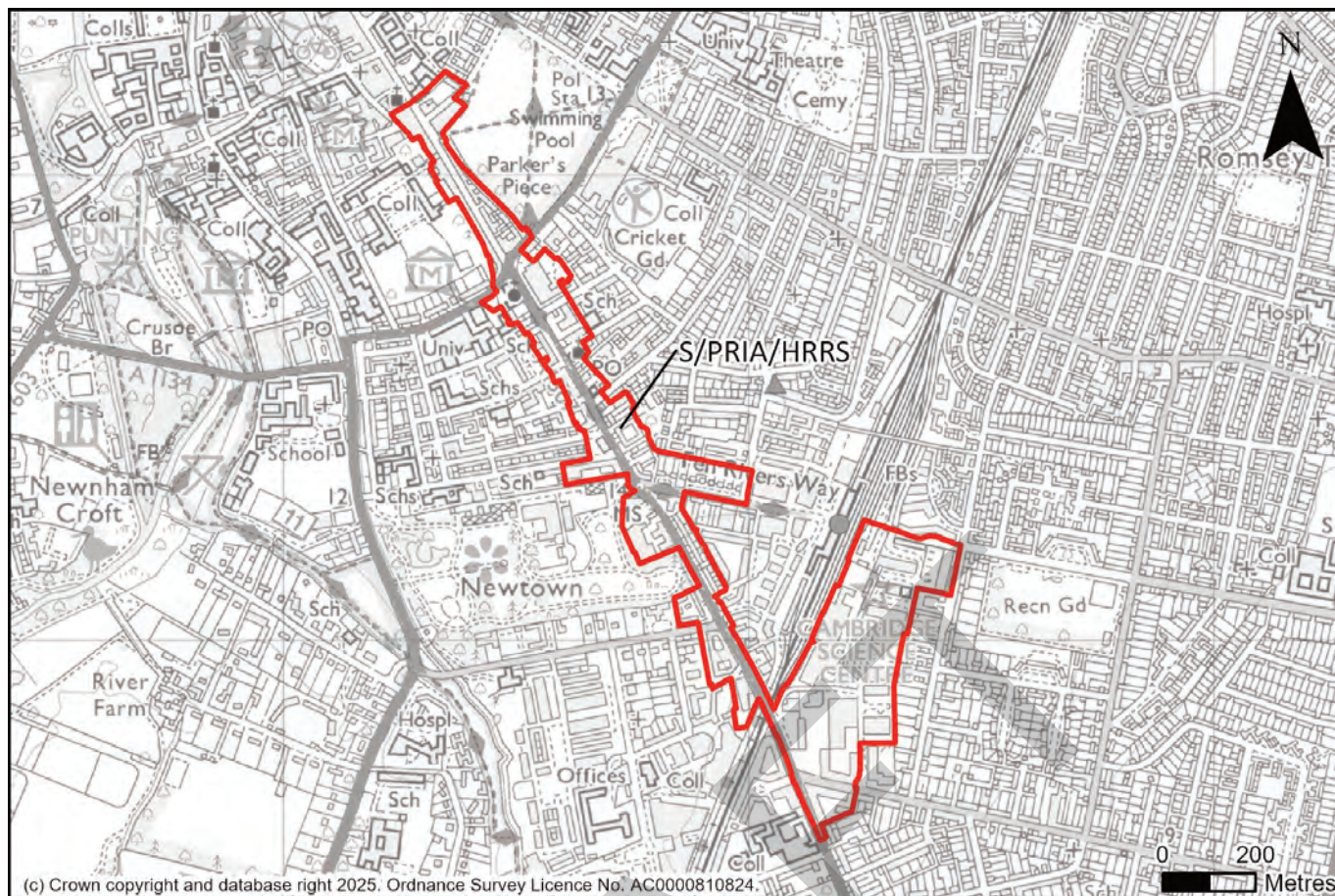


Figure 55: Site Plan of S/PRIA/HRRS: Hills Road and Regent Street Corridor

S/PRIA/MC: Mitcham's Corner

1. Development proposals within Mitcham's Corner area will be supported if they:
 - a. integrate positively with both the historic environment and the surrounding neighbourhoods including the important views across the River Cam from the southern riverbank;
 - b. promote and coordinate the use of sustainable transport modes, integrating with any relevant proposals the Greater Cambridge Partnership may have for the wider area;
 - c. contribute to the creation of a sense of place, and
 - d. support existing local shops, pubs and other local services.
2. Opportunities for rebalancing the needs of pedestrians and cyclists over motor vehicles, restoring a more active street frontage and contributing to a human-scale environment should be taken, subject to further discussion with the Transport Authority.
3. New development will enhance the character of the area by:
 - a. creating a block structure and developing building forms that moderate the scale and massing of new development; and

- b. respond to their context and the prevailing character of the area.
- 4. Development proposals will also deliver coordinated streetscape and public realm improvements to streets and junctions within the Mitcham's Corner area. These will be set out in a development framework document for the area which must be approved by the planning authority before any major planning application is submitted. This framework will:
 - a. create a low-speed environment to help restore the balance between people and vehicles. Reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings, will help change the perception of the street and contribute to lower speeds;
 - b. emphasise 'place making' over vehicle movement, at junctions, through the use of tighter geometry – by removing or revising the existing gyratory system;
 - c. reinforce or re-establish historic routes and create opportunities for new public spaces;
 - d. create a more comfortable and simplified pedestrian environment by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines; and
 - e. use an appropriate and durable palette of materials.

Supporting information

- 3.1.170** The Mitcham's Corner area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early- to mid-20th century. Today, the name is associated with the gyratory system that radically changed the area in the 1970s. The one-way system has left the backs of terraces exposed, created an unpleasant and difficult environment for pedestrians and cyclists, and has come to dominate and erode the character of the area. Despite the challenges, a diverse mix of services and small independent shops exist within the area, surrounded by a vibrant community.
- 3.1.171** The vision for Mitcham's Corner is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places and reinforce the area with a strong local character and identity.
- 3.1.172** Improving the traffic-dominated one-way system and promoting high quality redevelopment are fundamental to the area's overall vision. The creation of a low-speed environment and two-way traffic flows will help create safer, more active and inclusive streets, and a place where it is pleasant to live and work.
- 3.1.173** A masterplan will be necessary to develop the vision and guide new development proposals coming forward. This should build upon the area's character and distinctiveness provided by Mitcham's Corner and Chesterton Road to reinforce their 'high street' feel. These streets will help maintain the vibrant community and provide attractive places to live in, work in and travel through.

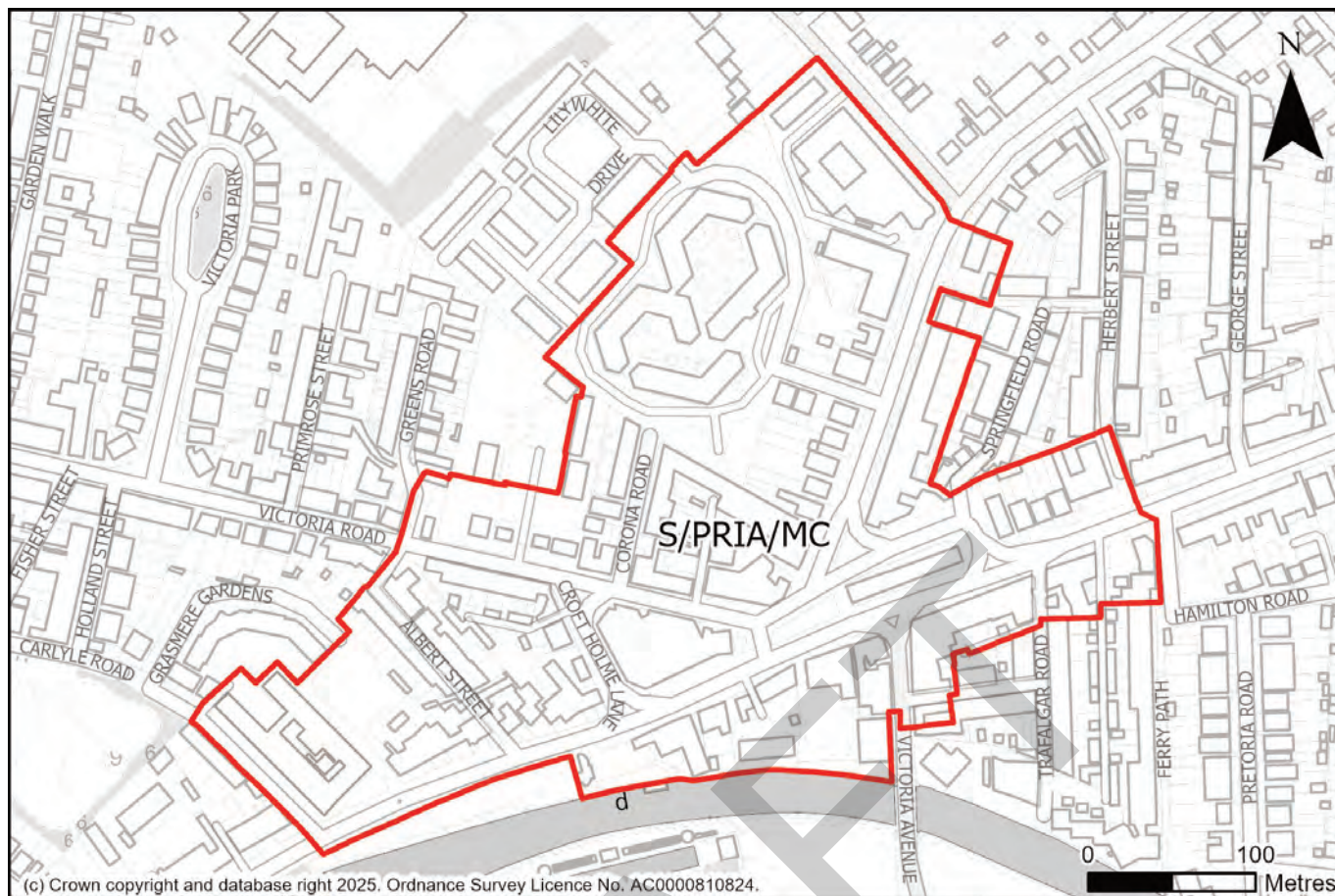


Figure 56: Site Plan of S/PRIA/MC: Mitcham's Corner

S/PRIA/MR: Mill Road

1. Development proposals within the Mill Road area will be supported if they:
 - a. create a positive, balanced and attractive environment, to support the vitality and viability of the area for retail, leisure, cultural, faith and other associated town centre activities; and
 - b. protect and enhance the area's historic and retail distinctiveness, including Mill Road's characteristic range of smaller independent retailers and traders.
2. To strengthen the distinctiveness of Mill Road and ensure its long-term success and vibrancy, development proposals will deliver a series of coordinated streetscape and public realm improvements which:
 - a. emphasise 'place making' over vehicle movement, especially at junctions, using tighter geometry and radii, to reduce speeds and to reclaim public realm;
 - b. promote and coordinate the use of sustainable transport modes, integrating with any relevant proposals the Greater Cambridge Partnership may have for the wider area;
 - c. create a series of public realm improvements based around junctions and crossings in the road network, which respond to key spaces and buildings;

- d. create clear gateways/entry points into existing and new residential neighbourhoods;
- e. create a more comfortable and simplified pedestrian environment by providing improved pavements and more direct crossings that respond to key desire lines; and
- f. use an appropriate and durable palette of materials that is appropriate in a conservation area setting.

Supporting information

- 3.1.174** The Mill Road area policy is intended to maintain and enhance the distinctive and historic character of the area. It also sets out opportunities to improve the public realm along Mill Road which has its own character, formed by its diverse range of independent shops, rich historic environment and sense of being as a distinctive local community. Mill Road has two district centres, providing a range of shops and services either side of the railway bridge. Much of the policy area also falls within the Mill Road Conservation Area.
- 3.1.175** Mill Road is characterised by its large number of diverse and independent shops including many food stores specialising in 'world' foods which contribute to the area's cosmopolitan atmosphere. There are also a wide range of restaurants, cafés and hot food takeaways, particularly west of the railway bridge, which add to its viability although these can also lead to amenity problems. There are also several antique and bric-a-brac shops and the market at Hope Street, which add to the rich diversity and uniqueness of the area. The policy seeks to safeguard the independent, cosmopolitan feel of Mill Road.
- 3.1.176** Surrounding the street are terraced residential streets, some of which have a high population of students or shared households. There is a strong sense of community in the Mill Road area with events such as the Winter Fair attracting large numbers of people each year.
- 3.1.177** The recent introduction of the Mill Road bridge bus gate in 2025 restricts vehicles except for buses, emergency services, taxis and blue badge holders' registered vehicles. The reduction in private vehicular movements across the bridge should encourage alternative sustainable forms of transport. However, Mill Road remains a busy route, and the narrow pavements are often cluttered with signs, ad hoc street furniture and parked bicycles, making it difficult to move along them, particularly with a pram or for those who need assistance with their movement. The policy seeks to encourage improvements to the public realm and ensure that any development proposals in the area contribute to them. It could, for example, be a specific landscape treatment at a junction to aid traffic calming and improve the environment.

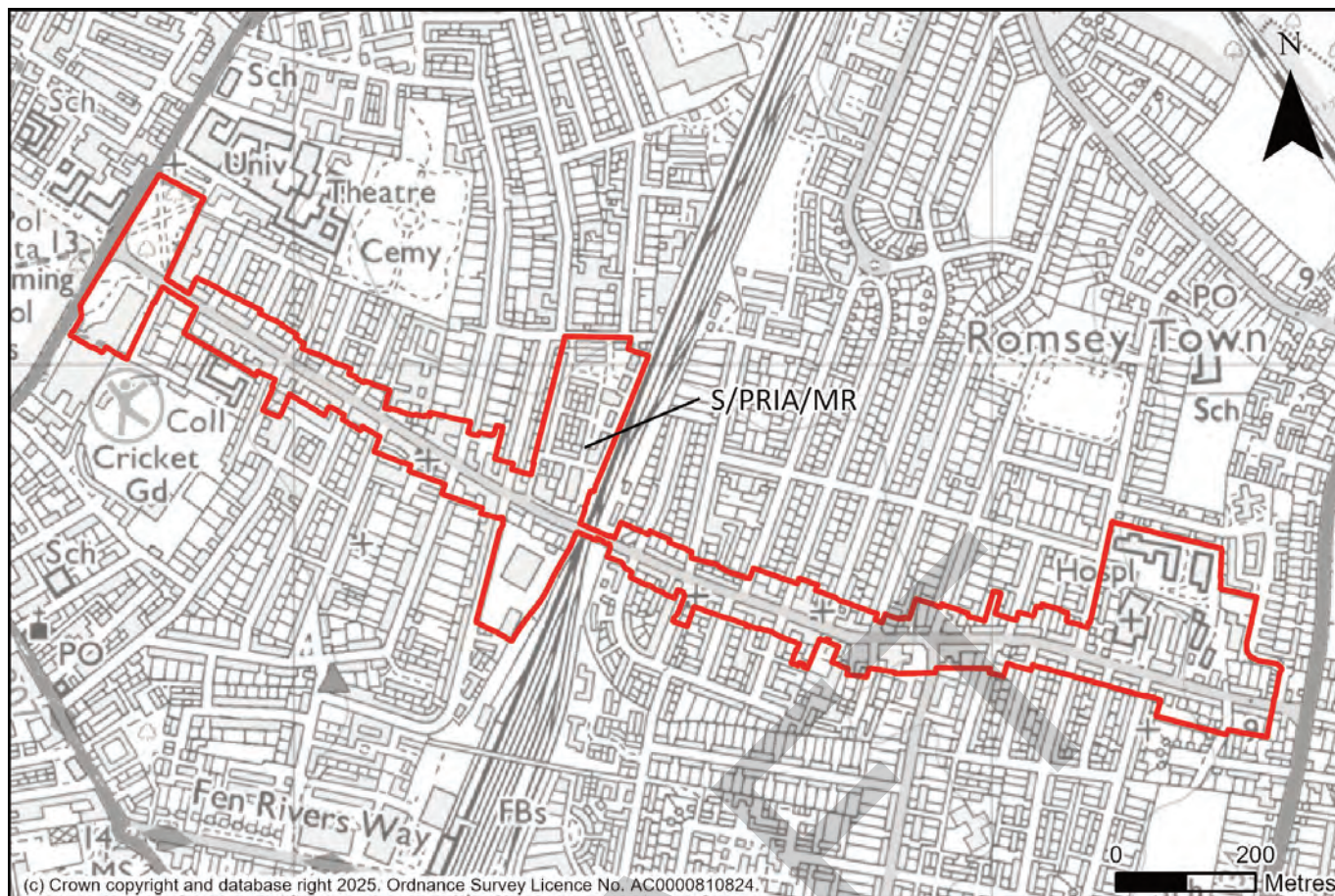


Figure 57: Site Plan of S/PRIA/MR: Mill Road

S/PRIA/OPML: Old Press/Mill Lane

1. Development proposals for the Old Press/Mill Lane site will be supported if they are in accordance with the masterplan, submitted and agreed with the Local Planning Authority (application 18/1930/FUL) and:
 - a. preserve and enhance the special historic character and appearance of heritage assets, including the Cambridge Historic Core conservation area and, listed buildings and their settings;
 - b. create the opportunity for the adaptive reuse of existing buildings, where possible;
 - c. create the opportunity for redevelopment to provide high-quality, sustainable new buildings of innovative design, which contribute positively to the Cambridge Historic Core conservation area and the settings of listed buildings their surroundings;
 - d. create and enhance areas of public open space and public realm to a high quality, potentially including a new public space fronting on to the river;
 - e. development proposals should complement and enhance the wider setting of the site, including the green corridor formed by the River Cam and the surrounding Greens and Fens.
 - f. minimise non-essential car parking and improve servicing; and

- g. improve accessibility and permeability through the site and create safer streets with priority for pedestrians and cyclists; and
- h. provide high quality, well-designed areas of cycle parking.

Supporting information

- 3.1.178** The Old Press/Mill Lane site lies in the historic core of the city and currently accommodates a range of the University of Cambridge's academic and administrative facilities. The area south of Mill Lane has now been developed for a range of faculty uses including student accommodation, college administration and teaching spaces.
- 3.1.179** The remaining undeveloped site allocated under site allocation reference Site S/C/OPM, provides a range of university related uses and the opportunity to support the area's on-going reconfiguration to create a lively, attractive area adjoining the river; scope to enhance the public realm and the setting of heritage assets; to address existing conflicts between vehicles and pedestrians; and to reuse and redevelop buildings for a range of land uses. It is therefore important that site proposals conform with an agreed masterplan to ensure they consider the area's over-arching objectives, including their contribution towards access public realm treatments and the inclusion of active uses between all land parcels.
- 3.1.180** Applications will be accompanied by Design and Access Statements, which will state how the proposal relates and contributes to achieving the aims of this policy aims and the wider masterplan, and the opportunities and constraints that the site presents.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Sites Topic Paper

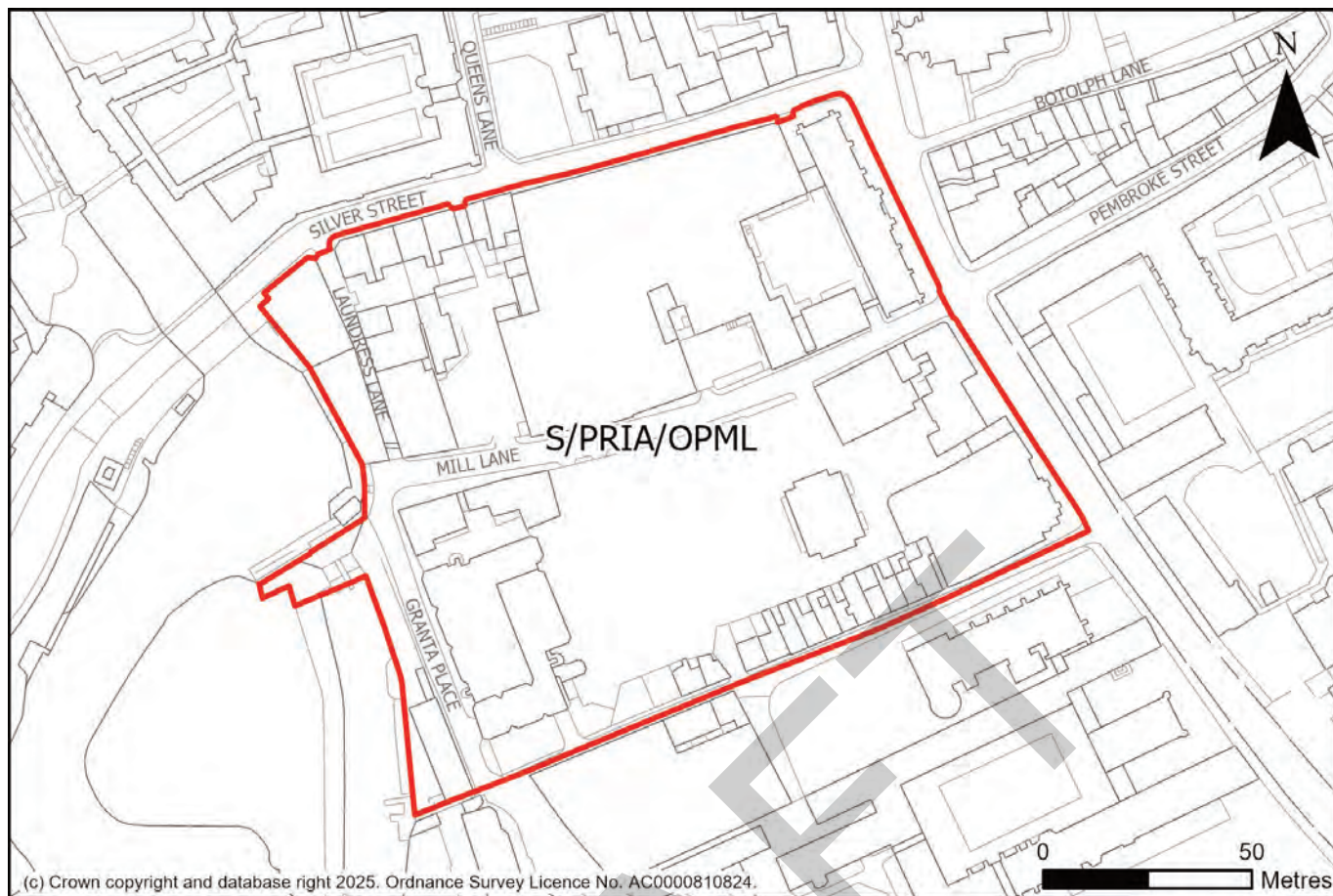


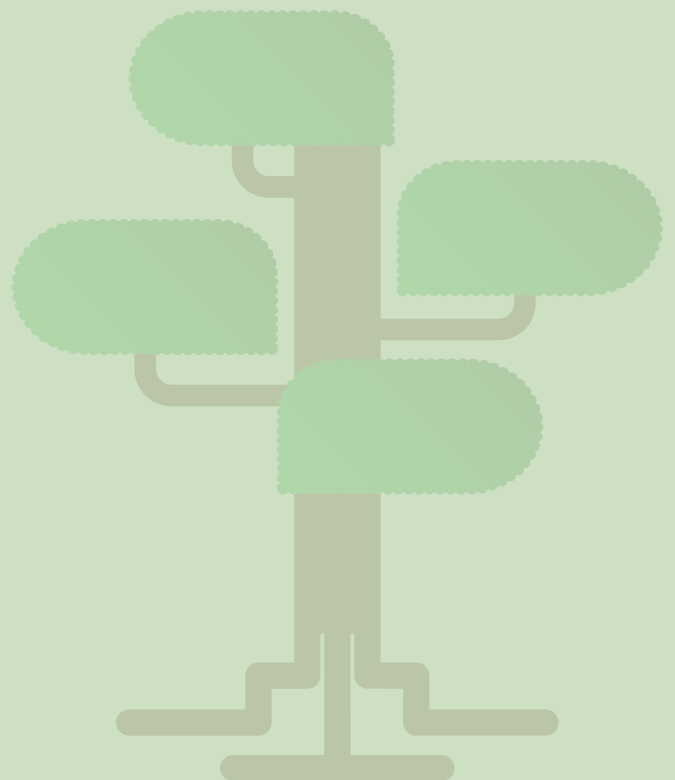
Figure 58: Site Plan of S/PRIA/OPML: Old Press/Mill Lane

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3.2

Edge of Cambridge

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Introduction

- 3.2.1** We want to complete the planned new neighbourhoods on the edge of Cambridge from previous plans as well as bringing forward new opportunities for sustainable developments, which successfully link the city to the countryside, and where active and public transport is the natural first choice.
- 3.2.2** Our ambition is to create mixed-use vibrant and active communities that reflect the characteristics of Cambridge. These should be lively, mixed-use areas to live and work, with local centres of community activity, and their design should enhance the setting of Cambridge in the landscape. We think that development around the edge of Cambridge should come with improved green and natural spaces which are accessible for everyone to enjoy, as part of an expanded network of green infrastructure across the area.

Our strategic priority for our Edge of Cambridge policies

- 3.2.3** **Strategic Priority:** Our strategic vision is set out in Figure 59, that reflects our ambitions for the edge of Cambridge.
-

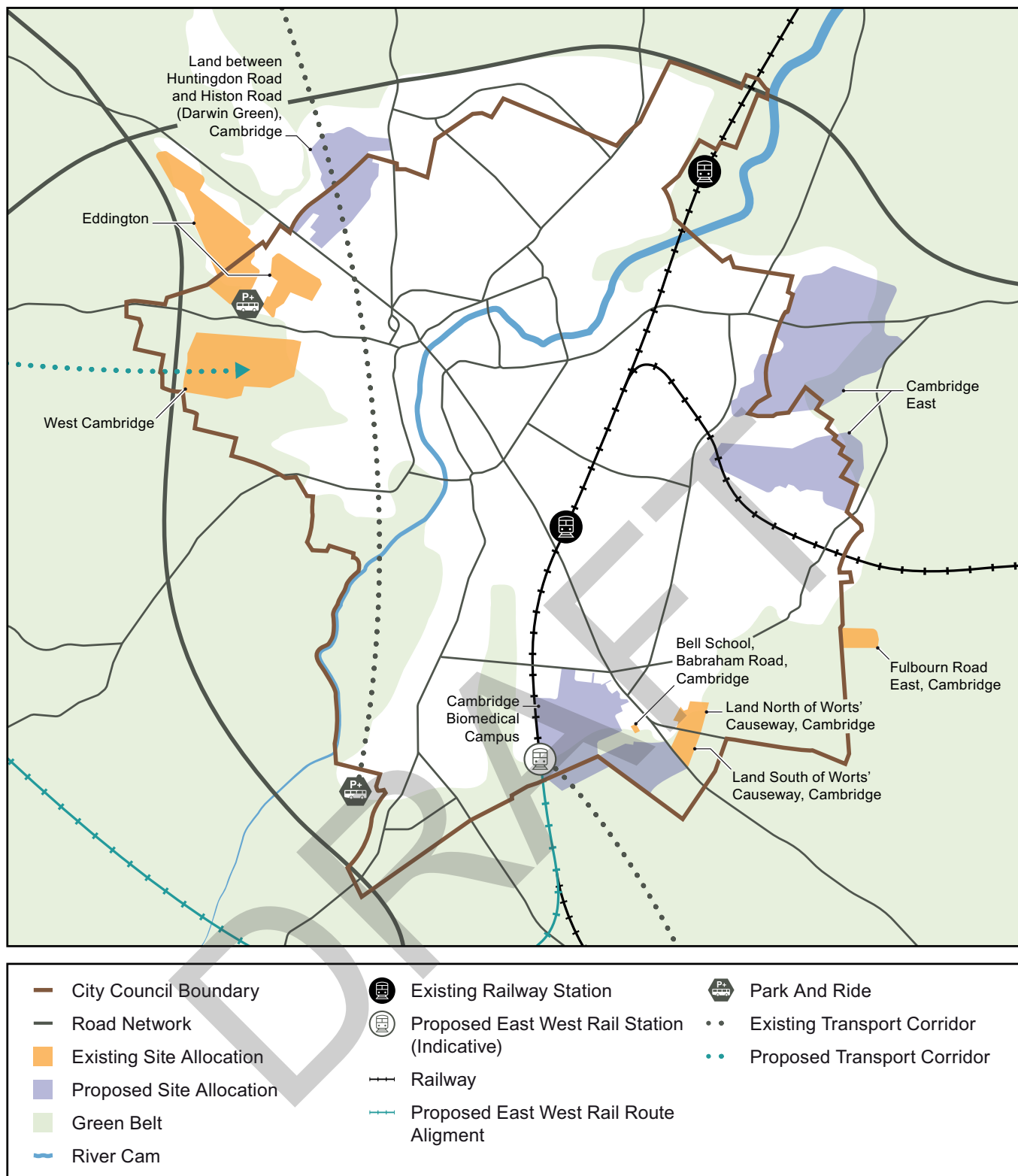


Figure 59: Strategic vision of the edge of Cambridge

Policies we are proposing

- Policy S/CE: Cambridge East
- Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)
- Policy S/NWC: Eddington
- Policy S/WC: West Cambridge
- Policy S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge
- Policy S/EOC: Other site allocations on the edge of Cambridge

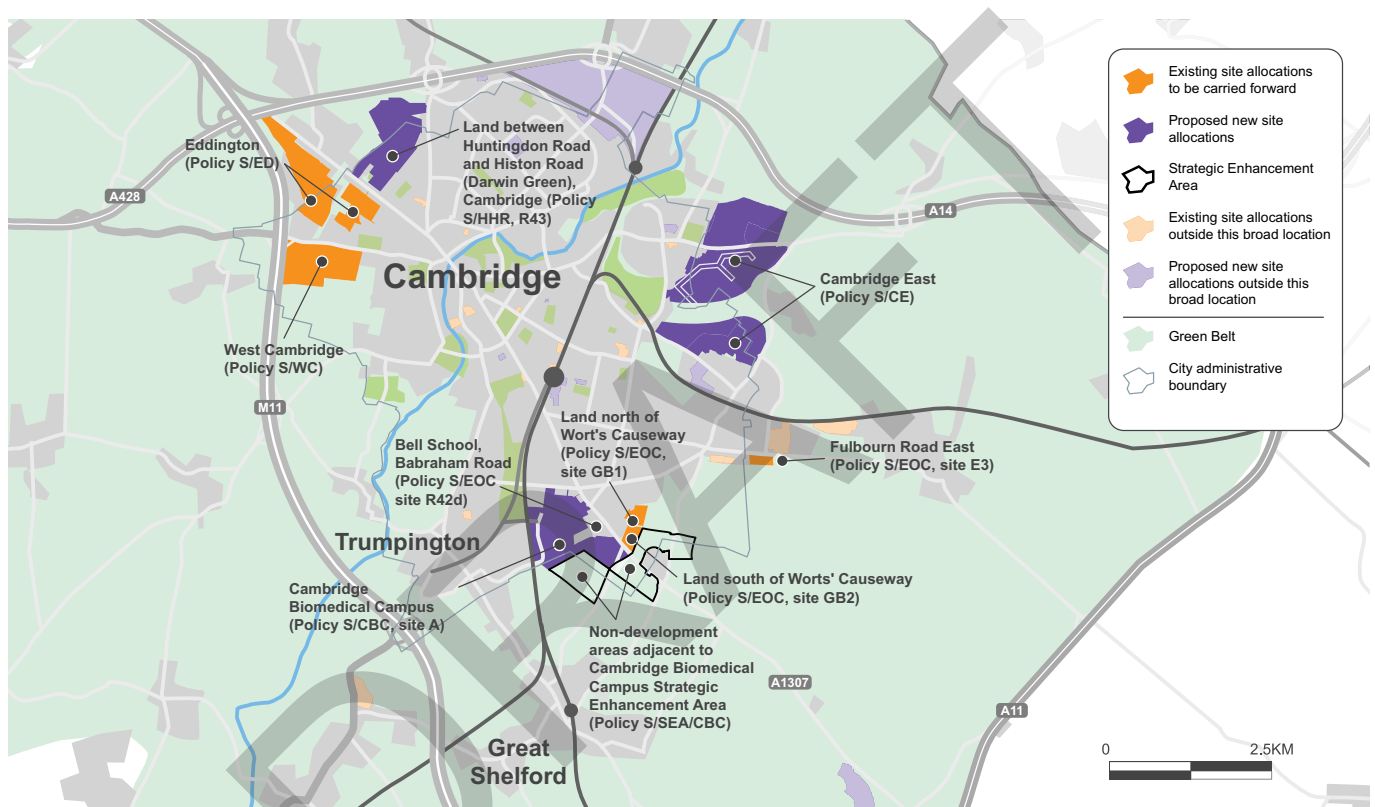


Figure 60: Map of proposed allocations and areas of major change on the edge of Cambridge

Policy S/CE:

Cambridge East

What this policy does

- 3.2.4** Land was released from the Green Belt and safeguarded in previous plans for the development of a major new urban extension at Cambridge East. The policy plans for the comprehensive development of the whole area which is now anticipated to become available for development, including land at Marleigh and Springstead Village, where delivery has not been constrained by the operational airport.

Policy S/CE: Cambridge East

Vision and identity

1. Cambridge East will be a vibrant, inclusive new city district that reflects the spirit of Cambridge while shaping its future. Rooted in a unique setting, Cambridge East will offer welcoming, walkable neighbourhoods which support an intergenerational community to live well, work purposefully, learn, and thrive.
2. A vibrant urban quarter will form the heart of this well-connected mixed-use district, bringing together cultural and commercial space, including research and development, to foster economic opportunity, collaboration, and innovation. Green streets, public spaces, and a new Cambridge Common will connect communities, promote wellbeing, and support nature recovery. Excellent sustainable transport links will ensure seamless access to the city and beyond.
3. Guided by design excellence, environmental responsibility, and long-term stewardship, Cambridge East will set new standards for sustainable, high-quality placemaking.

Uses

4. Cambridge East is allocated for mixed-use development as shown on the Policies Map and indicative Spatial Framework comprising:
 - a. Approximately 8,000 dwellings of a range of sizes, types and tenures to meet the identified diverse housing needs and to support a mixed and balanced intergenerational community, specifically including:
 - i. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land); and
 - ii. 10% of the approximately 8,000 dwellings as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities.

- b. A range of supporting services and facilities to meet the day-to-day needs of those living, working, visiting, travelling through and attending education there, including education, health, community and retail uses. These uses will be delivered at a series of walkable and wheelable neighbourhood centres;
- c. Provision for such a wider range and scale of cultural, leisure, education, shops, community and faith facilities as will meet the needs of Cambridge East and the immediately surrounding area, as well as those of the wider city and sub-region, that will complement and not compete with Cambridge city centre, which may include civic uses, a conference centre, concert hall, arts centre or leisure facilities;
- d. Significant employment floorspace in use classes E(g), including offices and research and development focused upon the district centre, as well as a minimum of 20,000m² (gross internal area) B2/B8 employment floorspace with good access to the road network to provide for mid-tech and general industrial uses.

The development of Cambridge East must do the following:

Context

- 5. Establish a strong landscape framework to integrate built development into the site and integrate the district with the surrounding urban and landscape context;
- 6. Create a well-considered eastern approach to Cambridge that:
 - a. is sensitive to local townscape, landscape, strategic views, dynamic views and heritage assets, including the rural setting of the Teversham Conservation Area and the wider countryside to the east; and
 - b. integrates well with established and new neighbouring communities, including Marleigh and Springstead Village.
- 7. Celebrate heritage assets, including the terminal building, boundary walls and Hangar 1, as key buildings in the new city district, establishing a positive strategy for the conservation and enjoyment of the historic environment which:
 - a. responds positively to heritage character;
 - b. creates a well-composed setting and landscape around heritage assets;
 - c. manages building scale sensitively; and
 - d. delivers viable and sustainable uses consistent with their conservation.

Built form

- 8. Adopt a distinctive and contemporary approach to urban design which:
 - a. promotes the highest standards of sustainability and liveability;
 - b. reflects Cambridge's identity by respecting the city's design traditions while embracing modernity; and

- c. embraces innovative approaches to foster an inclusive, vibrant and diverse community of all ages, creating a strong sense of place and belonging.
9. Through the masterplan for the site, agree an appropriate scale, layout and density of development that:
- a. supports liveability, in a compact, walkable and sustainable urban form, maximising the opportunity provided by the site;
 - b. provides appropriate connections between neighbourhoods, public spaces, cultural and educational facilities, promoting active travel and public transport use;
 - c. creates and, where appropriate, reinforces local character and architectural quality, providing smooth, well-designed transitions in scale to respect and complement the surrounding context.
10. Through the masterplan for the site, agree appropriate variation in building form, scale, height, massing, and density to shape a distinctive city district by:
- a. providing taller buildings in appropriate locations to mark key spaces, enhance wayfinding and complement the Cambridge skyline;
 - b. utilising innovative approaches to development typologies to define character area; and
 - c. responding to key views and approaches to the site.
11. Use the highest quality materials and detailing to ensure durability, environmental performance and design excellence, supporting climate resilience.

Public space

12. Deliver an eastwards extension to Coldham's Common using the Green Belt corridor, which must:
- a. be multifunctional and vary in form and character along its length
 - b. ensure that active travel and recreational uses are sensitively designed to maintain a semi-rural landscape with a mosaic of habitats, including neutral grassland, native scrub, hedgerows, woodland, and wetland, in the tradition of the Cambridge Commons;
 - c. open to a greater width at the Teversham end, maintaining a clear gap between Cambridge and Teversham, protecting the village's identity and character, heritage assets and rural outlook and setting by providing an informal countryside character; and
 - d. connect to new strategic green infrastructure beyond the site.

Nature

13. Create a strong and varied framework of green infrastructure throughout the development that maximises optimises biodiversity value and connects to existing habitats and green infrastructure in the surrounding area, including:

- a. Establishing an integrated framework of open spaces, green corridors, and green infrastructure across the new district, delivering a landscape resilient to climate change. This must:
 - i. integrate with any required urban drainage measures
 - ii. embed nature friendly green spaces into development parcels as well as within the green corridor;
 - iii. appropriately balances ecological enhancements and protection with amenity uses, sports, recreation and play.
- b. Enhancing ecological links to existing habitats beyond the site boundary, responding to the strategic priorities for this area of the emerging Local Nature Recovery Strategy; and
- c. Providing strategic scale green infrastructure beyond the site that will:
 - i. Enable a seamless strategic green connection through from Cambridge City Centre to the Wicken Fen Vision area;
 - ii. Provide facilities for recreational needs of all ages and abilities and accessible green space, taking visitor pressure off more sensitive sites including Wilbraham Fen SSSI.

Movement

14. Ensure an exemplar approach to movement and transport within and through the site, transforming the wider connectivity of the eastern edge of Cambridge and promoting a low car living approach where 'walking and wheeling' is the first choice for most residents and visitors from the outset, by:
 - a. providing a series of well connected 'walkable neighbourhoods', each meeting everyday needs, with effective wayfinding within and between neighbourhoods;
 - b. delivering a high-quality public transport route through the site connecting the relocated Newmarket Road Park and Ride into the city, serving Springstead Village and other mobility hubs within the district and neighbourhood centres;
 - c. locating all development within easy walking distance of mobility hubs, with significant provision of public transport, walking and wheeling connections throughout the site connecting to wider routes that will enable sustainable journeys to be made between Cambridge East and other key destinations within Cambridge, including:
 - i. Cambridge Station, City Centre and onwards to West Cambridge and wider destinations on radial public transport corridors; and
 - ii. Southern loop to serve Cambridge Biomedical Campus, Cambridge South Station and Cambridge Leisure site.
 - d. providing vehicular access only from Newmarket Road, Airport Way, Coldham's Lane and Barnwell Road into distinct low traffic neighbourhoods which are:

- i. not linked for general traffic;
 - ii. promote low car ownership by supporting low levels of parking, provided in innovative forms of car storage such as off-plot car barns.
- 15. The agreed masterplan for the site must demonstrate how:
 - a. the mix of development achieves optimal transport outcomes, including high levels of site and city trip internalisation and high active and public transport mode shares;
 - b. The capacity and mix can be delivered within the identified trip budget. The indicative trip budget is approximately 1,500 trips in the AM peak and 1,800 trips in the PM peak. A refined trip budget based on more detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
- 16. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include:
 - a. Sustainable transport measures;
 - b. Indicative costings;
 - c. Phasing; and
 - d. Potential delivery via a Section 106 agreement or CIL.

Resources

- 17. Development must integrate Sustainable Urban Drainage Systems and flood mitigation measures as both functional and amenity features within the design of landscapes and open spaces, including daylighting culverts where feasible.

Lifespan

- 18. To support the submission of an outline planning application, the applicant must prepare and submit:
 - a. Overall masterplan, setting out the final capacity and mix of uses on site and demonstrating how the proposed development meets the requirements set out in this policy;
 - b. Strategic design code, establishing clear rules and guidelines tailored to the requirements of the site;
 - c. Parameter plans, to fix key site requirements such as access and movement, land uses, green and blue infrastructure, scale and massing and densities. In part, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment;

- d. A strategic and local transport mitigation plan;
 - e. Other supporting strategies as necessary.
19. Required supporting strategies include but are not limited to:
- a. Community development plan;
 - b. District centre strategy;
 - c. Phasing and delivery strategy;
 - d. Parking strategy; and
 - e. Stewardship Strategy, which must set out short- and long-term arrangements for the management, maintenance, and governance of public spaces, community assets, and infrastructure. The strategy should be proportionate to the scale and complexity of the new city district and clearly integrated with the overall phasing and delivery strategies and should incorporate processes and structures to ensure the active and informed involvement of residents.
20. The masterplan and strategic design code will be subject to community and other stakeholder engagement and critical review by the Cambridgeshire Quality Panel (or successor body) as part of their development and refinement.
21. Subsequent reserved matters applications for full planning permission will only be determined once the supporting strategies have been approved, and future applications will need to demonstrate compliance with these strategies and the outline approval. More focussed design codes for specific neighbourhoods should be prepared and submitted as part of the reserved matters applications, in line with any relevant conditions in the outline approval.
22. Depending on the development programme, the applicant may develop a reserved matters scheme alongside the outline as a means of testing the emerging parameter plans and design code.
23. Early delivery of infrastructure must be agreed with the Local Planning Authority, including:
- a. Key public transport, walking and cycling routes to embed sustainable travel habits;
 - b. Strategic green infrastructure provision, creating habitats, providing access to green space for new residents and extending the green network available to the city.

Marleigh and Springstead Village

24. The development of Marleigh and Springstead Village must:
- a. Ensure development proposals are in accordance with the approved masterplan, design code;
 - b. Undertake meaningful engagement with local people and stakeholders at the relevant Reserve Matters stages.

25. Marleigh will deliver (and not exceed the specified maximum floorspace) the following development in accordance with outline planning permission (S/2682/13/OL):
- a. Up to 1,300 residential dwellings;
 - b. Primary school (F1), potentially including community hall – 2.3 hectare primary school site;
 - c. Community hall of 200 square metres gross internal floorspace (excluding any parish office);
 - d. Foodstore (E) – Up to 1,500 square metres gross internal floorspace;
 - e. Petrol Filling station;
 - f. Flexible mixed-use units (E, F1, F2) – Up to 3,000 square metres gross internal floorspace;
 - g. Park pavilion comprising: café, public wc's, park store, offices, and gym (E, F2 and sui generis) – 2,600 square metres of which 1,600 square metres offices gross internal floorspace;
 - h. Sports pavilion (F2) – 200 square metres gross internal floorspace;
 - i. Allotment clubhouse and amenities (F2) – 200 square metres gross internal floorspace;
 - j. Replacement car dealerships (sui generis) – up to 4 hectares.
26. Springstead Village will deliver (and not exceed the specified maximum floorspace) the following development in accordance with outline planning permission (S/1231/18/OL and 18/0481/OUT):
- a. Up to 1,200 residential dwellings, including up to 90 bed spaces in a retirement living facility;
 - b. Primary school – 2.3 hectare site;
 - c. Secondary school – 6.9 hectare site;
 - d. Flexible mixed-use units – Classes E, F2, sui generis within local centre up to 1,850 square metres gross internal floorspace, including:
 - i. Food store (E) up to 500 square metres gross internal floorspace;
 - ii. Community hall (E) up to 250 square metres gross internal floorspace.
-

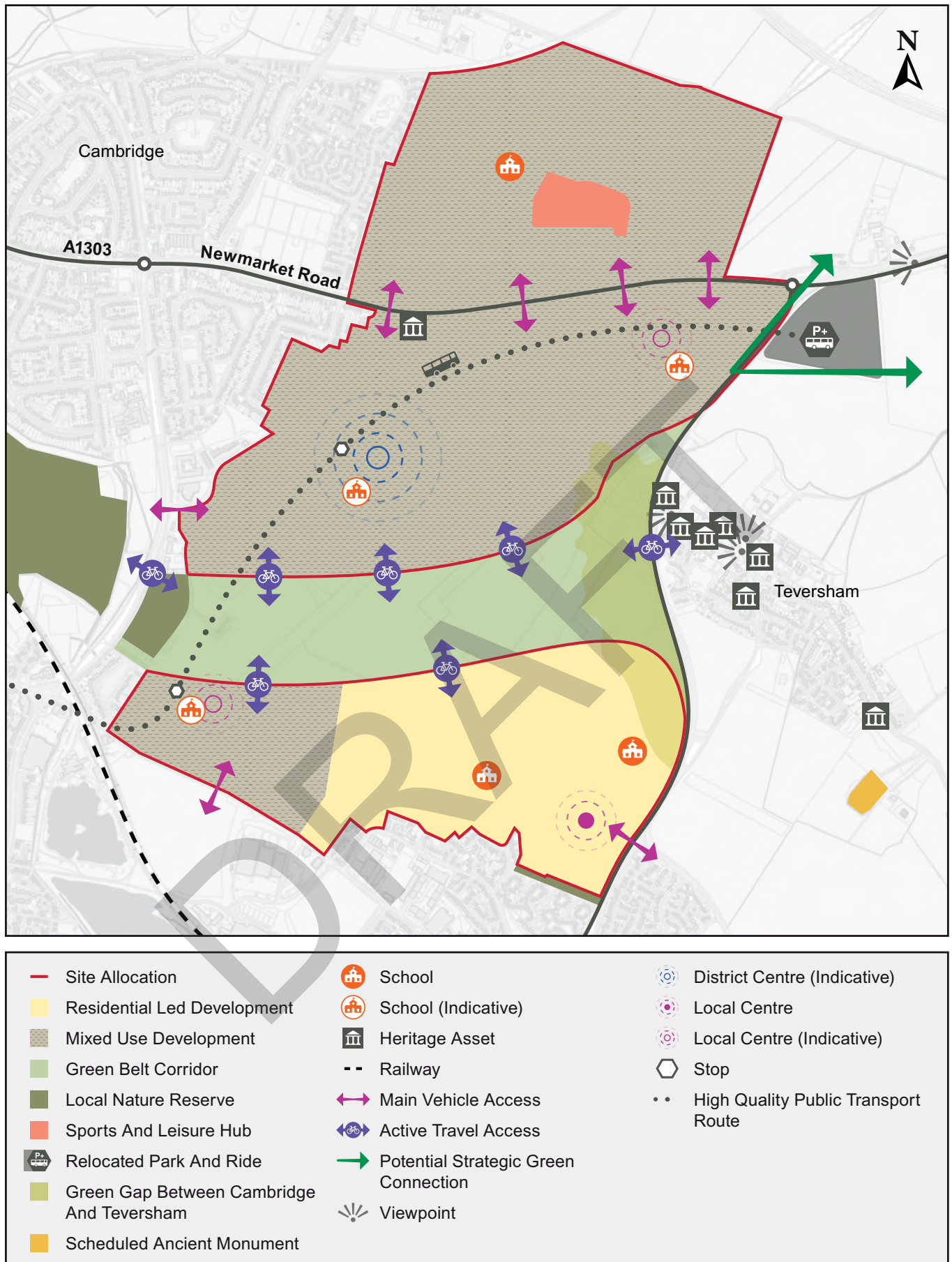


Figure 61: Spatial Framework for S/CE: Cambridge East

Supporting information

- 3.2.5** This policy is required to enable the continued development of the site as a comprehensive new city district, to ensure the development of the airport site will integrate with Marleigh and Springstead Village, as originally envisaged in the Cambridge East AAP.
- 3.2.6** The Spatial Framework for Cambridge East sets out an indicative high level illustration of the policy requirements that are location-specific within the site. Noting remaining uncertainties regarding development, in particular that a masterplanning exercise has yet to be completed, the framework is subject to change.
- 3.2.7** The policy sets out clear expectations for placemaking and the elements needed to deliver an exemplar development. Achieving successful integration of this site within its context will require careful consideration, recognising both the scale of opportunity, but also the need to respond to the existing townscape and landscape, including integrating well with Marleigh and Springstead Village, and being sensitive to retained historic assets on the site, the setting of Teversham Conservation Area, and with the wider townscape and landscape. Development should be of a density to support liveability while enforcing local character and architectural quality, ensuring taller buildings make a positive contribution to the Cambridge skyline in line with the Greater Cambridge Skyline and Tall Buildings Strategy.
- 3.2.8** Reflecting and maintaining an important part of Cambridge's identity the site will ensure an extension of Coldham's Common eastwards using the Green Belt corridor. The current boundaries of the Green Belt corridor are retained for the purposes of the Local Plan. The current boundaries reflect a uniform width of the Green Belt corridor of 300 metres over its whole length. When delivered, it is not necessary or expected that the Green Belt corridor will be of that or any uniform width, indeed that is not considered appropriate for the corridor to take that form.
- 3.2.9** As envisaged in the Cambridge East Area Action Plan 2008, including the inspector's report, the ultimate boundaries of the Green Belt in this area are expected to be an output of a masterplanning exercise, which has yet to be completed. As such, the current boundaries of the Green Belt corridor will remain unchanged but, following completion of the masterplan-planning exercise, precise boundaries to reflect the masterplan will be confirmed via a review of the Local Plan. In the event that the masterplanning exercise is completed and a planning application for development affecting the green corridor is made before the conclusion of a review of the Local Plan, any development within the corridor will be determined having regard to extant development plan and Green Belt policy.
- 3.2.10** If it is demonstrated via the masterplanning process that locating some development within the retained Green Belt corridor is necessary to achieve high quality placemaking, this may amount to a consideration that could in principle contribute to a finding of very special circumstances to justify grant of planning permission for that development. In such a case, it will be necessary to show, as part of any planning application, that the function of the Green Belt corridor is maintained or enhanced. Where the masterplan shows development in the Green Belt corridor, there may be a

requirement for compensatory widening of the corridor elsewhere in order to maintain the Green Belt function of the corridor. The physical boundaries of the Green Belt corridor should be considered and determined through the masterplanning exercise.

- 3.2.11** Cambridge East is an important location for meeting Greater Cambridge's long-term housing needs, including those for specific groups such as older people, those with disabilities and travellers. For employment, the site is well located to be successful as a significant scale new cluster for office and laboratory space in the eastern part of the city, and has a key role to play in meeting Greater Cambridge's significant need for industrial space, being well located to meet demand for mid-tech and general industrial uses.
- 3.2.12** It is imperative that the mix of development supports an intergenerational community and achieves optimal transport outcomes including high levels of site and city trip internalisation and high active and public transport mode shares. Further exploration of the capacity of the site will be undertaken, including further density and heights testing, before preparing the Proposed Submission Local Plan, although to achieve additional numbers would require innovative approaches to development typologies.
- 3.2.13** The policy sets out expectations to enable movement around the new city district and beyond to destinations such as Cambridge city centre, without overburdening the existing network and in a sustainable way. The indicative vehicular 'trip budget' set out in the policy is a critical tool for achieving this. The trip budget will be refined as more detailed evidence is completed, and a monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
- 3.2.14** East West Rail (EWR) are currently considering the potential inclusion of a new railway station to the east of Cambridge. The Councils are fully supportive of a station in this location, which would provide a step change in public transport connectivity for this site and eastern Cambridge more widely. It would be important to ensure any station is delivered to the highest quality, appropriately integrated within the development, and that sustainable travel connections to and from any station are provided. If a station were to be included in the East West Rail Development Consent Order application this would alter the local context; this could therefore result in a change of scale and layout of development at Cambridge East to that outlined above. It is anticipated there will be greater certainty on EWR's proposals ahead of the Proposed Submission Local Plan.
- 3.2.15** The policy requires provision of a country park beyond the site to connect through to the Wicken Fen Vision area. Further engagement with relevant partners is needed to determine the location, scale and character of this space. This proposal will be refined in the Proposed Submission Plan.
- 3.2.16** The final phase of Marleigh was granted planning permission in July 2025 (23/04930/REM & 23/04936/FUL) taking to overall development to 1,391 dwellings, slightly more than granted in the consented 1,300 in the outline application (S/2682/13/OL). Springstead Village was granted outline planning permission for residential-led development with up to 1,200 dwellings (18/0481/OUT & S/1231/18/OL) in 2020. A reserved matters application for Phase 4 (23/03347/REM) was approved in April 2024. (Note: subsequent to the planning permissions being granted planning use

classes have been updated; the updated use classes are referenced in the policy). Construction work has commenced on both sites, and some homes are occupied.

3.2.17 These sites were able to progress as early phases of the full development that could come forward while the airport is still operational. Any future development proposals must be in accordance with the approved masterplan and design code. Proposals at Springstead Village (formerly known as Land North of Cherry Hinton) must also have regard to the Land North of Cherry Hinton Supplementary Planning Document, adopted in December 2018, which is a material planning consideration.

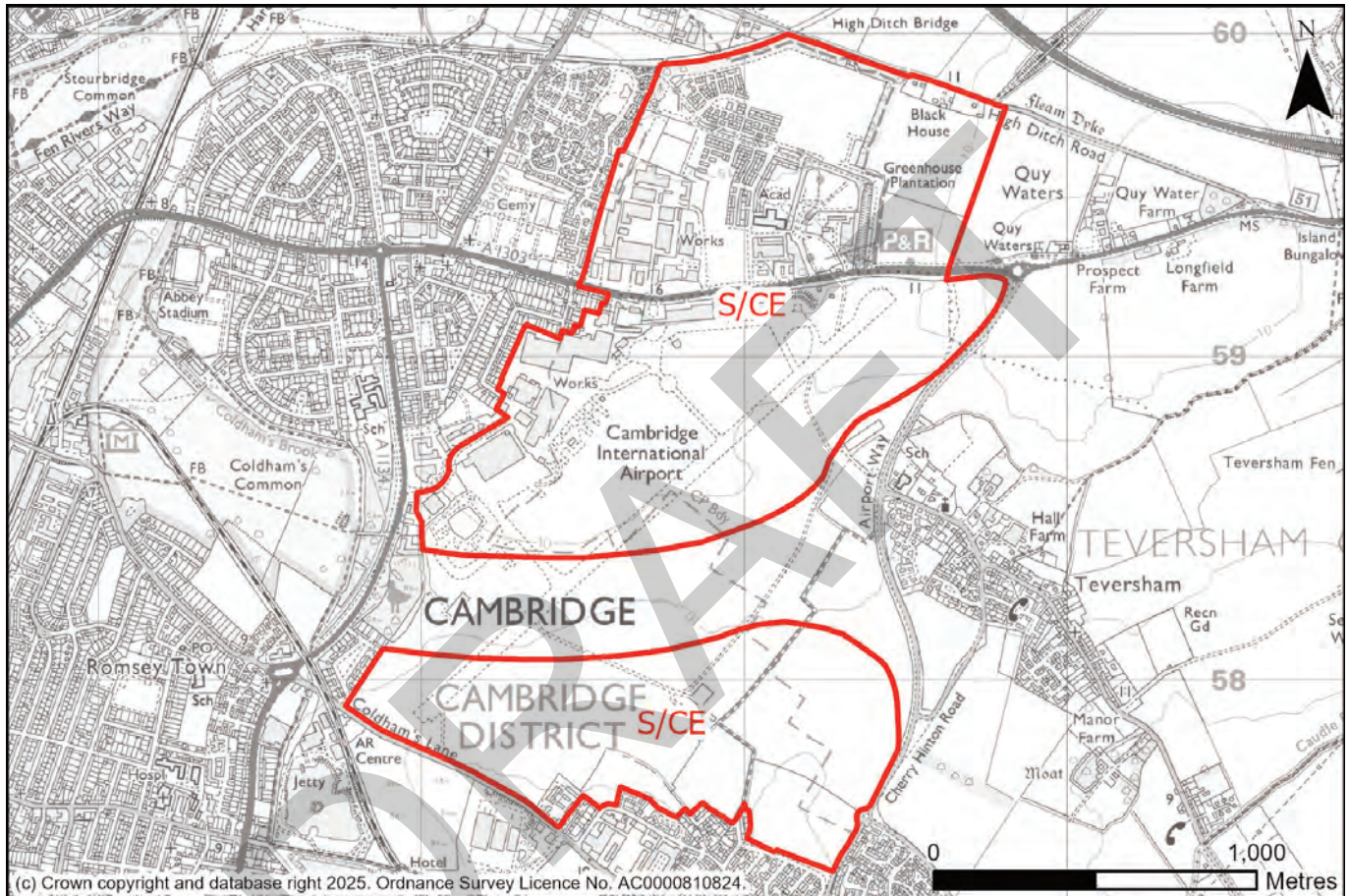


Figure 62: Site Plan of Cambridge East

Policy S/CBC:

Cambridge Biomedical Campus (including Addenbrooke's Hospital)

What this policy does

- 3.2.18** The Cambridge Biomedical Campus is of national importance. This policy will guide development within the existing campus and also identifies land to be released from the Green Belt for a future phase. It establishes requirements for a new masterplan which will secure a coordinated approach to infrastructure, services and facilities to meet the needs of campus users, to ensure a campus which can deliver high quality local health services as well as complete internationally as a centre of research.

Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

1. The Biomedical Campus including the land allocated for expansion through release of land from the Green Belt as shown on the Policies Map, is appropriate for a mix of uses which meet local, regional or national health care needs; or for biomedical and biotechnology research and development activities, related higher education, and sui generis medical research institutes. The Campus will include provision for additional campus worker homes and supporting services and facilities to support those that work, live, visit and pass through the Campus.

Vision and identity

2. The Cambridge Biomedical Campus will continue to evolve as a globally significant centre of healthcare, research and innovation, where clinical, academic and commercial activities collaborate seamlessly to improve lives. Anchored by Addenbrooke's Hospital, the Campus will remain a nationally significant centre for specialised patient care while driving forward advances in life sciences that benefit communities locally, nationally and internationally.
3. As one of Europe's largest centres for health, life sciences and clinical research, the Campus brings together a leading NHS teaching hospital, world-class academic institutions and a concentration of global life science businesses in a way rarely matched elsewhere. This close integration creates a unique advantage with the ability to rapidly translate discoveries into clinical practice and patient care. Future

development will protect and strengthen this relationship, maximising opportunities to bring people together in a range of shared spaces and facilities to promote collaboration and foster an active, connected research community across the Campus. Ultimately, this will help to ensure the Campus continues to be a world-leading location for healthcare, education, medical innovation and life sciences research.

4. The Campus will also grow to form a vibrant and sustainable Cambridge neighbourhood, capitalising on its highly accessible location. It will be a high quality and vibrant place to live, visit and work. Further development will deliver high-quality buildings, spaces and infrastructure, including a range of on-site services and facilities, that reflect both its international importance and its strong connections to the wider city and sub-region by walking, cycling and high quality public transport.
5. The Campus will deliver a coherent and legible environment, utilising high-quality materials, landscaping and public realm that reflect the character of Cambridge and promote wellbeing, collaboration and innovation. Development will improve the navigability of the Campus and provide a range of services, facilities and green spaces that meet the needs of patients, staff, residents and visitors as well as being well integrated with surrounding neighbourhoods and the wider community. The Campus will include shared spaces promoting interaction between people across firms and sectors, promoting the sharing of ideas, where firms locating here are joining an active research community.
6. Excellence in placemaking, sustainability, health and wellbeing will underpin this approach, ensuring the Campus remains not only a cornerstone of the UK's health and life sciences leadership, but also a positive and exemplary part of Cambridge's future.
7. Areas to the south of the Campus in the Cambridge Green Belt will be enhanced to provide additional green space, landscaping and biodiversity improvements to mitigate the impact of development and enhance its wider setting.

Uses

8. Land at the Cambridge Biomedical Campus as shown on the Policies Map and indicative Spatial Framework, including land removed from the Green Belt adjoining Babraham Road, is allocated for a mix of uses contributing to health and life sciences, commercial and innovation floorspace, including:
 - a. Healthcare provision serving local to international needs, including new and updated NHS buildings and supporting clinical infrastructure;
 - b. Biomedical, biotechnology and life sciences research and development, including academic institutions and medical research institutes;
 - c. Higher education and training facilities supporting the development and retention of healthcare related skills and talent;

- d. Capacity for approximately 1,000 additional homes on the campus;
 - e. Approximately 687,000 net additional square metres (Gross Internal Area) of research and development floorspace (use class E(g)(ii)) specifically related to biomedical and biotechnology uses and clinical healthcare and hospital facilities.
9. Development proposals must make a positive and meaningful contribution to it becoming a world leading healthcare, life-science and educational cluster.
10. Given the range of existing and proposed uses and the 24 hour nature of the Campus, a comprehensive amenity strategy is required to achieve a thriving and world leading place. Supportive and ancillary uses such as hotels, conference centres, nurseries, sports, leisure, food and beverage, convenience retail, community gardens and food-growing spaces are required to achieve this, and proposals will need to:
- a. Support the needs of the campus users throughout the day and night;
 - b. Provide services and facilities which are appropriately located across the Campus, in particular at key areas of activity, to reduce the need for people to travel;
 - c. Ensure they do not compromise the operational needs of the Campus;
 - d. Enhance the vibrancy of the Campus and the visitor, patient and employee experience
11. To support the housing needs of those working on the Campus, the redevelopment and intensification of plots within the existing Campus for residential uses will be supported where they:
- e. Primarily serve CUH/NHS campus workers including medical students. Short term accommodation for patients and/or their families or for non-CUH/NHS campus workers may be acceptable where this is not prioritised or over provided relative to CUH/NHS accommodation;
 - f. Provide opportunities for co-living, supporting community cohesion;
 - g. Support campus vitality, with appropriate design;
 - h. Provide necessary services and infrastructure that are within close proximity;
 - i. Do not compromise healthcare operations or clinical safety.
12. Applications for development will also be supported for:
- j. The progressive renewal of NHS estate buildings;
 - k. The delivery of infrastructure to support hospital operations including helipad for the East Anglian Air Ambulance;
 - h. Mixed use buildings that include incubator spaces to support research and development (class E(g)(ii) floorspace and supporting uses.

The development of Cambridge Biomedical Campus must do the following:

Context

13. Ensure the built area of the Campus is contained within the Site Allocation boundary identified on the Policies Map. Beyond this, other associated uses and mitigation may be provided in the Strategic Enhancement Area, including drainage, habitat compensation and, in appropriate locations, open space.
14. Adopt a design-led approach to the planning and design of further development at the Campus ensuring its setting within Cambridge's urban and rural edge is respected. To achieve this, development must align with the Spatial Framework for the Campus and must also:
 - a. Integrate sensitively with adjoining residential neighbourhoods, the wider Green Belt, and countryside to the south, ensuring appropriate transitions in height, scale, and landscaping;
 - b. Retain and enhance key strategic and local views and landscape features, especially from Nine Wells Local Nature Reserve, Magog Down and wider countryside approaches; and
 - c. Contribute positively to the setting of designated and locally listed heritage assets and enhance the interface between the built form and its natural context; and
 - d. Respect the operational needs of existing NHS and institutional facilities and mitigate any adverse impacts on surrounding communities.
15. To maximise the potential for collaboration and ingenuity across the Campus, proposals for shared infrastructure, including affordable lab space, innovation hubs and accommodation that promotes inclusion and affordability, will be supported.

Built form

16. Respect and enhance local landscape, townscape and heritage and adopt principles of high quality design by:
 - a. Aligning with design principles that respond to local character and the city's townscape, using varied building forms and typologies to deliver high design quality, architectural features and materials;
 - b. Where appropriate, providing active ground floor uses to activate streets, spaces and communal areas;
 - c. Supporting appropriately sited taller buildings where they enhance legibility, mark key destinations, and do not adversely impact sensitive views, heritage assets and their setting or neighbouring communities;
 - d. Prioritising the retrofit and reuse of buildings, especially where they are of heritage or operational value;
 - e. Achieving high standards of energy and environmental performance, including climate resilience;

- f. Responding sensitively to adjoining Green Belt and residential areas through scale transitions and soft landscaping buffers;
- g. Ensuring boundary treatments, lighting, servicing and operational layouts are designed to minimise negative impacts and contribute to the overall public realm.

Nature

17. Establish a strong, varied and well connected framework of accessible green infrastructure optimising biodiversity value and integrating nature-rich open spaces and ecological corridors throughout the site. The design of such spaces must ensure:
 - a. delivery of biodiversity enhancements, while accommodating appropriate amenity, recreation, and wellbeing functions;
 - b. habitat features are, where possible, embedded within development parcels, enhancing the southern green edge and providing multifunctional landscapes that balance ecological protection with informal play, sport, and relaxation, supporting both campus users and the surrounding community;
 - c. existing agricultural, grassland and woodland habitats are enhanced, improving ecological links between Nine Wells LNR and Gog Magog Hills;
 - d. provision of a well vegetated landscape buffer within the Strategic Enhancement Area (S/SEA/CBC) to the south of the campus that responds positively and sensitively to the existing topography and habitats, including planting of native species, wetlands, woodland and hedgerows.
18. Proposals in the Landscape Improvement Area must:
 - a. Create and/or enhance existing ecological corridors between the nature reserves of Nine Wells and Beechwoods;
 - b. Establish high quality active travel routes from Limekiln Road into the southern end of the Campus;
 - c. Incorporate natural drainage features which specifically addresses surface water flood risk associated with the expansion land north of Granham's Road.

Public space

19. Provide a network of world class, coherent, well-designed and high-quality public and communal spaces, taking a holistic Campus wide approach to ensure a range of user needs are addressed, including amenity spaces for employees and visitors and spaces and facilities to support accelerated patient recovery, and to maximise delivery of complementary biodiversity enhancements. This will be achieved by provision of:
 - a. A well-connected network of open spaces, squares and courtyards, all within walking distance of campus users, that are proportional in size and function to the number of people working, visiting or passing through these areas;

- b. Safe, inclusive and accessible public spaces that can be used at any time;
- c. Coherent signage to improve wayfinding and legibility, including within buildings, helping to create a sense of place;
- d. Accessible spaces to promote wellbeing, social interaction and collaboration; and
- e. Carefully landscaped campus edges to create a green transition to from the city to the surrounding countryside, integrating the Campus with its surroundings, helping to reduce the visual and operational impact, and supporting the setting of Nine Wells and the Green Belt.

Movement

20. Deliver an exemplar approach to movement and transport within and through the site, promoting sustainable, inclusive access by:
- a. Prioritising walking, cycling, and public transport as the primary means of access with legible high quality street network in accordance with Healthy Streets guidance and National Design Guidance;
 - b. Delivering a safe, legible and accessible internal movement network, with a clear active travel hierarchy and infrastructure improvements to key routes including Francis Crick Avenue, Dame Mary Archer Way, Robinson Way and Puddicombe Way;
 - c. Providing enhanced access to Cambridge South Station through a new east-west 'high street' for active travel and buses and a mobility hub adjacent to the station;
 - d. Providing sufficient capacity to accommodate travel improvements and connectivity to existing nearby Park and Ride sites at Babraham Road, Trumpington Road and other travel hubs;
 - e. Incorporating delivery through last-mile logistics including dynamic kerbside management and future technologies;
 - f. Enabling new multi-modal access from a realigned Granham's Road to relieve congestion on Babraham Road and Hills Road whilst introducing a modal filter south of Dame Mary Archer Way to prevent the rat running of private vehicles through the Campus;
 - g. Consolidating car parking into mobility hubs, limiting new surface parking, and providing high-quality cycle parking, shared mobility infrastructure, and accessible transport for all users;
 - h. Ensuring blue light routes maintain prioritised access to key hospital departments;
 - i. Implementing data capture devices such as Automatic Number Plate Recognition (ANPR) that can monitor freight activity across the campus, allowing for the analysis of impacts of freight, and to support a policy framework that optimises freight activity as the campus expands; and

- j. Implementing a monitored and enforceable peak-hour trip budget, supported by demand management measures and high-quality mobility services such as employee-specific buses, that prioritises modal shift and monitors ongoing performance.
21. A revised trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to planning applications for further development. The current agreed trip budget for the Campus is 2,800 arrivals and 850 departures in the AM peak, and 850 arrivals and 2,400 departures in the PM peak. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
22. To support delivery of the agreed campus-wide masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include:
- a. Sustainable transport measures;
 - b. Indicative costings;
 - c. Phasing; and
 - d. Potential delivery via a Section 106 agreement or CIL.

Resources

23. Utilise innovative approaches to water management on-site, including sustainable drainage systems (SuDS), water reuse and natural systems and landscaped solutions as appropriate, to help address flood risk, including surface water, foul drainage and sewage disposal, and maximise the sustainability of the Campus.
24. Contribute to the efficient use of resources and the long-term sustainability of the campus by incorporating other low-carbon energy infrastructure and circular economy principles wherever possible.
25. Planning for necessary services, facilities and infrastructure, identified in the Amenity Strategy and Infrastructure Delivery Strategy, must be undertaken in a comprehensive manner, ensuring their timely and efficient delivery to avoid overburdening existing services, and in particular prioritising early delivery of green infrastructure, sustainable transport links and essential utilities.

Lifespan

26. Further phases of major development at Cambridge Biomedical Campus, including the further extension to the south, must be planned and delivered in a comprehensive and coordinated manner to ensure the vision for the site is successfully achieved, contributing to the long-term, coordinated evolution of the Campus through a comprehensive and enforceable spatial approach.
27. There are a range of matters that will need to be fully addressed before further development will be supported. To address these, the applicant must prepare and submit, for approval as part of future outline planning applications:

- a. A comprehensive campus-wide masterplan which addresses key requirements, such as access and movement, land uses, green and blue infrastructure, scale and massing and densities;
 - b. Evidence to demonstrate an understanding of the cumulative needs of people working, visiting and living on the campus, and the infrastructure, services and facilities necessary to deliver a world leading campus, and how these needs will be met, including proposed phasing and funding approach;
 - c. Full phasing plans, including any further planned development or redevelopment in early phases of the Campus;
 - d. A business case for a phased approach to achieving opportunities for long-term and wider collaboration for delivering freight and logistics across the campus and through an off-site micro-consolidation and logistics hub;
 - e. An Infrastructure Delivery Strategy, identifying required site-specific and strategic infrastructure requirements to help achieve the vision for the Campus as well as wider Campus enhancement set out in the Spatial Framework, and demonstrating how this can be successfully funded and delivered through enforceable mechanisms for the coordinated and phased development of the Campus. It must identify appropriate triggers to ensure the timely provision of infrastructure to align with development phasing;
 - f. Clear and enforceable strategies for delivery, management and stewardship of shared facilities and public realm;
 - g. A Community Engagement Strategy, maintained and submitted alongside future planning applications to meaningfully enable local people and stakeholders to inform site wide and phase/neighbourhood specific proposals;
 - h. Where appropriate, a Meanwhile Strategy, identifying opportunities for the meanwhile use of buildings, facilities and other spaces to make efficient use of land while it is awaiting longer-term development.
28. Applications for full planning permission and/or reserved matters applications must be supported by subsequent parameter plans, phase or plot specific masterplans and design codes, to ensure different phases of development integrate seamlessly and contribute positively to the overall design quality. In part, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment.
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Supporting information

- 3.2.19** The spatial framework for the Cambridge Biomedical Campus sets out an indicative high-level illustration of the policy requirements and the key interventions required to deliver a world leading life science Campus.
- 3.2.20** Cambridge Biomedical Campus is a location of national and international importance for life sciences, biomedical and healthcare research and development. It plays a critical role in providing and innovating medical care and services across local, regional

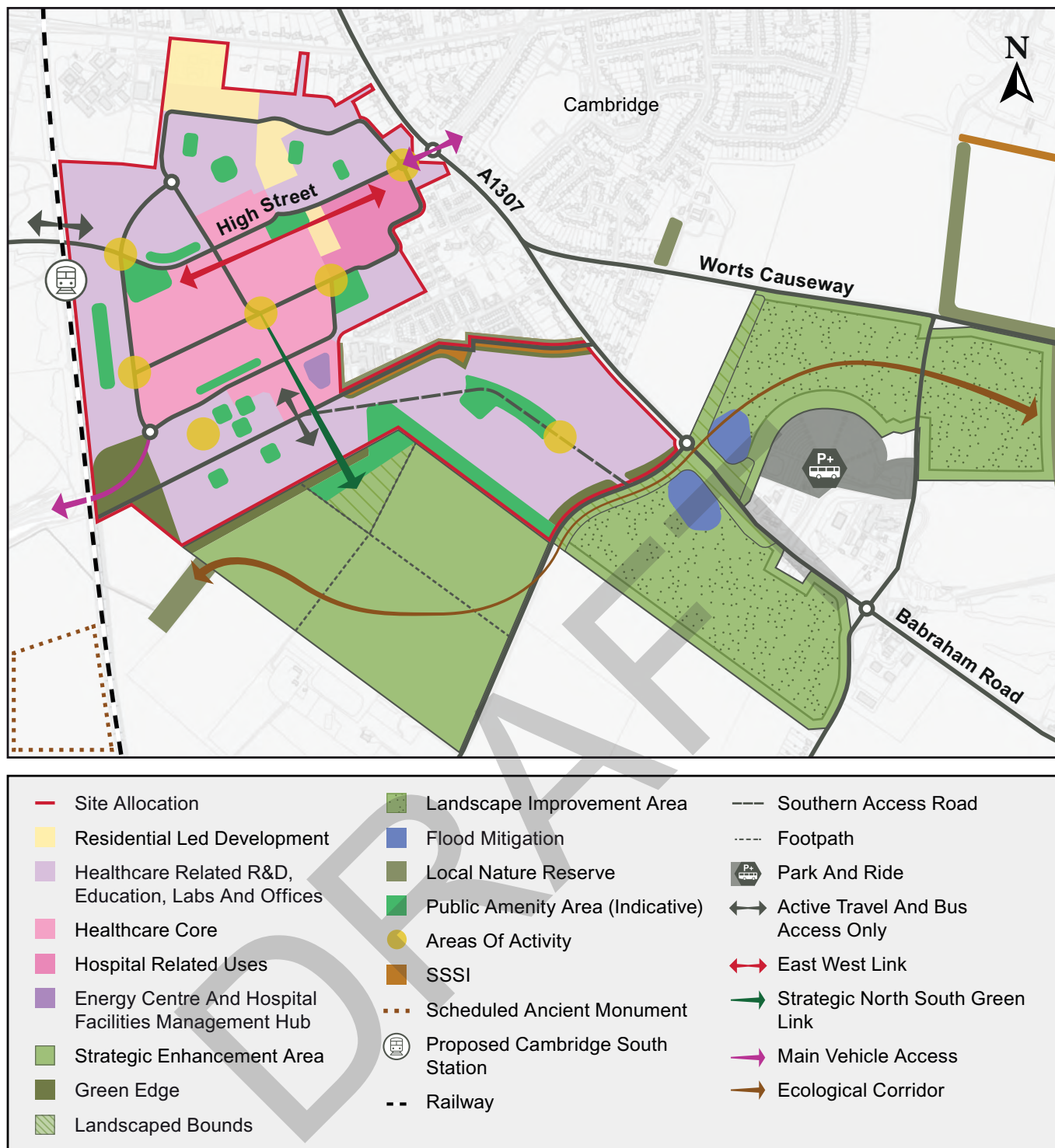


Figure 63: Spatial Framework for Cambridge Biomedical Campus (including Addenbrooke's Hospital)

and national contexts. The site brings together NHS services, world-leading academic research, medical innovation, and commercial life sciences in a single, integrated environment. As such, it represents a vital economic and social asset not only for Greater Cambridge, but for the country as a whole.

- 3.2.21** This policy is required to enable the continued evolution of the site whilst ensuring that high quality, sustainable and well-designed development is delivered across the campus. It sets out clear expectations for placemaking, design quality, sustainability and coordination, recognising the opportunity to deliver an exemplar development that reflects the strategic significance of the Campus. The policy supports the continued evolution of the site into a world-class environment for healthcare and innovation, where collaborative working between institutions, businesses and clinicians can thrive, and where patients, staff, researchers, students, campus residents and visitors can benefit from a functional, inclusive and vibrant setting. It also establishes a positive approach for additional campus worker and patient related housing on the Campus, noting the significant number of employees across the site and the wider housing pressures in the area.
- 3.2.22** The Campus has developed in phases, with Phase 2 (south of Dame Mary Archer Way) currently under construction. A third phase, south of the phase 2 land, was allocated through the South Cambridgeshire Local Plan 2018, but planning permission has yet to be granted for development. A Cambridge Biomedical Campus Supplementary Planning Document was prepared to supplement the adopted Local Plan policies, in April 2025, to guide proposals for development coming forward in the short term. However, there remain several challenges that must be addressed as part of future growth. The existing Campus layout, legibility and green space must be improved, and there is limited range of amenities to support the day-to-day needs of visitors. Future masterplans need to address these shortcomings if the site is to deliver a world leading Campus.
- 3.2.23** Many of the older buildings on the Campus are now in need of renewal or improvement. The progressive renewal and updating of the NHS buildings on the estate is supported, in order to meet growing healthcare requirements, enhance patient care, and create a better environment for patients, staff and visitors in the heart of the campus. This includes not only clinical buildings but also the ancillary infrastructure necessary to support the safe and efficient operation of hospitals and other facilities on the campus.
- 3.2.24** The draft Local Plan identifies release of an area of around 22 hectares of land from the Green Belt to meet future needs of the campus and to enable improvement of the existing campus. This land adjoins Babraham Road and is north of a realigned Granham's Road. The realignment of the road will allow improved access into the campus, and development of a comprehensive landscape response to the edge of the city alongside the developments happening at Worts Causeway.
- 3.2.25** Given the importance of the Campus both the local and national economy, and in its role in meeting the health needs of the region, it is considered that there are exceptional circumstances for this Green Belt release. However, development of this land is dependent on demonstration of how it will be part of a single coordinated masterplan for the whole site, that it will help deliver the infrastructure the campus needs to serve

visitors and staff and that it will enable improvement of the wider campus to deliver a world class hub of innovation and healthcare.

- 3.2.26** A key purpose of the policy is to enable a coordinated approach to the completion of the existing campus and support its further expansion. The approach prioritises integration between new development and existing facilities, ensuring that growth is not piecemeal, but strategically planned and delivered. New development must incorporate the operational needs of institutions on site while also enhancing the overall quality, accessibility and functionality on Campus.
- 3.2.27** The Campus' location on the edge of Cambridge presents both opportunities and responsibilities. Development must respect the urban-rural transition, ensuring that the Campus integrates positively with surrounding residential areas, the wider countryside, and key environmental assets such as Nine Wells Local Nature Reserve, the Gog Magog Hills and Beechwoods Nature Reserve. The southern part of the allocation includes Green Belt land that will be used to deliver high-quality green infrastructure and biodiversity enhancements. These measures will improve the setting of the Campus, support ecological networks, and provide new opportunities for recreation and wellbeing, while helping to mitigate the environmental impacts of growth. The enhancement of agricultural, grassland and woodland habitats, the creation of ecological corridors, and the restoration of farmland species are essential components of this strategy.
- 3.2.28** Development must deliver a network of inclusive, well-landscaped and connected public spaces, including courtyards, paths and amenity areas that encourage social interaction, support mental and physical wellbeing, and reflect the distinctive character of Cambridge. Particular attention will be required at the edges of the Campus, where carefully designed transitions must ensure the built environment integrates sensitively with neighbouring communities and natural features. The setting of Nine Wells will be protected and enhanced through appropriate setbacks, landscape buffers and biodiversity improvements.
- 3.2.29** The policy introduces a monitored and enforceable trip budget to ensure that movements are limited and that a genuine shift toward sustainable transport modes is delivered. The future success of the Campus is dependent on improving access for all users while reducing traffic impacts on surrounding roads and communities. Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. Key movement corridors such as Francis Crick Avenue and Dame Mary Archer Way will be upgraded, while new infrastructure including an east-west 'high street' and mobility hubs will support multi-modal access. Enhanced connectivity with Cambridge South Station and integration of the proposed CSET scheme will help reduce car dependency, and micro-consolidation hubs will support efficient, low-impact logistics for last-mile deliveries.
- 3.2.30** Given the complexity of the Campus and the scale of infrastructure required to support growth, development will need to be phased and delivered in a coordinated manner. This must be supported by an Infrastructure Delivery Plan identifying the strategic infrastructure and enhancements required to support the Campus' evolution and how and when they will be delivered. Recognising the importance of implementation, the

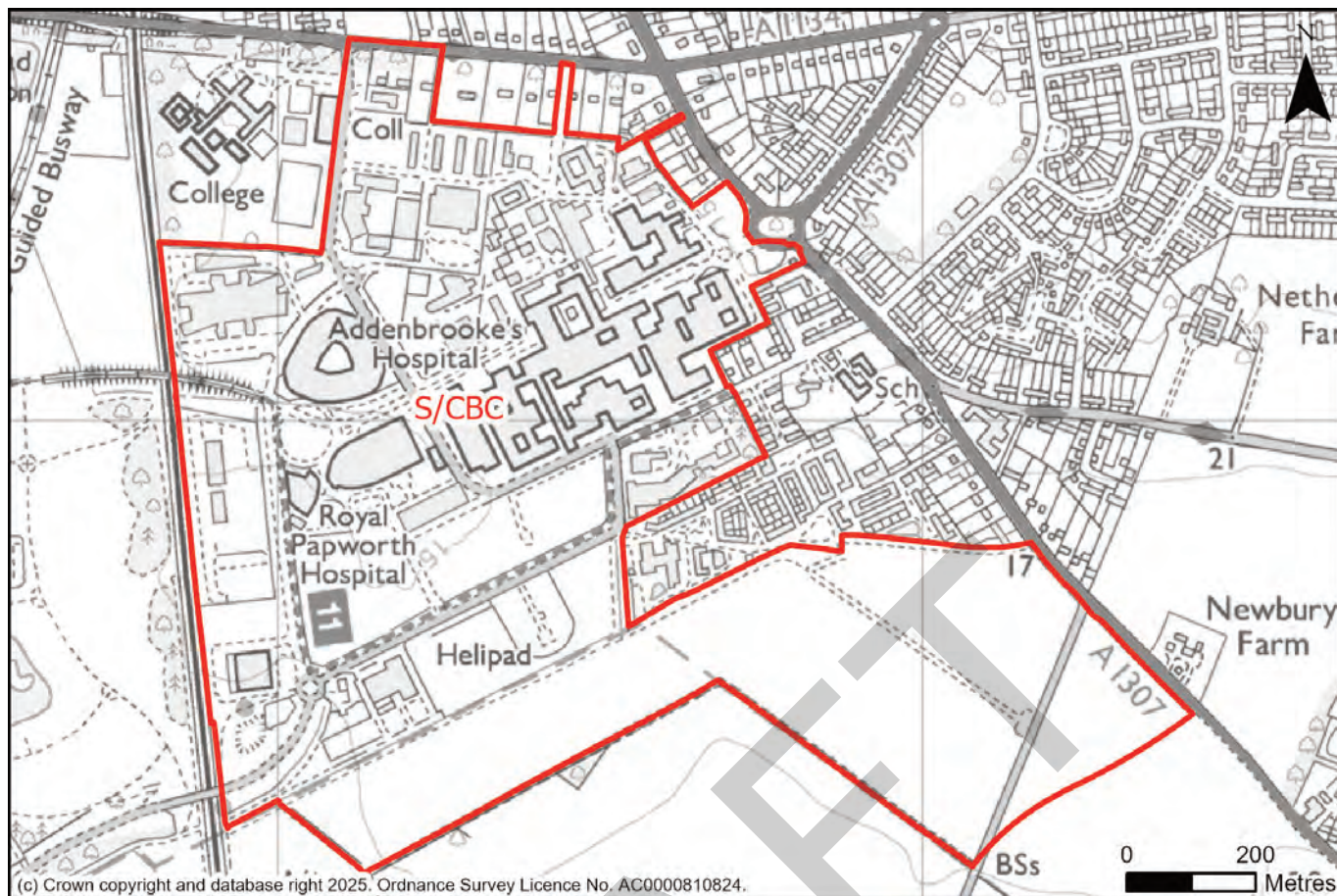


Figure 64: Site Plan of Cambridge Biomedical Campus (including Addenbrooke's Hospital)

policy is contingent on the identification and agreement of a delivery body capable of managing the delivery of infrastructure and securing the long-term stewardship of shared facilities and public spaces.

- 3.2.31** Applications for small-scale development or those already granted consent will not be required to comply with the full Spatial Framework but must still demonstrate consistency with the Campus-wide criteria set out in the policy. Early delivery of key infrastructure, including green space, transport links and utilities, will be critical to avoiding pressure on existing services and ensuring that new development supports the long-term functionality and resilience of the Campus.

Policy S/NWC:

Eddington, Cambridge

What this policy does

- 3.2.32** This policy provides a context for future development at Eddington, a new urban quarter which is being developed to meet the needs of the University of Cambridge. The site is currently home to around 1,850 homes, greenspace and community facilities, but there is capacity for a higher level of homes than was originally planned on the remaining site. The policy identifies future development capacity, and requirements which will ensure that the high quality of the site is maintained.

Policy S/NWC: Eddington, Cambridge

1. When completed, Eddington will form an extension to Cambridge of approximately 5,500 homes (comprised of market and key worker homes), 2,000 student rooms. A district centre provides The University of Cambridge Primary school, nursery provision, retail and food and beverage offers, hotels, health facilities and community facilities at the Storey's Field Centre. Ancillary local centres will serve the wider development area to ensure that amenities are within easy walking and cycling distance of all residents. In addition, academic and employment uses, sport and leisure facilities, open spaces, landscape areas and infrastructure works will all be undertaken.

Vision and identity

2. Eddington will continue to evolve into a distinctive, mixed-use neighbourhood that redefines how people live and work in Cambridge. It is establishing a benchmark for liveability, sustainability, and design quality, supporting the health and wellbeing of residents, workers, students, and visitors. Through pioneering approaches to housing, mobility, and energy, Eddington demonstrates how innovation enables sustainable and resilient placemaking. Seamlessly connected to the wider city and surrounding area, its green edges and open spaces preserve Cambridge's character, while its public realm and cultural offer bring vibrancy and life to the community.
3. Building on these achievements, Eddington will continue to shape the next phase of Cambridge's growth and remain an exemplar of urban living that evolves with the city's future.

Uses

4. Eddington is allocated for mixed-use development as shown on the Policies Map and indicative Spatial Framework, comprising:

- a. Approximately 5,500 dwellings, with Phase 1 (existing development) delivering 3,000 homes and Phase 2 (future development) delivering 2,500 homes. The mix of units will include:
 - i. 50% affordable housing, to meet the needs of Cambridge University and College workers at all levels (as distinct from student accommodation) and subject to evidence of need. The occupation of such housing will be limited to Cambridge University and College staff, including non-academic/teaching employees, in housing need;
 - ii. In Phase 2, 10% specialist accommodation (within Use Classes C2 and C3), including senior living accommodation, to meet the needs of older people or those with disabilities. This must be well integrated into the wider development.
- b. Employment floorspace of approximately 100,000 square metres (gross internal area), comprising:
 - i. Up to 40,000 square metres for university related mid-tech/commercial research uses (within Use Classes E(g) and sui generis);
 - ii. At least 60,000 square metres academic floorspace (F1a).
- c. Community facilities: indoor/outdoor meeting spaces, library, and sports facilities to support wellbeing and cultural needs and sized to reflect the increased number of dwellings;
- d. Retail: provided in line with an up-to-date Retail Needs Assessment, including within neighbourhood hubs so that all residents have services and amenities within a reasonable 400 metre or 5 min walking distance.
- e. Education: early years, primary, secondary, and sixth form spaces on-site or off-site as required;
- f. Healthcare: facilities to meet local needs;
- g. Faith space, allotments, community gardens, orchards, burial land, children's play areas, and youth facilities (in accordance with a revised Youth and Play Strategy to be developed as part of the Phase 2 Outline);
- h. Open spaces, landscaping, ecology areas and sustainable drainage systems (including greywater recycling).

The development of Eddington must do the following:

Context

- 5. Development must be contained to the established North West Cambridge site allocation of approximately 91 hectares, as shown on the Policies Map, ensuring:
 - a. Delivery of a high-quality landscaped edge to the Green Belt which preserves the unique character and setting of Cambridge, including key views from Strategic Viewpoint H: Redmeadow Hill, Barton;

- b. The development respects and preserves key landscape and townscape features, including:
 - i. The wider skyline and settings of the Conservation Areas at Storeys Way, West Cambridge and Conduit Head Road;
 - ii. The setting of the Travellers Rest SSSI;
 - iii. The historic Ridge and Farrow field pattern;
 - iv. The avenue of Horse Chestnut trees and Veteran Oak in the centre of the site;
 - v. Mature hedgerows along field boundaries; and
 - vi. landscape features on the western edge.
- c. Key watercourses are retained, including the Washpit Brook in the western part of the site and the reworked Chalk Marl in the eastern part;
- d. An open gap with Girton is maintained, ensuring the separate identity of the village is retained.

Built form

- 6. The development of additional homes, student accommodation and student accommodation which go beyond existing outline planning applications must be comprehensively planned to ensure it is well-integrated with existing and consented elements of the site. Applications for further development must:
 - a. Create a varied and well-articulated skyline to the development that utilises building heights of up to and no more than 5 residential storeys;
 - b. Demonstrate that any taller buildings of more than 5 residential storeys create a positive contribution to the wider Cambridge skyline, justified through accurate 3D modelling and comprehensive landscape and visual impact assessment;
 - c. Be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment. Be required to provide acoustic mitigation for homes affected by the traffic noise from the M11, A14, and Huntingdon Road.

Public space

- 7. Create green corridors and open spaces, which must link internally and with the landscaped area to the west of the site.
- 8. Provide strategic landscaping of the development to ensure that each part of the development area is well landscaped, managed and protected.

Nature

- 9. Provide green infrastructure to support biodiversity, climate resilience, and health and wellbeing.
- 10. A revised site-wide Biodiversity Strategy must be prepared to take account of any uplift in dwellings.

Movement

11. Provide highly walkable neighbourhoods that minimise car use and prioritise walking and cycling, by:
 - a. Integrating well with cycling and public transport routes;
 - b. Ensuring excellent permeability on foot and by bicycle; and
 - c. Safeguarding the role of 'The Ridgeway' as a strategic walking and cycling route, ensuring priority for walking and cycling within the development and good connections to strategic routes that link to nearby villages, the city centre and surrounding countryside.
12. Provide a comprehensive last-mile delivery strategy coordinated with West Cambridge.
13. Mitigate impacts on the existing public highway network through using a revised Transport Assessment that reflects the uplift in homes, employment floorspace, and other uses above those approved in outline planning permissions 11/1114/OUT and S/1886/11. This must:
 - a. Support sustainable, non-car based journeys including ongoing funding of University bus services;
 - b. Reduce car parking and provide a comprehensive car parking strategy;
 - c. Utilise car clubs, employee travel plans, residential travel planning;
 - d. Avoid net increases in vehicle trips on the strategic road network to achieve a modal share of no more than 40% of trips to work by car (excluding car passengers).
14. Continue to provide vehicular access from Huntington Road and Madingley Road, with no private motor vehicle access from Storey's Way. Motor vehicular access for employment areas in the south-east and north-west corners must be provided to reduce commercial traffic through the main Eddington site.
15. Development will be subject to sufficient highway capacity being available to serve all stages of development, including on the adjacent strategic road network. Development will contribute to measures to mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network, if this is shown to be necessary by transport assessments. To support delivery of further development, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority.
16. Additional development at Eddington will be subject to a monitored and enforceable peak-hour vehicular trip budget. The indicative trip budget is approximately 1,700 trips in the AM peak and 1,750 trips in the PM peak. A refined trip budget based on more detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

Resources

16. A revised Surface Water Management Strategy must be prepared to manage the uplift in homes and provide 100% recycled water for homes, with on-plot water management utilising sustainable urban drainage measures, so there is no adverse impact on the water environment and biodiversity and to support a resilient and healthy community.

Lifespan

17. Delivery of Eddington (Phase 2) must be in accordance with:
- a. A revised masterplan, parameter plans and site-wide design code, demonstrating an ambitious and innovative approach to placemaking with a holistic focus on health and wellbeing;
 - b. A revised Phasing Plan, to manage additional dwellings, student accommodation and employment land;
 - c. Other supporting strategies as required, including (but not limited to);
 - d. A revised Youth and Play Strategy to inform the appropriate provision of children's play areas, and youth facilities;
 - e. A Sports and Open Spaces Phasing Plan.
18. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of infrastructure, services, and facilities not provided by statutory undertakers, including:
- a. Car and cycle parking;
 - b. Sustainable surface water drainage;
 - c. Landscaping and open spaces;
 - d. Community buildings and indoor and outdoor sports facilities; and
 - e. Unadopted roads and parking enforcement.
19. The application must demonstrate measures to support community development, such as community development workers, to foster social cohesion.
-

Supporting information

- 3.2.33** Eddington should achieve a density of development that supports liveability in a compact, walkable, and sustainable urban form that promotes active travel and public transport use. The uplift in the number of dwellings and additional mid-tech use will support this but needs to be balanced with the need to respect and enhance the local landscape, townscape and heritage, informed by various evidence base documents.

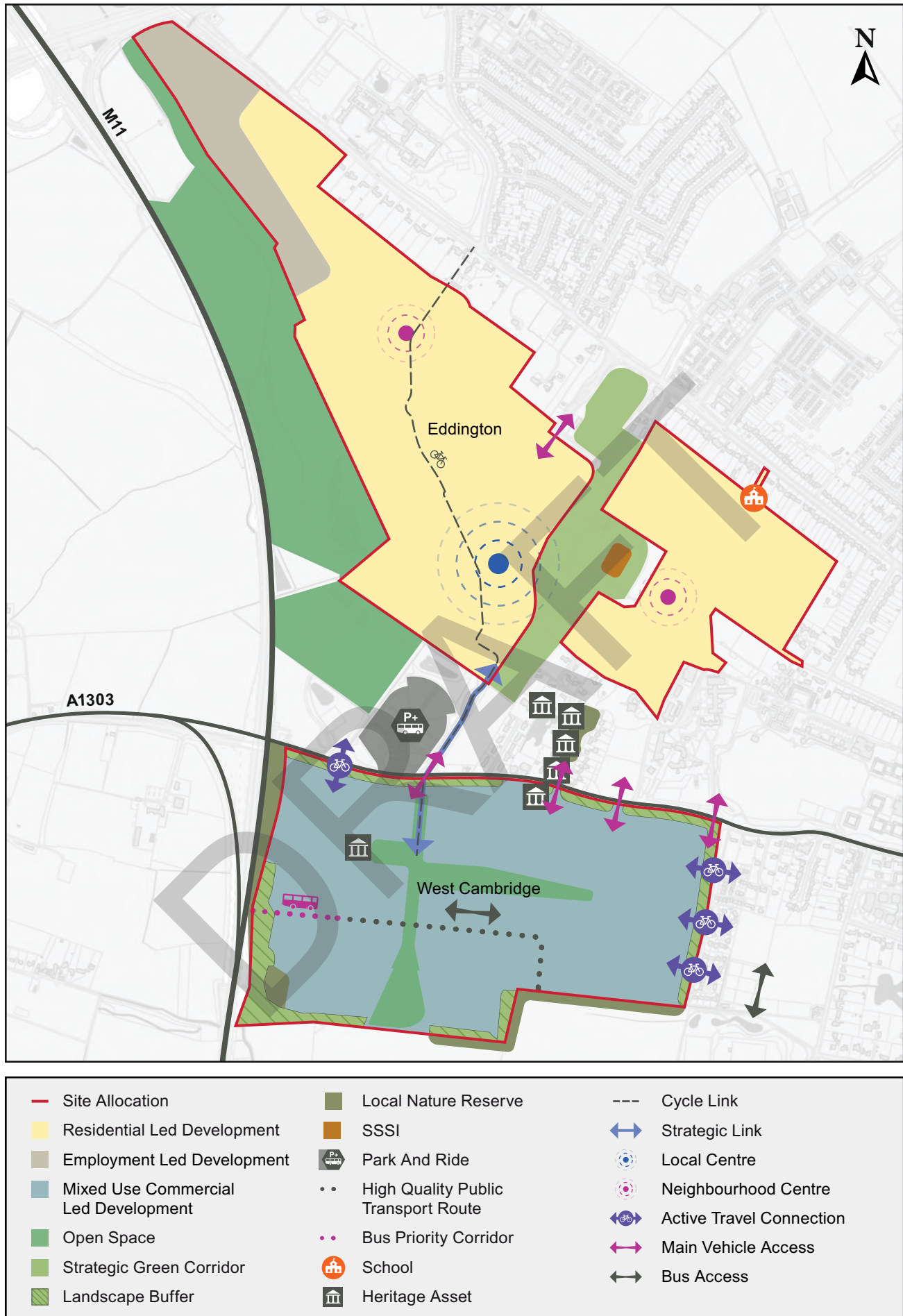


Figure 65: Spatial Framework of S/ED: Eddington and S/WC: West Cambridge

- 3.2.34** The masterplan review will require testing and refinement of the site capacity, including testing building heights, to ensure taller buildings make a positive contribution to the Cambridge skyline, informed by the Greater Cambridge Skyline and Tall Buildings Strategy.
- 3.2.35** The Area Action Plan requires housing developments to provide 50% affordable housing to meet the needs of Cambridge University and College workers. This requirement will remain relevant to the densified scheme and is carried through the Greater Cambridge Plan, ensuring that new affordable homes are accessible to both academic and non-academic staff in housing need. The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation, to strategic sites on the edge of Cambridge and new settlements. Eddington will therefore need to respond to the variety of housing needs identified.
- 3.2.36** The policy continues to support delivery of academic and industrial floorspace. In particular, there is a demand for mid-tech commercial uses, for which this site is well suited due to the proximity of complementary employment spaces. The Eddington site adjoins the West Cambridge site, which itself is undergoing significant change. Policies seek a synergistic approach between these two sites, recognising that together they form a significant innovation district in this part of the city.
- 3.2.37** Development of this site can positively contribute to the character of the surrounding area and avoid visual negative impacts upon nearby designated and non-designated heritage assets and views from strategic viewpoints, by careful consideration of building heights, particularly limiting them to no more than 5 storeys height at the edges whilst further, plot specific testing will be required to demonstrate that taller buildings elsewhere within the site can be delivered without causing adverse harm to designated heritage assets, their setting as well as Strategic viewpoints.
- 3.2.38** The revised levels of development will need to be accompanied by investment in services and facilities to accommodate the additional needs generated. This will include for education, sports, community facilities and open space. For residential uses, acoustic mitigation is required to address noise from the M11, A14 and Huntingdon Road. Due to an anticipated revised masterplan to accommodate the uplift in development, a revised biodiversity strategy will be required.
- 3.2.39** By prioritising and supporting journeys by non-car modes of transport, the site will take advantage of its sustainable location and enable future occupants and users to commute to and from Eddington using sustainable modes of transportation. Similarly, this aim will be supported by safeguarding the role of the Ridge Way cycle/pedestrian route and requiring revised Travel Assessments. A densification of development is likely to result in additional highway and transport mitigation measures which will need to be identified in a strategic and local transport mitigation plan, prepared by the applicant and agreed with the Local Planning Authority and Highways Authority prior to submission of a new planning application. Additionally, the existing trip budget for the site will be refined as more detailed evidence is developed to support the revised masterplan, and a monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

- 3.2.40** Cambridge University currently manages and maintains land and facilities at Eddington, but future arrangements need to be secured for the additional development. Generally, current site wide strategies for the approved development will need to be revised to include the additional development planned for in this policy.
- 3.2.41** The policy sets clear requirements for future development to protect existing forms of sustainable infrastructure networks on the site. This will ensure that the innovations that Eddington has previously delivered in relation to water and energy are capitalised upon. By linking to existing sustainable networks and ensuring that the site's non-potable water system has sufficient capacity, the development will provide a positive contribution to efforts to reduce the Greater Cambridge's carbon emissions and water usage. The requirement for the development to update the existing Water Conservation Strategy and possibly create a new one, will also support this aim. The policy requires an updated site wide Surface Water Management Strategy to ensure that the innovations previously delivered by the development are continued and improved upon.
- 3.2.42** Due to the level of change since 2009 the North West Cambridge Area Action Plan will be superseded by the new Greater Cambridge Local Plan and no longer form part of the development plan for the area.

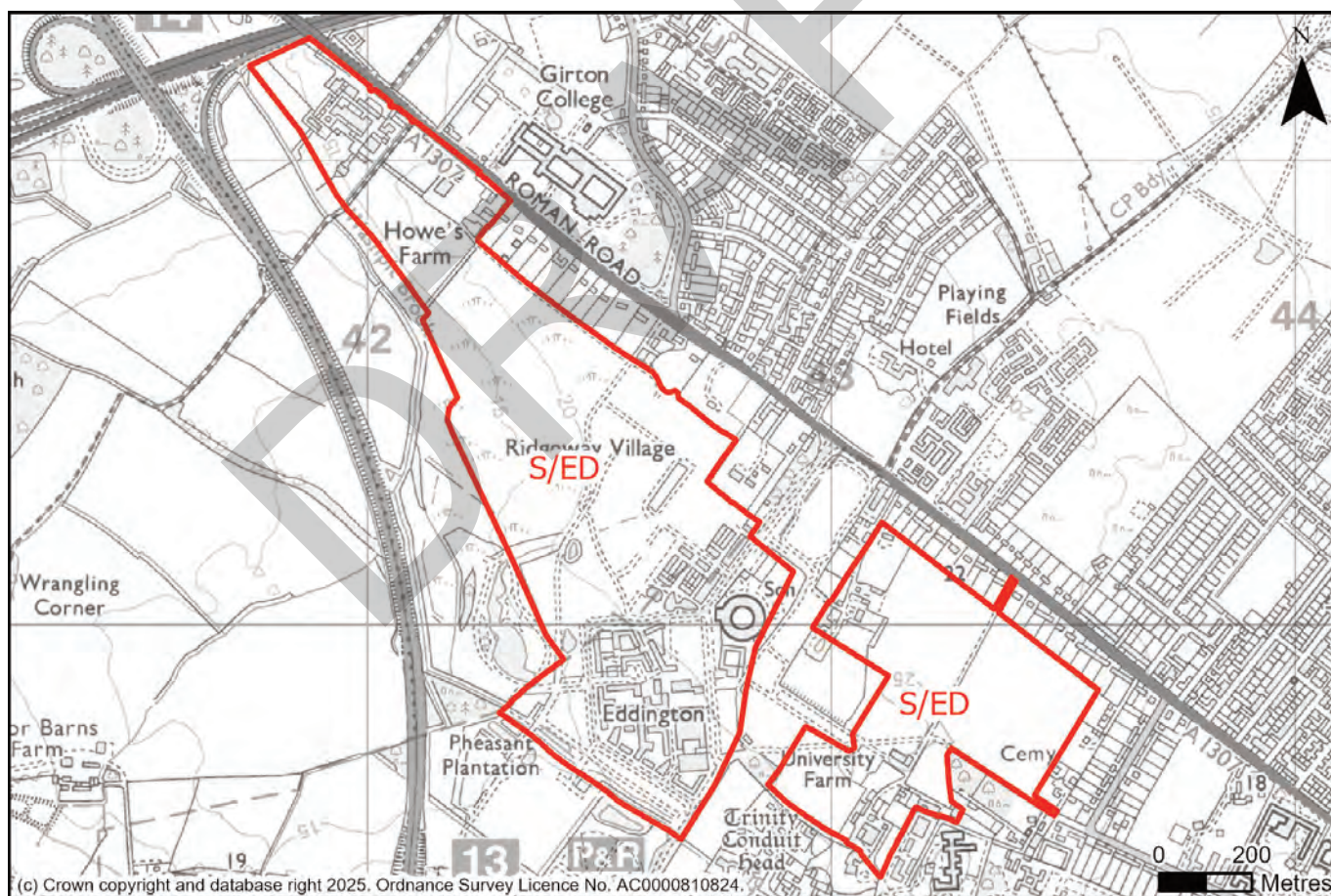


Figure 66: Site Plan for S/ED: Eddington

Policy S/WC:

West Cambridge

What this policy does

- 3.2.43** The West Cambridge site is a major hub for the University of Cambridge and research institutions, featuring academic departments, national labs, and commercial research facilities focused on physical sciences, engineering, and computer science. The site will continue to evolve over the lifetime of this local plan. The policy seeks to ensure that future proposals contribute to the creation of a vibrant innovation district, with services, facilities and uses to complement the employment and research facilities.

Policy S/WC: West Cambridge

1. An extension of Cambridge of up to 370,000 square metres of academic floorspace (Use Class F), commercial research and development floorspace (Use Class E(g)(ii) and sui generis research uses) of which no more than 170,000 square metres will be for commercial use (Use Class E(g)(ii)) and other supporting development including: nursery (Use Class E(f)), 4,000 square metres of retail/food and drink, between 3,000 square metres and 4,100 square metres of assembly and leisure, energy and data centre and residential to support vibrancy of the development, open spaces, landscape areas and infrastructure works.

Vision and identity

2. The West Cambridge site is a major hub for the University of Cambridge and research institutions. It provides an opportunity to support the needs of the city and the university, creating a vibrant innovation urban quarter which is highly connected to the city by active travel and public transport, helping to provide space for research and the sharing and implementation of ideas.
3. The site is inherently linked to the University's major development site at Eddington, to the north, which is primarily for university key workers and students but also providing homes for Cambridge generally and is also expected to provide mid-tech and other employment uses. It is critical to the success of both sites, and the city more broadly, that these two sites are planned in a holistic and comprehensive manner.
4. The West Cambridge site is to be well connected to the surrounding area, with the Cambourne to Cambridge public transport corridor to be routed along Charles Babbage Road (if permitted under the Transport and Works Order Act), and also benefits from high quality footpaths and cycleways, including links across Madingley Road to Eddington.

5. The site lies on the edge of the Green Belt and will respect this sensitive location by softening its impact, with substantial landscaping and well-considered building heights on its edges.

Uses

1. West Cambridge is allocated for mixed-use development as shown on the Policies Map and indicative Spatial Framework up to 383,300m², comprising:
 - a. Up to 370,000 square metres of academic floorspace (Use Class F1(a);
 - b. Commercial research and development floorspace (Use Class E(g)(ii) and sui generis research uses) of which:
 - i. no more than 170,000 square metres will be for commercial use; and
 - ii. development for commercial research will be required to demonstrate it will support knowledge transfer and/or open innovation in respect of F1(a) higher educational uses, associated sui generis research establishments, academic research institutes and/or other commercial research and development uses already at West Cambridge;
 - c. Up to 2,500 square metres nursery floorspace (Use Class E(f));
 - d. Up to 4,000 square metres retail/food and drink floorspace (Use Classes E(a), E(b) F2(a);
 - e. Up to 4,100 square metres and not less than 3,000 square metres for assembly and leisure floorspace;
 - f. Up to 5,700 square metres of sui generis uses, including an energy centre and data centre; and
 - g. Associated infrastructure including roads, cycle and pedestrian routes, parking, drainage, open spaces, landscaping and earthworks.
2. Further densification, resulting in floorspace over and above the allocated development quantum, will be supported subject to:
 - a. Preparation and submission of a revised masterplan, agreed through a revised outline planning permission, which:
 - i. takes an integrated and comprehensive approach to the provision and distribution of the uses;
 - ii. considers opportunities to incorporate residential uses for people working on-site, in addition to the existing allocated uses, and additional appropriate supporting facilities and amenities;
 - iii. includes further phases of the sports centre.
 - b. Agreement of appropriate development phasing through the outline planning permission, as the need is proven; and
 - c. Testing and agreement of the precise quantum of new floorspace through an outline planning application for the site.

The development of West Cambridge must do the following:

Context

3. Respect the important adjacent Green Belt setting to the south and west, and neighbouring residential uses and views of the city from the west, by providing substantial landscaping (as shown on the parameter plans for the outline planning permission approved under planning reference 16/1134/OUT).
4. Informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment, secure design-based mitigation, including appropriate massing and careful consideration of building heights, in response to the site's heritage, townscape and landscape context, including:
 - a. Preserving the setting of the Grade II* Listed Schlumberger Gould Research Centre, including open green spaces to the east and west;
 - b. Protecting the setting of the West Cambridge and Conduit Head Road conservation areas;
 - c. Considering any impacts on Strategic Viewpoint B: Coton Footpath over the M11.

Built form

5. Any applications for development must be in accordance with the Spatial Framework diagram and also accord with:
 - a. Any approved design code / design guidelines for the site; and
 - b. The Amenities Delivery Strategy (approved under planning reference 16/1134/OUT).
6. Any additional densification of the site which goes beyond the existing outline planning approval will require submission of a revised design code and/or design guidelines document.

Nature

7. Any applications for development must be in accordance with:
 - a. The Woodland Management Plan (approved under planning permission reference 16/1134/OUT).

Movement

8. Any additional densification of the site which goes beyond the existing outline planning approval will require:
 - a. Submission of a comprehensive transport strategy, showing how development will contribute to increasing sustainable modes of transport and improve links to other employment, amenity, and educational sites, including those located at Eddington;

- b. Submission of an up to date Transport Assessment setting out development trips and proposed mitigation for the remainder of the development floorspace;
- c. Contributions towards strategic transport infrastructure through a Section 106 agreement, including a new traffic signal controlled restricted movement (right in left out), access junction onto Madingley Road at the western end of the site.

Resource

- 9. Utilise innovative approaches to water management on-site, including sustainable drainage systems (SuDS), water reuse and natural systems and landscaped solutions as appropriate, to help address flood risk, including surface water,

Lifespan

- 10. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of infrastructure, services, and facilities not provided by statutory undertakers, including:
 - a. Car and cycle parking;
 - b. Sustainable surface water drainage;
 - c. Landscaping and open spaces;
 - d. Community buildings and indoor and outdoor sports facilities; and
 - e. Unadopted roads and parking enforcement.

Supporting information

- 3.2.44** West Cambridge plays an important academic and research role for the University of Cambridge. It forms part of the University's long term strategy to decant some existing facilities away from the Historic Core of the city where space is more limited and the historic environment is more sensitive.
- 3.2.45** The site should achieve a mix and density of development that supports a compact, walkable, and sustainable urban form that promotes active travel and public transport use. The site already benefits from excellent active travel connections into the City Centre, whilst the Madingley Park and Ride and proposed Cambourne to Cambridge Busway support the public transport network in this area. Given the sites sustainable location and excellent connectivity, the policy identifies that the site is a suitable location for further development.
- 3.2.46** To achieve a vibrant place that is provides more than just buildings for people to work and study, the site must include residential development as well as a range of services and facilities to support those that will live, work and visit the site, building on excellent placemaking outcomes of developments such as The West Hub. The uplift in the number of dwellings and additional mid-tech use will support this but needs to be

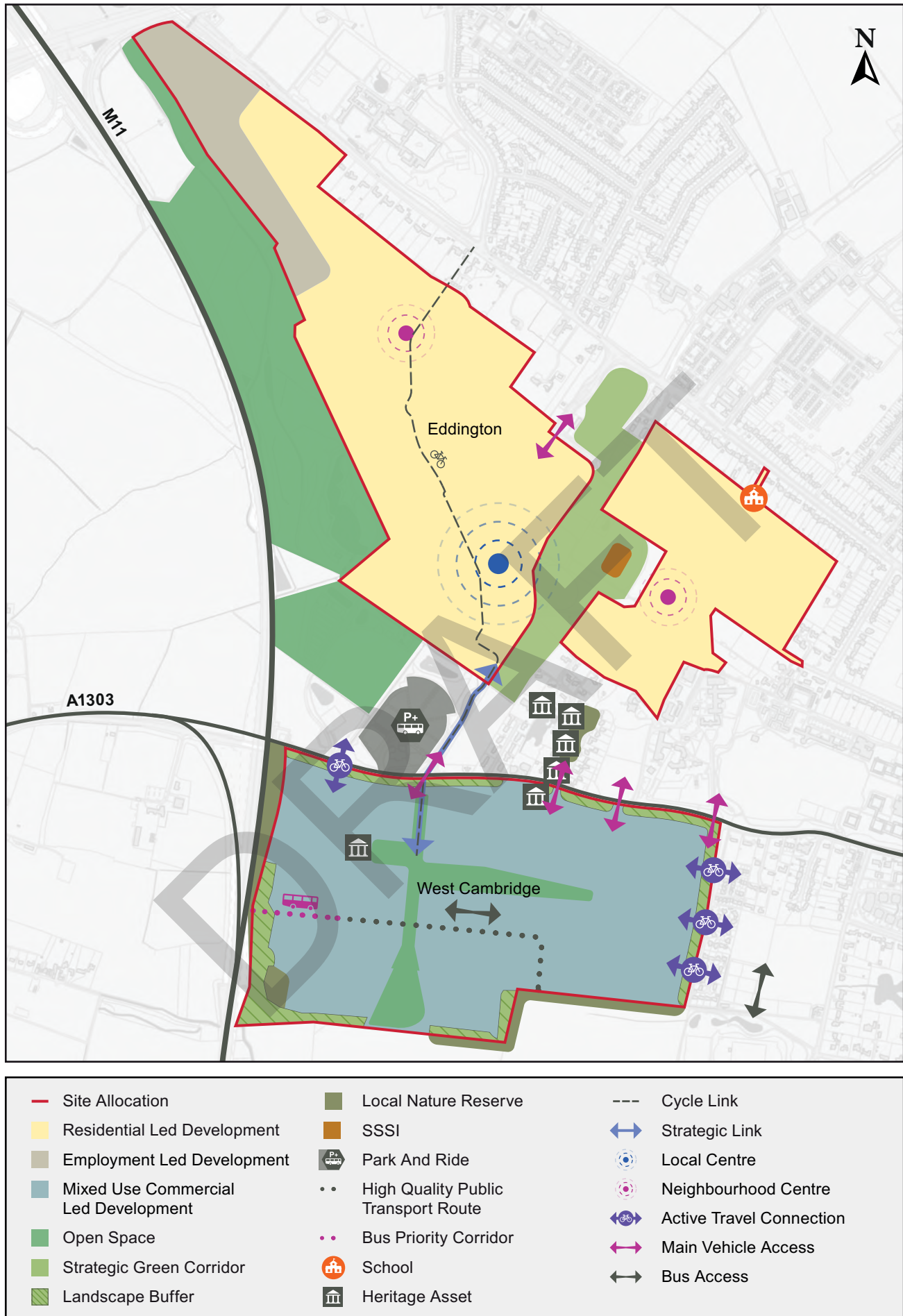


Figure 67: Spatial Framework of S/WC: West Cambridge and S/ED: Eddington

balanced with the need to respect and enhance the local landscape, townscape and heritage, informed by various evidence base documents.

- 3.2.47** The site must also be planned for in combination with S/NWC Eddington as part of an Innovation District approach, which brings together homes, jobs, academia and other services and facilities. To achieve this aspiration, high standards of pedestrian and cycling connectivity are vital.
- 3.2.48** The site abuts the Green Belt, and substantial landscaping is required to soften the transition. There is also a requirement to consider heritage assets which may be affected by the development. A Grade II Listed Building, the Schlumberger Gould Research Centre, occupies a small part of the site, and the policy requires the development to respect its setting. A small part of the site intrudes into the West Cambridge Conservation Areas and abuts Conduit Head Road Conservation area. To preserve the character and setting of these heritage assets, the policy identifies that a sensitive design led approach is required to protect these assets and their settings.
- 3.2.49** Any additional development within the site will require a revised masterplan and updated supporting strategies to be submitted to ensure the site is planned for and developed comprehensively. This will ensure that development is optimised whilst also delivering excellent placemaking outcomes.
- 3.2.50** The phasing plan is required to be updated yearly as it is recognised that some flexibility is required to meet the changing needs of the university and to ensure the site is developed comprehensively.
- 3.2.51** Residential development and a densification of the site will affect the necessary services and facilities required as planning obligations to meet the needs of the additional development. This is to be secured under a S106 Agreement.
- 3.2.52** An overall vision for the two university sites is to promote health and wellbeing. This, together with high aspirations for urban design, require well designed public open spaces, which will also support the cultural needs of the development. The current sports centre built on the Eddington site has been found to inadequately serve the needs of the development and this policy seeks to rectify this, as the two sites are complementary to each other.
- 3.2.53** For efficient, safe and sustainable travel, the development will integrate with and contribute to major transport proposals in the area. The transport assessment and strategy for the site will need to be updated to take account of the additional development and due to the likely long construction period of a development of this size.
- 3.2.54** Whilst it is anticipated that Cambridge University will carry out the management and maintenance of infrastructure and services not carried out by a statutory undertaker, this is not currently certain, and the lifespan of these services needs to be secured within a S106 Agreement.

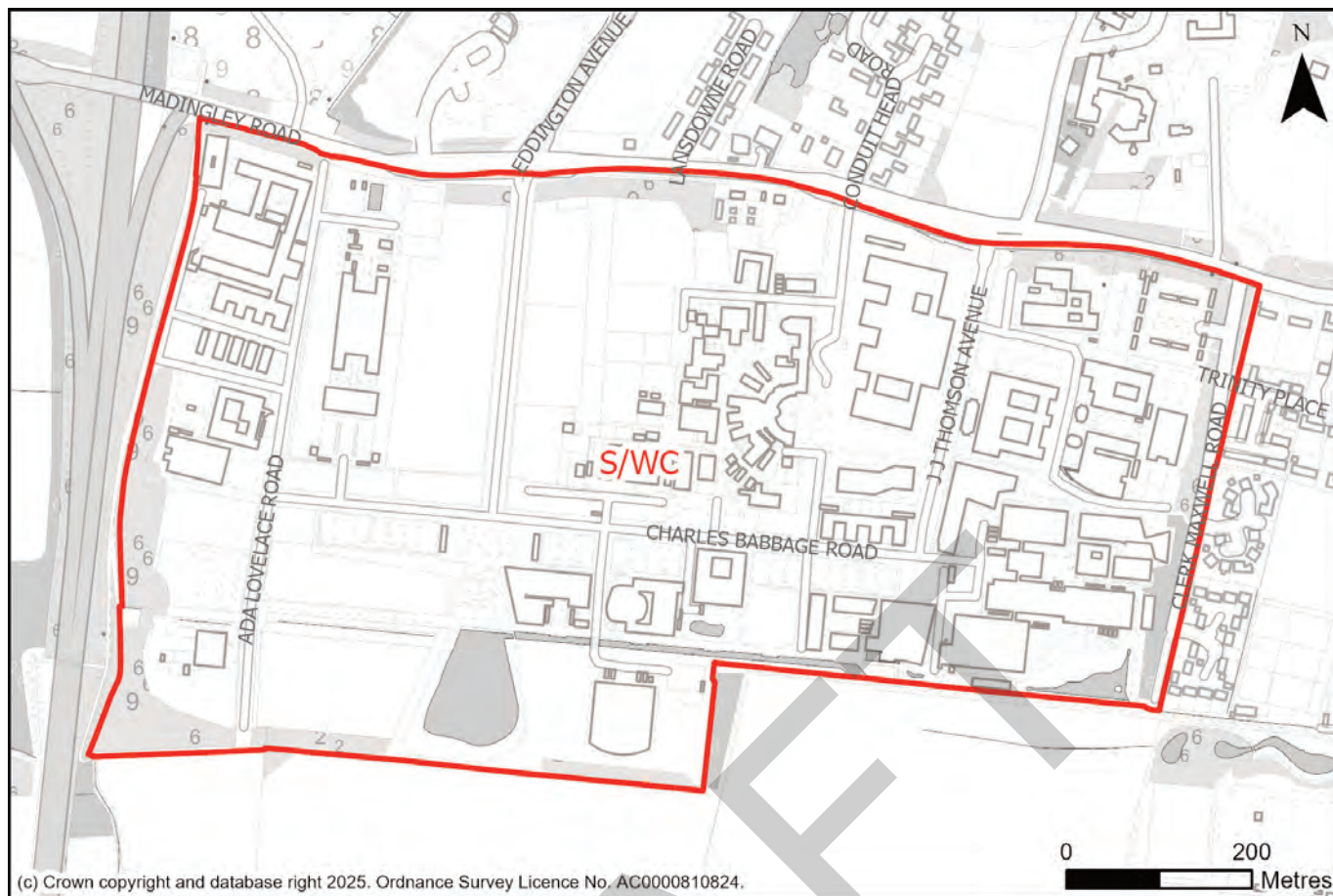


Figure 68: Site Plan of S/WC: West Cambridge

Policy S/HHR:

Land between Huntingdon Road and Histon Road

What this policy does

- 3.2.55** Darwin Green is a developing new community on the edge of Cambridge, with new homes supported by services and facilities well connected to destinations around the city. The whole 129 hectare site (Land between Huntingdon Road and Histon Road) has at least outline planning permission, but the policy will provide a context for future applications during build out of the later stages.

Policy S/HHR: Land between Huntingdon Road and Histon Road

Vision and identity

1. Darwin Green will continue to develop as a new community, providing a mix of affordable and market homes supported schools, shops and community facilities, focused around a new local centre. On the edge of the site, a country park will be delivered, providing accessible open space to the city and responding sensitively to its setting on the edge of the Green Belt, maintaining separation from Girton, and Histon and Impington villages.

Uses

2. Darwin Green (Land between Huntingdon Road and Histon Road) is allocated for mixed-use development as shown on the Policies Map, comprising:
 - a. Indicatively, approximately 2,700 dwellings of an appropriate mix of types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society, including those with disabilities. This is subject to a design-led assessment, and the final number of homes may be higher or lower than this indicative capacity;
 - b. a range of services and facilities commensurate with a sustainable urban extension of this scale, including:
 - i. Secondary school;
 - ii. Two primary schools;
 - iii. Community facilities and rooms;

- iv. Retail units, including a food store (up to 2,000 net square metres gross internal area);
- v. Library;
- vi. Open space and recreation, including allotments and outdoor sports facilities, and appropriate provision for children and teenagers; and
- vii. A new Country Park.

The development of Land between Huntingdon Road and Histon Road must do the following:

Context

- 3. Maintain definitive footpaths that cross the site linking Histon Road and Huntingdon Road with Girton.
- 4. Respect the setting of the former National Institute of Agricultural Botany (NIAB) headquarters building on Huntingdon Road, a non-designated heritage asset adjoining the site.
- 5. Maintain a clear landscaped buffer between the site and the nearby villages of Girton, and Histon and Impington.

Built form

- 6. Demonstrate that the design of the whole site is coherent and the portion of the site in South Cambridgeshire integrates effectively with the wider North West Cambridge area, including development in Cambridge City, through:
 - a. Preparation of a spatial masterplan, to be submitted for approval by the Local Planning Authority as part of the first application for planning permission for the South Cambridgeshire portion of the site, setting out principles of good design (supplemented by a Design and Access Statement);
 - b. Preparation of Design Codes for each phase of development, to be submitted and approved before granting of the first reserved matters consent, ensuring a high-quality development; and
 - c. Incorporation of measures to mitigate against noise impacts from the A14 on sensitive uses, including implementation of a substantial buffer zone.

Public space

- 7. Deliver a new Country Park, set within the Cambridge Green Belt, between Huntingdon Road, Cambridge Road/Histon Road and the A14, providing:
 - a. public access enhancements; and
 - b. new footpaths, cycleways and bridleways, including access via the existing A14 overbridge to connect to the wider Public Rights of Way.

Nature

8. Through preparation of a landscape-led masterplan, ensure the development retains appropriate existing features of ecological interest and the new Country Park provides:
 - a. New landscape features of interest, while protecting the existing landscape;
 - b. Biodiversity enhancements;
 - c. Appropriate hedgerow management and enhancement measures; and
 - d. Measures to protect and enhance wildlife habitats.

Movement

9. Ensure the development is highly accessible and permeable to all its residents by walking, cycling and high-quality public transport, to support non-car modes of travel, recreation and health. Measures, which will need to be explored in further detail through the Transport Assessment and Travel Plan for the site, must include:
 - a. Securing a network of strong internal and external cycle and pedestrian links to neighbouring parts of the urban and rural areas;
 - b. Provision of high-quality public transport to serve the development, including bus priority through the development and segregation if required, linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network;
 - c. Encouraging car clubs to minimise the amount of land given over to car parking.
10. The timely provision of vehicular access points for Phase 2 via the spine road approved as part of Phase 1, connecting to the B1049 Cambridge Road in the east, and connecting to Huntingdon Road via the street network within Phase 1. The site must not provide vehicular access directly onto the A14 or to Girton.
11. Adequate highway capacity will be required to serve all stages of development. Planning permission will be subject to conditions requiring that sufficient highway capacity is available in the A14 corridor between Girton and Milton throughout the development for the traffic forecast to be generated by each phase of development.
12. The applicant must prepare and submit a comprehensive transport strategy, dealing with the whole allocation site, to reduce the need to travel and to maximise the use of sustainable transport modes, so as to achieve a modal share of no more than 40% of trips by car (excluding passengers). This will include the provision of employee travel plans, residential travel planning, and other similar measures which could include car clubs.

Resources

13. Integrate surface water drainage measures within the development, including the provision of on-site balancing ponds to be located south of the A14.

14. Undertake and submit noise and air quality assessments demonstrating that noise and air pollution will not have an adverse impact on residential amenity, and health and wellbeing.

Lifespan

15. Phasing plans must be prepared and submitted by the applicant to demonstrate that services, facilities and infrastructure necessary to meet the day-to-day needs of the development, specifically the secondary school, two primary schools, local shopping and community facilities, including a community building and library, will be planned and delivered in a timely and efficient way. Additional off-site services and facilities may be delivered within the wider North West Cambridge area, if appropriate.
16. In addition to the specific supporting studies required elsewhere in this policy, the applicant will also be required to prepare and submit a comprehensive environmental management and construction strategy for all phases of development. Measures to minimise the adverse effects during construction may include:
- a. Imposing planning conditions to minimise the adverse effects of construction activity on residential amenity and the environment;
 - b. Introducing a scheme to avoid construction vehicles travelling through existing residential areas of Cambridge and villages in the locality, and to avoid unacceptable adverse impacts on traffic flows on the A14 and the surrounding road network.
 - c. Imposing planning conditions around the timing of construction traffic movements on the network, if necessary, taking account also of the need to minimise adverse impacts on residential amenity.

Supporting information

- 3.2.56** Previous Local Plans allocated developments on the north west edge of Cambridge, referred to as Darwin Green. The form of development responded to the setting of the city and surrounding villages, retaining areas around the edge of the site within the green belt for use as a country park.
- 3.2.57** The phase 1 part of the site in Cambridge has outline planning permission, and some parcels have detailed planning permission or are under construction. The phases 2 and 3 in in South Cambridgeshire also have outline planning permission. Given the site will still be coming forward when the new plan is adopted it is proposed to carry forward the allocations into the new plan. The policy will ensure that Darwin Green is built as a comprehensive sustainable development regardless of administrative boundaries.
- 3.2.58** The policy seeks to ensure that the development integrates with the wider North-West Cambridge area whilst also continuing the separation of Cambridge from Girton and Histon & Impington villages. The delivery of an appropriate level and type of services, facilities and infrastructure will be central to creating a sustainable community. This will include a country park reaching up to the A14, important for delivering landscape and

biodiversity enhancements within the Green Belt. It will also provide improved countryside access and informal recreation for the wider community of North West Cambridge.

- 3.2.59** It is important that any urban related open uses, such as playing fields, that are proposed in the Green Belt are carefully located and designed to ensure they do not reduce the effectiveness of the Green Belt separation between Cambridge and Girton in visual terms, particularly having regard to matters such as fencing and floodlighting.
- 3.2.60** Some parts of the site are at risk of surface water flooding which will need to be controlled by means of a sustainable drainage system which will only release surface water run-off into surrounding water courses at least at a rate no greater than if the site was undeveloped.
- 3.2.61** Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and / or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site.
- 3.2.62** Noise attenuation fencing will only be permitted exceptionally where it is demonstrated that landscape bunds are impractical or inappropriate. The length of such fencing will be minimised. Where noise attenuation fencing is permitted, any potential for reflected noise shall be minimized through the use of noise absorptive materials or other surface finishes to the fencing, to ensure no unacceptable adverse impact on nearby communities.

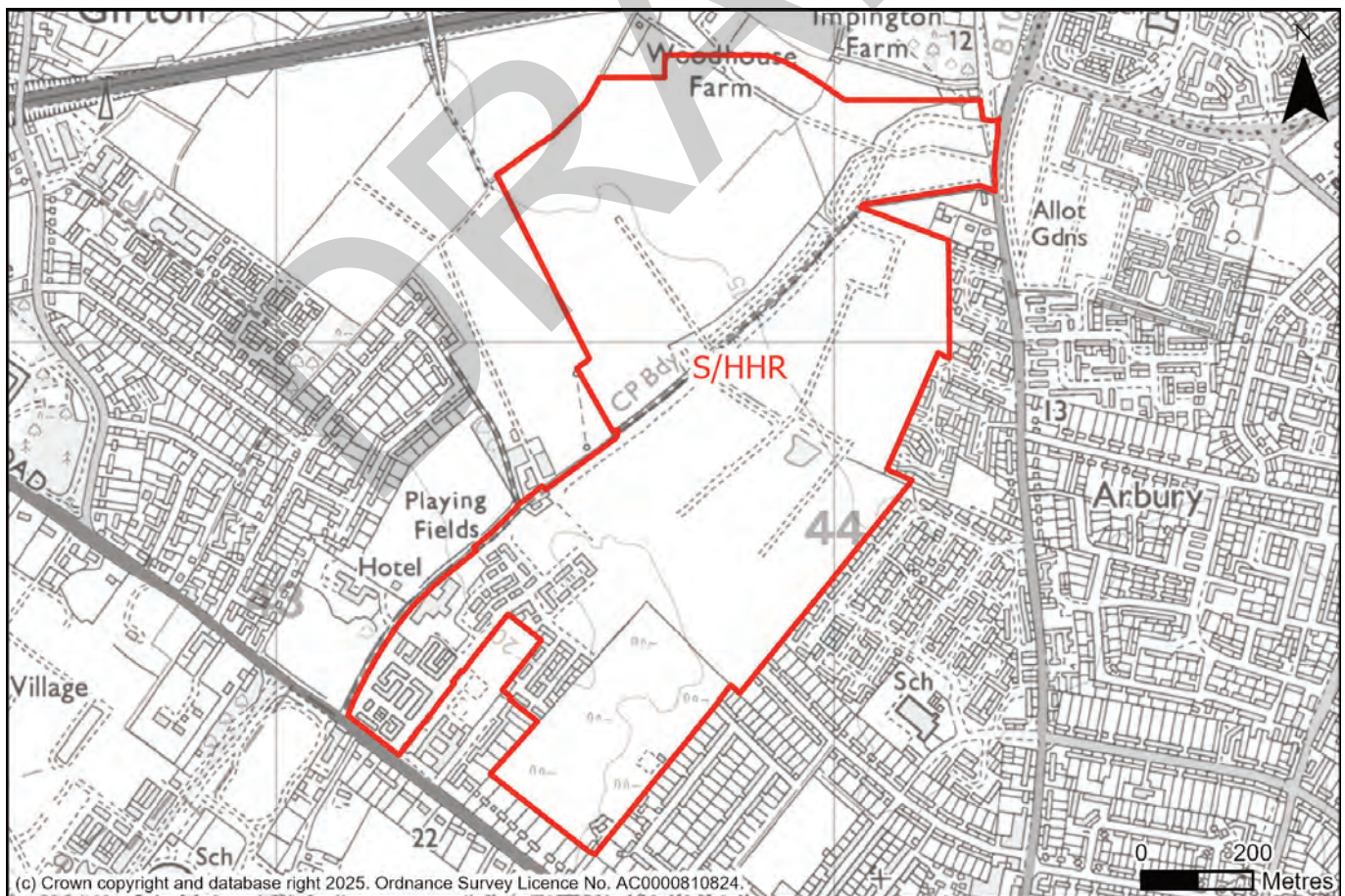


Figure 69: Site Plan of Policy S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge

Policy S/EOC:

Other site allocations on the edge of Cambridge

What this policy does

- 3.2.63** This policy allocates specific sites on the edge of Cambridge for housing or employment uses that will contribute towards meeting the housing needs and forecast new jobs in Greater Cambridge. It includes rolling forwards sites from the Cambridge and South Cambridgeshire Local Plans 2018 where appropriate.
- 3.2.64** The two Worts' Causeway sites were released from the Green Belt by the Cambridge Local Plan 2018 where it was identified there was some scope to release land to help meet needs of the city without having a significant impact on the purposes of the Cambridge Green Belt. They are required to deliver a new landscaped edge to the southern edge of the city in this location, The sites have now gained planning permission.
- 3.2.65** The Bell School site was also identified in the Cambridge Local Plan 2018, originally incorporating a larger residential development that has now been completed. The remaining element of the site will provide student accommodation.
- 3.2.66** The Fulbourn Road east site was allocated in the South Cambridgeshire Local Plan 2018, released from the Green Belt to meet employment needs, again where it was identified as being capable of development without having a significant impact on the purposes of the Cambridge Green Belt. The site has now gained planning permission.

Policy S/EOC: Other site allocations on the edge of Cambridge

1. The following sites identified on the Policies Map are allocated for housing or employment uses on the edge of Cambridge.
2. The site allocations will be developed in accordance with:
 - a. all relevant national and local planning policy requirements, including making appropriate contributions towards mitigation measures or infrastructure requirements that are necessary to make the development acceptable;
 - b. the site-specific development requirements identified for each site, including the site-specific spatial framework where provided.
3. An indicative dwelling or floorspace capacity is identified for each of the site allocations. The number of homes or amount of floorspace granted planning permission on each site may be higher or lower than the indicative capacity and should be determined through a design-led approach.

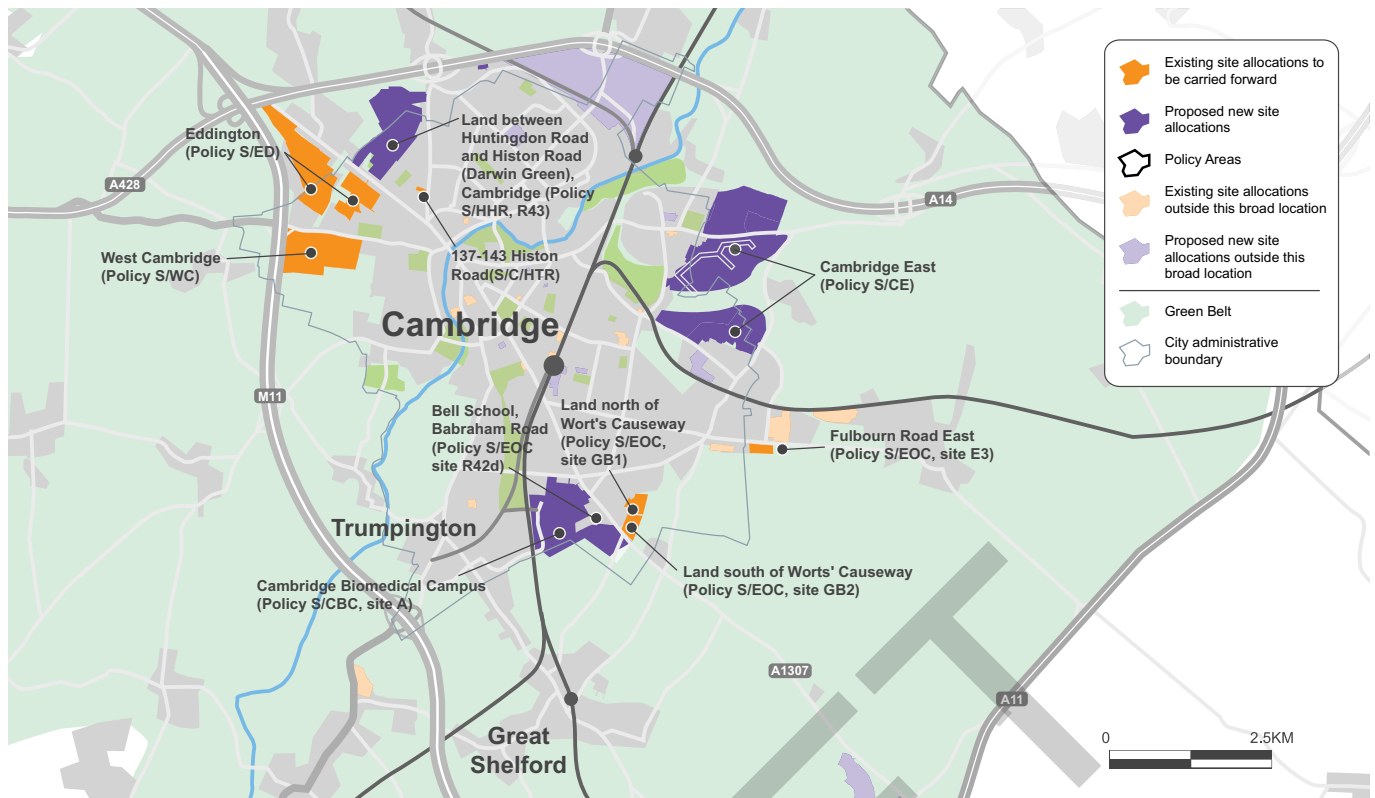


Figure 70: Map of Policy S/EOC: Other site allocations on the edge of Cambridge

Supporting information

- 3.2.67** The Local Plan must allocate sites for new housing and employment development to meet the long term housing needs of Greater Cambridge and support the forecast new jobs in the area. As the edge of Cambridge is a highly sustainable location in Greater Cambridge, sites have been allocated for housing or employment development to make the most of its accessibility to existing jobs, services and public transport.
- 3.2.68** The assessment of all sites considered on the edge of Cambridge, including reasons for discounting some, is set out at Appendix 2C: Review of sites to inform identification of new allocations. The site specific reasons for the allocation of each site are set out in the draft policy and reasons section of the specific allocation in the Individual Site Allocations section. The identified specific development requirements for each of the sites are necessary to ensure that the likely impacts of the development will be adequately mitigated, and have been informed by the Housing and Economic Land Availability Assessment, Heritage Impact Assessments and any relevant planning permission(s).

Housing

S/EOC/NWO: Land north of Worts' Causeway

- Site area of 7.84 hectares
 - Capacity for approximately 200 homes
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. The implementation of design-based mitigation, primarily in the form of building height, style, and materials, to limit impacts on the setting of designated assets, adjoining housing and Strategic Viewpoints F Little Trees Hill / Magog, E Limekiln Road, and J Wort's Causeway / Shelford Road. A sensitive approach to internal street layout and design will integrate the development into this setting on the edge of the Cambridge Green Belt;
 - b. A landscape led design that will deliver at least a 6-metre buffer with adjoining existing housing and 30-metre buffer with the Cambridge Green Belt and retain the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway. Landscape mitigation should meet the standards set out in the Green Infrastructure Perimeter Plan that was submitted with the approved outline planning permission for this site (20/01972/OUT);
 - c. A positive approach to biodiversity which includes the retention of sufficient buffer areas around the Netherhall Farm Meadow County Wildlife Site, supported by the provision of a long-term management regime, and the assessment of the wider site for potential to create an ecological corridor between this site and the Land South of Worts' Causeway site. This approach should also include the retention of, or safe relocation of, existing bat roosts at Netherhall Farm;
 - d. Active travel will be supported by the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland and the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists. Car traffic will be further managed through the provision of a single point of crossover between the sites Land North of Worts' Causeway and Land South of Worts' Causeway and a single access on to Babraham Road;
 - e. Archaeological mitigation will be required, with archaeological remains preserved in situ, particularly as the site abuts the Roman road Wort's Causeway and there is evidence of land undisturbed by modern ploughing present within the site.

Supporting information

- 3.2.69** This 7.33 hectare site is allocated for 200 homes which responds to the landscape and heritage impacts identified in the Heritage Impact Assessment and other issues raised in the original allocation in the Cambridge Local Plan (2018). The proposed landscape and design-based mitigation measures are required to ensure no unacceptable

adverse impacts to landscape character and the historic environment including the setting of designated assets. A suitable landscape buffer is required to preserve the rural character of designated assets. Minimum landscape mitigation requirements have already been established and are set out in the Green Infrastructure Perimeter Plan that was submitted alongside the approved outline permission for this site (20/01972/OUT). The development needs to both integrate with the adjoining existing housing and provide an appropriate new edge to the Cambridge Green Belt.

3.2.70 In addition to being a Building of Local Interest, Netherall Farm is also an established bat roost. Development proposals should ideally retain the existing bat roosts but if this is not possible they must be re-located. The adjacent Netherall Hall Farm County Wildlife Site makes an important contribution to the biodiversity of the wider site and a long-term management plan will be required to maximise this contribution. However, the plan should also look at the opportunities to achieve more gains along the corridor between Land North of Worts' Causeway and Land South of Worts' Causeway through the retention of a country lane appearance which should be part of any landscaping proposals.

3.2.71 Encouraging active transport will help to facilitate access to the countryside whilst managing car use should help to reduce the urbanising impact on this edge of Green Belt site. The adopted Cambridge Local Plan (2018) sought the investigation of pedestrian and cycle access to the local centre in Wulfstan Way. However, application 20/01972/COND35 discharged a condition on the outline planning application to

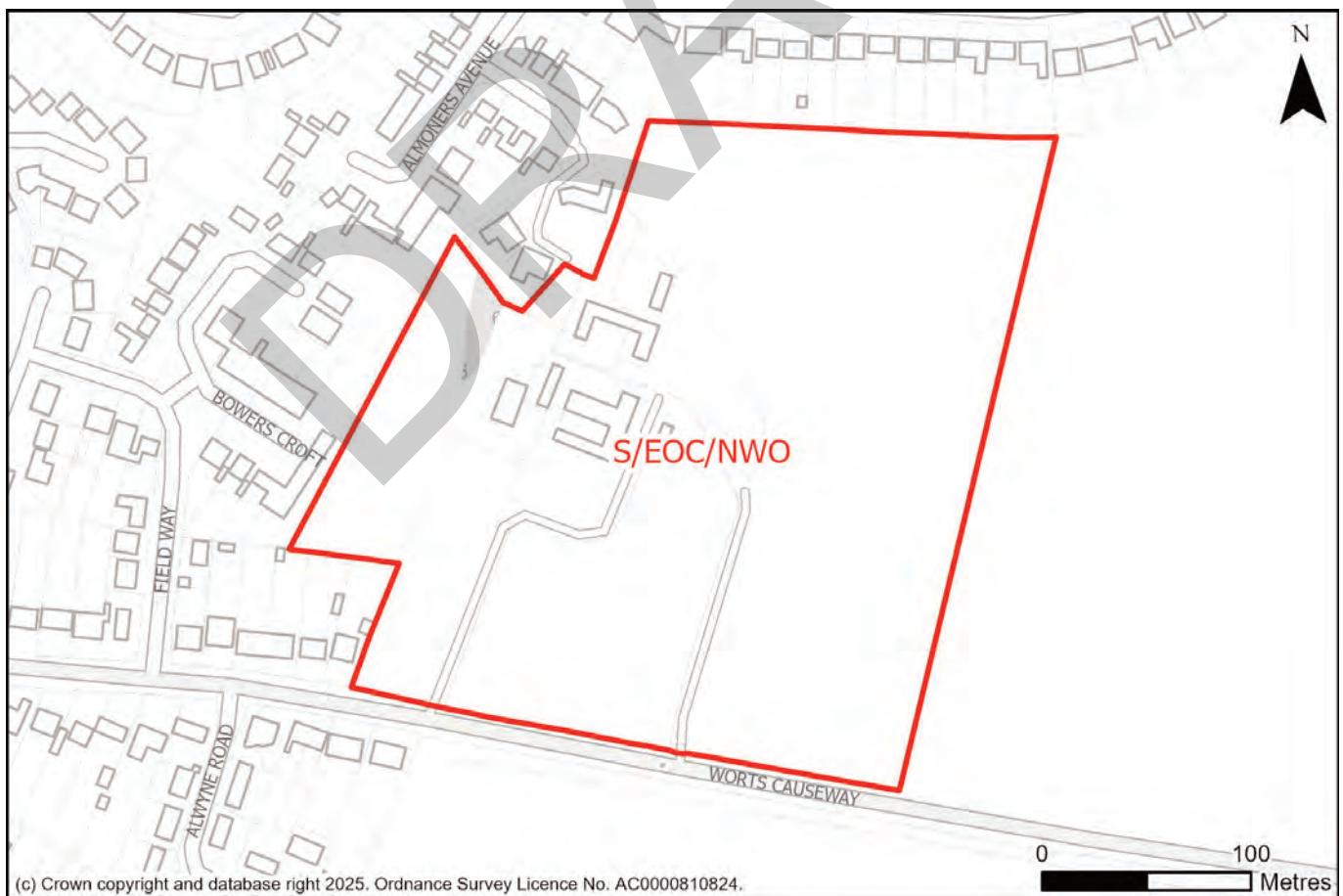


Figure 71: Site Plan of S/EOC/NWO: Land north of Worts' Causeway

investigate a pedestrian and cycle link from the site to the north west to provide direct access to Wulfstan Way. The feasibility study submitted showed that neighbouring landowners were unwilling to make land available for this and therefore this requirement has not been retained in the new Local Plan allocation.

S/EOC/SWO: Land south of Worts' Causeway

- Site area of 7.74 hectares
 - Capacity for approximately 230 homes and up to 400 square metres gross internal area of community and commercial space (Classes E and F)
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. The implementation of design-based mitigation, primarily in the form of building height, style, and materials, to limit impacts on the setting of designated assets, adjoining housing and Strategic Viewpoints F Little Trees Hill / Magog, E Limekiln Road, and J Worts' Causeway / Shelford Road. A sensitive approach to internal street layout and design will integrate the development into this setting on the edge of the Cambridge Green Belt;
 - b. A landscape led design that will deliver appropriate buffers with adjoining existing housing and the Cambridge Green Belt and retain the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway and the existing permissive footpath on the western edge of the site. Landscape mitigation should be consistent with the Landscape Parameter Plan submitted alongside the approved outline planning permission for this site (19/1168/OUT). This will include a distinctive entrance gateway open space with retained mature trees, meadow grass and swales (Babraham Road) and green space for amenity uses framed by 3 storey apartments forming the heart of the development (central square);
 - c. A positive approach to biodiversity which includes the assessment of the wider site for potential to create an ecological corridor between this site and the Land North of Worts' Causeway site;
 - d. Active travel will be supported by the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland and the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists. Car traffic will be further managed through the provision of a single point of crossover between the sites Land North of Worts' Causeway and Land South of Worts' Causeway and a single access on to Babraham Road; and
 - e. Archaeological mitigation will be required, with archaeological remains preserved in situ, particularly as the site abuts the Roman road Worts' Causeway and there is evidence of land undisturbed by modern ploughing present within the site.

Supporting information

- 3.2.72** This 7.7 hectare site is allocated for 230 homes which responds to the landscape and heritage impacts identified in the Heritage Impact Assessment and representations on the draft allocation, and other issues raised in the original allocation in the Cambridge Local Plan (2018). The proposed design-based mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment including the setting of designated assets.
- 3.2.73** Minimum landscape mitigation requirements have already been established and are set out in the Landscape Perimeter Plan that was submitted alongside the approved outline permission for this site (19/1168/OUT). The development needs to both integrate with the adjoining existing housing and provide an appropriate new edge to the Cambridge Green Belt. The rural character of the approach to the city along the A1307 will also need design considerations which could include a degree of screening and separation. The Cambridge Local Plan 2018 identifies that the existing permissive footpath on western edge of site should be retained. Proposals should also look at the opportunities to achieve more biodiversity gains along the corridor between Land North of Worts' Causeway and Land South of Worts' Causeway through the retention of a country lane appearance which should be part of any landscaping proposals.
- 3.2.74** Encouraging active transport will help to facilitate access to the countryside whilst managing car use should help to reduce the urbanising impact on this edge of Green Belt site.



Figure 72: Site Plan of S/EOC/SWO: Land south of Worts' Causeway

S/EOC/BS: Bell School, Babraham Road

- Site area of 0.38 hectares
 - Capacity for approximately 100 student bedrooms
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. New student bedrooms will contribute towards meeting the needs of The Bell Educational Trust Limited's adjacent educational site.
 - b. Development will be carefully integrated with the adjacent educational site.

Supporting information

3.2.75 The allocated site is the remaining undeveloped part of the previous site allocation (R42d) from the adopted 2018 Cambridge Local Plan. The new allocation will provide 100 student rooms that will help to meet the needs of the educational facility adjacent to the site. The Bell Educational Trust Limited has advised that they remain committed to the delivery of the 100 student bedrooms to enable provision of the full amount of accommodation needed for the site. A revised proposal should continue to assist with meeting the student accommodation needs of the adjacent educational site, even if the operator of that site (currently The Bell Educational Trust Limited) changes.

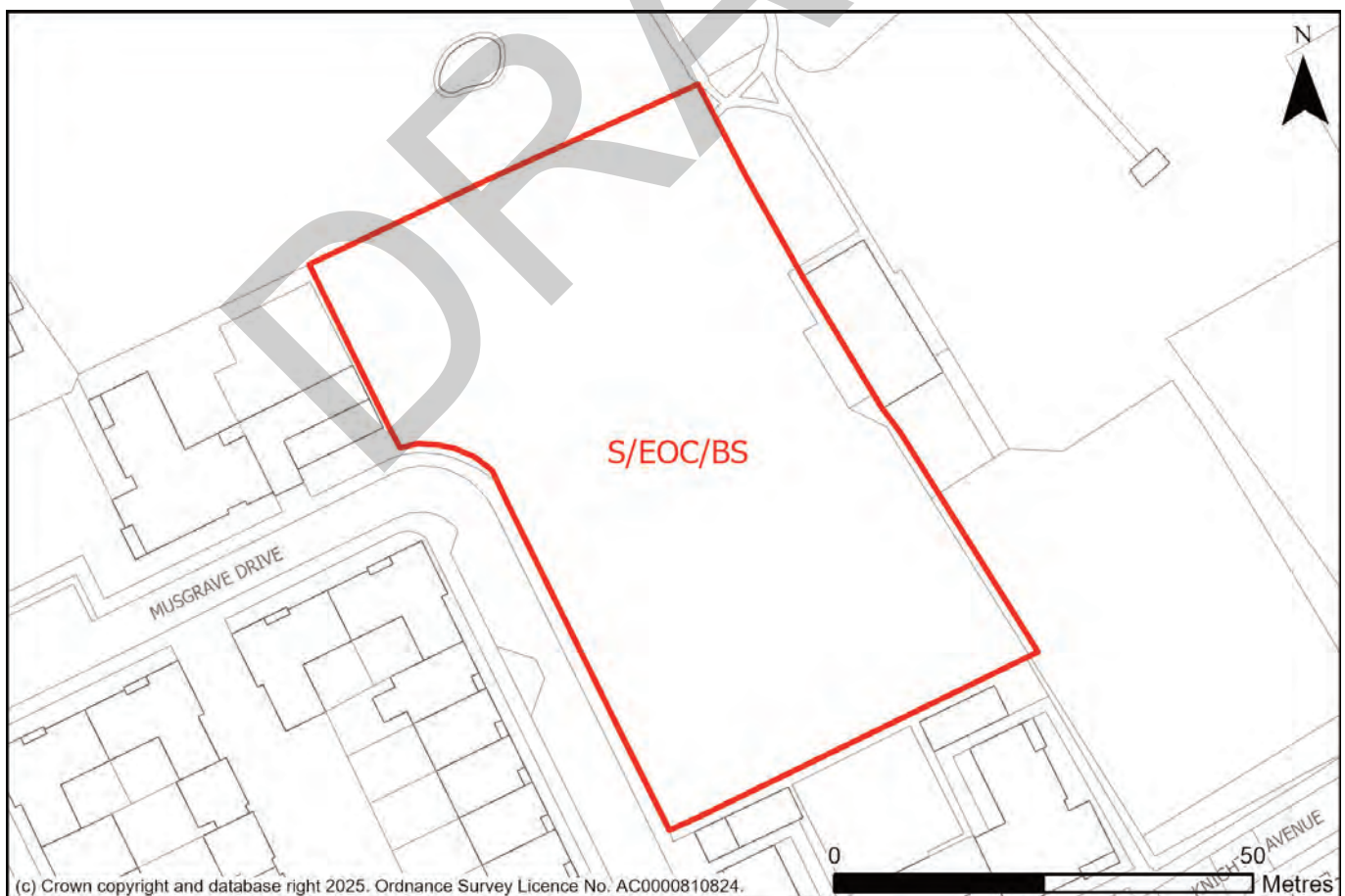


Figure 73: Site Plan of S/EOC/BS: Bell School, Babraham Road

Employment

S/EOC/FRE: Fulbourn Road East

- Site area of 6.92 hectares
 - 56,000 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), light industrial (Class E(g)(iii)) and storage or distribution (Class B8)– limited to data centres floorspace.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. A careful consideration of the design approach, including materials, massing, and siting of buildings, to ensure that the visual impact on the Cambridge Green Belt, the Fulbourn Hospital Conservation Area, and neighbouring residential uses is mitigated.
 - b. Development in the eastern portion of the site should be avoided.
 - c. Height of new buildings should be no taller than three commercial storeys.
 - d. The site should be appropriately excavated and levelled to achieve an appropriate profile and setting against the Cambridge Green Belt and agricultural landscape.
 - e. A landscape buffer should be provided on the southern and eastern edges to screen the site and mitigate the impact on the openness of the Green Belt.
 - f. Development should integrate, financially contribute towards and complement existing and planned major transport proposals in the area. A Transport Assessment, Travel Plan and Parking Strategy should also consider increasing sustainable travel modes.

Supporting information

3.2.76 This 6.92 hectare site will provide approximately 56,000m² of research and development employment space and provide a significant contribution to the local and national economy. Through carefully designing any future development, especially in relation to sensitive materials, massing, and siting of new buildings, the site will contribute positively to the character surrounding area, and avoid negative visual impacts upon Cambridge's Green Belt, Fulbourn Hospital Conservation Area and neighbouring properties.

3.2.77 Similarly, by constraining the height of new buildings to three storeys, the development will not have an overly domineering effect upon its surroundings and instead will complement the wider context. By integrating and contributing to major transport proposals in the area, the site will take advantage of its sustainable location and enable future users to commute to it using sustainable modes of transportation. The requirement for proposals to produce Travel Assessment, Travel Plan and Parking Strategy will support this aim.

- 3.2.78** The policy includes criteria to ensure the site responds to its setting and addresses wider landscape impacts.
- 3.2.79** Completing archaeological work as part of any development proposal will potentially help to preserve historical artefacts that could explain how people in the past used the land which the site is located on.

Supporting information

- 3.2.80** The Local Plan must allocate sites for new housing and employment development to meet the long-term housing needs of Greater Cambridge and support the forecast new jobs in the area. The edge of Cambridge is a highly sustainable location for additional homes and jobs due to its accessibility to existing jobs, services, and public transport.
- 3.2.81** The sites allocated have been identified taking into account of a range of factors, and informed by the Housing and Economic Land Availability Assessment and Heritage Impact Assessment. For the employment allocations, we were also informed by the evidence from the Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020) to understand the locational demand of different sectors.
- 3.2.82** The identified specific development requirements for each of the sites are necessary to ensure that the likely impacts of the development will be adequately mitigated. National planning policy and other policies in the Local Plan may require further development

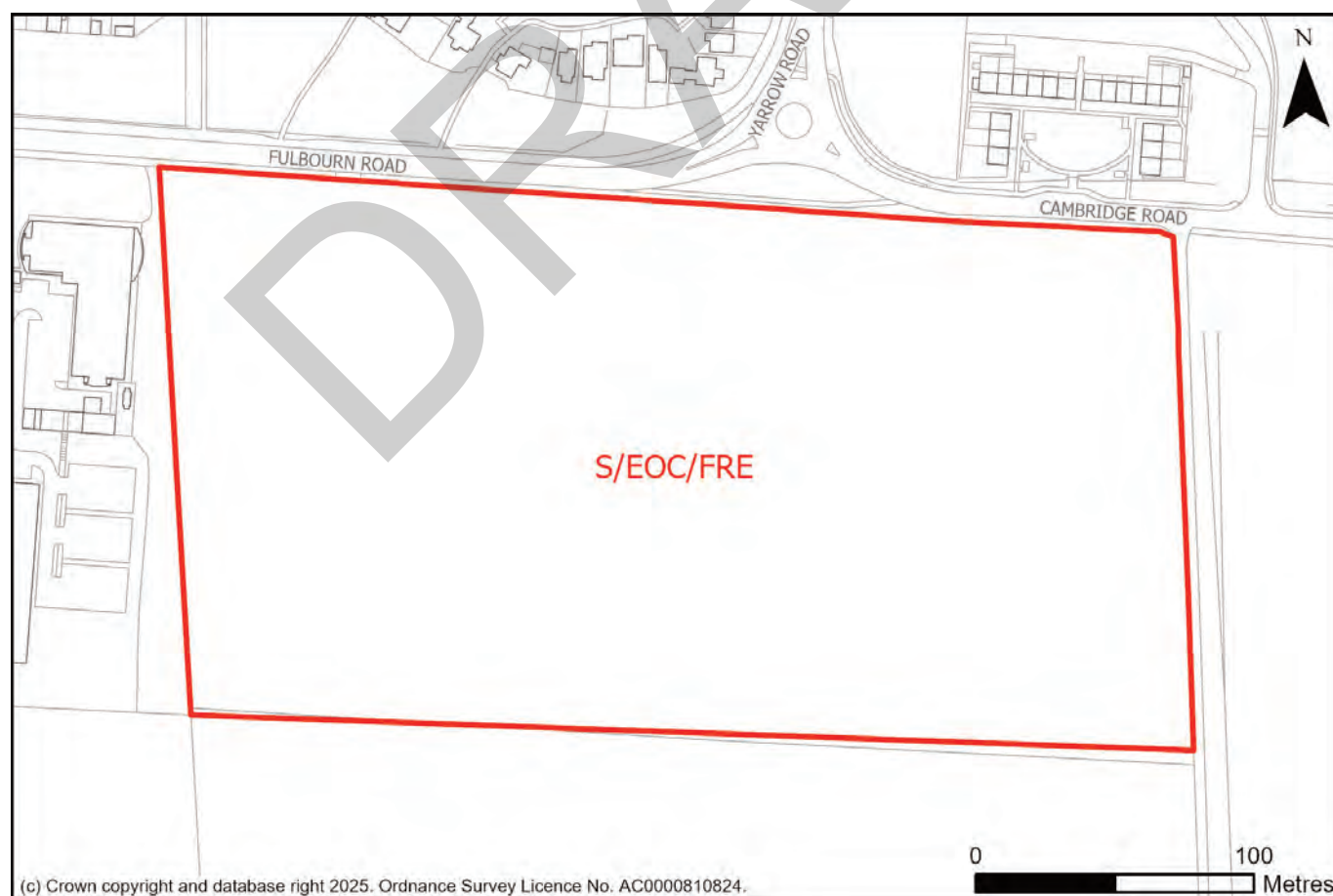


Figure 74: Site Plan of S/EOC/FRE: Fulbourn Road East

requirements and / or contributions that are necessary to make the development acceptable in planning terms.

- 3.2.83** Land north and south of Worts' Causeway need to respond to their landscape and historic environment setting, including provision of a landscape buffer to provide an appropriate edge to the city. In addition to being a Building of Local Interest, Netherall Farm is also an established bat roost. Development proposals should ideally retain the existing bat roosts but if this is not possible they must be re-located. The adjacent Netherall Hall Farm County Wildlife Site makes an important contribution to the biodiversity of the wider site and a long-term management plan will be required to maximise this contribution. However, the plan should also look at the opportunities to achieve more gains along the corridor between Land North of Worts' Causeway and Land South of Worts' Causeway through the retention of a country lane appearance which should be part of any landscaping proposals.
- 3.2.84** The Bell School site is the remaining undeveloped part of the previous site allocation in the Cambridge Local Plan 2018. The new allocation will provide 100 student rooms that will help to meet the needs of the educational facility adjacent to the site. The Bell Educational Trust Limited has advised that they remain committed to the delivery of the 100 student bedrooms to enable provision of the full amount of accommodation needed for the site.
- 3.2.85** The Fulbourn Road East site includes criteria to ensure that development responds to its setting and the character surrounding area, in particular Cambridge's Green Belt, Fulbourn Hospital Conservation Area and neighbouring properties.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Strategy Topic Paper
- Greater Cambridge Local Plan: Sites Topic Paper
- Housing and Economic Land Availability Assessment (2025)
- Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020)
- Heritage Impact Assessment (2025)

3.3

New settlements

DRAFT

