

Errata to Appendix A

Greater Cambridge Local Plan

- version for Scrutiny Committees

10th July 2026

Introduction

1. This document clarifies corrections made to the version of the Proposed Submission Greater Cambridge Local Plan published for Scrutiny Committees taking place on 14/15 July: [Appendix A: Proposed Submission Greater Cambridge Local Plan \(Regulation 19\) \(Committee Version\)](#). It also explains corrections to other appendices and evidence base documents.
2. following policies have been amended:
 - a. For the following policies, earlier working versions of policies were included in error: Policy S/AMC/NEC: North East Cambridge, Policy S/CE: Cambridge East, Policy S/WC: West Cambridge, S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital) and Policy S/GF: Land adjacent to A11 and A1307 Grange Farm.
 - b. For the following policies, further amendments correcting factual inaccuracies:
 - i. Policy S/DS: Development Strategy
 - ii. Policy S/RPIA/MR: Mill Road
 - iii. S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Green Belt amendment map
 - iv. Policy S/WC: West Cambridge
 - v. Policy S/AMC/HIS: Histon and Impington Station Area
 - c. The versions of the policies included in this errata document supersede those included in the Scrutiny Committees version. A

revised corrected version of the whole plan incorporating these changes is being published on 10 July 2026 to support the joint Cabinets meeting being held on 21 July 2026.

3. This document summarises the changes made to the version of the Local Plan published for scrutiny and provides all substantive changes in a tracked changes format to help members identify the alterations made.
4. The substantive differences between the corrected policies and those included in the version of the Plan published for Scrutiny committees comprise:
 - Policy S/AMC/NEC: North East Cambridge (page 7)
 - Minor cosmetic changes to policy wording.
 - Additional policy criteria around operation and maintenance of sewer pumping stations.
 - Inclusion of new paragraph in the supporting text referring to the IDP.
 - Policy S/CE: Cambridge East (page 27)
 - New introductory points added at the start of the policy including referring to the requirement for a Place Book.
 - Movement section edited to reflect consistent structure used across strategic sites
 - Insertion of new section relating to Cambridge East station
 - Wording to set out water infrastructure delivery.
 - Supporting text paragraphs inserted to:
 - Reflect Place Book requirements in the policy
 - reflect infrastructure delivery plan
 - Wording to set out water infrastructure delivery.
 - Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital) (page 64)
 - Correction to quantum of development proposed and how this is split between different land uses
 - Correction to the Green Belt boundary in this location to reflect the proposed allocation
 - Policy S/GF: Land adjacent to A11 and A1307 Grange Farm (page 93)
 - Movement section replaced to reflect consistent structure and approach.
 - Wording amended to set out water infrastructure delivery.

- Policy S/CBN Cambourne North (page 114)
 - Wording amended to set out water infrastructure delivery.
 - Minor amendments to employment provision wording.
5. Other corrections of a minor / inconsequential nature comprise:
- Policy S/EOC/IDH Ida Darwin Hospital (page 88)
 - Insertion of whole policy and incorrectly missed out.
 - Policy S/AMC/FH Fulbourn Hospital (Page 91)
 - Insertion of whole policy and incorrectly missed out.
 - Policy S/DS: Development Strategy (page 5)
 - Insertion of three additional rows at the end of Table 2 to include S/RRA/H Land at Highfields (phase 2), Caldecote, S/RRA/CR Land to the west of Cambridge Road, Melbourn, and the total supply.
 - S/C/DR: 2-28 Davy Road and Garage Blocks (page 22)
 - Insertion of all supporting text (was missing)
 - Policy S/RPIA/MR: Mill Road (page 25)
 - Amendments to reference to character of Hope Street.
 - Policy S/WC: West Cambridge (page 52)
 - Removal of specific residential quantum
 - Policy S/AMC/HIS Mixed Use Development in Histon & Impington Station (page 142) Area, Area of Major Change
 - Removal of reference to Neighbourhood Plan.
6. N.B. Supporting text paragraph numbers in this document match in general terms those in the full Plan document, but noting that the corrected versions include additional paragraphs, may not match exactly.

Corrected policies in tracked changes format (for reference)

NOTE: For Policy S/DS: Development Strategy only Table 2 has been included as this is the only element of the policy and supporting information that has been corrected.

Policy S/DS: Development Strategy

Location	Policy reference / Site name	Homes 2024-2045	Homes Post 2045
Cambridge urban area	S/C/SMS Garages at St. Matthews Street and Norfolk Street, Cambridge	12	0
Cambridge urban area	S/C/NCA North Cambridge Academy, 108 Arbury Road, Cambridge	150	0
Cambridge urban area	S/C/ER 1-99 Ekin Road and 1-8 Ekin Walk, Cambridge	26	0
Cambridge urban area	S/C/DR 2-28 Davy Road and garage blocks, Cambridge	26	0
Cambridge urban area	S/C/HPC 1-78 Hanover Court, 1-49 Princess Court and garage at Newtown garages, Cambridge	38	0
Cambridge urban area	S/C/GER Former Garage Block, East Road, Cambridge	40	0
Cambridge urban area	S/C/SH 1-33 Stanton House, Christchurch Street, Cambridge	29	0
Edge of Cambridge	S/CE Cambridge East (safeguarded land)	3,950	4,050
Edge of Cambridge	S/CE Cambridge East (additional new homes at Springstead Village – no expansion of site boundary)	350	0

Table 2: New sites to meet the identified housing need (continues overleaf >)

Location	Policy reference / Site name	Homes 2024-2045	Homes Post 2045
Edge of Cambridge	S/ED Eddington (additional new homes on existing allocated site – no expansion of site boundary)	2,500	0
Edge of Cambridge	S/CBC Cambridge Biomedical Campus	1,000	0
New settlements	S/CBN Cambourne North	2,550	10,450
New settlements	S/CB Cambourne (Town Centre)	120	0
New settlements	S/GF Land adjacent to A11 and A1307 at Grange Farm	2,550	1,950
Rural Southern Cluster	S/RSC/BRC Babraham Research Campus	43	0
Rural Southern Cluster	S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford	60	0
Rest of the rural area	S/RRA/ML The Moor, Moor Lane, Melbourn	20	0
Rest of the rural area	S/RRA/H Land at Highfields (phase 2), Caldecote	65	0
Rest of the rural area	S/RRA/CR Land to the west of Cambridge Road, Melbourn	125	0
All locations	Total supply	13,654	16,450

Table 2: New sites to meet the identified housing need (continued)

Policy S/AMC/NEC: North East Cambridge

Objectives and place identity

1. North East Cambridge (NEC) is designated an Area of Major Change. Proposals within NEC should support the development of a thriving, well-connected, mixed use innovation district by:
 - a. Contributing positively to Greater Cambridge's internationally significant role in research, innovation and knowledge-based industries;
 - b. Supporting integration of different uses across the area, including complementary uses such as residential, mid-tech and industrial uses;
 - c. Enabling the delivery of high quality, inclusive and distinctive urban places that integrate successfully with the wider City; and
 - d. Delivering and/or contributing to measures that enhance and prioritise active travel and public transport connections throughout the area and into neighbouring areas, building on the excellent strategic connectivity provided by Cambridge North Railway Station and the Cambridge Guided Busway.

Uses

- 7.2. Developments should contribute to the creation of mixed-use places throughout the NEC area, structured around vibrant activity nodes that integrate working, learning and leisure functions and, where conditions allow, residential uses.
- 2.3. Development proposals for new or intensified Commercial and Research & Development (E(g)i and E(g)ii) at existing campuses, including Cambridge Science Park, St John's Innovation Park and Cambridge Business Park, will be supported where they:
 - a. Facilitate innovation, knowledge exchange and opportunities for collaboration between different businesses across the area;
 - b. Make efficient use of land through intensification, including rationalising surface car parking to increase building coverage and increased heights and housing and employment densities where appropriate;
 - c. Incorporate flexible design features to enable floorspace to be reconfigured over time as business needs evolve;

- d. Support inclusive growth, enabling access for a range of business sizes, including start-ups and small and medium-sized enterprises (SMEs) through provision of flexible spaces, smaller unit sizes, and shared business support or collaboration space;
- e. Provide an appropriate quantum of affordable or managed workspace;
- f. Provide facilities, services and amenities to meet workforce needs, support innovation activity and knowledge exchange, and extend activity through the day; and

a-g. Contribute towards initiatives that reinforce the district's role as a focus for innovation-led economic activity, including smart city projects, supporting skills development and local employment opportunities.

3.4. Reflecting the important contribution of existing Light Industrial, Mid-Tech, Storage and Distribution (E(g)(iii), B2, B8) uses to the economies of the innovation district and Cambridge more broadly, development proposals for the Cowley Road Industrial Estate that would result in the loss of existing floorspace will be resisted, unless the proposal demonstrably results in a net gain in industrial capacity or functionality. Development proposals for the intensification of such uses at the Cowley Road Industrial Estate (and similarly environmentally constrained sites adjoining it) will be supported where they make efficient use of land and increase the supply of industrial floorspace. Proposals should:

- a. Retain and strengthen E(g)(iii) / B2 / B8 uses, with particular support for mid-tech provision that complements and supports research, prototyping, engineering, servicing, logistics and operational activities within the Innovation District;
- b. Where redevelopment is proposed, deliver a net increase in industrial floorspace through more efficient and innovative building typologies and layout, and the consolidation or co-location of compatible employment activities;
- c. Support the delivery of flexible workspace capable of accommodating a range of employment needs, including scale-up, maker, laboratory support and hybrid industrial uses;
- d. Be designed to ensure they are capable of adapting to changing industrial needs and not prejudice long term redevelopment of sites in the Cowley Road Industrial Estate's immediate context;
- e. Respond appropriately and sensitively to their surroundings, incorporating sympathetic design features that support the creation of a high-quality urban place;

- f. Ensure the safe and efficient operation of industrial uses, including appropriate servicing, access, yard space and mitigation of any impacts on adjacent uses, such as traffic, noise and emissions; and

4.g. Make financial contributions towards feasibility work to identify and deliver a safe, segregated access route for HGVs and commercial traffic which avoids Cowley Road.

4.5. Proposals for residential development in NEC will be supported where they complement and support employment and other uses in the wider innovation district. Proposals should:

- a. include a range of types and tenures of high-quality accommodation, including Build to Rent and tenures alongside general market and affordable homes; and

2.b. Integrate successfully with employment areas, neighbourhood facilities and public spaces to support inclusive, healthy and walkable places.

5.6. Reflecting the aspiration to bring forward comprehensive regeneration of the site, proposals for new and/or additional employment floorspace within the Nuffield Road Industrial Estate will not be supported. Proposals for residential development within the Nuffield Road Industrial Estate will supported provided they:

- a. Accord with an approved or agreed site-wide masterplan framework for the entire Nuffield Road Industrial Estate;
- b. Would not prejudice the delivery of the wider site, including adjacent land parcels;
- c. Secure the replacement of industrial floorspace of equal or greater employment value off-site, preferably as part of the redevelopment and intensification of industrial floorspace within the Cowley Road Industrial Estate or new provision adjacent to the Aggregates Railhead; and
- d. Where temporary arrangements are needed, for example in terms of access, open space or servicing, they should be designed to facilitate seamless transition to a comprehensive scheme.

6.7. Development affecting Cambridge Regional College must support its role as an important education, skills and innovation hub, including improved sustainable access and integration with surrounding streets and public spaces.

The development of North East Cambridge must do the following:

Context

- ~~7.8.~~ Reflecting North East Cambridge's long history of industrial uses, including manufacturing and waste and waste water treatment, development proposals must demonstrate they are able to overcome existing environmental constraints, accord with protective designations (including in the wider Development Plan) and not conflict with ongoing sensitive uses that are protected or supported elsewhere in this policy.
- ~~8.9.~~ Where a proposal affects land where historic contamination is known or suspected, a Remediation Strategy must be submitted for approval by the Local Planning Authority as part of the application, setting out measures necessary to make the site suitable for its intended use.
- ~~9.10.~~ Any development proposal within a designated Minerals and Waste Consultation Area for a safeguarded use (as designated in the Cambridge and Peterborough Minerals and Waste Plan 2021 or successor), and/or the Odour Zone associated with the Cambridge Waste Water Treatment Works, must apply the Agent of Change principle and will need to robustly assess the impacts and risks, and demonstrate that the proposal will:
- ~~3.1.~~ Not prejudice the operation of the safeguarded use;
 - ~~4.2.~~ Not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of the proposed development due to the ongoing operation of the facility;
 - ~~5.3.~~ Ensure that any mitigation measures proposed either as part of the new development or in relation to the existing operation or its site are deliverable, secured, and maintained for the lifetime of the development; ~~and~~
 - ~~6.4.~~ Ensure that all costs can be met by the ~~developer~~applicant.
- ~~10.11.~~ Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the development proposasite.

Built form

- ~~11.12.~~ Development proposals should:
- a. Deliver compact, mid- to higher-density development appropriate to the highly accessible location, making efficient use of land and promoting walkability, public transport use and vibrant urban activity;

- b. Locate increased building heights in well-justified positions, including activity centres, transport nodes and key movement corridors, where they reinforce legibility, assist wayfinding and contribute positively to the wider townscape;
- c. Incorporate innovative, adaptable and durable building typologies that contribute positively to the vision for North East Cambridge and are capable of accommodating evolving research and employment uses over time;
- d. Incorporate horizontal mixed uses that active frontages, particularly at ground and lower levels, including community, cultural, retail and social uses along key streets and public spaces to support activity throughout the day and evening;
- e. Avoid inward-facing or campus-style layouts and promote openness, collaboration and inclusivity, maximising opportunities for public access; **and**

42.f. Where residential development is proposed, ensure the design of buildings and public realm supports residential amenity, environmental quality and the long-term: objectives for the area.

13. Large-footprint buildings incorporating laboratory-enabled offices and other research and development and mid-tech employment uses will be supported provided they:
- a. are successfully integrated into the urban fabric through articulated massing, subdivision of building volumes and human-scaled street interfaces; and
 - b. Provide active and visually engaging ground-floor frontages that contribute to creating well defined streets and urban spaces.

Public space

14. Developments should deliver and/or contribute to an interconnected network of streets, parks, squares, green corridors and water features that successfully link to the wider green infrastructure network, supporting biodiversity, climate resilience, recreation and health and wellness.
15. Applicants should demonstrate how their proposal contributes to a successful network of well-designed streets and public spaces and enhances connections across the area, including through the

delivery of permeable urban blocks and publicly accessible spaces.

Nature

16. All development proposals should support, through direct delivery and/or contributions, a coordinated, multifunctional and connected Green Infrastructure network that protects, enhances and links existing ecological assets, landscape features and blue-green corridors within and adjoining the site. Proposals should:
- a. Protect and enhance Bramblefields Local Nature Reserve, ensuring no adverse impacts on its nature conservation value, ecological integrity, habitat quality, hydrology, tranquillity or recreational function, and providing appropriate buffers, sensitive layout design and long-term management arrangements;
 - b. Deliver habitat and water quality improvements to the First Public Drain, recognising its role as a key ecological and hydrological corridor, including naturalisation, biodiversity enhancement, sustainable drainage integration and strengthened ecological connectivity;
 - c. Protect, retain, and enhance the Milton Road Hedgerow City Wildlife Site, maintaining it as a continuous linear habitat corridor and securing improvements to structural diversity, ecological function and long-term resilience;
and
 - d. Provide joined up and continuous Green Infrastructure provision between adjacent sites, phases of development and land ownerships, ensuring coordinated masterplanning, avoiding fragmentation of habitats and securing a coherent landscape and ecological network.

Movement

17. All development proposals must be designed to prioritise travel by active modes and public transport from the outset. Proposals must be supported by a Transport Assessment at application stage which assesses cumulative impacts on the highways network, reflecting committed and planned developments within NEC. This must demonstrate how the proposal will:
- a. Comply with the agreed NEC trip budget and ensure a monitor and manage approach is taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery. The agreed trip budget is:

- i. for the Milton Road access, 3,900 vehicles in the morning peak and 3,000 vehicles in the evening peak; and
 - ii. for the Kings Hedges road access, 780 vehicles in the morning peak and 754 vehicles in the evening peak.
- b. Comply with the agreed mode share targets set out in the NEC Transport Position Statement (or successor document);
- c. Prioritise walking, cycling and public transport accessibility in low-traffic streets and neighbourhoods;
- d. Minimise car parking provision and demand;
- e. Prioritise measures that promote modal choice and seamless interchange between modes, including new or improved mobility hubs at appropriate locations throughout the area;
- f. Support the creation of a direct, legible network for walking and cycling, with strong connections between adjacent sites, phases of development and land ownerships;
- g. Deliver and/or contribute towards NEC-wide transport infrastructure, as identified in the Infrastructure Delivery Plan and NEC Transport Position Statement (or successor document);
- h. Contribute towards strategic transport infrastructure that will serve the NEC area as identified in the Infrastructure Delivery Plan and NEC Transport Position Statement (successor document); and
- ~~18.i.~~ 18.i. Include monitoring and review mechanisms to be secured through planning conditions and/or planning obligations.

~~19.18.~~ 19.18. Proposals should set out coordinated measures to prevent parking displacement, including control of on-street parking where necessary, and establish a robust approach to monitoring.

~~establish a robust approach to monitoring.~~

~~20.19.~~ 20.19. Development should support the removal of existing barriers to movement by securing and/or contributing to new and improved connections including:

- a. Crossings of Milton Road through upgraded provision, with grade-separated options where feasible and appropriate;
- b. Safe crossings of the Cambridgeshire Guided Busway;

- c. Connections to King's Hedges, East Chesterton, Fen Road and Milton; and

21.d. Improved access to Cambridge North Station and surrounding employment areas.

22.20. Proposals should secure and/or contribute to measures that maximise sustainable last mile deliveries across North East Cambridge, including:

- a. Sites logistics hubs, sited to serve local delivery networks effectively and facilitate efficient goods transfer to cycle logistics and electric vehicles, including cargo bikes; and

23.b. Innovative measures such as dynamic kerbside management, digital logistics, and future technologies (e.g. drones, autonomous vehicles).

24.21. Where development would result in increased HGV / commercial-vehicle movements, proposals will additionally be required to demonstrate how these would be managed to align with the requirement to prioritise active travel throughout the area, avoiding adverse impacts on safety and permeability and setting out appropriate mitigations where necessary.

Social infrastructure, amenities and other infrastructure provision

25.22. As appropriate to their scale, nature and location, development proposals must support the creation of a complete and inclusive innovation district by:

- a. Contributing, where required, towards the timely delivery, expansion or improvement of social infrastructure and community facilities identified in the Infrastructure Delivery Plan, including education, health, community, sports, leisure and cultural provision;
- b. Contributing to the enhancement and/or expansion of existing neighbourhood facilities, ensuring any development is accompanied by appropriate local services and everyday amenities that support the day-to-day needs of residents, workers and visitors, including shops, food and beverage provision and on-site childcare facilities; and
- c. Promoting inclusive access to green spaces, sports facilities, leisure opportunities and community activity spaces, where compatible with any relevant restrictive designations.

Lifespan

~~26-23.~~ Development proposals within NEC will be supported where they demonstrate compliance with the coordinated delivery and phasing requirements below and do not prejudice comprehensive development within the wider area.

~~27-24.~~ To ensure coordinated delivery, proposals should align and integrate with existing uses and consented and planned development in NEC, by:

- a. Safeguarding land, infrastructure, movement routes and connections required for future phases;
- b. Coordinating construction logistics and any necessary infrastructure delivery across sites to minimise disruption and support timely delivery;
- c. Not prejudicing comprehensive redevelopment of or existing/future operations of adjoining sites; and
- d. Not impeding the continued use of existing strategic site assets, including the Cambridge Waste Water Treatment Works, Cambridge North East Aggregates Railheads and Waste Transfer Station.

~~28-25.~~ With the exception of proposals for sites consistent with operations that are subject to ongoing safeguarding in the Development Plan, proposals must be compatible with innovation district activities and:

- a. Should be designed and phased to operate within an active innovation and employment environment; and

~~29-b.~~ Must not unreasonably constrain existing or future research, industrial, operational or servicing activities within NEC.

~~30-26.~~ All major development must be supported by appropriately detailed phasing and infrastructure strategies ensuring:

- a. The timely delivery of necessary infrastructure alongside occupation and that occupation does not outpace infrastructure provision; and
- b. The provision of interim measures, where necessary, to enable safe and effective operation between phases.

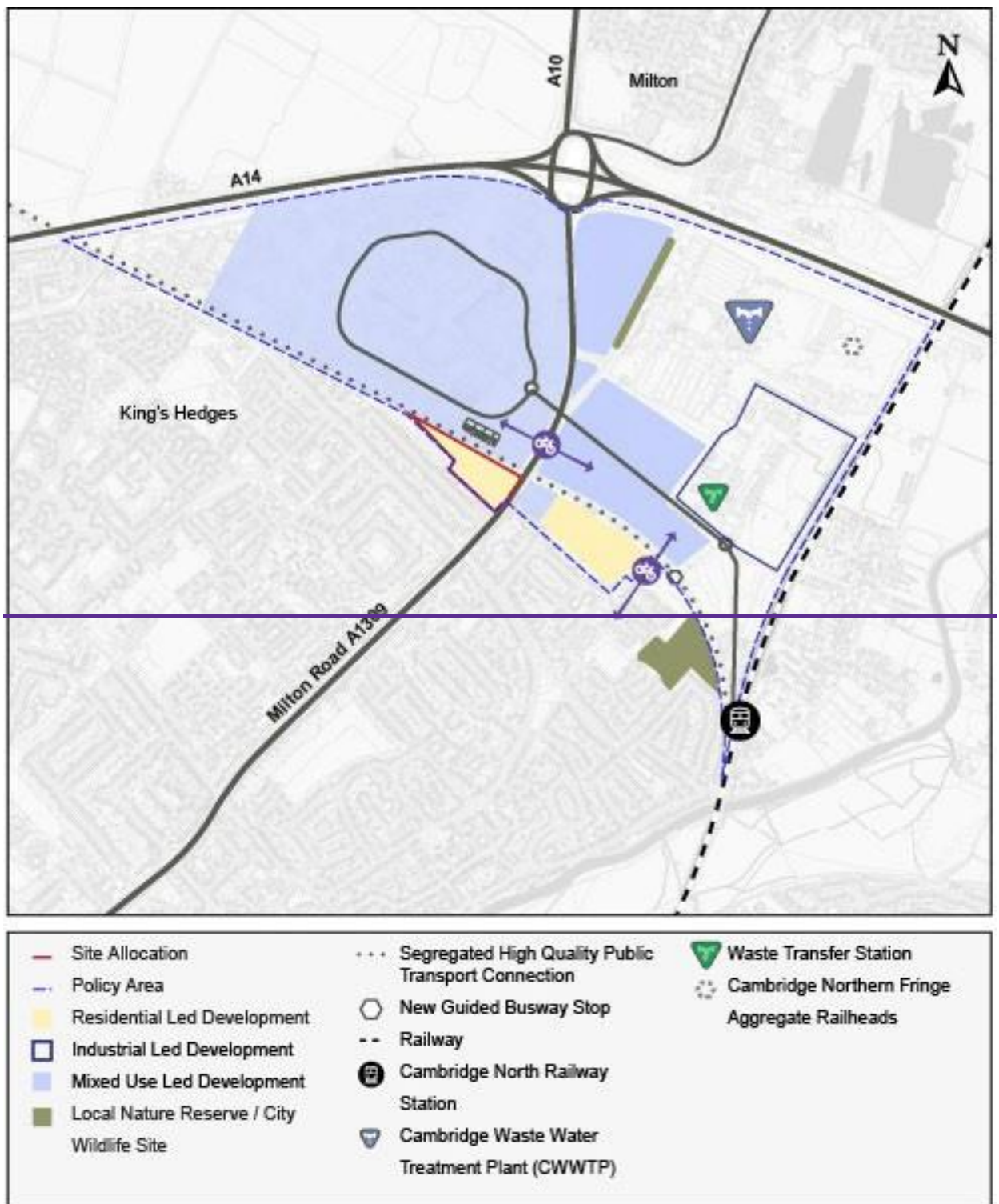
~~31-27.~~ Early phases of major, multi-phase developments must be delivered as coherent and functional places providing:

- a. Safe and attractive walking, cycling and public transport access;
- b. High-quality public realm and active movement networks; and

- c. Access to services and amenities, which may require an appropriate interim provision.

8.28. Where comprehensive redevelopment is proposed, development must be supported by site- or phase-based masterplans to achieve effective site co-ordination and realise the wider potential of the area, with supporting parameter plans and design codes demonstrating how these policy principles will be applied consistently across development phases and coordinated between land parcels to secure coherent place-making over time.

32.29. Proposals should set out how they will secure long-term stewardship, management and maintenance of public realm, green infrastructure, community facilities and other shared assets, incorporating mechanisms for community participation where appropriate and considering any implications across adjoining land parcels.



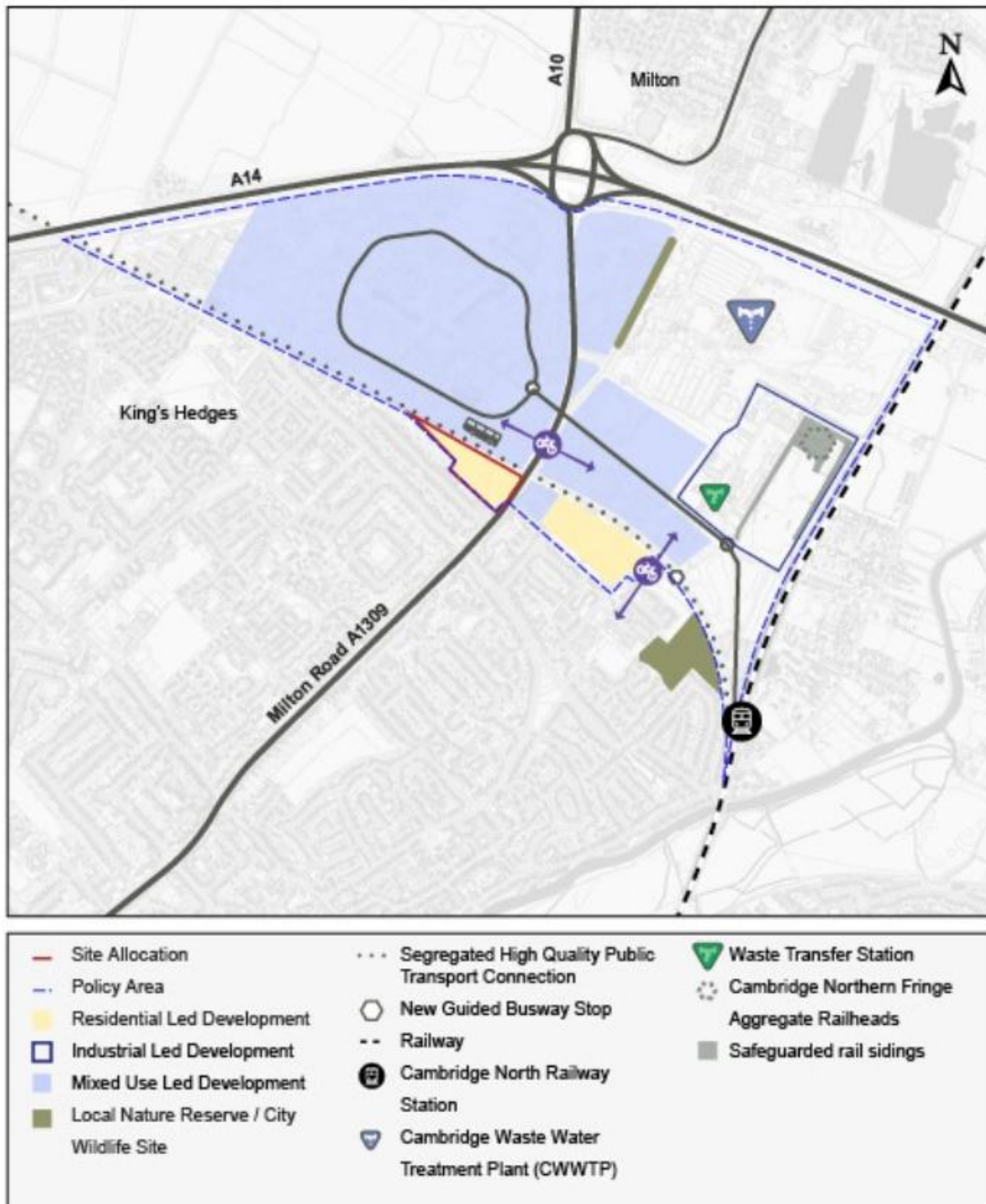


Figure 37: Indicative Spatial Framework for S/NEC: North East Cambridge

Supporting information

1. The North East Cambridge (NEC) Area of Major Change covers approximately 182 hectares of mixed use land, incorporating a nationally significant cluster of research, technology and knowledge-intensive employment uses alongside industrial, production, storage, distribution and mid-tech uses, and key transport and utilities infrastructure. Excellent strategic connectivity is provided by Cambridge North Station and the Cambridgeshire Guided Busway, supporting strong regional and national connectivity and underpinning a future development approach that prioritises active travel and public transport over reliance on the private car.
2. The policy area establishes a flexible and coordinated framework to guide comprehensive, long-term redevelopment and management of change, reflecting the shared ambition across both public and private sectors to transform the area into a thriving, well-connected, mixed use Innovation District, building on the established successes of the existing science parks, maximising emerging opportunities at key accessible nodes, including Cambridge North Station, and retaining and intensifying mid-tech and light industrial uses around the Cowley Road Industrial Estate, making the best and most productive use of this area.
3. Despite uncertainty around the future operations of the Cambridge Waste Water Treatment Plant, the area remains a priority for coordinated regeneration, investment and intensification of innovation-led, employment uses over the plan period. The area also has the potential to accommodate residential development alongside, where conditions allow, to support the creation of a vibrant, inter-connected innovation district that seamlessly integrates with the wider City.
4. The policy seeks to maximise these opportunities in the context of various restrictive designations and environmental constraints relating to historic industrial uses and ongoing safeguarded uses in the area, which will have a significant bearing on the types of development and uses that are suitable in different parts of the area. Applicants should, in particular, read this policy in conjunction with the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (or successor document) which includes various safeguarding policies and associated

consultation areas pertaining to existing infrastructure within NEC, including the Cambridge Waste Water Treatment Works, Cambridge North East Aggregate Railheads and Waste Transfer Station. Additionally, applicants should consult the Technical Note on interpretation of Odour Impact Assessment for Cambridge Water Recycling Centre, updated in 2020, to understand the acceptability of their proposal and assess any potential impacts and risks to human health due to the ongoing operation of the facility.

5. Existing industrial, production, storage, distribution and mid-tech activities make an important contribution to the functioning of the innovation district and the wider Cambridge economy. Within areas of NEC that are subject to environmental constraints and restrictive designations, there is still significant scope to make better use of available sites, in particular within and around Cowley Road Industrial Estate. Mid-tech uses within Use Classes B2 (general industrial) and B8 (storage and distribution) can play a targeted enabling role in the Innovation District 'eco-system' by supporting the practical functions that underpin innovation activity. Research, development and knowledge-based uses benefit from proximate space for prototyping, fabrication, servicing and logistics, helping to bridge the gap between concept and commercialisation. Well-integrated B2/B8 floorspace can also strengthen local supply chains, improving efficiency and reducing delays in day-to-day operations across the wider cluster. In this way, appropriately managed mid-tech uses contribute to a more complete and functional innovation environment without diluting the Innovation District's core knowledge-led focus.
6. In other parts of NEC, the policy supports higher-density mixed-use development, delivered through well-designed buildings, streets and public spaces. There is scope to further develop the area's strengths through the intensification of existing commercial sites, where complemented by improvements to public transport and interchange facilities, better pedestrian and cycling integration with the surrounding area, addressing severance along key transport corridors, and greater use of active modes of travel. Proposals will be expected to facilitate innovation, knowledge exchange and opportunities for collaboration, contributing to a diverse and resilient employment

offer and supporting the continued growth of the NEC innovation cluster.

7. Sites unencumbered by the constraints of existing safeguarded minerals and waste operations have capacity to deliver around 650 homes within the plan period, including through mixed-use development of the Chesterton Partnership site and Cambridge Business Park (subject to ongoing planning applications), and residential-led development of the Milton Road Garages site (which is separately allocated for mixed use development in Policy S/C/MRG: Milton Road Garages). The policy also maintains support for the comprehensive redevelopment of the Nuffield Road Industrial Estate, which could support significant improvements in amenity, safety and the environment for neighbouring residents, subject to successfully relocating the existing occupiers to suitable replacement floorspace elsewhere in Greater Cambridge, preferably within NEC. The provision of residential and associated uses could be significantly increased across NEC if the Cambridge Waste Water Treatment Plant is relocated or a means of addressing the odour constraint can be implemented following adoption of this Local Plan.

~~3.1.1 — An infrastructure-led growth approach will be needed to ensure development phasing aligns with the provision of sustainable transport infrastructure and other social and community infrastructure. The ability of the local highways network to accommodate growth remains an acute challenge for NEC, particularly in the context of the vision articulated in this policy. Individual proposals within NEC will need to demonstrate, through robust, vision-led Transport Assessment or Transport Statements, that any increase in traffic movements arising from development can be accommodated within the agreed trip budget and will not have adverse impacts on the road network, including the Strategic Road Network, taking into consideration cumulative impacts arising from existing or planned development. Proposals will be expected to prioritise travel by active modes and public transport from the outset, which will be essential to achieving the mode share targets set out in the NEC Transport Position Statement (or successor document).~~

~~3.1.2 — The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the area will require the delivery~~

of or financial contributions towards: a range of on-site, local and strategic transport infrastructure, Upgrade to increase capacity at Uttons Drove

8. WRC, 2; provision of a new transformer and primary schools with integrated nurseries; 1 8FE secondary school, a on-site healthcare facility, approximately 983 sqm substation to meet future demand; around 11.2 ha of accessible green space to meet the demands from future residential and employment growth; and contributions to provision of community space, 342 sqm library space to be delivered as a hub library; provision of 206 sqm of swimming pools, provision and a range of sports hall (4 badminton court sizes), and a range of outdoor sports pitches to support the delivery of the site during the plan period and beyond facilities. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.
9. A key priority of the policy to remove existing barriers to seamless active travel movement and ensure development supports significant improvements in permeability and connectivity, between different sites within the area and into surrounding areas. Proposals will therefore be expected to support and directly facilitate the creation of a direct, legible walking and cycling network across the area, and contribute to or directly secure, as appropriate, interventions which address existing barriers to movement.

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

- Site area of 1.2 hectares.
- Capacity for approximately 26 net additional homes (68 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; and
 - 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.

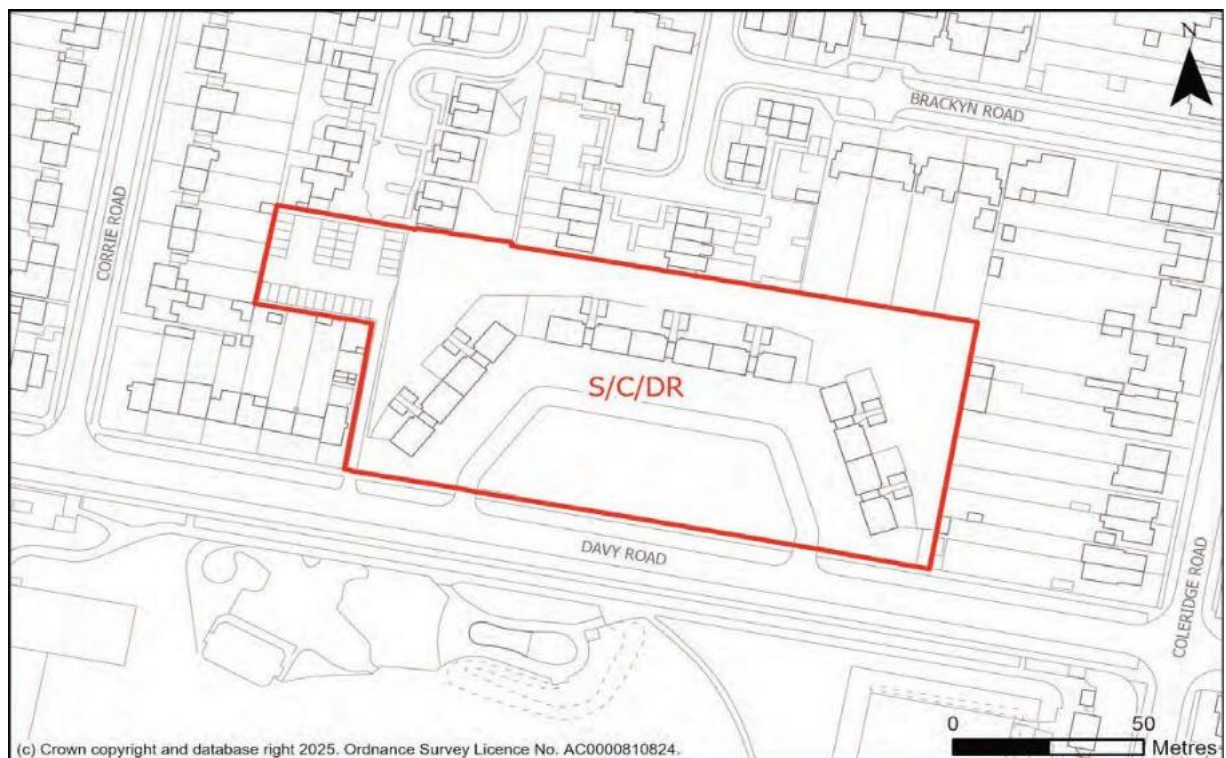


Figure 21: Site Plan of S/C/DR: 2-28 Davy Road and Garage Blocks

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 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.

Policy S/RPIA/MR: Mill Road

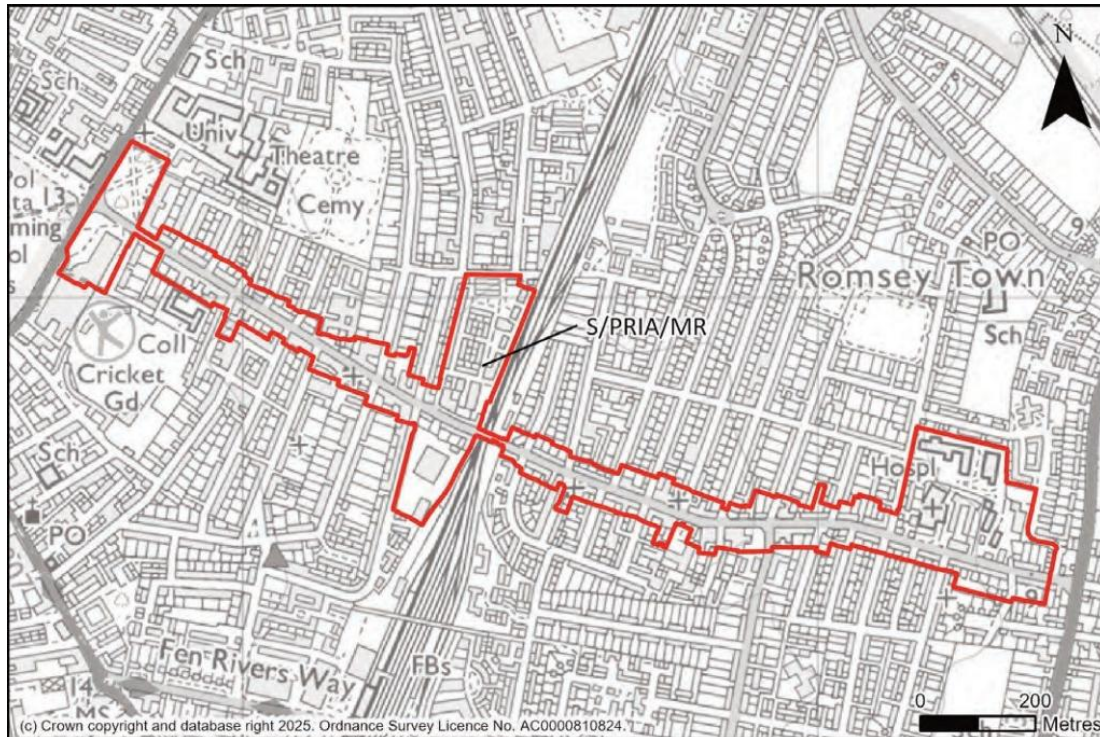
S/PRIA/MR: Mill Road

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. Utilise greening in the public realm to create habitat and contribute to sustainable urban drainage;
 - e. create clear gateways/entry points into existing and new residential neighbourhoods;
 - f. create a more comfortable and simplified pedestrian environment by providing improved pavements and more direct crossings that respond to key desire lines; and
 - g. Preserve and enhance the Mill Road Conservation Area and use an appropriate and durable palette of materials that is appropriate in a Conservation Area setting.

Supporting information

- 1.a.141 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.
- 1.a.142 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. Hope Street is a rich and vibrant place which contributes to the uniqueness of the area. ~~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.
- 1.a.143 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.
- 1.a.144 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 49: Site Plan of S/PRIA/MR: Mill Road



Policy S/CE: Cambridge East

1. A new city district of approximately 8,000 homes delivered from 2032, subject to the necessary water infrastructure being available, significant employment floorspace in use classes E(g) and approximately 20,000 square metres gross internal area (GIA) of B2/B8 employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.
2. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 37 and will need to identify the broad distribution of land uses,

infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the Council).

3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new community and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

Objectives and place identity

- 1.4. Cambridge East will be a vibrant, inclusive new city district that reflects the spirit of Cambridge while helping to shape 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.
- 2.5. 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.
- 3.6. Guided by design excellence, environmental responsibility, and long-term stewardship, Cambridge East will set new standards for sustainable, high-quality placemaking.

Cambridge Airport

Uses

- 4.7. Cambridge East is allocated for mixed-use development as shown on the Policies Map and indicative Spatial Framework comprising:

- a. Approximately 8,000 homes ~~(to deliver 3,950 dwellings to 2045 subject to the necessary water infrastructure being available) (anticipated to deliver approximately 3,950 homes dwellings within the plan period) from 2032 subject to the necessary water infrastructure being available)~~ 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) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT₁ and
 - ii. 10% of the approximately 8,000 homes as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities.
- b. Significant employment floorspace in use classes E(g), including offices and research and development as a key part of a new mixed use district centre and at other key locations where they are supported by good accessibility, recognising the site's potential to provide a new key location for businesses within Greater Cambridge's knowledge economy, as well as a minimum of 20,000 square metres (gross internal area) B2/B8 employment floorspace with good access to the road network to provide for mid-tech and general industrial uses.
- c. Each phase must deliver a mix of uses to co-locate residential uses with amenities.
- d. Provision of sports and leisure facilities, including as a minimum:
 - i. A 50 metre x 10 lane regional swimming pool preferably located opposite the Ice Rink;
 - ii. an ~~8-court~~ indoor sports hall co-located with the swimming pool as part of a new leisure hub or regional indoor sports centre; and
 - iii. outdoor pitches provision including a range of pitches including football, youth football, rugby, hockey and cricket pitches plus changing facilities.
- e. Provision of a regional cultural hub that will complement and not compete with Cambridge city centre. This will include but not be limited to provision of a creative hub comprising a mix creative work, production and leisure spaces, and a community arts centre; and

- f. 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 cultural, leisure, [educationnursery, primary and secondary schools](#), health, community [and library space](#), faith and retail uses. These uses will be delivered at a series of walkable and wheelable neighbourhood centres.

The development of Cambridge East must do the following:

Context

- 8. Establish a strong landscape-led framework to guide the structure of development and shape the relationship between the new city district, the existing urban edge and the wider landscape, supporting its identity and a well-considered transition between existing and proposed built form, settlement edges and the wider landscape.;
- 9. 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 village of Teversham and 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.
- 10. Establish a strategy for the conservation and enjoyment of the historic environment which:
 - a. Celebrates and integrates heritage assets, including at least the control and office building and its setting, other and any other historically significant buildings-;
 - b. responds positively to heritage character;
 - c. creates a well-composed setting and landscape around heritage assets;
 - d. manages building scale sensitively; and
 - e. delivers viable and sustainable uses consistent with their conservation.

Built form

- 11. Adopt a distinctive 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.
12. Through the masterplan for the site, agree an appropriate scale, layout and density of development that:
- a. supports liveability and accessibility, 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.
13. 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 areas; and
 - c. responding to key views and approaches to the site.
 - d. Using appropriate density profiles to support accessibility to mobility hubs, the district centre and local centres.
14. Use the highest quality materials and detailing to ensure durability, environmental performance and design excellence, supporting climate resilience.

Public space

15. 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 strategic green infrastructure beyond the site.

Nature

16. Create a strong and varied framework of green infrastructure throughout the development that 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 city 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 balance 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 Local Nature Recovery Strategy and Cambridge Nature Network; and
 - c. Connecting to and providing green infrastructure beyond the site that will meet the needs of all ages and abilities and ~~take~~mitigate recreational pressure ~~off~~arising from the development on more sensitive sites including Wilbraham Fen SSSI- and Stow-Cum-Quy SSSI This must:
 - i. Provide or support access to semi-natural accessible green space within and directly adjacent to the site, including enabling circular recreational routes of various lengths;
 - ii. Enable a seamless strategic green connection that sensitively embeds and integrates existing and new recreation routes between the site and the Wicken Fen Vision area; and
 - iii. Contribute towards the creation of strategic scale green infrastructure associated with the Wicken Fen Vision.

Movement

17. 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' are the first choice for most residents, workers and visitors from the outset, by:

a. ~~providing~~ Ensuring the design of the site:

- i. provides a series of well connected 'walkable neighbourhoods', each capable of meeting everyday needs locally, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;
- ii. ~~Delivering~~ integrates direct, safe, and efficient bus and other public transport routes, ensuring that all development is located within reasonable walking distance of mobility hubs served by high quality public transport;
- iii. provides walking, wheeling and cycling connections throughout the site linking to wider routes enabling sustainable and active journeys to be made between Cambridge East and other key destinations;
- iv. provides vehicular access into distinct low traffic neighbourhoods which are not linked for general traffic; and
- v. promotes low car ownership including through restrained parking provision and innovative approaches such as leasing or sale of car parking to occupiers, and to car storage, including off-plot car barns and shared parking solutions.

b. Setting aside land for and directly delivering the following physical transport measures within the site:

- i. Enhanced pedestrian, ~~wheeling~~ and cycle connectivity, including land provision for to wider strategic routes;
- ii. upgraded active travel infrastructure along ~~Coldhams~~ Coldham's Lane, and enhancements to wider connections linking with key destinations;
 - i. ~~delivering~~ A high-quality ~~high quality~~ public transport ~~corridor (HQPT)~~ route through the site that connects the relocated Newmarket Road Park and Ride with the city ~~and wider~~

~~Cambridge area (including making a proportionate contribution towards a future high quality public transport scheme between the site and the city centre);~~

~~ii.iii. serves centre, serving~~ Springstead Village and other mobility hubs ~~withinat~~ the district and neighbourhood centres within the site¹; ~~and that~~ is designed to be capable of integration with a new Cambridge East railway station.

~~iv. locating all development within easy walking distance~~ A network of Mobility Hubs, with significant provision at key interchanges; and

~~v. A network of public transport, walking and wheeling connections throughout the site linking to wider routes~~ delivery and consolidation hubs and a last mile delivery system.

c. Making financial contributions towards and, as appropriate, enabling sustainable journeys ~~the following transport measures external to the site:~~

~~i. Relocation of Newmarket Road Park and Ride to be made between a site south of Newmarket Road and east of Airport Way.~~

~~ii. Cambridge East and Eastern Access Phase A~~

~~iii. A package of bus service enhancements, or other public transport modes where appropriate, connecting the site with North East Cambridge, West Cambridge, Cambridge city centre, Cambridge rail station and the Biomedical Campus;~~

~~iv. A high-quality public transport scheme, linking the high-quality public transport route within the site to the city centre;~~

~~b. Active travel enhancements to wider connections linking with key destinations within Cambridge, including :~~

~~i.v. Cambridge Station, City Centre and onwards to West Cambridge and wider destinations on radial high quality public transport corridors (HQPT); Cambridge Regional College, North East Cambridge and Cambridge North Station; and Cambridge Biomedical Campus, Cambridge South Station and Cambridge Leisure site.~~

~~i. Southern southern public transport loop Cambridge Biomedical Campus, Cambridge South Station and Cambridge Leisure site.~~

~~providing vehicular access Lane and Barnwell Road into distinct low traffic neighbourhoods which~~

~~ii. are not linked for general traffic;~~

~~promote low car ownership including through restrained parking provision and innovative approaches to car storage, including off-plot car barns and shared parking solutions.~~

18. The agreed masterplan for the site must demonstrate how:
 - a. the distribution and 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 quantum and mix of development can be delivered within the agreed trip budget. ~~The indicative trip budget is approximately 1,500 trips in the AM peak and 1,800 trips in the PM peak.~~ A definitive trip budget based on 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.
19. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer ~~in~~ consultation for agreement with the Local Highways Authority and Local Planning Authority. This must include:
 - a. Sustainable Active and public transport measures;
 - b. Vehicular transport measures, including site access arrangements;
 - c. A comprehensive parking strategy aligned with low-car living objectives;
 - d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget; and
 - e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

Cambridge East station

20. Masterplanning and development delivery must realise the strategic opportunity presented by Cambridge East railway station by ensuring that it:
 - a. does not prejudice the delivery, operation or accessibility of the future station and associated rail infrastructure being promoted through a separate statutory consent process;

- b. establishes a movement network, land use pattern and development density capable of supporting and benefiting from the railway station;
- c. aligns the district centre and surrounding higher-density mixed use development to achieve high levels of accessibility to a potential station location;
- a.d. prioritises direct, safe and legible walking, wheeling, cycling and public transport connections between neighbourhoods, the district centre, and mobility hubs including the railway station;
- b.e. enables early phases of development to function effectively in advance of station delivery whilst remaining capable of integration with future rail services.

Resources

2.21. 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.

22. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

23. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

Lifespan

~~2. To support the submission of an outline planning application, the applicant must prepare and submit:~~

Lifespan

24. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

- a. An 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. AA Place Book including strategic design code; ~~establishing clear rules~~ and ~~guidelines tailored~~ parameter plans, to ~~the~~ fix key site requirements ~~of the sites~~ 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;
- 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 that will include but are not limited to:
 - ~~ii.i.~~ iii.i. A community development plan;
 - ~~iii.ii.~~ iii.ii. A district centre strategy;
 - ~~iv.iii.~~ iv.iii. A phasing and delivery strategy; and
 - ~~v.iv.~~ v.iv. A 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, be clearly integrated with the overall phasing and delivery strategies and should incorporate processes and structures to ensure the active and informed involvement of residents.

~~20.25.~~ 20.25. 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.

~~24.26.~~ 24.26. 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.

~~22-27.~~ 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.

~~23-28.~~ Early delivery of infrastructure must be agreed with the Local Planning Authority having regard to the Infrastructure Delivery Plan, including:

- a. Key public transport, walking and cycling routes to embed sustainable travel habits; and
- 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

~~24-29.~~ The development of Marleigh and Springstead Village must:

- a. Ensure development proposals are in accordance with the approved masterplan and design code;
- b. Undertake meaningful engagement with local people and stakeholders at the relevant Reserve Matters stages.

~~25-30.~~ Marleigh will deliver (and not exceed the specified maximum floorspace) the following development in accordance with outline planning permission (S/2682/13/OL):

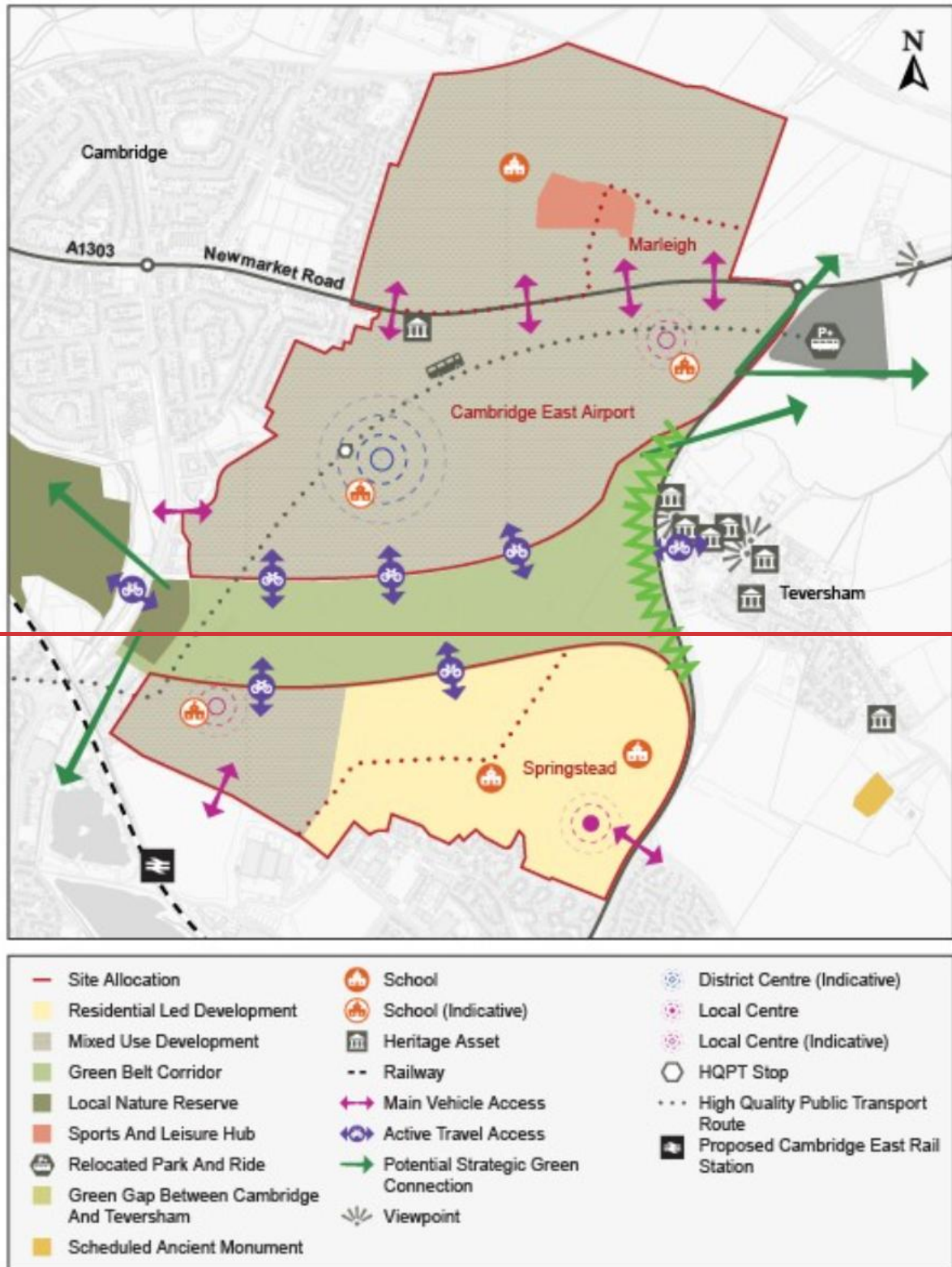
- a. Up to 1,300 residential homes;
- b. Primary school (F1), potentially including community hall – 2.3 hectare primary school site;
- c. Community hall of 200 square metres gross internal floorspace (excluding any parish office);
- d. Foodstore (E) – Up to 1,500 square metres gross internal floorspace;
- 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.

~~26-31.~~ 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 homes, 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.
- e. In addition to development delivered via the permissions set out above, Springstead Village ~~will deliver~~ is allocated for approximately 350 additional ~~homes~~ dwellings within the red line boundary for the site.



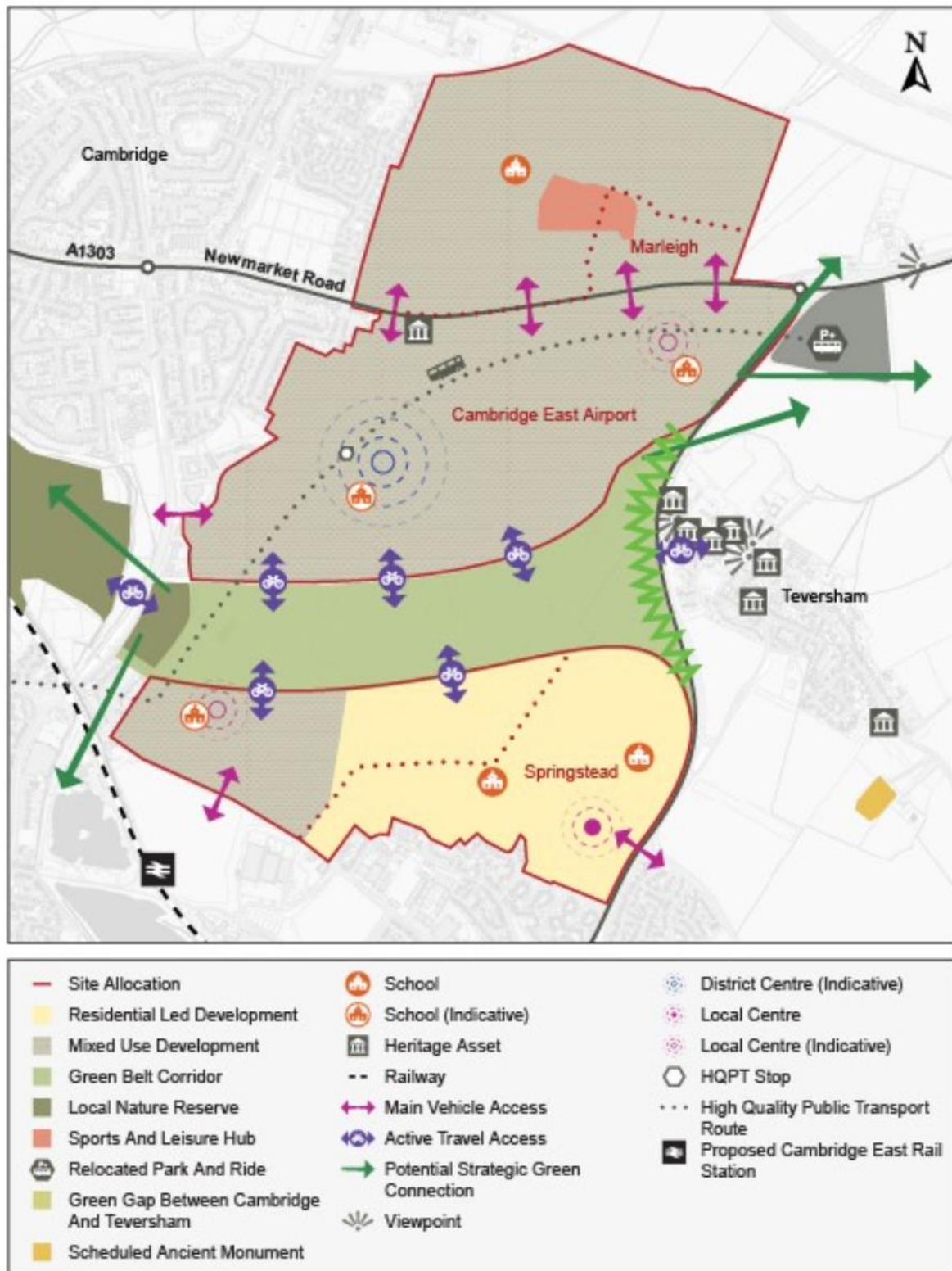


Figure 52: Indicative Spatial Framework for S/CE: Cambridge East

Supporting information

4.iii. 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. The policy seeks to reflect the significance of the opportunity that this site ~~provides~~offers to provide a sustainable new city district for East Cambridge that is transformative for the city.

iv. Underpinning the future development will be a Place Book. It will establish a shared vision for the site and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

v. The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a

consistent and high-quality sense of place throughout the lifetime of the development.

- 2.vi. 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.vii. 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.
- 4.viii. The development should contribute to wider leisure and cultural provision in Cambridge. To diversify the offer for both leisure and culture and contribute to creating spaces for creative industries to grow. This should include developers engaging with local creative production groups to provide a mix of creative work, production and leisure spaces, including provision of a community arts centre. The development of this will be supported by a number of local stakeholders. The provision of the swimming pool at Cambridge East would be delivered by the Council with S106 contributions from developers at Cambridge East ~~predominately~~predominantly for a 4-lane ~~25mtr~~25 metre swimming pool contribution to the 10-lane regional

swimming pool located at Cambridge East. This would also be part funded by S106 contributions from across Cambridgeshire and third party funding, such as Sport England.

ix. In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site will require: 2 new primary schools with integrated nurseries; 2 new secondary schools; a new healthcare facility, approximately 1,250sqm community space, and 440 sqm library space to be delivered as a key library; a fire operational drop off point; and a sports hall (4 badminton court sizes), to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

5-x. The policy sets out clear expectations for placemaking and the elements needed to deliver an exemplar development. Achieving a sensitive relationship between this site and 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.

[~~6~~.xi.](#) Cambridge East has a long history of aviation which contributes significantly to the character and identity of the site. The Listed Control and Office Building is a designated heritage asset whose retention and appropriate setting should be conserved and enhanced through redevelopment. The site also contains a range of other potential designated or non-designated heritage assets associated with former airport uses. The significance and appropriate treatment of these assets will be informed by further heritage assessment and ongoing engagement with the Councils and Historic England. Development proposals should respond positively to the site's aviation heritage and historic environment as part of the masterplanning process.

[~~7~~.xii.](#) 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 corridor's Green Belt designation reflects its wider structural significance within Cambridge as forming one part of a green corridor into Cambridge – a key feature of the historic city. The current boundaries of the Green Belt corridor are retained for the purposes of this Local Plan. The current boundaries reflect a uniform width of the Green Belt corridor of 300 metres over its whole length. ~~When delivered~~[When the Cambridge East development is built out](#), it is not necessary or expected that the Green Belt corridor will be of that or any uniform width, indeed it is not considered appropriate for the corridor to take that form.

8-xiii. As envisaged in the Cambridge East AAP 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 in this Local Plan 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.

9-xiv. 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. Should the masterplan result in development encroaching on the current Green Belt corridor, there may be a requirement for additional 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.

~~10~~^{xv}. The recreational demands for green spaces arising from residents and workers at Cambridge East will be significant. Responding to this, the policy requires provision of green infrastructure throughout the site. In addition, to provide for recreational demands arising from residents and workers here – in particular to limit additional recreational pressure on the nearby Wilbraham Fen SSSI [and Stow-cum-Quy SSSI](#) - there is a need to provide recreational routes of different lengths for walking, wheeling and riding in all directions adjacent to development at Cambridge East. The green corridor will play a key role in meeting such needs but there is also a need to enable routes in other directions adjacent to the site. Beyond this, and noting the need to avoid directing significant numbers of visitors to Wilbraham Fen, the main opportunity to provide strategic scale off site green space is to the north of the A14, associated with the Wicken Fen Vision. The National Trust is setting out clear plans to deliver green connections and space around Anglesey Abbey to deliver on this Vision in the coming years. The policy therefore requires development both to make a clear recreational connection towards that area, and to contribute financially towards the project, noting that the land in this area is beyond the control of the landowner at Cambridge East.

~~11~~^{xvi}. 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. 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. The vehicular 'trip budget' referred to in the policy is a critical tool for achieving this. The indicative trip budget is approximately 1,500 trips in the AM peak and 1,800 trips in the PM peak. The trip budget will be refined as more detailed evidence is completed, and a strategic and local transport mitigation plan must be prepared to demonstrate the necessary measures for the development to achieve the resultant sustainable travel mode shares. Among other elements, this transport mitigation plan must include a parking strategy to demonstrate appropriate provision of cycle and car parking, including models of operation, such as rental of residential car parking to discourage private car ownership, and the accommodation of micromobility parking at key locations. It is noted that extant trip making from the site can be used to support a first phase of development. ~~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.~~ Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

42.xvii. The Cambridge East allocation recognises the strategic opportunity presented by a potential Cambridge East railway station promoted through the East West Rail programme. The delivery of any new station and associated rail infrastructure will be subject to a separate statutory consent process outside the control of the Local Planning Authority. Accordingly, the

allocation does not depend upon delivery of the station in order for development to proceed or function effectively.

~~13~~-[xviii](#). Notwithstanding this, any future masterplan will need to respond positively to the potential future station by safeguarding its delivery, ensuring development does not prejudice future rail infrastructure, and establishing an urban structure capable of supporting rail connectivity should it come forward. The spatial strategy and movement framework in such a masterplan must retain sufficient flexibility to integrate a future station. Higher-density mixed-use development, including the district centre, should be capable of aligning with a potential station location to the south of the allocation, supporting transit-oriented development principles while ensuring early phases operate successfully in advance of any station delivery.

~~14~~-[xix](#). Such an approach will maximise long-term sustainable transport opportunities, improves accessibility across the eastern edge of Cambridge, and ensures the allocation remains effective and deliverable irrespective of the timing of the separate rail consent process.

~~15~~-[xx](#). 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 [homesdwellings](#), 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 [homesdwellings](#) (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~~ 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. In addition to the consented development at Springstead Village, engagement with the developer confirms that an additional 350 ~~homes~~ dwellings can be delivered within the existing red line boundary whilst still meeting the requirements of the permission.

xxi. 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.

3.2.4f. The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures. The housing trajectory accompanying the plan anticipates housing completions from 2032.

Policy S/WC: West Cambridge

Objectives and place identity

- ~~16.1.~~ West Cambridge will continue to grow as a major hub for the University of Cambridge and various research institutions, forming the epicentre of a growing innovation district within western Cambridge. The delivery of academic floorspace will assist the University of Cambridge in moving existing City Centre academic facilities to a location where they can adapt and grow as needed, whilst commercial research and development floorspace will expand the knowledge sharing opportunities between academia and commercial practice. New residential uses will foster community activity within the site beyond working hours and will be well served by various high quality active travel and public transport options into Cambridge and surrounding areas. Development at West Cambridge will be planned in a holistic and comprehensive manner alongside development at Eddington to create a distinctive sense of place and a vibrant gateway into Cambridge.
- ~~17.2.~~ Development of the site will need to be informed by a site-wide Masterplan, prepared in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure xxx and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. Masterplanning must also demonstrate how the distribution and mix of development achieves optimal transport outcomes, including high active and public transport mode shares. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners or site promoters and agreed by the Council).

Uses

- ~~18.3.~~ West Cambridge is allocated for mixed-use development of approximately 400 homes (Class C3) and approximately

383,300 square metres of floorspace that will comprise a mix of:

- a. up to 370,000 square metres of academic floorspace (Use Class F1(a);
- b. up to 170,000 square metres of commercial research and development floorspace (Use Class E(g)(ii) and sui generis research uses);
- c. approximately 2,500 square metres of nursery floorspace (Use Class E(f));
- d. approximately 4,000 square metres of retail/food and drink floorspace (Use Classes E(a), E(b) F2(a);
- e. approximately 4,100 square metres, but not less than 3,000 square metres, of floorspace for assembly and leisure;
- f. approximately 5,700 square metres of floorspace for sui generis uses, including an energy centre and data centre; and

19.4. Further densification resulting in floorspace over and above the allocated development quantum may be supported subject to:

- a. The preparation and submission of a revised masterplan, to be agreed at the planning application stages of development, which:
 - i. clearly identifies the precise quantum of new floorspace to be delivered;
 - ii. takes an integrated and comprehensive approach to the provision and distribution of proposed uses;
 - ~~iii. provides for a proportionate increase in the number of residential homes to be delivered on site relative to the uplift in the amount of non-residential floorspace proposed;~~
 - iv.iii. includes appropriate supporting facilities and amenities in line with an updated Amenities Delivery Strategy; and
 - v.iv. includes further phases of the sports centre; and

~~vi-v.~~ vi-v. The agreement of appropriate development phasing with the Local Planning Authority that accounts for development and infrastructure delivery needs.

20.5. Development proposals for commercial research uses will be required to demonstrate how they will support knowledge transfer to and/or create innovation opportunities for Class F1(a) higher educational uses, and any associated sui generis research establishments, academic research institutes and/or other commercial research and development uses within and around West Cambridge.

Context

21.6. Development proposals must incorporate a design-led approach, informed by heritage assessments and landscape and visual impact appraisal work, that:

- a. Delivers a high-quality landscaped edge to the Green Belt, particularly along the southern and western boundaries of the site, that preserves the unique character and setting of Cambridge;
- b. Respects key views from Strategic Viewpoint B: Coton Footpath over the M11 and Strategic Viewpoint H: Redmeadow Hill, Barton;
- c. preserves and enhances key landscape and townscape features, including:
 - i. the wider skyline and settings of the Conservation Areas at West Cambridge and Conduit Head Road;
 - ii. the Grade II* Listed Schlumberger Gould Research Centre, including open green spaces to the east and west; and
 - iii. mature hedgerows and woodland planting along the site's boundaries; and
- d. sensitively integrates with neighbouring residential uses that surround the site.

22.7. Development proposals must not prejudice the delivery of the preferred Cambourne to Cambridge bus route alignment and associated infrastructure needed to deliver the high-quality public transport corridor (HQPT).

Built form

~~23.8.~~ A revised design code and/or updated design guideline documents must be prepared prior to the submission of any applications for additional densification or new development within the site.

~~24.9.~~ Applications for development within West Cambridge must:

- a. Be informed by landscape and visual impact appraisal and heritage impact assessment work proportionate to the scale of the application's proposals, which takes account of the cumulative impacts of development within the site and at Eddington and from strategic viewpoints;
- b. Create a varied and well-articulated skyline, with evidence being submitted to demonstrate that any taller buildings of more than 4 commercial storeys create a positive contribution to the wider Cambridge skyline, justified through comprehensive landscape, heritage and visual impact assessment;
- c. Provide acoustic mitigation to ensure that future occupiers are appropriately protected from noise disturbances, including traffic noise from the M11; and
- d. Adhere to any approved design codes or align with the principles of approved design guidance for the site.

Nature

~~25.10.~~ Proposals must protect and enhance biodiversity and mitigate the impacts of climate change by:

- a. embedding nature across all development typologies through the use of green roofs, trees, habitat corridors, and other appropriate urban greening measures; and
- b. introducing nature-based solutions to sustainable drainage as part of high-quality, multifunctional green and blue infrastructure, details of which are to be provided as part of an updated Surface Water Management Strategy where development at West Cambridge is to be intensified.

~~26.11.~~ A revised Woodland Management Plan must be prepared and agreed with the Local Planning Authority prior to the grant of planning permission for development that would impact the established woodland within and adjacent to the site.

~~27.12.~~ A revised site-wide Biodiversity Strategy must be prepared that sets out how biodiversity net gains, ecological enhancements,

and sensitive mitigation, including measures to safeguard nearby wildlife sites, and the Eversden and Wimpole Woods SAC Impact Risk Zone, will be achieved.

Movement

28.13. Development must deliver an exemplary approach to movement and transport within and through West Cambridge and promote a low-car-dependency approach to living where walking, wheeling and cycling are the first choice for most workers, visitors and residents by:

- a. Ensuring the design of the site:
 - i. locates development within reasonable walking distance of key mobility hub facilities to create sustainable transport connections between West Cambridge, Eddington, the city centre and surrounding areas;
 - ii. creates a safe relationship between on-site transport infrastructure and other on-site uses;
 - iii. provides safe, localised vehicular access into individual residential neighbourhoods; and
 - iv. uses innovative approaches to private vehicle parking such as off-plot car barns and shared parking solutions.
- b. Safeguarding land for the following physical transport measures within the site:
 - i. The Cambourne to Cambridge high quality public transport corridor (HQPT), including infrastructure and street furniture needed to support this corridor.
- c. Making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:
 - i. The expansion and maintenance of the University bus services that serve West Cambridge and Eddington;
 - ii. A new traffic-signal-controlled, restricted movement access junction onto Madingley Road at the western end of the site;
 - iii. Enhancements to the Coton footpath and cycle path

and active travel infrastructure along Madingley Road to strengthen links between West Cambridge and Eddington, and improve wider active travel connections to the City Centre, Cambridge Station, and beyond; and

- iv. Any other transport measures necessary to make development at West Cambridge acceptable in transport terms, as evidenced at the planning application stages.

29.14. To support the delivery of an agreed masterplan, a strategic and local transport mitigation plan must be prepared in consultation with key transport stakeholders, the Local Highways Authority and the Local Planning Authority. This must:

- a. assess the cumulative impact of development at Eddington and West Cambridge on the local highways network and the adjacent strategic road network to determine whether there is sufficient highway capacity to serve all stages of development;
- b. contribute to measures that mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network if this is shown to be necessary by transport assessment work and engagement with key transport stakeholders;
- c. explore the suitability of a range of sustainable transport options, including further infrastructure for bus services and active transport to create an increasingly cohesive transport network across Eddington and West Cambridge;
- d. mitigates impacts on the existing public highway network by using a revised Transport Assessment that reflects the uplift in development to be delivered at West Cambridge and Eddington;
- e. demonstrate how commercial traffic flows through West Cambridge will be diverted away from on-site residential development to improve highways safety;
- f. reduce private car parking needs through a comprehensive parking strategy that aligns with low-car living objectives;
- g. set out an updated Delivery and Servicing Strategy that

facilitates last-mile delivery solutions that are coordinated with last-mile delivery provisions for Eddington;

- h. demonstrate how development can cumulatively and effectively undertake a “monitor-and-manage” approach to resolve any potential transport impacts caused by development;
- i. provide details of infrastructure costing and delivery phasing, demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes; and
- j. provide details of mechanisms for delivery, monitoring and review, including potential delivery through Section 106 obligations, CIL, or other appropriate funding mechanisms.

Lifespan

30.15. 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.

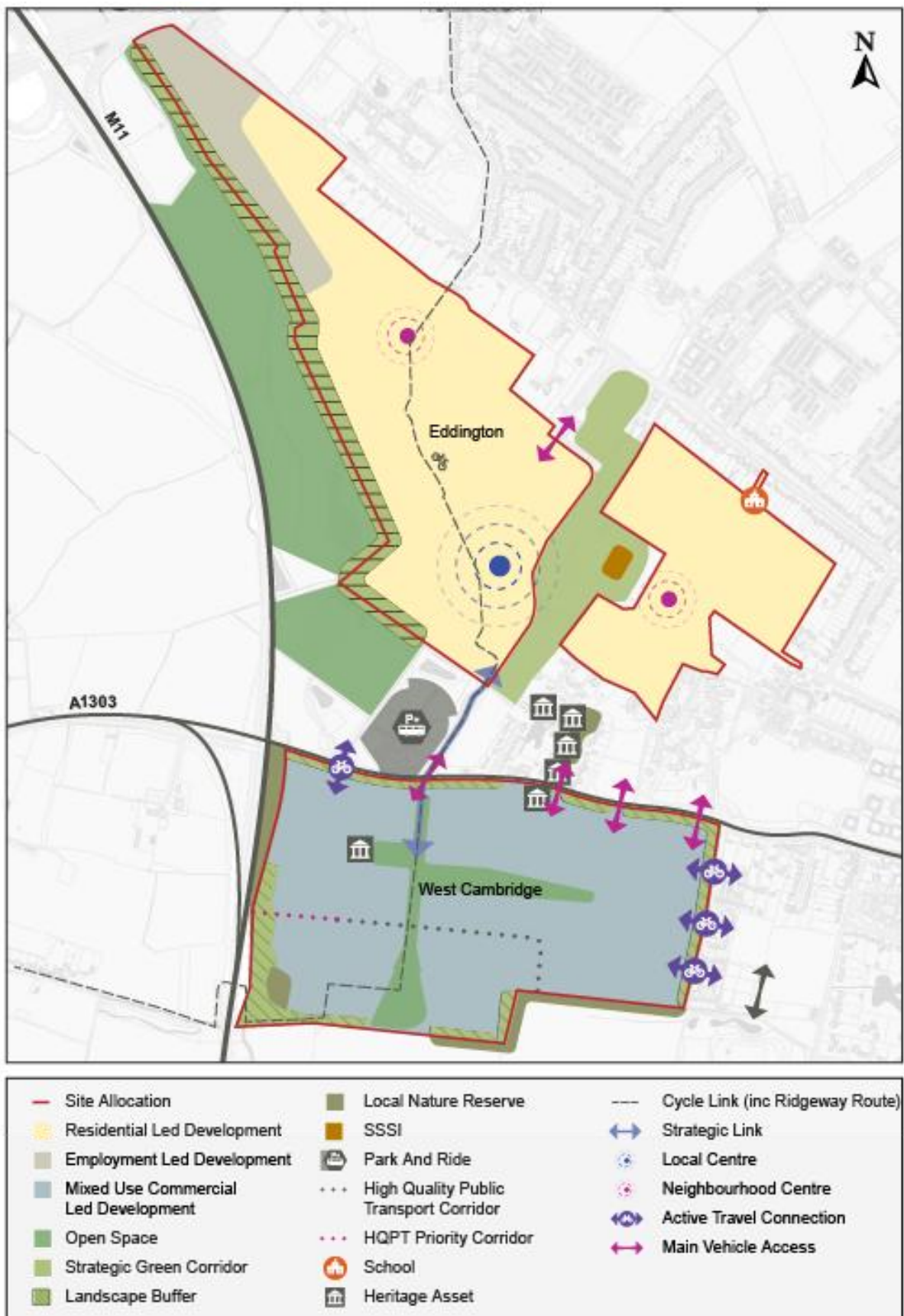


Figure 63: Indicative Spatial Framework of S/WC: West Cambridge and S/ED: Eddington

Supporting information

- 3.2.1** West Cambridge is a major hub for the University of Cambridge and various research institutions, hosting academic departments, nationally important labs, and commercial research space that facilitates knowledge sharing between academic institutions and industry. The site forms part of the University of Cambridge's long-term strategy to transfer existing facilities away from the Historic Core of Cambridge where space is more limited and the historic environment is more sensitive. West Cambridge is also inherently linked to the University's major development project at Eddington, creating a consolidated innovation district that provides research and development space focused on physical sciences, engineering, and computer science, and housing options for university key workers, students, and the population of Cambridge more generally. It is critical that West Cambridge and Eddington are planned in a comprehensive and coordinated manner that enables the evolution of Cambridge as a destination for ambition and advancement, and the continued success of the University of Cambridge as a world-leading academic institution.
- 3.2.2** Further development at West Cambridge will need to build on the excellent placemaking outcomes of developments such as The West Hub. The Councils will expect new development to adhere to the design codes and guidance, mitigation measure, and delivery strategies used to guide development approved as part of Application 16/1134/OUT (or successor documents). The intensification of development at West Cambridge to provide floorspace beyond the quantum allocated may be considered acceptable, but applications will need to be accompanied by updated design codes and site-wide strategies to ensure that uplifts in development can be accommodated sustainably. A revised site masterplan will also be needed to ensure that future stages of West Cambridge's development complement existing on-site functions and remain coordinated with the continued development of Eddington. Proposals must also be sensitively designed to limit the negative impacts on strategic views and heritage assets that could be impacted by the development of the site, including the Schlumberger Gould Research Centre (a Grade II listed building), the West Cambridge Conservation Area and the Conduit Head Road Conservation Area. An appropriate scale, massing and height of new development, informed by landscape

and visual impact assessment work, will also be needed to ensure that the evolution of West Cambridge sits comfortably within the context of the surrounding Green Belt.

3.2.3 The site already benefits from an excellent range of sustainable transport options, including active travel connections into the City Centre, reliable University bus services that directly connect the site to the world-renowned Cambridge Biomedical Campus, and bus services to and from Madingley Park and Ride that provide connections to the city centre and the surrounding area. Meanwhile, the proposed Cambourne to Cambridge (CtoC) high quality public transport corridor (HQPT) will further support the public transport connectivity into the heart of Cambridge and to surrounding villages, further enhancing the site's connectivity. Therefore, development should promote a mix and density that supports a compact, walkable, and sustainable urban form that capitalises on the site's highly sustainable location. New on-site transport infrastructure and mobility hub facilities will need to contribute to a comprehensive approach to transport across West Cambridge and Eddington. A strategic and local transport mitigation plan will likely need to be prepared for future planning applications within the site to account for delivery timescales and changes in the development context, particularly where proposals seek to deliver floorspace beyond the quantum allocated; this will need to set out how public transport will continue to be supported, approaches to enhancing active travel infrastructure within and around West Cambridge, and appropriate vehicular access and egress arrangements for the site, including a new traffic-signal-controlled, restricted movement (right in, left out) access junction onto Madingley Road at the western end of the site.

3.2.4 An overall vision for West Cambridge and Eddington is to promote healthy new development. Delivering residential development as part of West Cambridge and a range of services and facilities to support the needs created by continued development in the area will help to foster a sense of community spirit within the site and vibrancy during non-working hours. High-quality open spaces and green corridors will also be needed to promote outdoor recreation, in addition to serving a range of ecological and climate resilience functions. New facilities and enhancements to existing on-site community and sports facilities, such as the University of Cambridge Sports Centre and Gym, may be needed to address the needs of continued development within the innovation district. Whilst it is anticipated that the University of Cambridge will carry

out the management and maintenance of infrastructure and services not carried out by a statutory undertaker, but this will need to be confirmed and agreed. The long-term maintenance of on-site services and facilities and financial contributions towards off-site infrastructure delivery will need to be secured through planning obligations (e.g. Section 106 Agreements).

- 3.2.2** In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with Eddington, will require: 2 new primary schools with integrated nurseries; an expansion of healthcare facilities, approximately 1,285 sqm community space, and 448 sqm library space to be delivered as a key library; a fire operational drop off point; and a sports hall (4 badminton court sizes), a range of outdoor sports pitches and financial contributions towards swimming pool provision to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.
- 3.2.5** Phasing plans for the site should 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, balanced with the need to respect and enhance the local landscape, townscape and heritage, informed by various evidence base documents.
- 3.2.6** The site must also be planned for in combination with S/ED: 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.
- 3.2.7** 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.

- 3.2.8** 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.
- 3.2.9** 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.
- 3.2.10** 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.
- 3.2.11** 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.
- 3.2.12** 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.
- 3.2.13** Whilst it is anticipated that The University of Cambridge 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.

Cambridge Biomedical Campus (including Addenbrooke's Hospital)

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

1. The Cambridge 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 centred on the Campus' unique function of bringing together clinical care, clinical education and clinical research including medical research institutes and life sciences which meet local, regional or national health care needs – together with directly related biomedical and biotechnology research and development activities. The Campus will include provision for an innovation hub, visitor accommodation, additional campus worker homes and other supporting services and facilities to support those that work, live, visit and pass through the Campus.

Objectives and place 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 three leading NHS teaching hospitals at Addenbrooke's Hospital, the Rosie Hospital and Royal Papworth, 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.

4. 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.
5. The Campus will also grow to form a vibrant and sustainable area of Cambridge, 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.
6. 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.
7. 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. Given the scale and long term construction of the Campus, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

8. There is existing high quality green infrastructure and access to nature surrounding the Campus, including the one-acre nature reserve Pocket Park off Granhams Road. Areas to the south of the Campus in the Cambridge Green Belt will be enhanced to provide additional green space, landscaping and biodiversity to mitigate the impact of development and enhance its wider setting. The Strategic Enhancement Area and Landscape Improvement Area will contribute to the physical and visual separation between Campus and surrounding areas including the Nine Wells LNR and Gog Magog Hills. These areas will also be used to deliver other associated uses, including new habitats, biodiversity and informal open space.

Uses

9. 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 (shown in Figure 54), is allocated for a mix of uses contributing to health and life sciences, commercial, education and innovation floorspace, including:
 - a. Healthcare provision serving local, regional and international needs, including new and updated NHS buildings and supporting clinical infrastructure;
 - b. Approximately ~~52539~~52539,000 net square metres (GIA, excluding the plant) of additional biomedical, biotechnology and life sciences research and development, including commercial uses, and medical research institutes;
 - c. Approximately ~~12057~~12057,000 square metres (Gross Internal Area) of higher education uses for academic teaching and research, training facilities supporting the development and retention of healthcare related skills and talent, and other supporting uses including hotel and leisure facilities; and capacity for approximately 1,000 additional homes on the campus;
10. Development proposals must make a positive and meaningful contribution to it becoming a world leading healthcare, life-science and educational cluster. In order to achieve this, a whole Campus masterplan will be required prior to any major application being approved within land which forms part of Phase 3 or Phase 4 (identified as land proposed for Green Belt

release). Given the range of existing and proposed uses and continuous/cyclical nature of the Campus, an 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 across the Campus to achieve this, and proposals that include these uses 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 off the Campus;
- c. Ensure they do not compromise the operational needs of the Campus; and
- 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, housing for employees of an institution or corporation that is resident within the Campus, including visiting, temporary workers and technical staff working with organisations on the Campus or life science organisations in the immediate southern cluster, may be acceptable where this is not prioritised or over provided relative to CUH/NHS accommodation;
- f. Provides opportunities for co-living, supporting community cohesion;
- g. Supports campus vitality, with appropriate design;
- h. Provides necessary services and infrastructure that are within close proximity;
- i. Does not compromise healthcare operations or clinical safety.

12. Applications for development will also be supported for:

- j. The progressive renewal of NHS estate, or other hospital buildings;
- k. The delivery of infrastructure to support hospital operations including helipad or elevated helideck for the Helicopter Emergency Medical Services;

- h. Mixed use buildings that include incubator spaces to support research and development 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 for displaced farmland species, sustainable and active travel infrastructure, access works 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 optimise the use of the developable land within the Campus boundary and must align with the indicative Spatial Framework for the Campus and/or agreed masterplan and must also:
 - a. Integrate sensitively with adjoining residential neighbourhoods, the wider Green Belt, and countryside to the south, ensuring appropriate transitions in height (responding to Policy GP/ST), scale, and landscaping without undermining the optimisation and function of the land within the Campus;
 - b. Retain and where possible enhance key strategic and local views, especially the Magog Down and wider countryside approaches and local landscape features including Nine Wells Local Nature Reserve;
 - c. Contribute positively to the setting of designated and locally listed heritage assets including the Listed Monument at Nine Wells and the Scheduled Monument west of White Hill Farm 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 residential 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. Optimising the effective use of land through a design-led approach that responds positively to the strategic importance of the site;
 - b. 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;
 - c. Where appropriate, providing active ground floor uses to activate streets, spaces and communal areas whilst recognising the physical need for research and development uses to exist at ground floor level;
 - d. 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. Heights towards the edge of development must respond to the Heritage Impact Assessment and ensure that buildings step down in height with a varied roofscape and corner softening;
 - e. Prioritising the retrofit and reuse of buildings where possible, especially where they are of heritage or operational value;
 - f. Achieving high standards of energy and environmental performance, including climate resilience;
 - g. Responding sensitively to adjoining Green Belt and residential areas through scale transitions and soft landscaping buffers including realigned Granham's Road;
 - h. Ensuring boundary treatments, lighting, servicing and operational layouts are designed to minimise negative impacts and contribute to the overall public realm; and

- i. Appropriately integrate the safeguarded Waste Water Management Area for the Energy Innovation Centre in design and construction on the Campus.

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 and longer term habitat consideration including restoration, 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 arable, grassland and woodland habitats are enhanced, improving ecological links between Nine Wells LNR and Gog Magog Hills. Proposals should consider opportunities to extend corridors up to Magog Down through an off-road path with hedge and margins;
- 18. Proposals in the Strategic Enhancement Area (S/SEA/GF) must:
 - a. Provide a well vegetated landscape buffer 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;
 - b. Manage recreation pressure on areas of sensitive ecology and habitats including valued habitats for farmland birds and other species;
 - c. Enhance arable habitats including woodland and hedgerows with margins and beetle banks, grasslands for ground-nesting birds, bunds for butterflies and pollinators, and where appropriate extension of existing woodland;
 - d. Consider the retention of existing infrastructure features such as overhead lines, including at the Granham's Road

realignment, or provide alternatives to support wildlife, particularly birds that use the posts; and

- e. Include sustainable drainage (including wildlife-friendly drainage ponds for dragonflies, amphibians and reptiles) and flood risk mitigation,
- f. Where appropriate the SEA could also deliver other appropriate associated uses including active travel connections, habitat compensation and public open space.

19. Proposals in the Landscape Improvement Area (LIA) must:

- a. Create and/or enhance existing ecological networks including 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;
- d. Provide enhanced arable habitat for red-listed birds and other farmland species.
- e. Prepare a Conservation Management Plan of the heritage assets in the LIA.

Public space

20. 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, visitors and local residents, 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 the Campus, that are proportional in size and function to the number of people working, living close by to, visiting or passing through these areas;
- b. Safe, inclusive and accessible public spaces that can be used at any time that also consider the needs of users and

surrounding residential neighbourhoods. Proposals should seek to design public realm that clearly demarcates between public and private, semi-public and semi-private areas, and must consider design of public realm (as set out in Policy GP/QP) that designs out crime and contributes to positive mental health and wellbeing outcomes;

- c. Coherent signage to improve wayfinding and legibility, helping to create a sense of place and foster a sense of safety and belonging on the Campus;
 - d. Accessible spaces to promote wellbeing, social interaction and collaboration for the benefit of all Campus users; and
 - e. High quality street furniture, planting and lighting that contribute public realm and do not clutter pavements, streets or open space for people walking, wheeling and cycling.
 - f. Carefully landscaped campus edges to create a green transition 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.
21. As part of major proposals on the Campus, an appropriate and proportionate contribution via Section 106 Agreement should be sought to support place making in the Campus in the context of the development works proposed.

Movement

22. Deliver an exemplar approach to connectivity and movement within and through the site, promoting sustainable transport, inclusive access, and active travel by:
- a. Prioritising walking, wheeling and cycling, and public transport as the primary means of access with clear and 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. Interim solutions that can be delivered to improve pedestrian and cycle connectivity should be explored;

- 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. Existing established cycle routes to the Park and Ride should also be further utilised;
 - e. Incorporating consolidation and delivery including 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 implementing measures that manage through traffic of private vehicles through the Campus;
 - g. Consolidating new or re-provided car parking into mobility hubs, limiting new permanent surface parking, and providing high-quality cycle parking, shared mobility infrastructure, and accessible transport for all users. Provision of short-stay drop-off and pickup bays and blue badge spaces should be sensitively planned for with dropped kerbs, and short distances to hospital, research facilities and offices;
 - 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 framework of measures that optimise 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.
23. To support delivery of the agreed campus-wide masterplan, planning applications should be supported by a strategic and local transport mitigation plan 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.
24. For any development or works shown on land identified as within the Strategic Enhancement Area and Landscape Improvement Area, the Local Planning Authorities should review the need for a strategic and local transport mitigation plan in the context of the works proposed.

Resources

25. Utilise innovative approaches to water management on-site, including sustainable drainage systems (SuDS), water reuse and natural systems and landscaped solutions as appropriate to the function of the buildings and landscape, to help address flood risk, including surface water, foul drainage and sewage disposal, and maximise the sustainability of the Campus.
26. 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 practical and viable.
27. 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 early delivery to avoid overburdening existing services.
28. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

Lifespan

29. 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.

30. There are a range of matters that will need to be fully addressed before further development will be supported. To address these, for Phases 3 and 4, the applicant must prepare and submit, for approval as part of future outline planning applications:
31. A comprehensive campus-wide Masterplan that will be expected to:
- i. Address key requirements such as access and movement, land uses, green and blue infrastructure, scale and massing and densities;
 - ii. Set out the layout, mix and scale of uses, including the relationship with the existing Campus composition;
- a. Evidence a demonstrated 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;
 - b. Set out full Phasing Plans, including any further planned development or redevelopment in early phases of the Campus and measures for the Phasing Plan to be updated when necessary, in agreement with the Local Planning Authorities;
 - c. Include an Infrastructure Delivery Strategy, identifying site-specific and strategic infrastructure requirements to help achieve the vision for the Campus as well as wider Campus enhancement set out in the indicative Spatial Framework and Masterplan, and demonstrating how this can be 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;
 - d. Provide a detailed transport assessment including the delivery of sustainable transport and active travel onto and across the Campus;
 - e. Provide clear and enforceable strategies for delivery, management and stewardship of shared facilities and public realm in the proposed application area;
 - f. Set out 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;

- g. Implement an Amenity Strategy, considering the overall contribution of proposals on the quality of place on the Campus;
 - h. Where appropriate, provide a Meanwhile Use 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.; and
 - i. Identify how Phases 3 and 4 will integrate with the existing Campus and life-science function.
32. The masterplan should be kept up to date to reflect changes required such as amendments after major applications are approved.
33. 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 of the Campus. Where necessary, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment.
-

Supporting information

- 3.2.1** The Cambridge Biomedical Campus is of national importance. This policy will guide development within the existing campus and identifies additional land to be released from the Green Belt for expansion. It establishes requirements for a new masterplan and the triggers for this 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 and regional health services as well as compete internationally as a centre of research and innovation.
- 3.2.2** The indicative Spatial Framework for the Cambridge Biomedical Campus sets out a high-level illustration of the policy requirements, and the key interventions, including the Strategic Enhancement Area and Landscape Improvement Area that will contribute to delivering a world leading life science Campus.

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 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.



	Site Allocation		Landscape Improvement Area		Southern
	Residential Led Development		Flood Mitigation		Access Road
	Healthcare-Related R&D, Education, Labs And Offices		Local Nature Reserve		Footpath
	Healthcare		Public Amenity Area (Indicative)		Park And Ride
	Core Hospital Related Uses		Areas Of Activity		Active Travel
	Energy Centre And Hospital Facilities Management Hub		SSSI		And Bus Access Only
	Strategic Enhancement Area		Scheduled Ancient Monument		East West Link
	Green Edge		Proposed Cambridge South Station		Strategic North South Green Link
			Railway		Main Vehicle Access
					Ecological Corridor

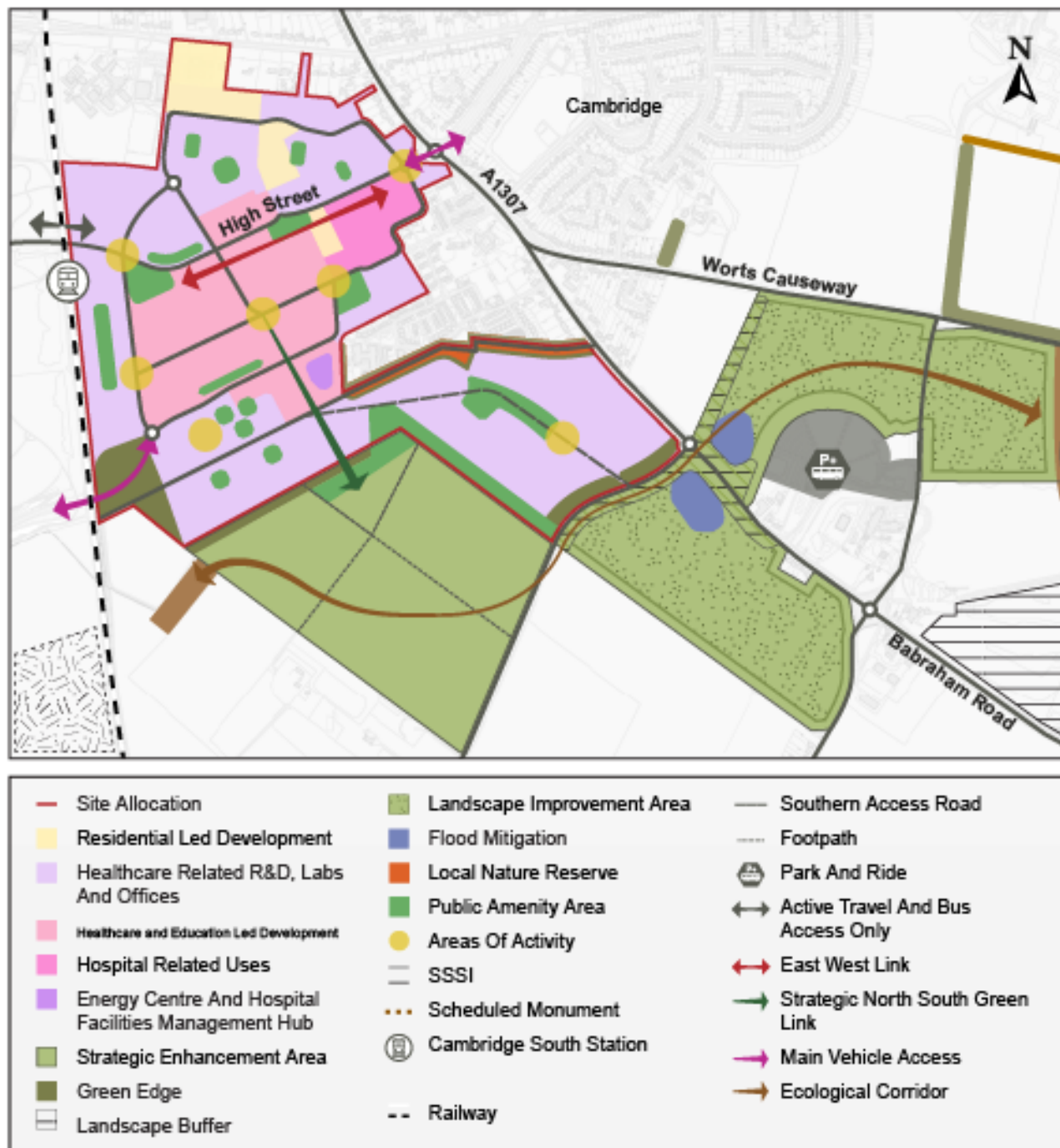


Figure 60: Spatial Framework for Cambridge Biomedical Campus (including Addenbrooke's Hospital)

- 3.2.3** This policy is required to enable the continued evolution of the site and ensure 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. 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
- 3.2.4** 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. The Cambridge Biomedical Campus SPD (2025) was prepared to supplement the adopted Local Plan policies, and 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, access and green space must be improved, and there is limited range of amenities to support the day-to-day needs of visitors.
- 3.2.5** A comprehensive masterplan will be critical to delivering high quality development. Proposals should identify opportunities that mitigate impacts on landscape and nature, access and travel as set out in the CBC SPD (2025) whilst seeking to enhance and restore habitats and incorporate safe, well-lit active travel routes that contribute to the connectivity of the Campus where possible. Future masterplans need to address these shortcomings if the site is to deliver a world leading Campus.
- 4 Underpinning the future development will be a Place Book. It will establish a shared vision for the settlement and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.
- 5 The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code,

Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

- 5.2.1** 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 and their carers, 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.
- 5.2.2** The 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.
- 5.2.3** Given the importance of the Campus to 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 requires 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.
- 5.2.4** A key purpose of the policy is to enable a coordinated approach to the regeneration 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.
- 5.2.5** The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site will require delivery of, or provision towards, primary education and healthcare facilities, 432 sqm of community space, a 150 sqm library space to be

delivered as a community library; an expansion of Cambridge Ambulance Hub and financial contributions towards a range of outdoor sports provision including tennis courts, artificial pitches and football pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

- 5.2.6** 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 whilst also providing new, improved green space for the benefit of all Campus users. 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 arable, grassland and woodland habitats, the creation of ecological corridors, and the restoration of farmland species such as grey partridge, corn bunting and brown hare are essential components of this strategy.
- 5.2.7** Development must deliver a network of inclusive, well-landscaped and connected public spaces, including courtyards, tree-lined paths and amenity areas that encourage social interaction, support mental and physical wellbeing, and reflect the distinctive character of Cambridge. Improvements to the Campus also provide opportunity to contribute to the safety and wellbeing of staff and visitors through improved wayfinding, legibility. There are also opportunities to consider impact of development on surrounding neighbourhoods including Red Cross Lane and Greenlands by placemaking.
- 5.2.8** 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. Sensitive boundary treatment

should be considered alongside appropriate access to landscape and nature that will play an important role in supporting mental health and wellbeing of visitors and employees of the Campus. The impacts on the water quality and natural habitats of the chalk stream at Nine Wells will also be mitigated through appropriate interventions set out in legal agreements between landowners and the Hobson's Conduit Trust.

5.2.9 It is anticipated that the land identified within the Strategic Enhancement Area will come forward with enhancement works before the Landscape Improvement Area given its proximity to the Campus and opportunities for place shaping and access to outdoor amenity space.

5.2.10 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 indicative 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 and any temporary exceedances can be reduced over time through the implementation of trip budget reduction measures and/or infrastructure delivery in accordance with an agreed transport mitigation plan.

5.2.11 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, with new infrastructure including an east-west 'high street' and mobility hubs. . Enhanced connectivity with Cambridge South Station and integration of the proposed CSET scheme are critical to reducing car dependency, alongside micro-consolidation hubs will support efficient, low-impact logistics for last-mile deliveries. Improvements to the connectivity of the Campus and access to public transport and active travel will support the users of the Campus and their commuting experience, and provide opportunity to connect to wider employment campuses and research and development facilities.

5.2.12 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 policy is contingent on the identification and management of the delivery of infrastructure and including securing the long-term stewardship of shared facilities and public spaces. Implementation may be delivered through agreement of a delivery body capable of managing infrastructure delivery.

- 5.2.13** Stand-alone applications for development or those already granted consent will be considered on their own merits 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.



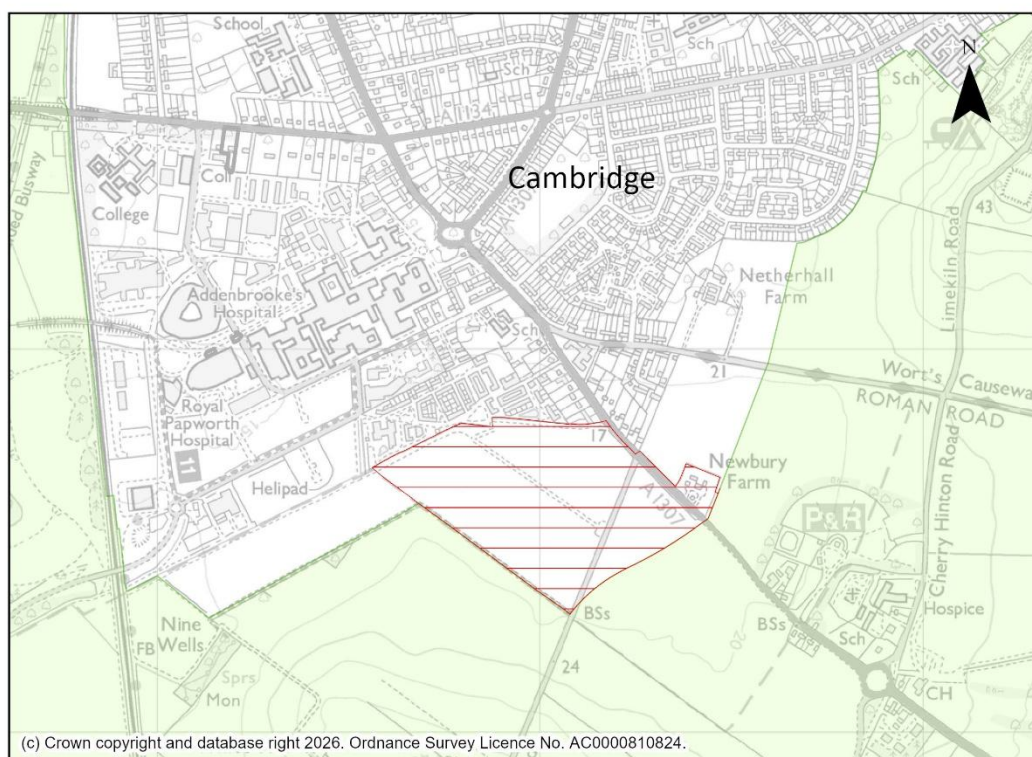


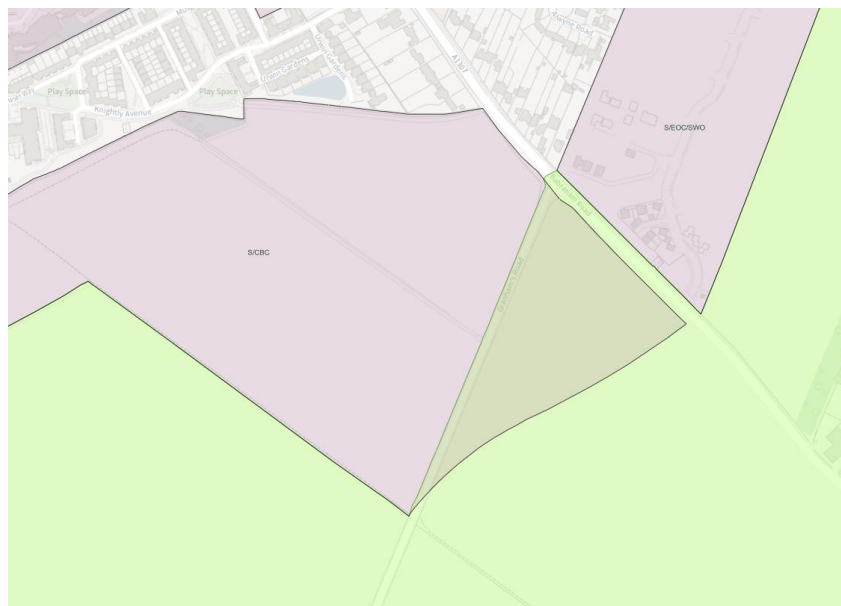
Figure 61: Map of Green Belt release to enable delivery of Cambridge Biomedical Campus

Amend to the Green Belt Boundary in relation to Policy S/CBC

The Greater Cambridge Local Plan Policies Map currently does not reflect Policy S/CBC which releases land from the Green Belt and which redefines the Green Belt boundary with the re-alignment of Granham's Road. Currently, the Green Belt boundary and Policy S/CBC overlap as shown below.

The proposed Green Belt boundary is shown in the second image below. This amendment is required to bring forward Policy S/CBC.

Existing Green Belt boundary and Policy S/CBC



Proposed Green Belt boundary and Policy S/CBC



This amendment will also be made to the Policies Map ahead of the Regulation 19 consultation.

Ida Darwin Hospital

S/EOC/FIDH: Ida Darwin Hospital

- Ida Darwin Hospital site has a site area of 13.41 hectares.
 - Capacity for approximately 200 homes on the eastern part of the site.
 - A developable area of approximately 7 hectares was agreed through the planning application currently under construction.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Redevelopment of the existing built footprint of the Ida Darwin Hospital into a different configuration, comprising residential redevelopment on the eastern part of the Ida Darwin site and the transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities;
 - b. Redevelopment must create a landscape green wedge on the western part of the Ida Darwin site to provide a compensatory enhancement to the openness of the Green Belt in this location. This green wedge will also provide enhanced public access to the countryside;

- c. Siting and design of buildings, in regard to height, scale, form and materials, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the setting of nearby heritage assets, including the Fulbourn Hospital Conservation Area and Settlement site by Caudle Corner Farm Scheduled Monument;
- d. Development must use a landscape-led approach to site boundary configurations, particularly along the southern boundary of the Ida Darwin Hospital area, to mitigate the impact of development on the character of the Green Belt in this location;
- e. Appropriate noise and vibration mitigation must be incorporated as part of the development to limit the impacts of the adjoining railway line on sensitive planning uses;
- f. 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; and
- g. Development accords with the Ida Darwin and Fulbourn Hospitals Development Brief (December 2013).

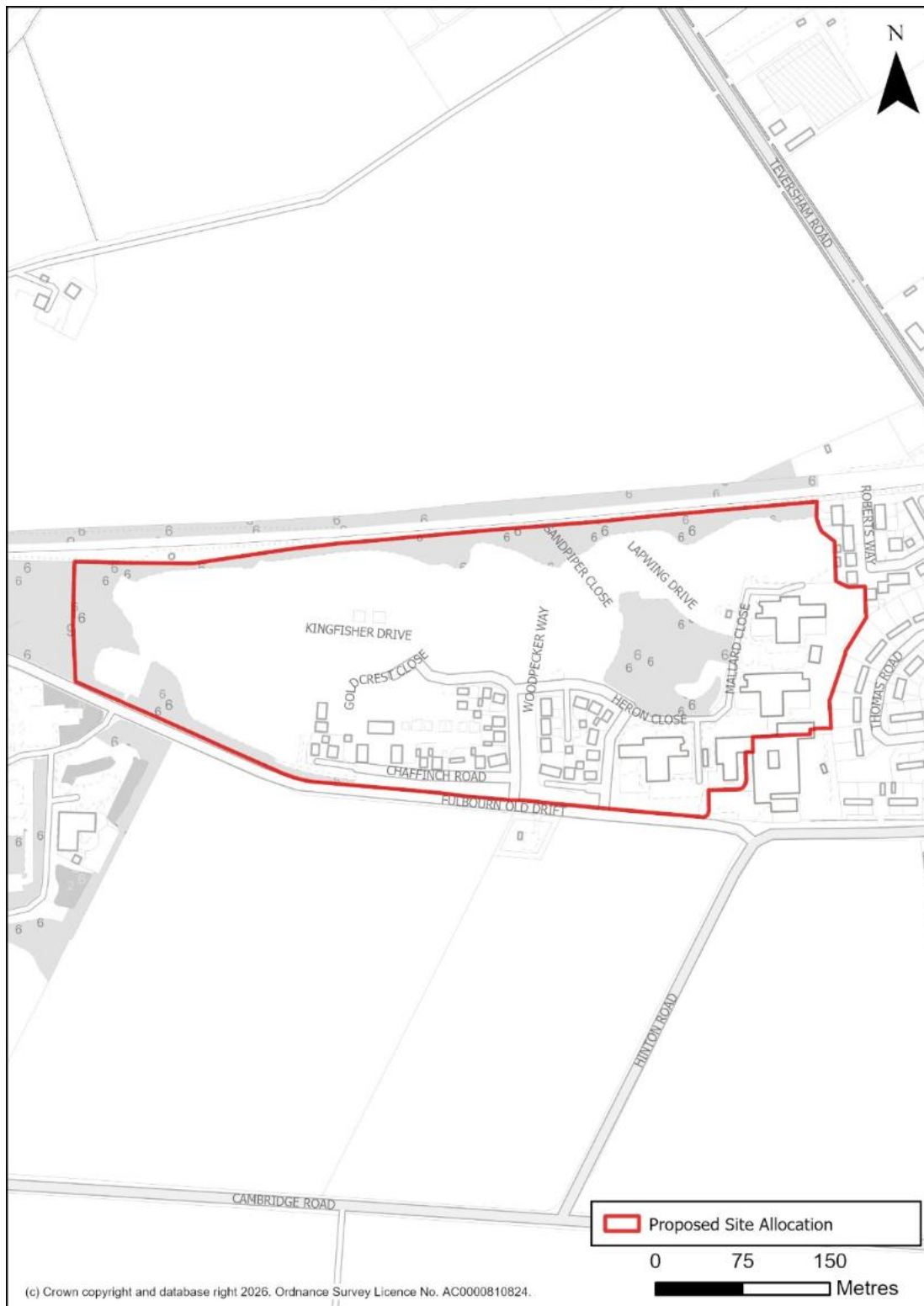


Figure 121: Site Plan of S/RRA/ID Ida Darwin Hospital

Supporting information

34. This 13.41 hectare site within the Green Belt is identified for redevelopment for approximately 200 homes following the rationalisation and relocation of former

health
uses whilst responding to the landscape and heritage impacts. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications through the removal of all buildings from the western part of the site, and the creation of an area of open countryside character, which could help increase the openness of, and public access to, the Green Belt.

35. The Ida Darwin and Fulbourn Hospitals Development Brief, endorsed by the Local Planning Authority in 2014, demonstrates how development can be accommodated in a way that minimises harm to the setting of the Fulbourn Hospital and Fulbourn Conservation Areas, listed buildings and without intruding on important viewpoints. Planning permission has been granted for the whole site and Policy S/RRA/ID H provides a development context until all phases of the development have been delivered.

Fulbourn Hospital

S/AMC/FH: Fulbourn Hospital

1. Development proposals for appropriate new healthcare facilities, will be supported only where:
 - g. Evidence is submitted to demonstrate the need for the new or upgraded healthcare facility;
 - h. The design, including building heights, massing and materials, responds sensitively and positively to the existing built form and mitigates against unacceptable impacts on the Fulbourn Hospital Conservation Area;
 - i. A Heritage Impact Assessment is provided to demonstrate the potential impact of development on the Fulbourn Conservation Area;
 - j. Access to the countryside is enhanced through the development of a green wedge and open buffers are maintained between the built areas of the site and the Green Belt;
 - k. An appropriate archaeological assessment has been submitted, given the area's potential for archaeological remains. This must include 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;

- l. Development is mitigated against any noise impacts arising from nearby railway lines; and
- m. Development accords with the Ida Darwin and Fulbourn Hospitals Development Brief (December 2013).

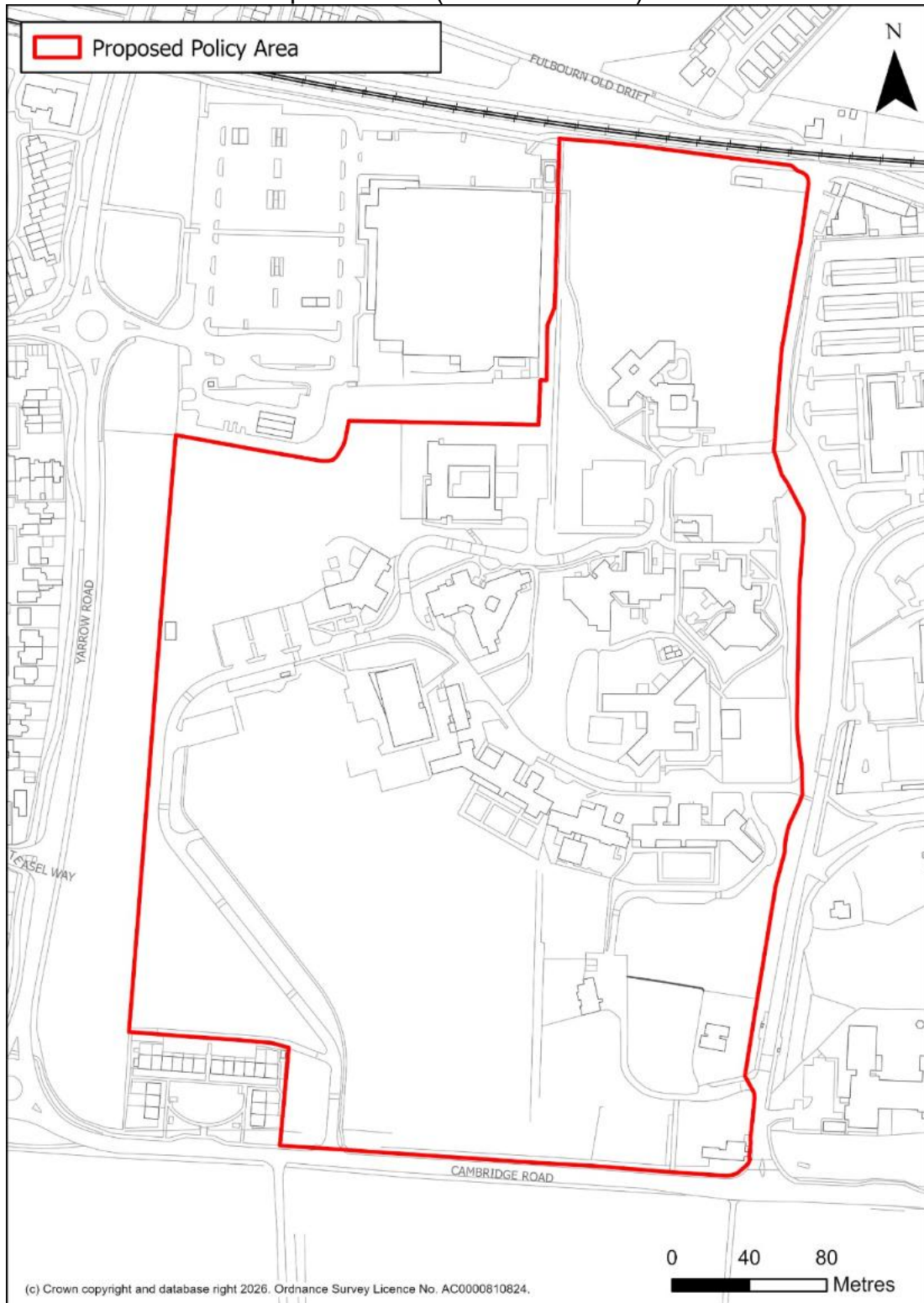


Figure 121: Site Plan of S/AMC/FBH: Fulbourn Hospital

Supporting information

34. The Ida Darwin and Fulbourn Hospitals Development Brief, endorsed by the Local Planning Authority in 2014, highlights that redevelopment of existing facilities will be needed at Fulbourn Hospital to upgrade local NHS mental health facilities, particularly as Greater Cambridge's population grows and redevelopment of the Ida Darwin Hospital site advances.
35. Redevelopment within the Fulbourn Hospital area can be accommodated in a way that minimises harm to the setting of the Fulbourn Hospital and Fulbourn Conservation Areas, the nearby Scheduled Monument Settlement site by Caudle Corner Farm, listed buildings and important local views.

Policy S/GF: Land adjacent to A11 and A1307 Grange Farm

1. A new settlement of approximately 4,500 homes delivered from 2034, subject to the necessary water infrastructure being available, 35,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.
2. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 65 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Local Planning Authorities prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the LPAs).
3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each

phase of development positively contributes towards the high-quality placemaking outcomes expected.

Objectives and place identity

4. Grange Farm will be a thriving and sustainable new settlement, providing a distinctive mixed use development shaped by a comprehensive and innovative approach to delivering resilient placemaking. It will be delivered through a design led approach with nature and community at the heart of development.
5. Located within the Rural Southern Cluster, a globally important cluster of science innovation, Grange Farm will play a vital role in locating high quality new homes close to existing employment areas, connected through a holistic active travel and public transport network. At its core, it will be a vibrant place that provides for the day-to-day health, wellbeing, and quality of life needs of new residents, workers, surrounding communities and visitors, by positioning new local centres, schools, community uses, and other local services and amenities close to homes.
6. The new settlement will play a critical role in extending the Cambridge South East Transport (CSET) scheme, with a new segregated connection proposed which would also enable potential future extension of the proposed scheme to settlements further afield.
7. Development will need to respond to the surrounding character and context whilst maintaining a distinction with other surrounding settlements, in part through the preservation of the existing distinctive local characteristics of the built and natural environment.
8. The proposed Grange Farm site sits alongside the S/SEA/GF non-development areas adjacent to Grange Farm referred to as the Strategic Enhancement Area. The Strategic Enhancement Area sets out to ensure sufficient separation from neighbouring settlements and maintain a soft, green landscape to protect the development's rural setting. These areas will also be used to deliver other associated uses, including new habitats, biodiversity and informal open space.
9. Grange Farm contains and is close to a number of nationally significant ecological and heritage assets, including the Worstead Street Roman Road Scheduled Monument and SSSI to the north, County Wildlife Sites, an extensive network of archaeological remains and features, various listed and non-designated heritage assets as well as the Great and Little Abington Conservation Area to the south. The future layout of the new town will consider these assets, identifying and implementing measures that mitigate impacts but also deliver enhancement wherever possible, including creating an extensive network of ecological corridors.

Uses

10. Land adjacent to A11 and A1307 at Grange Farm is allocated for mixed use development within the developable area of 198.2 hectares.
11. Development proposals must make a positive and meaningful contribution to the creation of a fully functional, self-contained new settlement. To achieve this, the site is allocated for mixed use development comprising:
 - a. Approximately 4,500 homes (~~to deliver delivering 2,600-550 homes teby 2045 within the plan period from 2034~~ subject to the necessary water infrastructure being available;) ~~homes~~, including:
 - i. affordable housing, self and custom build homes and key worker housing to support surrounding employment sites;
 - ii. 10% of the total homes as specialist accommodation (within Classes C2 and C3), particularly for older people or those with disabilities.
 - b. A total of 12 Gypsy and Traveller pitches (within a site of approximately 1 hectare) provided on site or be located off site in compliance with Policy H/GT;
 - c. Approximately 20,000 square metres (GIA) Class B2 (General Industrial) floorspace and Class B8 (Storage or Distribution) through provision of a local last-mile logistics hub/warehousing;
 - d. Approximately 15,000 square metres (GIA) office (E(g)(i) floorspace to meet local needs generated by the new settlement;
 - e. A mix of retail, commercial, cultural and community facilities, indoor and outdoor leisure provision provided at new centres to meet the needs of the development;
 - f. Education facilities to meet the needs of the development including early years, primary and secondary schools, and for special educational needs, including three primary schools and a secondary school that are operational from the early phases of development;
 - g. Sports provision including a sports hall and football pitches, and financial contributions to an offsite swimming pool and other regional sports facilities;
 - h. Healthcare facilities to meet the needs of the development;
 - i. High quality open space and recreation provision, including parks, community gardens and food growing spaces;
 - j. Delivery of uses in the Strategic Enhancement Area, including:
 - i. Agricultural uses through sustainable management practices that provide for Biodiversity Net Gain, protect priority habitats and species, prevent erosion of the land and its quality, and provide other long term environmental benefits;

- ii. Sustainable drainage systems (SuDS) such as swales, wetlands and reed beds;
- iii. New habitats for wildlife and habitat compensation through the provision of same or better quality habitat conditions including grasslands, chalklands, and meadows;
- iv. Informal open green space that provides recreational function and opportunity to access nature, biodiversity and foraging; and
- v. Introduction of dark corridors where necessary to mitigate impacts on protected species.

The development of Land Adjacent to A11 and A1307 at Grange Farm must do the following:

Context

12. Embed exemplary principles for delivering high quality landscape, townscape, conservation and enhancement of heritage into all phases of masterplanning and design that will:

and design that will:

- a. Ensure the development respects, protects and enhances the landscape within its rural setting, including surrounding chalk hills and woodlands;
- b. Respond sensitively to the local townscape and heritage, incorporating appropriate buffers where appropriate and necessary, including the:
 - i. Worstead Street Roman Road Scheduled Monument to the north;
 - ii. Bronze Age Barrow Cemetery Scheduled Monument to the west, and north west of Grange Farm Cottage;
 - iii. Grade II listed Worsted Lodge Farmhouse immediately to the north-west and Grade II Listed 8 Cambridge Road immediately to the South;
 - iv. Non-designated heritage assets of Grange Farm;
 - v. Nearby Great and Little Abington Conservation Areas and associated Listed Buildings; and
 - vi. Known and unknown archaeological assets.
- c. Establish a robust landscape framework that integrates the development with the Strategic Enhancement Area (S/SEA/GF) and the wider landscape context, informed through preparation of a Landscape Visual Impact assessment. This should include the enhancement and extension of the existing tree line along the southern edge of the landscape buffer to provide screening from the development area;
- d. Given the area's potential for archaeological activity across the whole site, especially along the Roman Road and around the barrows, which are designated heritage assets, 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 and their character and setting. An archaeological Desk Based Assessment is required as a starting point; this should establish any further archaeological investigations required to establish a robust baseline from which to assess the impact of the proposed development on the designated and non-designated archaeological resource. These investigations and the Desk Based Assessment must inform the masterplan;

- e. Undertake a Historic Landscape Characterisation and Landscape Character Assessment, and a more detailed Heritage Impact Assessment, to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation and enhancement measures. The Council's HIA and the results of these further assessments must inform the masterplanning for the site;
- f. Improve the understanding and legibility of Worstead Street Scheduled Monument and links to other Roman networks through interpretation and public art; Maintaining appropriate separation between Grange Farm and surrounding existing settlements, including Little Abington and Babraham; and
- g. Respond appropriately to the indicative edge boundary treatment to the north of the site as set out in the indicative Spatial Framework through a comprehensive evidence base demonstrating how any access infrastructure or development near to the northern edge towards the Roman Road, or SSSI will mitigate the impacts on the setting and significance of the heritage asset of the Roman Road, landscape and ecology.

Built form

13. Take a design-led approach that demonstrates how the development will:

- a. Contribute to creating a thriving place, with access to key services and facilities that will support the community and surrounding villages from the outset;
- b. Respond positively to key landscape, heritage, townscape and ecological features (identified elsewhere in this policy), and how these will be afforded appropriate protection and enhancement;
- c. Deliver buildings that respond to the surrounding context and ensure heights of taller buildings do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form at the northern area of the site, where densities should be limited to reduce impacts on the Worstead Road Roman Road;
- d. Provide for an appropriate variety of typologies, scales, massing and densities across the site;

- e. Identify landmark features and buildings that aid legibility and create a sense of identity within the new development;
- f. Maintain the distinction between Grange Farm and neighbouring villages, in terms of character and physical separation;
- g. Deliver exemplar design quality, reflecting the site's prominent location and close association with nearby research campuses;
- h. Be sensitive to the views to Gog Magogs from the highest points in the site and sensitively respond to the views to Ely Cathedral;
- i. Protect the character of the Eastern boundary including retaining agricultural uses in this area;
- j. Not build on or around the Listed Barrows to protect the barrows and their setting.
- k. Deliver a network of new centres for the settlement, specifically:
 - i. A vibrant local centre supported by a critical mass which will act as a landmark for community and civic facilities and amenities and be the main focus for commercial and retail uses;
 - ii. Neighbourhood centres, serving day-to-day need for key services, education and community facilities in close proximity to homes; and
 - iii. Walkable town centres that are within a 15 minute walk of residential areas.
- l. At these centres, buildings and main entrances provide an active frontage to the public realm and make a positive contribution to the street scene and wider placemaking objectives.

14. Deliver an appropriate mix of well-designed, high-quality residential neighbourhoods to meet a range of needs, incorporating:

- a. A range of typologies, including terraced houses, semi-detached and mews housing, that support compact and walkable neighbourhoods;
- b. An indicative average density of 30-40dph on the edge of the site to respond to the appropriate edge treatment with higher density development at an average range of 50-60dph in the centre. The lowest topographical points of the site should provide areas of higher densities;
- c. Homes that are adaptable to support the needs of future generations; and
- d. A range of other uses at neighbourhood centres, embedded within neighbourhoods, providing key facilities, services and flexible community amenity uses (for example a community centre that provides social benefit including sport and recreation), and cultural facilities, such as creative arts spaces, venues, within a short walking or wheeling distance of homes. Indoor and outdoor sports facilities, to meet the needs of the development, should be quantified and phased in accordance with an agreed Sports Strategy.

Public space

15. Establish a high quality public realm that encourages healthy lifestyles, physical activity and positively contributes to wellbeing, including legible and well-lit routes that enable safe walking and wheeling throughout the day and night.
16. Provide open space comprising formal children's play space, informal children's play space, informal open space, food growing, allotments and community orchards.
17. Integrate green and blue infrastructure into the design of the public realm including by providing places for people to interact, play and rest in nature.
18. Anchor the heart of development with high quality public realm focused around heritage and green infrastructure, that fosters a sense of community and co-locates active spaces such as parks, greens and outdoor spaces with local centres for people to gather formally and informally;
19. Create non-linear centres within the public realm to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion and should include a flexible cultural hub to anchor activity in the centre that should include:
 - a. Space to celebrate the archaeological assets of the site and the wider area;
 - b. Public spaces that should be capable of supporting regular markets including the provision of necessary market facilities for stallholders and visitors.
20. Deliver a network of clearly defined centres, providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses, green spaces and play areas embedded within the high quality public realm.

Nature

21. Preserve and enhance significant ecological heritage and the natural environment across the allocation, Strategic Enhancement Area (S/SEA/GF), and its surrounding context, that will:
 - a. Manage recreational pressure on areas of sensitive ecology and habitat including the impacts on the SSSI. This includes a buffer of chalk grassland for habitat creation. The design of the development should:
 - i. Prevent direct access onto the SSSI, including direct connections between the SSSI and the Roman Road PRoW. A strip of grassland should be used to create a buffer for the ~~SSI~~SSSI.
 - ii. Adopt a landscape-led design that supports the diverse ecological character and preserves the chalk hills and woodlands that are home to a species rich ecology;

- iii. Maximise opportunities for ecological enhancement, such as through restoration of degraded habitats and reinforcements of ecological habitats and networks, including commuting, foraging and sheltering of species such as badgers, bats, hedgehogs and other mammals, birds, amphibians and invertebrates;
- iv. Appropriately respond to the designated Scheduled Monument Roman Road and Alder Carr Site of Special Scientific Interest (SSSI) and its setting, River Granta and remnant lowland calcareous grassland of high floristic diversity to the northern boundary of the development, and non-statutory designations such as local wildlife sites within 2km distance of the development;
- v. Ensure that appropriate measures are implemented to minimise recreational disturbance and pressures on ecology at the SSSI along the Worstead Roman Road which is a Public Right of Way and a European Long Distance Route;
- vi. Support the long-term management and enhancement of the SSSI, including measures to support the restoration of the SSSI. This should include the long-term management of any new chalk grassland habitat;
- vii. Create dark corridors (including along the SSSIs) to ensure nocturnal and crepuscular species are not disturbed, by providing minimal lighting near to the buffer of the development, and directional and movement sensitive lighting where appropriate;
- viii. Preserve the existing range of watercourses and waterbodies of ecological significance and aquatic ecosystems, including the River Granta, a chalk stream that flows through Little and Great Abington;
- b. Create a clearly defined green buffer between the neighbouring settlements which:
 - i. Preserves viewpoints from the northern, southern and eastern boundary of the site; ~~and~~
 - ii. Protects existing landscape features; and
 - iii. Extends and strengthens the existing treeline along the edge of the site; and the open character of the landscape buffer should be maintained.

22. To inform the design at all phases of development, the applicant must:

- a. Carry out a full programme of ecological survey and monitoring, including detailed bat surveys, to guide a Biodiversity Implementation and Management Plan, providing appropriate mitigation and enhancement. This must include preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors) and, where unavoidable impacts occur, appropriate mitigation. The species surveys should extend beyond

the red line boundary to include the Roman Road SSSI and its surrounding habitat;

- b. In considering connections between different designated and non-designated sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species. The network – retained and extended – should, and be of sufficient quality to enable passage movement through the landscape unhindered, an important aspect of nature's recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.
- c. Retain and keep dark existing bat habitats. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.
- d. Propose measures that will support the appropriate positive management of any ecological buffers, to maintain biodiversity value.

Movement

23. Deliver a comprehensive movement and connectivity network across the whole townsite that actively encourages and prioritises active ~~and sustainable modes of travel~~, and ~~provides public transport providing~~ connections across the site and to ~~surrounding nearby~~ villages and employment sites, ~~and to key destinations within Cambridge, supported by residential, school and workplace travel planning.~~ This outcome must be delivered by:

- a. ~~Comprehensively Ensuring the design the site to give priority to active travel and Public Transport modes.~~
- b. ~~Contribute to of the delivery of improvements to public transport that provide the following:~~
 - a. ~~— Mobility Hubs / bus stops within 400m for all site occupants, with Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill.~~
 - i. ~~Bus priority measures along the A1307 between Haverhill and Cambridge where required, including at Fourwentways junction.~~
 - i. ~~Deliver a well-connected network that~~ Prioritises walking, wheeling, cycling and public transport movements and provides a legible high quality street network, ~~in accordance with~~ Healthy Streets guidance and National Design Guidance

- ~~ii. High quality segregated connection to the CSET Travel Hub and active travel path;~~
 - ii. Focuses the movement network on the key areas of activity within the settlement, ensuring these are highly accessible by non-private modes;
 - iii. Integrates direct, safe, and efficient public transport routes, ensuring that all development is located within reasonable walking distance of mobility hubs served by high quality public transport;
 - iv. Promotes low car ownership, including through remote parking approaches such as rural car barns at the edge of parcels or plots;
 - v. Integrates secure, covered and conveniently located cycling parking throughout the settlement at mobility hubs, workplaces and public spaces.
 - b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:
 - i. Mobility Hubs / bus stops within 400m for all site occupants;
 - ii. A last mile logistics hub to enable delivery of goods from the distribution centre and supports the trip budget in reducing the number of trips through the development;
 - ~~iii.~~ Internal and local connections to the Linton Greenway, Byway 4/1 and Worsted Lodge access road, and.
 - c. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures:
 - i. High quality segregated active travel connections across the A1307 and A11 and along Newmarket Road to connect the site with Granta Park and the CSET Phase 2 Travel Hub and active travel path, to support the early phases of development;
 - ~~iii. Improvements to routes to the Cambridge Biomedical Campus.~~
 - ~~iii.ii.~~ Improve wider walking and cycling infrastructure to Babraham, Babraham Research Campus, the Wellcome Genome Campus, Granta Park, Little and Great Abington, Linton, and Whittlesford Parkway Station, including addressing local severance from the A1307 and A11;
 - iii. Ensure The GCP Cambridge South East Transport (CSET) Phase 2 scheme which will provide a high quality public transport corridor and active travel route from the proposed A11 Travel Hub to the Cambridge Biomedical Campus, Cambridge city centre and the Linton and Sawston Greenways;
 - iv. Extension of the CSET Phase 2 public transport corridor and services directly into the site via a segregated link from the proposed Travel Hub across the A11 into the site, to support the

early phases of development. This must be in place to support first occupation of the site, unless it can be demonstrated by the applicant through a detailed Transport Strategy and phasing plan (as agreed with the Local Planning Authority and, Local Highways that, to support first occupation, there is an alternative, temporary means of securing a frequent, reliable, prioritised public transport service providing fast, direct connections between the site and Cambridge Biomedical Campus, key nearby mobility hubs, and other key destinations in and around Cambridge. If a temporary approach is agreed, the agreed phasing plan must demonstrate an appropriate trigger for completion of the segregated link based on the development capacity supported by that temporary approach;

- v. A package of bus service improvements providing links to Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill;
- vi. Bus priority measures along the A1307 between Haverhill and Cambridge, as required, including at Fourwentways junction;
- iv.vii. Necessary off-site highway mitigation and appropriate site access arrangements. Ensuring there is no direct access from the new townsettlement to the WorsteadWorsted Road Roman Road, givenreflecting archaeological, heritage and ecological sensitivities;
- ~~c.—Provide a segregated link for the proposed Cambridge South East Transport Scheme to enable the project to serve the development without being impacted by local congestion;~~
- ~~d.—Travel planning for the whole site higher levels of cycle parking with 5-10% designed to accommodate non-standard cycles;~~
- ~~e.—Provide proportionate contributions to the Cambridge South East Transport (CSET) scheme, providing a high quality public transport corridor and active travel route from the A11 Travel Hub to the Biomedical Campus, Cambridge city centre and the Linton and Sawston Greenways;~~
- ~~f.—Provide an extension of CSET public transport services directly into the site via a segregated route, or via a highly prioritised route; and~~
- ~~g.—Provide off-site highway mitigation appropriate site access arrangements; and Explore opportunities for an active~~

travel connection parallel to the segregated link to connect the new town with central Cambridge, Babraham, the Cambridge Biomedical Campus and Granta Park. This should include a Newmarket Road active travel connection.

- b. ~~Integrate a last mile logistics hub within development to enable delivery of goods from the distribution centre and supports the trip budget in reducing the number of trips through the development.~~
- c. ~~Ensure transport and junction modelling is undertaken to confirm points of vehicular access into the site, including the exploration of a Northern Access to the site in discussion with National Highways and Highways Authority, and the necessary road and junction enhancements required to satisfy the Highways Authority and National Highways.~~
- d. ~~Monitor and manage of the highway impact of the trips associated with the area. An initial Trip Budget of 1,114 trips has been calculated for this site. The active travel should be prioritised to achieve this trip budget. A trip budget based on 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.~~
- e. ~~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:~~
 - i. ~~Providing appropriate access to and from the site to avoid congestion on the A1307 during peak travel hours, with appropriate mitigation methods to the transport network; and~~
 - ii. ~~Potential delivery of mitigations and other supporting transport schemes through Section 106 contributions.~~
- f. ~~To reduce private vehicle usage from the outset of the development and improve placemaking, prioritise incorporating rural car barns into the design at the edge of parcels or plots to enable remote parking solutions.~~

24. The agreed masterplan for the site must demonstrate how:

- a. the distribution and mix of development achieves optimal transport outcomes, maximising site internalisation and high active and public transport mode shares;
- b. The quantum and mix of development can be delivered within the agreed trip budget. The Trip Budget will be refined as the site goes through the planning process and the final definitive trip budget must, based on detailed evidence, 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.

25. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer for agreement with the Local Highways Authority and Local Planning Authority. This must include:

- a. Active and public transport measures;
- b. Vehicular transport measures, including site access arrangements that avoid congestion on the A1307 during peak travel hours and appropriate local highway mitigation measures;
- c. A comprehensive parking strategy aligned with low-car living objectives;
- d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget;
- e. Mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms

Resources

24. As part of the design, consider innovative approaches to incorporating low-sustainable water management, including greywater recycling, rainwater harvesting, and sustainable drainage systems (SuDS), informed by preparation of an Integrated Water Management plan and Water Cycle Strategy.

25. Provide appropriate provision for and design of foul drainage and sewage disposal, to be explored and identified through a foul drainage strategy to be prepared by the applicant, in line with the Climate and Sustainability Innovation Delivery Plan.

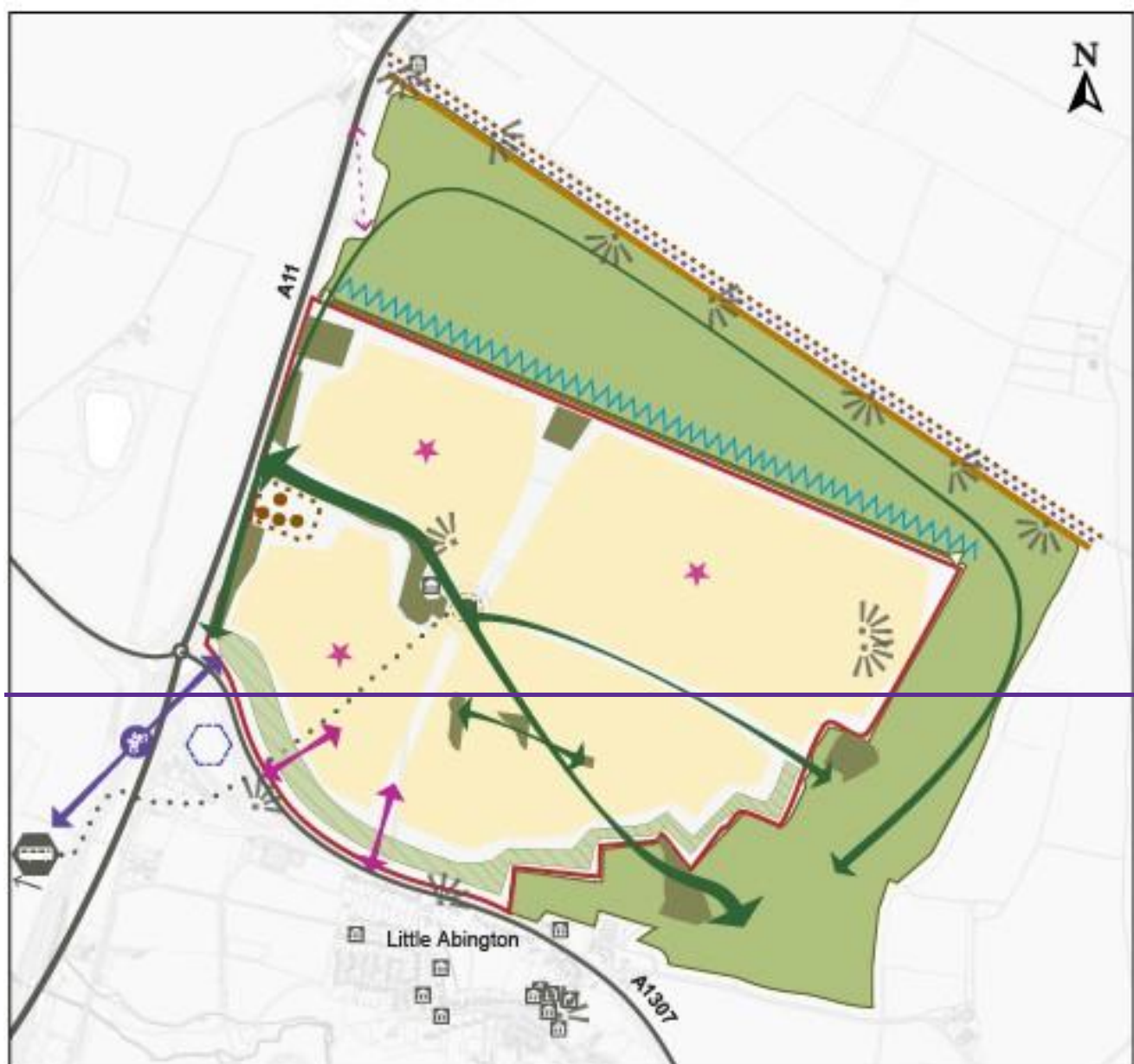
26. A Site Specific Flood Risk Assessment is required to support the planning application and this must include modelling of Oakington Brook. No development should be located within 8 metres of Oakington Brook apart from permitted access.

27. Ecological survey and monitoring is required for specific sensitive locations outside of the site's red line boundary that may be impacted by the development. This document should monitor the effectiveness of measures put in place to combat recreational disturbance on the SSSI, for example, and a commitment to implementing alternative solutions if the initial measures are ineffective.
28. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

Lifespan

29. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:
- i. A comprehensive masterplan
 - ii. A Place Book;
 - iii. A cohesive stewardship strategy through early-phase community engagement including through conservation groups to deliver community-based enhancement stewardship as endorsed by Natural England;
 - iv. A more detailed Heritage Impact Assessment;
 - v. A desk based Archaeological Assessment;
 - vi. Landscape and Visualisation Assessment;
 - vii. A Recreation Pressure Assessment for the SSSI;
 - viii. A Conservation Management Plan for the heritage assets including the Roman Road;
 - ix. A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority); and
 - x. The approach to the long-term management, maintenance and stewardship of the new settlement, including its infrastructure, services, facilities and built and natural environment, must be identified at the outset through a Management and Maintenance Plan that sets out a comprehensive approach to the long-term management of the site as it evolves.

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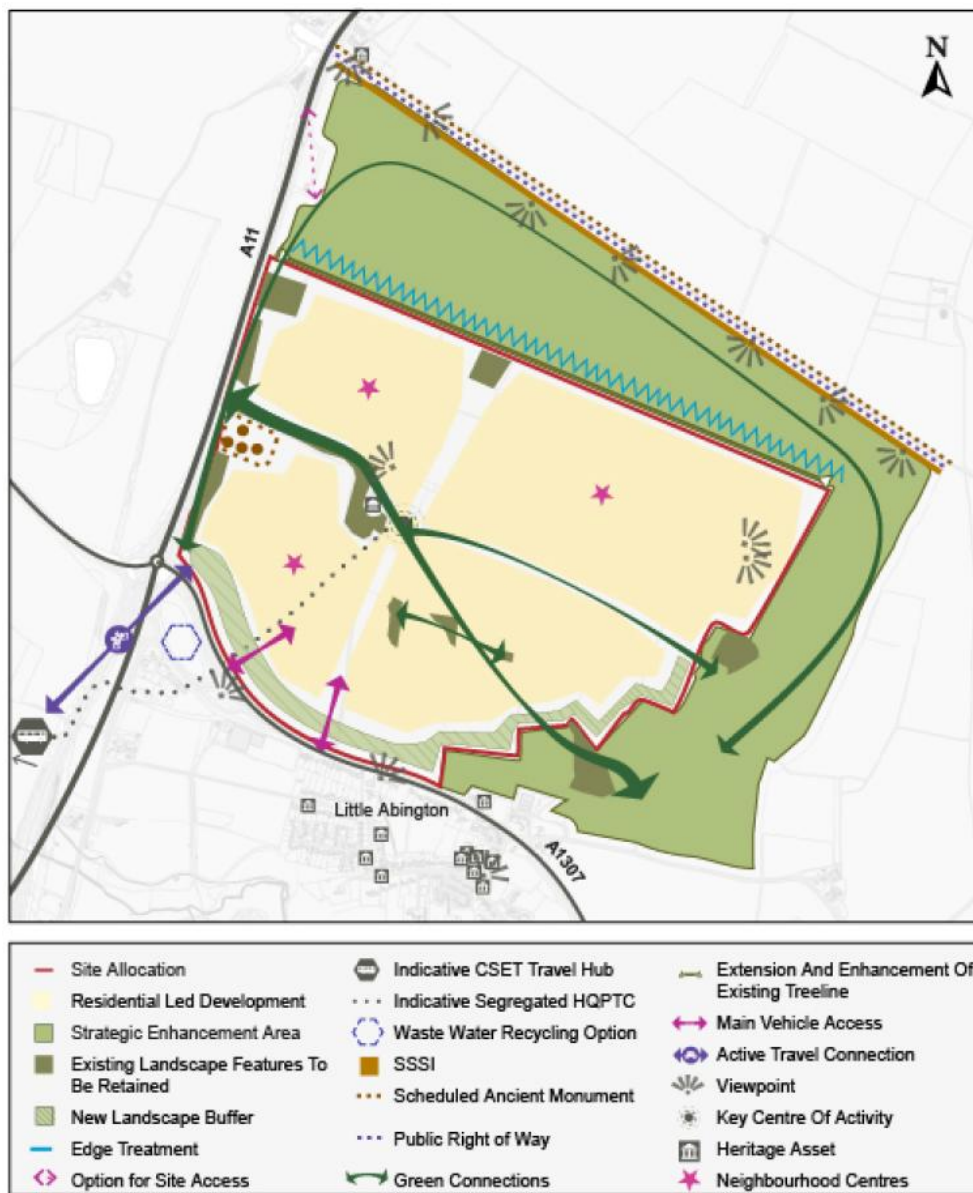


Figure 66: Policy S/GF: Land Adjacent to A11 and A1307 at Grange Farm
Indicative Spatial Framework

Supporting information

3.3.47 This policy provides a consistent planning framework for managing new applications for development of this new settlement in the context of a new strategic allocation for site. The policy will ensure that new development is well integrated, whilst maintaining a separation from other nearby settlements, serves the needs of existing and future communities and mitigates the impact of development where required. Grange Farm will be developed during the period of the Local Plan and beyond.

3.3.48 The location of Grange Farm provides an opportunity to create a high quality and sustainable settlement that provides access to nearby employment centres such as Babraham Research Campus (S/BRC) to the north west, Granta Park to the south, and the Wellcome Genome Campus and Chesterford Research Park to the south west. Development will support these existing employment sites through provision of key worker housing, services and amenity provision and access to high quality green open spaces.

3.3.49 This policy is required to enable development of the site as a comprehensive new settlement, and provide a framework for consideration of future planning applications. Underpinning the future development will be a Place Book. It will establish a shared vision for the settlement and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

3.3.50 The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

31. ~~3.3.51 The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.~~

The policy sets out clear expectations for placemaking and the elements needed to achieve this to a high standard whilst responding to ~~significant~~significant historic

landscape and heritage assets including the chalk hills and woodlands that are home to a species rich ecology.

[3.3.52](#) The Strategic Enhancement Area is designed to form a buffer between the proposed and existing settlements to contribute to mitigating the impacts on landscape and heritage. There is a variety of high and low grade agricultural land that provides environmental benefits. The agricultural uses could be through grazing, crop production and cultivation of food and forestry and agro-forestry. The SEA could also accommodate infrastructure for the site with sufficient evidence to justify its deliverability and minimise impacts on heritage and SSSIs.

[3.3.53](#) The ~~indicative~~[indicative](#) Spatial Framework identifies the indicative edge boundary treatment to the north of the site that highlights the importance of mitigating impacts on the setting and significance of the heritage asset of the Roman Road. The HIA sets out that development risks impacts on the Barrow Cemetery and Worstead Street Scheduled Monuments and the Worsted Lodge Grade II Listed Building to the north of the site. Development may also affect the rural setting of the Great and Little Abington Conservation Area and views to the north, and the Grade II Listed 8 Cambridge Road just south of the site. Mitigation is required to minimise or avoid these impacts. This includes managing development design to preserve the setting and character of the Worstead Street Scheduled Monument, the rural setting of Worsted Lodge, and the rural setting of the Barrow Cemetery Scheduled Monument. The setting of the non-designated Grange Farm building(s) will also require consideration. Additionally, development design should be managed to minimise urbanising effects on the Conservation Area and 8 Cambridge Road.

[3.3.54](#) The site adjoins the Worstead Roman Road Scheduled Monument and SSSI. As a Scheduled Monument, there is the potential for the archaeological finds here to be of national significance. The Barrows in the South East of the site, which have ~~the same weight as a Listed Asset from an archaeological perspective. The potential for significant archaeological remains on the site therefore triggers the requirement for a detailed site wide geophysical survey and Desk Based Archaeological Assessment (DBA) prior to the submission of a planning application to inform any future investigative works onsite in consultation with Historic England and Cambridgeshire County Council.~~
same weight as a Listed Asset from an archaeological perspective. The potential for significant archaeological remains on the site therefore triggers the requirement for a detailed site wide geophysical survey and Desk Based Archaeological Assessment (DBA) prior to the submission of a planning application to inform any future investigative works onsite in consultation with Historic England and Cambridgeshire County Council.

[3.3.55](#) The DBA must be completed in line with the [ClfA guidance](#) and draws on a wider pool of information to pull together a detailed archaeological background of the

site, and assessment of the significance of the assets. This evidence will inform the ~~scope and requirements for further trenching, as agreed with County Archaeology and Historic England. The DBA and geophysical survey must inform the masterplan for the site. The indicative Spatial Framework for Grange Farm sets out an indicative high level illustration of the policy requirements that are location-specific within the site.~~

scope and requirements for further trenching, as agreed with County Archaeology and Historic England. The DBA and geophysical survey must inform the masterplan for the site. The indicative Spatial Framework for Grange Farm sets out an indicative high level illustration of the policy requirements that are location-specific within the Site.

3.3.56 Currently, the site is bounded by the A11 to the west and the A1307 Cambridge Road to the south, which provides the existing access to the site, with a Roman Road (public right of way) to the northern boundary. To the west is access to the A1307, one of the main routes into the city of Cambridge, and the A11. The indicative Spatial Framework sets out the main vehicular access points at the south of the site and the potential option for further site access to the north west.

3.3.57 Any built form or infrastructure including the exploration of options for a northern access point should respond appropriately to the indicative edge boundary treatment through a comprehensive evidence base demonstrating how any access infrastructure or development near to the northern edge towards the Roman Road, or SSSI will mitigate the impacts on the heritage assets identified in the HIA, and the setting and significance of the Roman Road.

3.3.58 Housing should be of high quality design and be located nearby to centres across the settlement to enable access to amenities to support the day to day need of residents and visitors. Homes should provide a range of types and tenures and ~~should include delivery of affordable housing, build to rent, and key worker housing. Homes should be built with a range of densities, with opportunities to densify around local and neighbourhood centres and create areas of lower densities nearby to perimeter of the settlement and areas of higher topography. This approach will support in creating critical mass whilst sensitively responding to the local context,~~ should include delivery of affordable housing, build to rent, and key worker housing. Homes should be built with a range of densities, with opportunities to densify around local and neighbourhood centres and create areas of lower densities nearby to perimeter of the settlement and areas of higher topography. This approach will support in creating critical mass whilst sensitively responding to the local context, character and topography of the site.

3.3.59 Community infrastructure should be implemented in early phases of development to ensure that the needs of the settlement are fulfilled. A range of social and leisure facilities should be provided including community space, and facilities

that are adaptable for different users including younger people, older people, and faith groups. Community spaces and centres should consider integrating library services within design to benefit the health and wellbeing of people living and visiting the settlement.

3.3.60 There is also opportunity to provide high quality cultural facilities, such as creative arts spaces, venues, and respond to the heritage and character of the area through public art. Indoor and outdoor sports facilities, play spaces and sports pavilions, will create access enable the community to access high quality provision on the site and meet the needs of the development. The design, layout and location of these spaces will be integral to their integration, and a comprehensive site-wide masterplan must identify where these will be located.

3.3.62 The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the area will require the delivery of or financial contributions towards: a range of on-site, local and strategic transport infrastructure; reinforcements to existing primary substations, 2 New Primary Schools with Integrated Nurseries, 1 New Secondary Schools, 937.51 sqm of community space, 327.04 sqm of library floorspace, provision of a sports hall, financial contributions to a swimming pool offsite, a variety of outdoor sports facilities accessible green space to meet the demands from future residential and employment growth; and play space. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

3.3.61 Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. Development should enhance connectivity and integrate proposed the CSET scheme to reduce car dependency and improve access to public transport and active travel. Delivery of the CSET scheme will enable improved transport connectivity across the site and will reduce impact on the existing transport network in the area.

3.3.62 Implementation of an effective site-wide Travel Plan against the trip budget, that include measures such as site-wide micromobility, car-sharing, electric car clubs, and incentives to encourage travel by active and sustainable modes. An initial Trip Budget of 1,114 trips has been calculated for this site. The active travel should be prioritised to achieve this trip budget. A trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

3.3.63 The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures.

The housing trajectory accompanying the plan anticipates housing completions from 2034.

Cambourne North

Policy S/CBN: Cambourne North

1. An expansion of approximately 13,000 homes delivered from 2034, subject to the necessary water infrastructure being available, 108,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.
2. A site wide Masterplan will be prepared by the landowners / promoters in conjunction with the Council and in consultation with the local community and other stakeholders including the East-West Rail Company. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 79 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners / promoters and agreed by the Council).
3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.
4. Cambourne North will be planned comprehensively with the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area. This area will ensure that there is sufficient physical and visual separation between the development and

neighbouring settlements and maintains a soft, green landscape to enhance the wider rural setting and relevant Conservation Areas. Where appropriate the SEA could also deliver other appropriate associated uses including drainage, habitat compensation and public open space.

Objectives and place identity

5. Cambourne North will become an integrated part of Cambourne, a well-connected, sustainable, thriving and prosperous town that is rooted in nature. It will be a fantastic place to live, work or visit, where everyone within the town will have easy access to a wide range of employment opportunities, services and facilities along with high quality open spaces.
6. Through the new railway station being delivered by the East West Rail project and the Cambourne to Cambridge (CtoC) High quality public transport corridor (HQPT) (including extension), the town of Cambourne will become a highly accessible destination in its own right with facilities and open spaces of sub-regional significance, including cultural hub and performance spaces, new leisure hub and employment opportunities.
7. Station Quarter, the new station interchange, will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town based around a transport and commercial hub for the area. The station should have a dual role as a transport hub as well as a centre of activity for those living in Cambourne and surrounding communities, providing a well balanced mix of uses to support the diverse needs of local residents, workers and visitors. The Station Quarter will be supported by a network of centres of activity that provide people with easy access by walking and cycling to day to day services and facilities, complemented by public spaces for intergenerational communities to gather and set within a green network of open spaces and natural habitats.
8. Cambourne North will incorporate a series of sustainable neighbourhoods, each of which will have a distinct sense of place and community through innovative urban design. Homes, public and private spaces and local facilities will be designed to

foster health and sustainability, accommodating people at all stages of life and with diverse needs. The town will benefit from well-considered and distinctive design, which through the design of the buildings and public spaces, will create high quality and lasting places that are memorable and outstanding across all aspects of placemaking.

9. Cambourne North will be a destination for new jobs through the creation of a new multi-sector employment cluster, along with mixed-use centres, providing a wide range of employment opportunities, with a particular focus on jobs that are complementary to those in the wider region, such as mid-tech industries.
10. Critical to the overall success of the town will be the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and East West Rail corridor, through a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm. These will deliver seamless, legible and safe movement of people across the wider town and, together with emerging sustainable transport connections and mobility hubs, will support a wider reduction in reliance on private vehicles for local and sub-regional journeys. Additionally, through effective land use planning, the development will maximise trip internalisation. The emerging transport schemes and improvements to walking and cycling networks should also be designed to benefit the existing town.
11. Cambourne North contains and is close to a number of nationally significant ecological and historic assets, including Ancient Woodlands, County Wildlife Sites, and an extensive network of archaeological remains and features. The future masterplan and land use pattern of the town will need to give due consideration to these assets, identifying and implementing measures that mitigate any impacts but also deliver enhancement wherever possible, including creating an extensive network of multi-functional green infrastructure corridors that respond appropriately to their respective ecological and landscape sensitivities.

Uses

12. The site is allocated for mixed-use development comprising:

- a. Approximately 13,000 homes (~~to deliver 2,550 homes by 2045 delivering 2,550 homes in the plan period starting from 2034~~, subject to the necessary water infrastructure being available) comprising of a range of housing sizes, types, and tenures based on identified existing and future local needs, including affordable housing and homes to accommodate people at all stages of life to achieve a balanced and inclusive community, including:
 - i. 10% of the homes as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities; and
 - ii. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT.
 - iii. ~~Employment provision of a range of types and mix to meet the needs of the town and provide access to local jobs and support the continued development of the economy of the Greater Cambridge area. At least 24 ha employment provision of type and mix to meet the needs of the town and provide access to local jobs and support the continued development of the economy of the Greater Cambridge area;~~
- b. Community services and facilities and infrastructure provision including:
 - i. health hub based on the engagement with local and regional health stakeholders,
 - ii. cultural facilities reflecting current and future local and sub-regional needs
 - iii. dedicated faith spaces to meet the diverse needs of the community
 - iv. local spaces available for small scale independent retail and/or community uses
 - v. Education facilities to meet the needs of the development including early years, primary schools, secondary schools, sixth form and for special educational needs;

- vi. Open space, sports and leisure facilities, including a new regionally significant leisure, recreation and events centre and associated playing fields; and
- vii. Sewage treatment facilities to serve the needs of the development, including upgrading existing local facilities where required.

13. To inform the overarching approach to land use, the applicant must prepare a Social Value and Employment Strategy(ies) that include:

- a. Housing in conjunction with key stakeholders, detailing how the site will provide diverse housing types and tenures to meet the needs of the community at all stages of life, including how residential buildings will be designed and delivered to allow for flexibility in response to the changing needs of residents;
- b. Place Activation, Culture and Events detailing the range of community, faith, cultural and other related uses to be accommodated in the design of public buildings and spaces. This must be prepared in conjunction with key stakeholders and set out a Stewardship Delivery Plan for long term operation and maintenance of these spaces;
- c. Employment to identify appropriate quantum, location, types and mix of employment uses. The strategy will seek to foster the economic prosperity of the town whilst optimising land use, minimizing vehicular trips generated by employment uses and ensuring flexibility in employment space provision. It should also explore the co-location / stacking of employment uses with other uses through mixed use buildings and innovative building typologies. This will be prepared in conjunction with the Local Authority's economic development team and subsequently reviewed at each phase of the development;
- d. Identify and deliver any improvements to existing infrastructure required by the development and which will be relied upon by the expansion of Cambourne.
- e. A key component of the expansion of the town is the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area. This area will ensure that there is sufficient physical and visual separation between Cambourne North and neighbouring settlements including Knapwell, Elsworth and Papworth Everard and maintains a soft, green landscape to enhance the wider rural setting. The SEA should also support the long-term viability and nature

friendly farming principles of RSPB Hope Farm as well as delivering other appropriate associated uses including drainage, habitat compensation and public open space and sports facilities as part of a mosaic of landscapes typologies and uses. Where appropriate, the SEA may also include new and/or improved active travel and highways connections. All uses and facilities within the SEA must be sensitively designed into the landscape context and ensure that ecological species, habitats and (dark) corridors are at the forefront of design considerations.

The development of North Cambourne must do the following:

Context

14. Embed exemplar principles of landscape, townscape and heritage protection and enhancement into all phases of masterplanning and design by:
 - a. Establishing a strong and robust landscape framework that integrates the development with the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area and the wider landscape context, informed through preparation of a comprehensive Landscape Strategy.
 - b. Creating a well-considered landscape buffer within the Strategic Enhancement Area which responds sensitively to the neighbouring villages and their Conservation Areas and delivers wider landscape, ecological and biodiversity mitigation and enhancement measures. The landscape buffer will provide a mosaic of uses and habitats that will:
 - i. Include the 'Cambourne Forest', a new, accessible, regionally significant woodland (aligned to the District Natural Greenspace category in the Natural England Green Infrastructure Framework).
 - ii. Include areas of open agricultural fields, providing an appropriate context for the conservation areas to the north of the site and supporting farmland birds and other important species and habitats in this area, whilst avoiding the coalescence of Cambourne with Papworth Everard, Elsworth, Knapwell, Bourn Airfield New Village and Childerley.
 - iii. Require early, strategic consideration of local ecology through the design stages (aligned to the Local Nature

Recovery Strategy) that will help to ensure biodiversity net gain can be fully met on site.

- c. Undertaking a Historic Landscape Characterisation and Archaeological Assessment as well as more detailed Landscape Visual Impact Assessment and Heritage Impact Assessments to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation and enhancement measures. These assessments must inform a masterplan process that:
 - i. Protect and, where possible, enhance the Grade II Listed New Inn Farmhouse and its barns on the southern edge of the Site, any non-designated heritage assets and areas of non-designated archaeology that may be of national significance;
 - ii. Incorporate areas of open, pastoral structured spaces close to Elsworth and Papworth Everard to preserve their historic rural setting and sense of separation from other settlements;
 - iii. Provide a broad, well vegetated landscape buffer within the Strategic Enhancement Area, including naturalistic planting and tree lines that respond to topography, historic landscape characterisation and archaeological constraints;
 - iv. Retain and enhance the landscape setting of the site, through a masterplan-led approach.
- d. Undertaking both desk-based assessment and appropriate field evaluation of archaeological investigation, identifying appropriate mitigation in collaboration where significant remains are found;
- e. Ensuring that major infrastructure proposals are well integrated into the wider landscape and townscape, with nature-based solutions implemented wherever possible.

15. Make provision for and not preclude the delivery of East West Rail and associated rail infrastructure and an extension of the Cambourne to Cambridge public transport corridor from existing Cambourne to Papworth Everard via Cambourne railway station.

Built form

16. Deliver a new Station Quarter and Town Centre, anchored by a new railway station and multi modal transport interchange, that will become the heart of the town extension. The design must:
 - a. Include a landmark railway station, based on high quality placemaking principles outlined in the indicative Spatial Framework, Rail Integration Study and Station Enhancement Study, forming a key component of the Station Quarter, Cambourne North and the overall town and serving the needs of the wider area;
 - b. Developers will be required to pay a financial contribution to the delivery of an enhanced EWR Station to support the new station interchange that will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town and strategic Cambourne expansion. This will include a direct link under the proposed station for both active travel and public transport and will be secured through a future Community Infrastructure Levy (CIL) tariff.
 - c. Avoid overprovision/inflexibility of space that would precipitate empty plots/units. Large retail floorplate buildings will not be supported where they create large inactive frontages and/or would result in the over dominance of a town, local or neighbourhood centre or the town overall;
 - d. Create active frontages through choice and positioning of uses, including small flexible units on the ground floor that are suitable for a range of uses to respond to market demand. These should be fine grain, wrapping and capping larger units with other uses and integrating a diverse range of occupiers.
17. Deliver a compact form of development, providing a mix of densities as appropriate to the area of the site, including:
 - a. Focusing high density development (c. 90 dph+) at the Station Quarter and Town Centre quarter as well as at neighbourhood centres;
 - b. Higher densities in employment locations that are within walking and cycling distance of the new station;
 - c. Promoting efficient use of land and higher density development for all employment sectors, including

shared parking and servicing arrangements as much as possible and stacking of employment servicing and logistics infrastructure;

- d. At residential neighbourhoods, incorporating human scaled and contextually led development.

18. Provide for a variety of building forms, scales, heights, massing and roofscapes, informed by Landscape Visual Impact, Heritage Impact and Historic Landscape Characterisation Assessments to ensure buildings are appropriately located, designed and mitigation measures are identified and implemented where required.

19. At residential neighbourhoods, ensure the design:

- a. Provides a coherent built form, with consistent building lines, street frontages, and a scale that reinforces the character;
- b. Incorporates complementary employment uses as appropriate, including co-working and spaces for self-employed people and small businesses.

20. At employment-led areas, ensure the design:

- a. Provides a flexible range of mixed-use and employment spaces which respond to current and future employment needs as well as their immediate context: high street mix, strategic road network access, noise sensitivity and intensification of uses around the station;
- b. Provides active frontages to the public realm at buildings and main entrances, which make a positive contribution to the street scene and wider placemaking objectives.

21. Incorporate well-considered approaches into the design of the town, that are sensitive to local townscape, landscape, strategic views and heritage assets and integrates well with the wider landscape character.

22. Across the site, embed necessary mitigation with regard to noise, light and odour, including from the A428, the proposed railway including the Station as well as recreational activities, to ensure no significant adverse impact on quality of life / amenity and health.

Public space

23. Deliver a new Town Centre and Station Quarter incorporating an associated multi-modal mobility hub, a public square, new

green streets, community spaces and a cultural hub, which complement the existing Cambourne Town Centre. Consistent with the principles set out in the Council's Spatial Framework Strategy, this should:

- a. Create a non-linear, appropriately sized, centre to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion;
- b. Include a flexible cultural hub to anchor activity in the centre; the hub should include space to celebrate the archaeological assets of Cambourne and the wider area;
- c. Be anchored by the Station Quarter Square and a smaller public space with a more civic character. The Station Quarter square should be capable of supporting a regular market including the provision of the necessary market facilities for stall holders and visitors.

24. Deliver a network of clearly defined neighbourhood centres, each including a public play area and/or green space, and additionally providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses.

Nature

25. Protect, retain and enhance the statutory (Ancient Woodlands and SSSIs) and non-statutory (County Wildlife Sites) sites, including all designated woodland, and other local sites designated for their value to biodiversity. The development must:

- a. Through a Recreational Pressure Assessment, prepared in collaboration with local and national stakeholders, ensure that there is a robust design and management approach to avoid and minimise, as much as is feasibly possible, any adverse impacts on the Ancient Woodlands and SSSIs within or close to the site. This will require on-going monitoring of recreational pressures on these important habitats and species that use them and the implementation of alternative solutions if the initial measures are demonstrated to be ineffective, (e.g. through observed ongoing ecological degradation).

- i. Incorporate the following buffer zones to Ancient Woodlands and SSSIs
 - ii. 40m buffer between Priority Woodland and other designated nature sites
 - iii. 25m buffer to all other green assets within the site
 - b. Identify and deliver measures that minimise ecological pressures to these and other sites from domestic animals.
26. Positively plan for and deliver a network of dark corridors to ensure nocturnal and crepuscular species can forage with minimum disturbance. The development must:
- a. Incorporate dark corridors as part of the masterplan for the site, ensuring they are a minimum of 60m in width. The dark corridors must link Knapwell Wood, Elsworth Wood and Papworth Wood as well as form part of a wider dark landscape network beyond the site to Overhall Grove and the Eversden and Wimpole Woods SAC.
 - b. Where lighting is absolutely necessary, ensure it is sensitive to ecological habitats and species including directional and movement sensitive if appropriate;
 - c. Use bat surveys to inform detailed design of the lighting strategy including buffer distances around woodlands.
27. Incorporate planned buffers with diverse species including those traditionally managed through coppice, as well as areas of scrub and natural regeneration. Buffers should be subject to appropriate positive management to maintain biodiversity value and be planted as soon as possible following grant of planning permission, and be subject to appropriate positive management to maintain biodiversity value. Where dark corridors cross necessary transport links, apply the following hierarchy:
- a. Areas should be entirely unlit, with connected canopy where appropriate;
 - b. Where not possible, occasional use of minimal, directional and movement sensitive lighting;

- c. A final option where routes require more frequent lighting, rationalised lighting schemes will employ best practice according to bat mitigation guidance.
28. In considering connections between different designated and non-designated sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species, such as barbastelle bats and great crested newts. The network – retained and extended – should, be of sufficient quality to enable passage of movement through the landscape unhindered, an important aspect of nature’s recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.
29. Retain and keep dark existing bat habitats including broadleaved woodland, wet pasture and meadows, hedgerows, watercourses and waterbodies. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands where they may be roosting. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.
30. Watercourses should be re-naturalised to enhance for biodiversity and increase potential for reducing flood risk as well as increasing resilience for a changing climate.
31. Provide and retain street trees, woods, hedges, and water features which would contribute to the character and amenity of the town, managed to enhance their ecological value in line with Urban Forestry principles.
32. Create strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.

33. Integrate blue and green infrastructure into the design of streets, including street trees and watercourses, providing places for people to interact with nature.
34. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation, flood mitigation and drainage where suitable and practical.
35. Provide sufficient high-quality green infrastructure on site to provide publicly accessible natural and semi-natural open spaces (including within the Strategic Enhancement Area), to compensate for any additional recreation pressure created by the expansion of Cambourne on SSSIs within and adjacent to the site.
36. To inform the overarching approach to ecology and the environment, the applicant must:
 - a. Carry out a full programme of ecological survey and monitoring, to guide the preparation of a Biodiversity Enhancement, Implementation and Management Plan and Lighting Strategy to provide appropriate mitigation and enhancement. This includes preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors and dark buffers) and, where unavoidable impacts occur, appropriate mitigation;
 - b. Prepare a Biodiversity Enhancement, Implementation and Management Plan in conjunction with key local and statutory stakeholders. It should detail how the expansion of Cambourne and Strategic Enhancement Area will positively contribute to the regional natural environment, including alignment with Local Nature Recovery Strategy ambitions, and ensuring the delivery and stewardship of the 'Cambourne Forest' and other associated mitigation and enhancements. The Biodiversity Enhancement, Implementation and Management Plan, alongside the site wide Masterplan, will need to consider all aspects of the SEA area, including appropriate and proportionate visitor facilities and signage;
 - c. Adopt a holistic approach to Cambourne's environmental, economic and social sustainability which provides effective responses to the climate and ecological emergencies. To aid this, the Cambourne North Biodiversity Enhancement,

Implementation and Management Plan should be prepared to align with the Cambourne North Climate and Sustainability Strategy.

Movement

37. Deliver a comprehensive and transformative movement and connectivity network for the whole town, connecting key locations including the new Station Quarter and Town Centre, neighbourhood centres, Cambourne High Street, other existing local centres and new East West Rail Station. The network design must facilitate a low car living approach, where walking and wheeling are the first choice for most residents, workers and visitors from the outset. This outcome will be delivered by:
- a. Ensuring the design of the site:
 - i. focuses the movement network on the Station Quarter and Town Centre, ensuring it is highly accessible and permeable by non-private modes and acts as the interchange for walking, cycling, rail and bus, and other forms of Mass Rapid Transit where relevant, connectivity;
 - ii. provides a series of well connected 'walkable neighbourhoods', each capable of meeting everyday needs, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;
 - iii. includes a clear road hierarchy, including primary distributor routes and sustainable movement prioritised secondary streets and local access roads; and
 - iv. provides appropriate, and justified, parking provision at the new station, with minimised provision across the wider Station Quarter and Town Centre, to support the achievement of the trip budget;
 - v. supports low car ownership across the site, including through appropriate parking provision and innovative approaches such as off-plot car barns and shared parking solutions;
 - b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:
 - i. enhanced and new walking and cycling links:
 - ☐ to surrounding villages including through the Cambourne North Strategic Enhancement Area, that are located and designed to: be accessible throughout the day and evening and all year round; and limit recreational

pressures on ancient woodlands and other protected and/or sensitive habitats and species including RSPB Hope Farm;

- across the East West Rail route (with the re-provision of existing road connections affected by the new railway delivered by East West Rail Co);
 - ii. the new high quality and appropriately facilitated East West Rail Station with suitable access arrangements by all modes, in particular active travel and public transport, facilitated by a multi-modal mobility hub and high-quality active travel infrastructure connecting the station to centres, neighbourhoods and surrounding settlements;
 - iii. public transport corridors that provide connectivity across the development to Cambourne railway station and towards Papworth Everard and existing Cambourne, integrating with the Cambourne to Cambridge High quality public transport corridor (HQPT);
 - iv. A primary bus loop providing connectivity across the development and connecting to existing Cambourne;
 - v. Localised logistics and micro-consolidation hubs; and
 - vi. Vehicular access into the site via at least the A1198 and A428, including the provision of new or upgraded junctions where required.
- c. Directly delivering, or where this is not possible, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:
- i. In early phases of the development, new and enhanced north-south connections which stitch existing and expanded Cambourne together to create one cohesive place, including a landmark 'landbridge' connecting Cambourne's existing High Street, Cambourne Business Park and Bourn Airfield with the new Station Quarter and Town Centre and key services and facilities;
 - ii. High quality and safe active travel connections to surrounding villages;
 - iii. a new public transport and active travel bridge to the west of the A428 dumbbell roundabout to link with the emerging Cambourne West development
 - iv. Pedestrian and cycle improvements at two existing junctions on the A428 (at Cambourne and Caxton Gibbet) and the Broadway overbridge;

- v. Strategic active travel improvements, including direct delivery of elements of, or contributions towards, the Comberton Greenway project and other projects where required;
- d. Public transport measures:
 - i. extension of the Cambourne to Cambridge (CtoC) public transport corridor into the site and beyond to Papworth Everard, including Travel Hub(s) provision to create high quality bus stopping and passenger waiting facilities, to support the early phases of development. This must be in place to support first occupation of the site, unless it can be demonstrated by the applicant through a detailed Transport Strategy and phasing plan (as agreed with the Local Planning Authority and Local Highways Authority and Transport Authority) that, to support first occupation, there is an alternative, temporary means of securing a frequent, reliable, prioritised public transport service providing fast, direct connections between homes and jobs within Cambourne North, Cambourne, Cambridge and key nearby mobility hubs. If a temporary approach is agreed, the agreed phasing plan must demonstrate an appropriate trigger for completion of the segregated link based on the development capacity supported by that temporary approach.
 - ii. To coincide with the opening of the station and support commercial and employment developments, improved local bus connections, including between Cambourne North and nearby villages as well as other settlements and key employment areas where required;
- e. Highway improvements and mitigation:
 - i. Additional enhancements to the 'dumbbell roundabout' A428 junction to coincide with and supplement measures implemented as part of the East West Rail project;
 - ii. Capacity enhancements at the junctions and on local roads where demonstrated through transport modelling;
 - iii. Traffic calming measures in surrounding villages relating to both highways mitigation and addressing safety issues generated or exasperated by the development; and
 - iv. Additional strategic highways mitigation measures that may be required beyond the Plan period. The need for these will need to be kept under review

including via engagement with National Highways and the Local Highways Authority, including during the lifetime of the development of the site and informed by up to date transport modelling.

38. The agreed masterplan and Transport Strategy for the site must demonstrate how:

- a. the distribution and 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 quantum and mix of development can be delivered within the agreed trip budget. A definitive trip budget based on 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.

39. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan, supported by other studies as necessary, must be prepared by the developer in collaboration with local transport partners, East West Rail Company and National Highways, for agreement with the Local Highways Authority and Local Planning Authority. This must ensure a coordinated and holistic approach between the East West Rail project, Cambourne North proposals the Cambourne to Cambridge public transport corridor (including extension), and wider public transport provision, and must include:

- a. Active and public transport measures;
- b. Vehicular transport measures, including site access arrangements, and traffic calming measures informed by a Traffic Calming Study developed in conjunction with local communities;
- c. A comprehensive parking strategy aligned with low-car living objectives;
- d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget; and
- e. mechanisms for delivery, monitoring and review including potential direct delivery by the developer, or where this is not appropriate,

through Section 106 obligations, or CIL or other appropriate funding mechanisms.

Resources

40. To positively address known surface water flooding:
 - a. A site specific Flood Risk Assessment, including hydraulic modelling of ordinary watercourses within the site, must be undertaken to inform site layout and design levels;
 - b. A comprehensive water management approach needs to be taken through a Sustainable Drainage Masterplan. This must reduce the existing rate of rainwater run-off whilst delivering benefits for biodiversity, water quality and amenity. Where necessary, financial contributions will be required to deliver off-site mitigation measures; and
 - c. Where reasonable, contribute to wider flood and water management benefits across the sub-catchment.
41. Prepare a Cambourne North Climate and Sustainability Strategy to inform the masterplan for the site, including detail of how the expansion of Cambourne will minimise on resource use and support net zero targets and climate resilience through the design and delivery of development.
42. Provide appropriate provision for and design of foul drainage and sewage disposal in line with the Cambourne North Climate and Sustainability Strategy and a Foul Drainage Strategy, to be prepared by the applicant.
43. Provide appropriate provision for and design of waste and recycling management facilities, to be in line with the Climate and Sustainability Innovation Delivery Plan and a Street Space and Kerbside Strategy to be prepared by the applicant.
- 43.44. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

Lifespan

- 44.45. The approach to the long-term management, maintenance and stewardship of the expansion of Cambourne,

including its infrastructure, services and facilities and the Strategic Enhancement Area, must be identified at the outset. An approach that enables community-led stewardship of Cambourne's new place assets should be strongly considered, reflecting the approach to management in the existing town and building on Cambourne's distinctive community spirit and collaborative culture. The stewardship approach must include the approach to funding and financing the management and maintenance of community assets and open space.

~~45-46.~~ 46. A Meanwhile Strategy (as part of the Social and Employment Strategies) must be prepared by the applicant to identify opportunities for the meanwhile use of sites for housing, employment and other uses, making efficient use of land while it is awaiting longer-term development.

~~46-47.~~ 47. As part of the Social Value Strategy, an Engagement Strategy must be prepared to meaningfully enable local people and stakeholders on site wide and phase/neighbourhood specific proposals.

~~47-48.~~ 48. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:

- a. Place Book
- b. Masterplan
- c. Design Code
- d. Social Value and Employment Strategy(ies) (including Meanwhile Strategy and Engagement Strategy)
- e. Stewardship Delivery Plan
- f. Landscape Strategy
- g. Historic Landscape Characterisation and Archaeological Assessment
- h. Heritage Impact Assessment
- i. Recreational Pressure Assessment
- j. Biodiversity Enhancement, Implementation and Management Plan, including ecological surveys to determine whether the site is used by Bewick's swan or whooper swan linked to the Ouse Washes SPA and Ramsar site
- k. Lighting Strategy
- l. Cambourne North Climate and Sustainability Delivery Strategy
- m. Transport Strategy
- n. Strategic and Local Transport Mitigation Plan
- o. Construction Management Plan

- p. Site specific Flood Risk Assessment
- q. Sustainable Drainage Masterplan; and
- r. Foul Drainage Strategy.

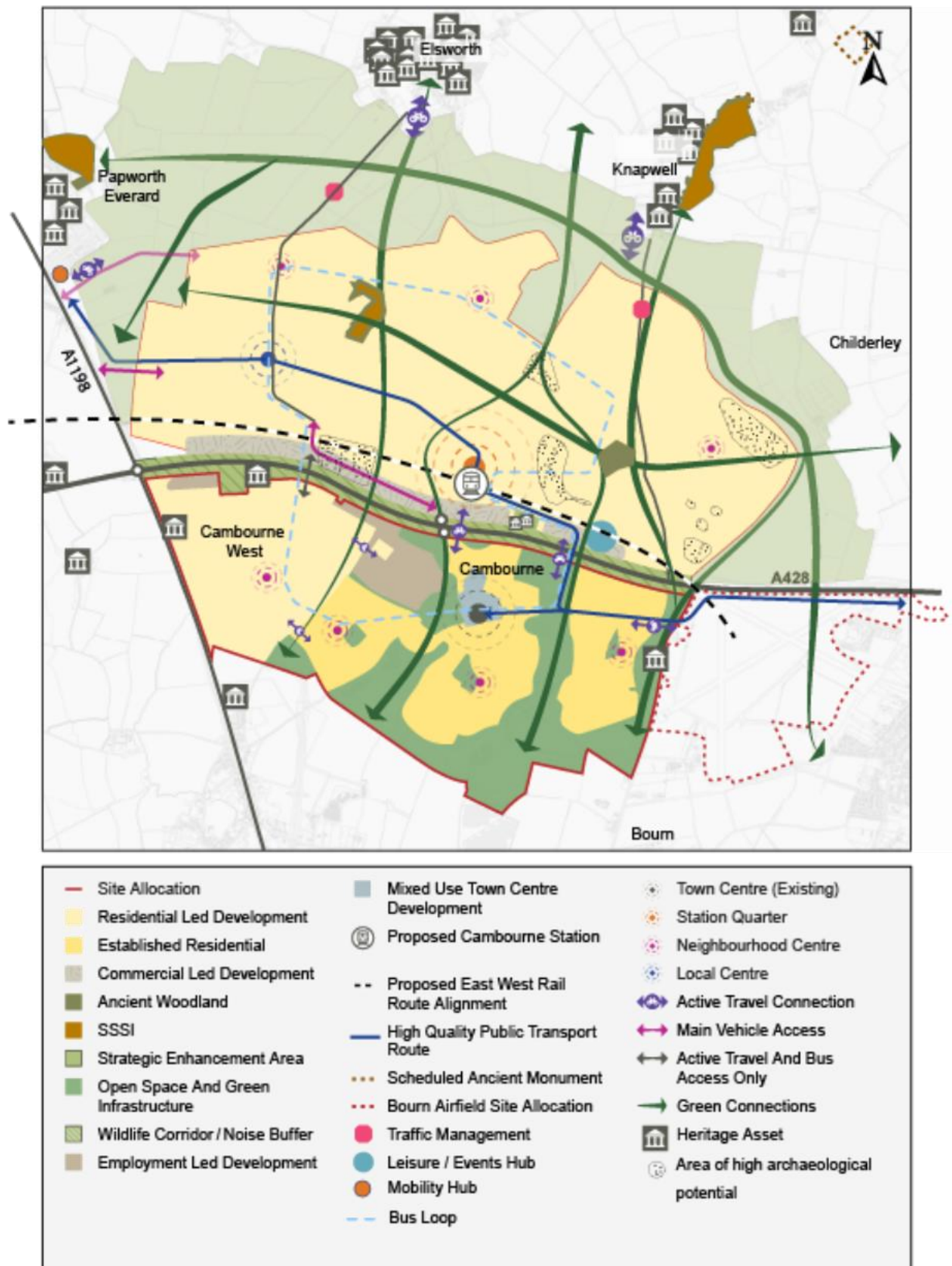


Figure 63: indicative Spatial Framework for Policy S/CBN: Cambourne North and Policy S/CB: Cambourne

Supporting information

- 1.a.1 Cambourne has been identified as the location for a new East West Rail station, providing high speed local and regional connections during the Plan period. This new transport infrastructure presents a significant opportunity to expand the town further, in a way that is both sensitive to local landscape character and ecological sites but at the same time, also supports the existing town so that it becomes more sustainable and can offer the services and facilities required of a modern town.
- 1.a.2 Underpinning the future development will be a Place Book. It will establish a shared vision for future Cambourne and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.
- 1.a.3 The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.
- 1.a.4 This expanded town will have nature at its core, strengthening local ecosystems, creating a healthy, resilient and intergenerational community. New regionally-significant green spaces will promote well-being and active lifestyles, while a low-emission environment will support health and sustainability, making it a resilient and desirable town and a beacon of contemporary living.
- 1.a.5 Through this expansion of the town, Cambourne will become a destination location, providing a wide range of services and facilities that support local residents, employees and visitors. This includes a new Station Quarter, the new heart of the development

which will be focused around the railway station, offering a mix of homes, employment opportunities and town centre, cultural and community uses. Given the proposed improvements in transport connectivity, there is significant potential for employment growth at Cambourne. The policy identifies a number of required characteristics of employment uses to support the successful generation of greater economic activity and support the wider objective of ensuring that Cambourne is more than just a dormitory town. The Councils would broadly support more employment floorspace than what is set out in the policy provided it would positively contribute to placemaking objectives and can be delivered within the Trip Budget for the site.

- 1.a.6 The new East West Rail station and busway provide excellent opportunities to enable a greater density of development in this location. Greater density generates the critical mass of people to support services and facilities whilst also reduces sprawl. The appropriate densities across the site would need to be determined at the application stage following further testing however densities of 60-70 dph or higher could be achieved in and around the Town Centre and Station Quarter. Development, movement connections and public spaces around the new railway station will be optimised where they are well integrated with the station. It will therefore be important that the station design supports this optimisation through its layout and design, including future proofing new and/or enhanced connections under or over the railway as Cambourne North is delivered. The location of the Station Quarter will ensure the expansion area is well integrated with the existing settlement whilst also protecting the vitality of existing services and facilities in surrounding villages.
- 1.a.7 Experience of development in existing Cambourne, Northstowe and other new settlements has shown that increased diversity of uses and flexibility in space use in the Town Centre and other centres of activity is necessary to ensure that they can become vibrant and activated places. The policy therefore identifies a number of elements that are required for Cambourne's new Town Centre to avoid overprovision, maintain flexibility and support place activation, which will need to be delivered alongside new homes and employment floorspace. The policy sets out a number of requirements to ensure that the development is well supported by new and enhanced facilities and open spaces from the initial

phases of development and that these should complement rather than compete with the existing Cambourne High Street.

- 1.a.8 In addition to the policy requirements, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with Cambourne, will require: Upgrade to increase capacity at Uttons Drove WRC , 2 new primary schools with integrated nurseries; 1 8FE secondary school, a on-site healthcare facility, approximately 983 sqm community space, 342 sqm library space to be delivered as a hub library; provision of 206 sqm of swimming pools, a sports hall (4 badminton court sizes), and a range of outdoor sports pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.
- 1.a.9 Walking, cycling and public transport will be the primary mode of travel within and into the town, and transport measures will be need to be planned as a key structural element of the design and layout of the development from the beginning. In particular, an extension to the Cambourne to Cambridge public transport corridor will connect the development with Cambourne High Street, Bourn Airfield and Cambridge as well as Papworth Everard to the northwest, whilst active travel connections over the A428 will enable safe and seamless connections to both sides of the town. There are also opportunities to safeguard the existing Public Rights of Way and enhance them where necessary. Active travel connections should be accessible for all users and provision should also be made in appropriate locations for equestrians, providing links to the existing active travel network beyond the site.
- 1.a.10 As a result, the policy makes provision for high quality public transport and active travel infrastructure to connect neighbourhoods, surrounding villages, facilities, centres and the railway station and that these interventions must be aligned to the phasing of development. It also identifies the need for new and enhanced crossings across the A428 and East West Rail, enabling residents in existing Cambourne to access new services and facilities by sustainable modes.

- 1.a.11 High levels of sustainable mode share (percentage of trips using walking/cycling/wheeling/public transport) and trip internalisation (percentage of journeys that are within Cambourne) must be achieved to ensure that growth at Cambourne does not cause major negative impacts on roads and junctions in the surrounding area (both strategic and local roads through existing settlement), both in terms of congestion and highways safety. The policy identifies an overall set of transport principles as well as high level mitigation measures required to support the growth anticipated during the plan period. This includes ensuring there are multiple routes in and out of the development (by all modes) and that the design of the development and the approach to land use planning are critical considerations to reducing private vehicle usage and maximizing internalisation.
- 1.a.12 The precise form, location and scale of interventions will be confirmed through subsequent stages of design and modelling at the planning application stage. These interventions will need to respond to:
- Evolving design development and refinement of the on-site land uses ;
 - Outcomes of detailed transport modelling and assessment;
 - Stakeholder input, including local authorities and infrastructure providers; and
 - The phasing of development to ensure appropriate provision is in place as demand arises.
- 1.a.13 Development at Cambourne North will be subject to a vehicular trip budget to ensure that development does not result in unmanageable congestion on the surrounding road network. The initial trip budget is c.4,000 vehicular trips in the AM peak and c4,000 trips in the PM peak. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent and CIL contributions at point of commencement of development.
- 1.a.14 Within the site, New Inn Farmhouse and Barns to the north of New Inn Farmhouse are Grade II listed assets. A masterplan led approach should seek to protect the setting of these assets through an appropriate buffer area.

- 1.a.15 There are however likely substantial archaeological impacts within the site and therefore archaeological investigation and mitigation will be required. In addition, Childerley Hall has a large deserted medieval settlement to the south of the Hall which is currently undesignated but clearly of equivalent significance to scheduled monuments and so should be considered accordingly.
- 1.a.16 The Cambourne North Strategic Enhancement Area (S/CBN/SEA) Policy Area is a specific policy designation which serves several purposes. Whilst this will need to be refined further and agreed through the planning application process, there is an opportunity to create a regionally significant mosaic of climate resilient and multi-functional landscape typologies, including woodland, arable farming, publicly accessible open spaces and appropriate sports provision. Amenity spaces, including natural and semi-natural green spaces, will also need to be provided for the residents of Cambourne (informed by Suitable Alternative Natural Greenspace principles) as well as those from further afield given the sub-regional importance of the town and SEA.
- 1.a.17 Green and blue infrastructure has a role in providing amenity, connectivity and recreational value. The policy identifies opportunities to create and connect blue and green infrastructure through a new regionally significant district-scale wooded landscape (Cambourne Forest) and through a series of green and blue linkages throughout the development. Avoidance measures, such as managing access points, the alignment of public footpaths and using natural barriers, will also need to be considered through the design of the Strategic Enhancement Area to minimise impacts on sensitive sites such as Papworth Wood SSSI and well as sufficient ecology and ecology mitigation areas provided.
- 1.a.18 There are a number of ecological designations within and adjacent to the site, including Knapwell Wood, Overhall Grove and Elsworth Wood Ancient Woodlands. These sites must be carefully managed to avoid further deterioration of these irreplaceable habitats, and measures including avoidance zones will be required in line with the NPPF. This will need to be addressed through a comprehensive approach, looking at ecology, landscape, green and blue infrastructure in the round. Additionally, a Recreational Pressure Assessment should be prepared, in collaboration with key local and national

stakeholders, to appropriately manage and monitor impacts on ecologically sensitive sites within and adjacent to the development to ensure effective mitigation measures are in place.

- 1.a.19 The site also contains three sites of special scientific interest (SSSI), and a county wildlife site (CWS) designated for the ancient semi-natural woodland habitat and associated vascular plants they support. All the SSSIs are in unfavourable condition, two of them declining. Retention, protection and enhancement of these sites is key to ensuring the preservation of their value to biodiversity. Eversden and Wimpole Woods SAC, designated for a maternity roost of barbastelle bat (*Barbastella barbastellus*) which forage over a large area of up to 20 km of connected, suitable habitats such as unlit woodland edge, hedgerows, streams and rivers, is in close proximity.
- 1.a.20 Any functionally linked land should be retained as a priority and kept dark, as much as practically possible. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands. The policy provides specific buffer/mitigation distances that should be applied to all designated sites, woodland and other existing vegetation/habitat assets, whilst any connecting habitats intended as part of the foraging network for barbastelle bats should be dark. These areas should be re-naturalised and enhanced for the target species. Detailed surveys are required to inform enhancement and management planning and lighting strategies. The expansion of Cambourne should therefore be shaped by protection of key ecological areas, retaining and enhancing existing links and increasing strategic links between ecological sites.
- 1.a.21 In addition to the Cambourne Forest, the Strategic Enhancement Area will also need to include other forms of mitigation measures, including arable fields, in particular around the existing northern villages which form part of the setting of the conservation areas, as well as around RSPB Hope Farm. In these areas, priority should be given to the protection of Turtle Doves which are a Priority Species given their decline and the provision of habitats for pollinators. The Biodiversity Enhancement, Implementation and Management Plan will therefore need to contain a wide range of ecological and landscape types and measures to create

a rich and diverse ecosystem whilst also set out measures how developers will work proactively with adjacent farmers and other landowners. It will also need to provide suitable flood risk measures, such as water storage or nature based solutions.

- 1.a.22 The Habitats Regulations Assessment identified that this site may be functionally linked habitat to the Ouse Washes SPA and Ramsar site for Bewick's swan or whooper swan and ecological survey will be required to assess habitat suitability for these species. If the site is of moderate or high suitability, over wintering bird surveys will be required to confirm whether the site is likely to be functionally linked to the SPA/Ramsar site. Surveys should be undertaken to identify the species present, the numbers of birds involved and the type of use the birds make of the site e.g. roosting, loafing or feeding. Mitigation would depend on the species and habitats present but should either retain/enhance existing habitats; or create compensatory habitats to perform the same function as the affected habitat, and for the same species and numbers of birds. Measures could be delivered on or off site, depending on the land available, and would need to be maintained in perpetuity and monitored to ensure ongoing management remains appropriate. Mitigation needs to be in place and effective before harm resulting from the development occurs.
- 1.a.23 There is a low density of designated heritage assets north of the A428 in the development area. Main concentrations of assets are at Elsworth, Knapwell, and Childerley Park. Childerley Park is east beyond the Site. Elsworth and Knapwell will be well buffered by existing and enhanced green/landscape features as will Papworth Everard to the west, as indicated on the indicative Spatial Framework. Given the topography of the site and the landscape character, the Cambourne North Strategic Enhancement Area (SEA) Policy Area has been established to provide a landscape buffer will be provided around the eastern, northern and western edges of the site to ensure that development responds sensitively to the neighbouring villages, their heritage assets including the Conservation Areas and their setting, and wider landscape.
- 1.a.24 In addition to providing landscape, biodiversity and amenity value, the forest could also create benefits in respect of carbon trading and research, which should also be explored. The forest should be a visitor destination, and work to develop the attractors for this will

be required, for example it could include an adventure playground. Following the Lawton principles of 'more, bigger, better and joined up' this will prioritise protected sites, priority habitats and features that support protected and notable species, and make substantive contribution to delivering the local nature recovery network.

- 1.a.25 Through future Local Plan reviews, additional planning designations may be applied to areas within the Strategic Enhancement Area (such as Protected Open Space) as and when they are delivered.
- 1.a.26 Cambourne's expansion should minimise its impacts on energy, waste and water networks through a range of the identified sustainability measures and that they must be considered and coordinated at the earliest stages of preparing a development proposal to ensure a holistic, rather than piecemeal, approach is taken.
- 1.a.27 Development will need a carefully developed approach to planning, delivery and stewardship to ensure that the aims of the policy can be delivered. The policy requires a number of strategies to be prepared in support of planning applications to address these key issues. These strategies should be agreed with the LPA and informed by stakeholder collaboration.
- 1.a.28 The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures. The housing trajectory accompanying the plan anticipates housing completions from 2034.

Policy S/AMC/HIS Histon and Impington Station Area

1. To create an attractive and vibrant gateway to the settlements from the Guided Busway, redevelopment of land around Station Road in Histon and Impington, as

shown on the Policies Map, will deliver mixed-use development, comprising:

- a. Commercial uses – workshops, retail, café / restaurant (in Use Classes E(a), E(b), and E(g) (i) / (ii) / (iii));
 - b. Community uses; and
 - c. Residential development, including work / live units.
2. Development proposals for the sites known as the Old Railway Goods Yard and Kendall Court should include commercial and/or community uses in addition to any residential development.
 3. Ensure that development complements s adjacent development proposals within site Land at Compass House, Chivers Way (S/RRA/CH).
 4. Any development must consider views into and out of the ~~Histon And Impington - Histon Village~~Histon And Impington - Histon Village Conservation Area, and protect and enhance Listed Buildings adjacent to the policy area including Grade II Listed Buildings 82-92, Station Road and Mill Cottage, and Grade II* Listed Impington Mill.
 5. The former station building and the Railway Vue public house are of local importance and should be retained and reused as appropriate for commercial or a community use.
 6. All schemes must integrate with surrounding uses, respect the character and maintain the vitality and viability of Histon and Impington village centre, and retain the significant wooded area known as 'The Copse'.
 7. Planning permission will only be granted for development proposals where the applicant can demonstrate that their proposals will contribute to achieving the objectives for the area outlined above. The preferred approach would be through masterplanning the whole policy area, in consultation with landowners and stakeholders.

8. ~~Proposals should accord with the requirements set out in the Histon and Impington Neighbourhood Plan 2021 (or successor documents).~~

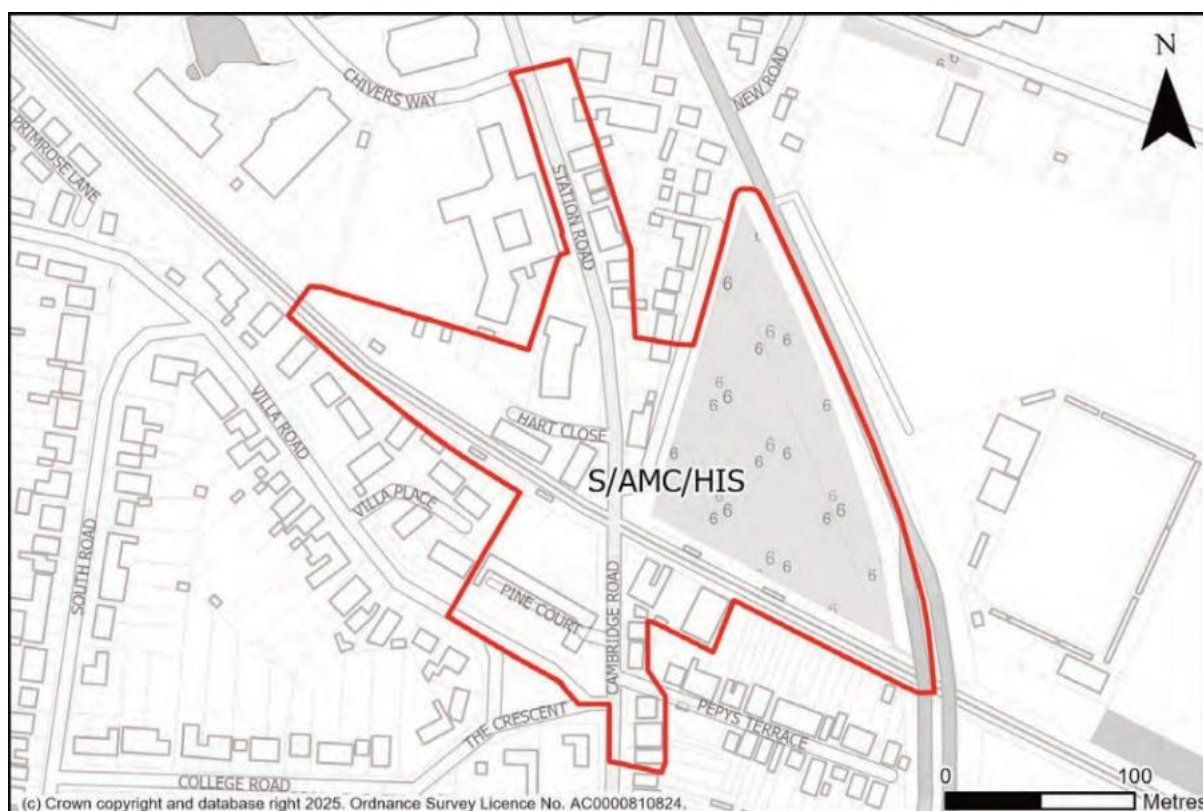


Figure 98: Site Plan of S/AMC/HIS: Mixed-Use Development in Histon and Impington Station Area

Supporting information

- 1.a.40 The Local Planning Authority received a proposal from Histon and Impington Parish Council during the preparation of the adopted Local Plan that sought to proactively design a special area in Histon and Impington around the former station, which is now a stop on the Guided Busway. Histon and Impington Parish Council has aspirations to rejuvenate the area around the former railway station in Histon and Impington to create a vibrant gateway into this community, which features a mix of commercial, community and residential uses. The policy seeks to provide a direction for redevelopment of vacant and underused land within the defined

policy area to create a village node for Histon and Impington around the Guided Busway.

- 1.a.41 The aspiration is to make better use of vacant and underused land to provide a wider mix of uses to attract more use of the area at different times of the day, including outside of the peak hours. These uses could include small (artisan) workshops, small scale retail and destination shops (e.g. for craft made items, specialist foods), as well as food outlets including café / restaurants. Conditions may be applied to planning consents restricting change of use via permitted development to uses secured in response to this policy.
- 1.a.42 This policy seeks to encourage sensitive redevelopment of this area and stimulate commercial activity and encourage local employment. This approach was supported in the Histon & Impington Neighbourhood Plan. Some proposals have come forward for sites within the area, but other sites are still going through the planning application process or have not yet come forward. Development will also need to ensure it aligns with site Land at Compass House, Chivers Way (S/RRA/CH) which forms part of this Area of Major Change.