

Site Allocations Topic Paper



Greater Cambridge Local Plan

Topic Paper published as part of the Proposed Submission
Local Plan - Regulation 19 consultation (August 2026 -
September 2026)

Topic Paper: Sites

1. Introduction and purpose

1.1 This is one of nine topic papers produced to accompany the Proposed Submission (Regulation 19) consultation on the Greater Cambridge Local Plan.

The topic papers are:

- Development strategy (with appendices)
- Site allocations
- Climate change
- Biodiversity and green spaces
- Wellbeing and social inclusion
- Great places
- Jobs
- Homes
- Infrastructure

1.2 All of the papers can be found on the Greater Cambridge Shared Planning website as part of the document library for this stage. The topic papers set out how each policy under the relevant Local Plan 'theme' has been updated following on from the Draft Local Plan stage. As such, the topic papers support and complement the Proposed Submission consultation document as they provide a detailed explanation of the basis for each policy.

1.3 The topic paper has a section for each policy which sets out:

- Policy context update – Any national or local policy changes, or other context changes which impact on the policy approach.
- New or updated evidence – Highlighting where new evidence has been prepared since the draft plan stage.
- Additional alternative approaches considered – If any additional reasonable alternative approaches were identified to the policy.

- Proposed approach – changes that have been made to the approach in the Draft Local Plan, and why they have been made.
- 1.4 Representations received at previous stages, including to the Draft Local Plan consultation, are summarised in the Statement of Consultation. This also includes responses to the issues raised.
- 1.5 The topic papers at previous consultation stages including those which accompanied the Draft Local Plan as are still available to view in our document library.
- 1.6 The Local Plan is supported by a wide range of evidence which can be found in our document library. Key supporting documents to the plan include:
- Statement of Consultation
 - Sustainability Appraisal
 - Habitats Regulations Assessment
 - Equalities Impact Assessment (EQIA)
- 1.7 A draft NPPF was published for consultation on 16 December 2025 with comments required by 10 March 2026. The two Councils have submitted their response to this consultation. A final version of the NPPF has not yet been published at time of preparation of the Proposed Submission Local Plan. As a legacy plan, being prepared under the previous plan making system, transitional arrangements mean that the soundness of the Local Plan will be considered against the National Planning Policy Framework December 2024.

2. Sites policies

2.1 The following proposed policies areas are addressed in this topic paper:

Cambridge City

- S/NEC: North East Cambridge
- S/C/SMS: Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge
- S/C/HTR: 137-143 Histon Road
- S/C/HGH: Henry Giles House, 73-79 Chesterton Road
- S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane
- S/C/PDC: Cambridge Professional Development Centre, Foster Road
- S/C/PPS: Police Station, Parkside
- S/C/OPM: Old Press/Mill Lane
- S/C/NCA: North Cambridge Academy, 108, Arbury Road
- S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk
- S/C/DR: 2-28 Davy Road and Garage Blocks
- S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages
- S/C/GER: Former Garage Block, East Road
- S/C/SH: 1 - 33 Stanton House, Christchurch Street
- S/C/SCL: Land South of Coldham's Lane, Cambridge
- S/C/BRN: Land at Barnwell Road and Newmarket Road
- S/C/TRP: Travis Perkins, Devonshire Road
- S/C/OPK: Parcel Com4, Orchard Park
- S/C/BFS: Brookfields
- S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road
- S/C/CLT: Clifton Road Area
- S/C/SRW: Station Road West
- S/C/BJH: Betjeman House
- S/C/NMD: New Museums, Downing Street

- S/AMC/FBG Fitzroy/Burleigh Street/Grafton
- S/AMC/SCL South of Coldham's Lane
- S/AMC/BC Beehive Centre
- S/PRIA/CRP Cambridge Retail Park
- S/AMC/AS Abbey Stadium
- S/PRIA/MC Mitcham's Corner
- S/PRIA/EG Eastern Gate
- S/PRIA/MR Mill Road
- S/PRIA/HRRS Hills Road and Regent Street Corridor
- S/PRIA/OPML Old Press/Mill Lane
- S/PA/CC City Centre
- S/AMC/EB East Barnwell

Edge of Cambridge

- S/CE: Cambridge East
- S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)
- S/WC: West Cambridge
- S/NWC: Eddington / North West Cambridge
- S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge
- S/EOC/NWO: Land north of Worts' Causeway
- S/EOC/SWO: Land south of Worts' Causeway
- S/EOC/BS: Bell School, Babraham Road
- S/EOC/FRE: Fulbourn Road East

New Settlements

- S/CBN: Cambourne North
- S/CB: Cambourne
- S/GF: Land adjacent to A11 and A1307 at Grange Farm
- S/NS: Northstowe
- S/WNT: Waterbeach New Town
- S/BA: Bourn Airfield New Village

Southern Cluster

- S/RSC/WGC: Wellcome Genome Campus, Hinxton
- S/RSC/BRC: Babraham Research Campus
- S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford
- S/RSC/SBR: Land South of Babraham Road, Sawston
- S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston
- S/RSC/CC: Comfort Café, Fourwentways
- S/RRA/ML: The Moor, Moor Lane, Melbourn
- S/RRA/H: Land at Highfields (Phase 2), Caldecote
- S/AMC/WHC Whittlesford Parkway Station Area, Whittlesford Bridge
- S/AMC/GP Granta Park
- S/PA/LN South of A1307, Linton

Rest of Rural Area

- S/RRA/SCS: Land to the south of Cambridge Services, A14
- S/RRA/BBP Land at Buckingway Business Park, Swavesey
- S/RRA/SHF: Land at Slate Hall Farm, Bar Hill
- S/RRA/SNR Land to the north of St Neots Road, Dry Drayton
- S/RRA/OHD Old Highways Depot, Twenty Pence Lane, Cottenham
- S/RRA/NW: Norman Way, Over
- S/RRA/CRH: Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton
- S/RRA/CH: Compass House, Chivers Way, Histon and Impington
- S/RRA/CR: Land to the west of Cambridge Road, Melbourn
- S/RRA/FID: Fulbourn and Ida Darwin Hospitals
- S/AMC/IWM Imperial War Museum, Duxford (inc. AvTech 1)
- S/AMC/PH Papworth Hospital
- S/AMC/FD Fen Drayton Former Land Settlement Association Estate
- S/AMC/HIS Mixed Use Development in Histon & Impington Station Area
- S/AMC/GT Optimisation of Gypsy and Traveller Sites: Chesterton Fen Road, Milton and Smithy Fen, Cottenham

2.2 Policies that are no longer proposed for the next iteration of the Proposed Submission Local Plan, since the previous draft Local Plan for consultation in 2025, are as follows. The topic paper provides an explanation for this approach:

- Fulbourn and Ida Hospital has split into a policy area and a site allocation.
- Wellcome Genome Campus has a new policy area and a site allocation which will cover just the expansion land.
- Clifton Road and the Junction have been combined into one site allocation.
- North East Cambridge is now a policy area to set out a vision for development in this area, post the funding being withdrawn for the re-location of the waste water treatment plant.
- A new site allocation has been included at Milton Road Garages to cover the planning permission for the units coming forward here.

Cambridge Urban Area

Policy context update

2.3 No relevant updates.

New or updated evidence

2.4 No additional evidence update.

Additional alternative approaches considered

2.5 None.

Proposed approach

2.6 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/C/NEC: North East Cambridge

Policy context update

2.7 The policy for the North East Cambridge area has been the subject of substantive revision to take account of the Government's announcement, in August 2025, that it will not be funding the relocation of the CWWTP through the Housing Infrastructure Fund.

2.8 The removal of this funding gives rise to uncertainty as to whether the Councils' vision for North East Cambridge, as outlined in the proposed Submission Draft of the North East Cambridge Area Action Plan, would be capable of being delivered in the time period previously envisaged, including the assumed delivery of housing within the plan period.

2.9 Despite the withdrawal of funding, North East Cambridge remains an important strategic gateway to the City. The area is an international hub of innovation,

providing important industrial capacity alongside education facilities at Cambridge Regional College, and has strong connectivity having benefitted from substantial investment in transport infrastructure such as Cambridge North station and the Cambridgeshire Guided Busway. The area, which is mostly previously developed, comprises a mixture of occupied and vacant sites with significant scope for intensification for commercial, mixed-use and, where conditions allow, housing development.

2.10 As a result of the recent change in context around the CWWTP, some parts of NEC remain subject to safeguarding policies and associated consultation policies in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021, and are likely to remain so unless there is a significant change in circumstances around the funding prospects for the CWWTP relocation project. Planned upgrades to the CWWTP to support growth in the Local Plan may result in further changes to these areas, and the odour zone associated with the works, and there are also other environmental constraints affecting parts of the site, in particular land contamination as a result of historic industrial uses in the area. Despite this, there is still significant potential to make better use of available sites, in particular land within and around Cowley Road Industrial Estate.

2.11 A policy framework is therefore still necessary and essential to coordinate development across multiple site under different ownership, ensuring developments collectively contribute to the creation of a cohesive innovation district which integrates successfully into the surrounding urban fabric, strengthening the identity of the area, creating vibrant and thriving places for both workers and the local community and helping to address the social and physical movement barriers within and beyond the area.

New or updated evidence

2.12 No additional evidence update

Additional alternative approaches considered

2.13 An alternative considered was not to include any policy on North East Cambridge in the Proposed Submission Local Plan. This would have seen the future direction of North East Cambridge determined through individual planning applications. There are already a number of strategic sites, including Merlin Place, the Vitrum Building, parts of the St. Johns Innovation Park, the Cambridge Science Park, and Chesterton Sidings that have planning permission and are being built out. Trinity College has also recently submitted an outline masterplan for the entire Cambridge Science Park, while the Crown Estate has been preparing a hybrid masterplan for the Cambridge Business Park.

2.14 However, given the scale of the development opportunity, and the significant change and potential impacts on the local area and wider City, the Councils maintain that a plan-led approach is the most appropriate means of ensuring development is coordinated, contributes to the delivery of infrastructure and services necessary to achieve the vision for place, and to manage cumulative impacts whilst optimising the benefits. The revised Policy S/C/NEC seeks to fulfil these requirements.

Proposed approach

2.15 The following amendments have been made to the policy and supporting text:

- The revised policy for North East Cambridge makes the most of the opportunity to enhance the northern part of the city for existing communities, helping to meet the development needs of greater Cambridge in a highly accessible location, and maximising the opportunities provided by this strategic brownfield site.
- The policy recognises the longer-term regeneration ambition but focuses on enabling development to come forward within the plan-period and that will strengthen the area's role as an innovation district. There is an acknowledgement that the balance of land uses in the plan period will be predominantly commercial-led, with high-quality workspace, mixed-use and housing deliverable on sites not constrained by safeguarding or

environmental constraints. Where sites are constrained, these can still play an important role in supporting a diversified innovation ecosystem whilst not foregoing any future opportunity for more comprehensive regeneration.

- The policy retains many of the objectives for the area that were agreed and supported through the drafting of the Area Action Plan. These include the creation of a healthy, walkable, low-carbon district; an integrated network of high-quality green and social spaces; and improved social and physical integration and connectivity with surrounding areas.
- The intensification of industrial uses within and around Cowley Road Industrial Estate will serve to meet the need for light industrial floorspace for makerspace and mid-tech uses as part of an innovation ecosystem, make efficient use of land subject to safeguarding and odour constraints, and provide a buffer to more sensitive land uses.
- The policy continues to emphasise the need for coordination both between development proposals and across the area to manage cumulative impacts and long-term stewardship. Improved public transport access, active travel, and measures to minimise car use will be a major determinant of the final scale of development.
- Under the resources section, to respond to Anglian Water's representation the following requirement has been added in - development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.
- The supporting text has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).
- The Spatial Framework has been reviewed to reflect the revisions to the policy wording and its change to a policy area as opposed to a site allocation. The spatial framework has been revised to identify the relevant designations, constraints and indicative proposed uses, including the revised policy area boundary and the new Milton Road Garages site allocation.

Other Site Allocations in Cambridge

Other Site Allocations in Cambridge

Policy context update

2.16 No relevant updates.

New or updated evidence

2.17 No additional evidence update.

Additional alternative approaches considered

2.18 None.

Proposed approach

2.19 The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

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

Policy context update

2.20 No relevant updates.

New or updated evidence

2.21 No additional evidence update.

Additional alternative approaches considered

2.22 None.

Proposed approach

2.23 The following amendments have been made to the policy and supporting text:

- Amendments have been made to refine the consideration of heritage assets in policy. A requirement for an archaeological assessment has also been included. This is as a result of a representation made by Historic England.

S/C/HTR: 137-143 Histon Road

Policy context update

2.24 No relevant updates.

New or updated evidence

2.25 No additional evidence update.

Additional alternative approaches considered

2.26 None.

Proposed approach

2.27 The following amendments have been made to the policy and supporting text:

- There are multiple land owners of this site and the design of the site should be comprehensive across the two sites. Hence the wording has been revised to reflect the connection between both land parcels.
- Amendments have been made to refine the consideration of heritage assets in policy. A requirement for an archaeological assessment has also been included. This is as a result of a representation made by Historic England.

S/C/HGH Henry Giles House, 73-39 Chesterton Road

Policy context update

2.28 No relevant updates.

New or updated evidence

2.29 No additional evidence update.

Additional alternative approaches considered

2.30 None.

Proposed approach

2.31 The following amendments have been made to the policy and supporting text:

- The site has been reviewed in the context of the Site Promoter's desire to increase the capacity on the site. The implications of an increase in capacity have been considered. There is potential for a higher capacity to be accommodated where further evidence can be developed to ensure impacts on neighbouring buildings / heritage assets are managed. Further evidence is required to demonstrate that amenity, outlook, daylight and sunlight and heritage impacts can be assessed and mitigated effectively. There are specific concerns about the impact that any increase in scale would have on the Chesterton Road frontage. To assess and consider any mitigation, further testing would be needed on sensitive heritage views including the views down Carlyle Road and the impacts on nearby Grade II listed structures and their setting.
- The approach to the design of the site has been set out to reflect the local character and massing. The policy has been refined to reflect more specifically the need to respond to local character and massing in the design of future development. This is in response to representations from local residents and Historic England.

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

Policy context update

2.32 No relevant updates.

New or updated evidence

2.33 No additional evidence update.

Additional alternative approaches considered

2.34 None.

Proposed approach

2.35 The following amendments have been made to the policy and supporting text:

- The policy is supported by those who commented on the policy and following a review no changes are required to this policy. The representations received on this site were from the site promoter Cambridgeshire County Council and Historic England, who both supported the allocation and the wording of the policy with no further edits. Following a review by officers, a minor editorial change has been made for clarity of expression.

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

Policy context update

2.36 No relevant updates.

New or updated evidence

2.37 The Heritage Impact Assessment has been revised in response to Historic England's comments, to clarify that the site is not far removed from Cambridge but lies within the city limits and that it is therefore removed from the historic core.

Additional alternative approaches considered

2.38 None.

Proposed approach

2.39 The following amendments have been made to the policy and supporting text:

- The site is allocated in the adopted Cambridge Local Plan 2018 for approximately 67 dwellings, on the basis of a density of 45 dwellings per hectare (Site Ref. R16). The site capacity has been reviewed on the site considering the request for additional capacity from the site promoter. However, this reduction in the number of units can be explained by a review of the site in the context of the requirement for the retention of trees and retention of existing greening onsite, as well as a review of the local character and suitable densities in this location.
- The designated open space within the site has been rationalised to the playing fields adjacent to the site so it no longer falls within the site allocation boundary. This wording has been reflected in the supporting text.
- Historic England are supportive of the proposed allocation and the wording in relation to Heritage Assets, and no further policy wording changes were required. In terms of the HIA request from Historic England to be amended to reflect the removal of the site from the historic core, this has been reflected in the HIA for this site.

S/C/PPS Police Station, Parkside

Policy context update

2.40 No relevant updates.

New or updated evidence

2.41 No additional evidence update.

Additional alternative approaches considered

2.42 None.

Proposed approach

2.43 The following amendments have been made to the policy and supporting text:

- Point C has been amended to include Strategic Viewpoint E Limekiln Road in response to a local resident and Historic England representation.
- Point E has been added to the policy to include a building heights limit of 4 residential storeys. This is in response to a representation from Historic England that the details set out in the HIA produced by GCSP should be included in policy.
- The site boundary has been altered to reflect the land ownership of the site promoter. This is a minor amendment to the boundary reflecting a change in hectares of the site area from 0.48 to 0.52. It therefore does not have any impacts on the capacity of the site. The policy wording and the supporting text has been updated to reflect the change in size of the site.

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

Policy context update

2.44 No relevant updates.

New or updated evidence

2.45 No additional evidence update.

Additional alternative approaches considered

2.46 None.

Proposed approach

2.47 The following amendments have been made to the policy and supporting text:

- To reflect the specification of the pitch, the wording of point 1b has been revised to all weather astro pitch.
- In response to comments from Historic England, the building heights of 3-4 storeys have been added into the policy.
- The protected open space allocation has been reviewed and retained to ensure that the sports provision is met onsite. The policy wording has been revised to ensure that any loss of Protected Open Space will need to be outweighed by the enhancement of open space through the provision of a sports hall, sports pitches and a multi-use games area.

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

Policy context update

2.48 No relevant updates.

New or updated evidence

2.49 No additional evidence update.

Additional alternative approaches considered

2.50 None.

Proposed approach

2.51 The following amendments have been made to the policy and supporting text:

- In response to comments made by Historic England about clarifying the building height and Cambridge Investment Partnership who commented on the need to acknowledge impact of Building Regulations on heights, paragraph 1b has therefore been amended to the following: Building heights should be limited to approximately 3- storeys, massing and materials, be designed to ensure no unacceptable adverse impacts on the local or wider skyline, the setting of Fen Ditton Conservation Area and Dynamic View M (Stourbridge Common).

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

Policy context update

2.52 No relevant updates.

New or updated evidence

2.53 No additional evidence update.

Additional alternative approaches considered

2.54 None.

Proposed approach

2.55 The following amendments have been made to the policy and supporting text:

- The site capacity has been revised to reflect the latest Cambridge Investment Partnership proposal for the site allocation. The permission is for 68 units gross, and 26 net additional homes. This is a reduction in capacity due to site constraints onsite.
- Minor editorial amendments have been made for clarity of expression.

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

Policy context update

2.56 No relevant updates.

New or updated evidence

2.57 No additional evidence update.

Additional alternative approaches considered

2.58 None.

Proposed approach

2.59 The following amendments have been made to the policy and supporting text:

- The site capacity has been revised to reflect the latest Cambridge Investment Partnership proposal for the site allocation. The permission is for 165 homes. This results in 38 net additional homes on the site, an uplift of one unit. This is in line with the latest planning application.

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

Policy context update

2.60 No relevant updates.

New or updated evidence

2.61 No additional evidence update.

Additional alternative approaches considered

2.62 None.

Proposed approach

2.63 The following amendments have been made to the policy and supporting text:

- Point e has been amended to include - Development heights should be a maximum of 3 storeys. This is in direct response to Historic England's comments to ensure the policy wording reflects the HIA and adds greater clarity on the acceptable heights in this location.
- Point g - Development proposals fronting East Road to respond to its existing and emerging context. has been added in direct response to a local resident's comment and a comment from the Cambridge Investment Partnership to ensure the design of the development fits in with the adjacent residential area and streetscape along East Road.
- The policy wording has been reviewed to ensure it continues to align with the ambitions of the Cambridge Investment Partnership.

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

Policy context update

2.64 No relevant updates.

New or updated evidence

2.65 No additional evidence update.

Additional alternative approaches considered

2.66 None.

Proposed approach

2.67 The following amendments have been made to the policy and supporting text:

- The capacity has been reworded in response to Cambridge Investment Partnership's representation and for clarity and to include sheltered accommodation re-provision. The capacity has been reworded to: 29 homes, resulting in a net loss of 5 units, including suitable replacement sheltered accommodation.
- In response to comments from Historic England, point 1b has been included to set out the considerations regarding building heights in this specific location. Point 1b has been added as: Development at a scale similar to the local prevailing building height and existing buildings on site should be appropriate. This site is not considered appropriate for tall landmark buildings.
- In response to comments from the Liberal Democrat Group, the supporting text has been amended to include: the design of the should also mitigate any impacts on the local character, specifically existing terraced housing and flats on Christchurch and Napier Streets should be considered.

S/C/MRG: Milton Road Garages

Policy context update

2.68 No relevant updates.

New or updated evidence

2.69 No additional evidence update.

Additional alternative approaches considered

2.70 An alternative approach was considered, which would have resulted in the site being designated solely as part of the proposed North East Cambridge Area of Major Change and not proposed for allocation. However, given the site is identified as suitable for development, subject to appropriate mitigation of potential constraints, was recently confirmed by the promoter as available for development, and was allocated for development in previous local plans and capable of making a meaningful contribution to Greater Cambridge's pipeline of homes, an allocation was deemed more appropriate.

Proposed approach

2.71 This policy has been introduced for the Regulation 19 stage. At Regulation 18 Draft Plan stage, the Councils had proposed to allocate this site as part of a wider area under Policy S/C/NEC North East Cambridge (NEC). As set out in text accompanying the proposed policy, the decision by government in August 2025 that it would not be funding the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) led to uncertainty around whether much of the site, in particular the residential component, could come forward for development within the plan. Since the Regulation 18 consultation, the Councils have continued to engage with partners on future plans for the area, however there is still a significant degree of uncertainty about whether alternative funding can be identified to deliver the CWWTP relocation.

2.72 Reflecting this uncertainty alongside the significant opportunities that still exist to bring forward comprehensive redevelopment of the area, the Councils no

longer propose to allocate North East Cambridge but have replaced this with an Area of Major Change designation, in order to enable development to come forward with certainty whilst helping to secure development and associated infrastructure in a coordinated way.

2.73 The Milton Road Garages site has been recognised for its comprehensive redevelopment potential in successive development plans, having been allocated in the Cambridge City Council Local Plan 2006 and again in the 2018 Cambridge Local Plan. The site was assessed in the Councils' HELAA 2026 confirmed that the site is suitable, available and achievable for development. The capacity and site context and constraints were also assessed as part of the [Typologies Study and Development Capacity Assessment 2021](#) (Parcel I1), prepared in support of the Proposed Submission NEC Area Action Plan (subsequently not taken forward by the Councils and amalgamated into the Local Plan), which provides further detailed assessment of the site. This has primarily informed the development of more detailed criteria applicable to the site, the key constraints being:

- Townscape surroundings, noting the significant change in density and context between the northern/eastern and southern/western boundaries of the site, and the potential for impacts on the amenity of neighbouring residential properties. Wider impacts on views and the Cambridge skyline will also need to be considered, depending on the height of the proposed development.
- The presence of an electricity sub-station on site, which will need to be considerably integrated into any proposed development or its relocation secured.
- Potential for surface water flood risks, as identified to support the 2018 Cambridge Local Plan, and contaminated land, which will need to be thoroughly investigated and any impacts demonstrably mitigated as part of any application. The [North East Cambridge Area Phase I Geo-Environmental Desk Study 2021](#), prepared to support the Proposed Submission AAP, identified significant risks of ground contamination on the site, recommending a range of investigations including boreholes / trial pits, soil sampling, monitoring wells, groundwater sampling and ground

gas monitoring.

S/C/SCL South of Coldham's Lane

Policy context update

2.74 No relevant updates.

New or updated evidence

2.75 No additional evidence update.

Additional alternative approaches considered

2.76 None.

Proposed approach

2.77 The following amendments have been made to the policy and supporting text:

- Following a review of the representations on this policy, there are no required changes for this policy.

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

Policy context update

2.78 No relevant updates.

New or updated evidence

2.79 No additional evidence update.

Additional alternative approaches considered

2.80 None.

Proposed approach

2.81 The following amendments have been made to the policy and supporting text:

- For accuracy, the hectares in the supporting text have been corrected to be the same as in the Local Plan policy as 1.68 hectares.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.

S/C/TRP: Travis Perkins, Devonshire Road

Policy context update

2.82 No relevant updates.

New or updated evidence

2.83 No additional evidence update.

Additional alternative approaches considered

2.84 None.

Proposed approach

2.85 The following amendments have been made to the policy and supporting text:

- For accuracy, the wording the supporting text for the Chisholm Trail has been amended to say allocated not carried forward.

S/C/OPK: Parcel Com4, Orchard Park

Policy context update

2.86 No relevant updates.

New or updated evidence

2.87 No additional evidence update.

Additional alternative approaches considered

2.88 None.

Proposed approach

2.89 The following amendments have been made to the policy and supporting text:

- For accuracy, the supporting text has been updated with the correct hectares for the site of 1.01 hectares and one minor change has been made for clarity of expression.
- The supporting text has been revised for accuracy to reflect the proposed uses onsite.

S/C/BFS: Brookfields

Policy context update

2.90 No relevant updates.

New or updated evidence

2.91 No additional evidence update.

Additional alternative approaches considered

2.92 None.

Proposed approach

2.93 The following amendments have been made to the policy and supporting text:

- For clarity of expression, one minor amendment has been made.

S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)

Policy context update

2.94 No relevant updates.

New or updated evidence

2.95 In Spring 2026, East West Rail Co. consulted on their proposed scheme, which confirmed the inclusion of a new station entrance on the Clifton Road site of Cambridge railway station.

Additional alternative approaches considered

2.96 None.

Proposed approach

2.97 The following amendments have been made to the policy and supporting text:

- The policy has combined draft allocations Policy S/C/CJ: Cambridge Junction and Cambridge Leisure, Hills Road and Policy S/C/CLT: Clifton Road Area.
- For accuracy, the hectares in the supporting text have been corrected to be the same as in the Local Plan policy as 1.68 hectares.
- The policy includes amendments to the reprovision of employment uses, noting that existing employment uses do not all fall within B2 or B8 use class categories.
- Greater flexibility has been provided in the policy regarding cultural provision during the redevelopment of the site as it is not possible to determine at this stage a feasible construction plan, which may be subject to a decant strategy.
- Under the resources section, to respond to Anglian Water's representation the following requirement has been added in - development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.
- Amendments have been made to refine the consideration of heritage

assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.

- The Movement section of the allocation has been restructured.
- The Spatial Framework has been updated to reflect the comments received, including making clearer the connection of the proposed Phase 2 Chisholm Trail and vehicle access to both the Royal Mail Depot and proposed new station entrance.

S/C/SRW: Station Road West

Policy context update

2.98 No relevant updates.

New or updated evidence

2.99 No additional evidence update.

Additional alternative approaches considered

2.100 None.

Proposed approach

2.101 The following amendments have been made to the policy and supporting text:

- In response to comments from Historic England, point 1b has been amended to including the following wording: ‘...should not negatively impact Strategic Viewpoints particularly Viewpoint E Limekiln Road...’.
- In response to local residents and Cambridge Past, Present and Future, amendments have been made to the policy to refine the priority of pedestrian access to the station. Point 1d has been added to set out that ‘Development should consider pedestrian access and walkability across and through the site, to manage congestion and safety of pedestrians.’
- To recognise the growth of the train station on Clifton Road and the connection with this site, and in response to comments from Brookgate Land Ltd and Network Rail Infrastructure Ltd about the wider development ambitions of the site, point 1d has been added to the policy to set out that ‘the development of the sites does not preclude future redevelopment of the train station, facilities and supporting infrastructure.’

S/C/BJH: Betjeman House, Hills Road (Botanic Place)

Policy context update

2.102 No relevant updates.

New or updated evidence

2.103 No additional evidence update.

Additional alternative approaches considered

2.104 None.

Proposed approach

2.105 The following amendments have been made to the policy and supporting text:

- In response to Pioneer Group Ltd, the policy has been renamed Betjeman House, Hills Road (Botanic Place).
- In response to comments from the Pioneer Group Ltd, the uses in the policy have been amended to be Commercial, Business and Service (Class E) to align with the planning application.
- For accuracy the hectares of the site allocation in the supporting text has been revised to match the hectares in the policy wording.

S/C/OPM: Old Press/Mill Lane

Policy context update

2.106 No relevant updates.

New or updated evidence

2.107 No additional evidence update.

Additional alternative approaches considered

2.108 None.

Proposed approach

2.109 The following amendments have been made to the policy and supporting text:

- In response to the University of Cambridge, the boundary of Old Press/Mill Lane has been revised to reflect the most up to date land ownership of the site. The capacity has also therefore been amended to 243 student rooms, to reflect permissions that have been built out and no longer fall within the boundary of the permission. The site area has been amended for accuracy to 0.85 hectares in the site area section and the supporting text of the policy.
- In response to the Environment Agency, point 1e has been included in the policy to reflecting the unique flood risk management context and requirement for a site specific Flood Risk Assessment.
- In response to Historic England and the University of Cambridge, the supporting text has been amended to update the Listed Buildings and Heritage Assets within and adjoining the site.
- Minor amendments have been made to the policy for clarity of expression.

S/C/NMD: New Museums, Downing Street

Policy context update

2.110 No relevant updates.

New or updated evidence

2.111 No additional evidence update.

Additional alternative approaches considered

2.112 None.

Proposed approach

2.113 The following amendments have been made to the policy and supporting text:

- In response to Historic England, the Grading of the heritage assets onsite have been included in the policy wording at point 1b.
- In response to the University of Cambridge, the SPD has not been duplicated in the policy. However, clarification has been added to the supporting text that - Proposals must aim for high environmental standards as set out in the adopted Local Plan, which would supersede the sustainability objectives in the SPD.
- Minor amendments have been made to the policy for clarity of expression.

3. Policy Areas in Cambridge

Policy Area S/PA/CC Cambridge City Centre

Policy context update

3.1 No relevant updates.

New or updated evidence

3.2 No additional evidence update.

Additional alternative approaches considered

3.3 None.

Proposed approach

3.4 The following amendments have been made to the policy and supporting text:

- Point 1c has been amended to include the historic skyline in response to comments from Cambridge Past, Present and Future.
- Minor amendments have been made for clarity of expression.

Policy Areas of Major Change in Cambridge Urban Area

Policy context update

3.5 No relevant updates.

New or updated evidence

3.6 No additional evidence update.

Additional alternative approaches considered

3.7 None.

Proposed approach

3.8 The following amendments have been made to the policy and supporting text:

- The policy name and text have been amended to make it clear that this policy would only apply within the Cambridge Areas of Major Change.
- The policy has been more positively prepared in line with the requirements of the NPPF and streamlined to avoid duplication of other Local Plan policies.
- A requirement has also been added relating to preparation of Community and Cultural Plans where relevant.
- The supporting text now includes reference to examples of water assets and the Rights of Way Improvement Plan (ROWIP).

S/AMC/ Abbey Stadium

Policy context update

3.9 No relevant updates.

New or updated evidence

3.10 No additional evidence update.

Additional alternative approaches considered

3.11 None.

Proposed approach

3.12 The following amendments have been made to the policy and supporting text:

- Point 1a has been amended to include a requirement for a Transport Mitigation Assessment to reduce impacts on congestion in response to concerns raised about congestion in the representations.
- Point 1j has been amended to include the Grade I Listed Leper Chapel in response to comments from Historic England.
- Point 1.111 of the supporting text has been revised in response to Sport England to set out that the design of the proposals to meet the standards of the Football Foundation and Cambridgeshire Football Association.
- Factual correction in relation to Newmarket Road Park and Ride.

S/AMC/BC: Beehive Centre

Policy context update

3.13 No relevant updates.

New or updated evidence

3.14 No additional evidence update.

Additional alternative approaches considered

3.15 None.

Proposed approach

3.16 The following amendments have been made to the policy and supporting text:

- Point 1 has been amended to clarify what is meant by vitality and viability in response to representations.
- Point 1b has been amended for clarity of expression and in response to representations.
- Point 4a has been amended for clarity of expression and in response to representations.
- Point 4b has been amended to include reference to leisure uses and community uses in response to representations.
- Point 4d has been amended to correct the reference to the Cambridgeshire Transport Strategy.
- To address representations made by Historic England, point 4e has been added to the policy and the word height added to point 5.

S/AMC/EB: East Barnwell

Policy context update

3.17 No relevant updates.

New or updated evidence

3.18 No additional evidence update.

Additional alternative approaches considered

3.19 None.

Proposed approach

3.20 The following amendments have been made to the policy and supporting text:

- The supporting text in paragraph 3.1.123 has been revised in response to Sport England to set out that there is an approved planning application on this site under 23/04687/FUL. The permission included the replacement of the sports provision to be lost as part of the planning permission.

S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area of Major Change

Policy context update

3.21 No relevant updates.

New or updated evidence

3.22 No additional evidence update.

Additional alternative approaches considered

3.23 None.

Proposed approach

3.24 The following amendments have been made to the policy and supporting text:

- Point 1c has been added to the policy to reflect the Grade II Listed Building onsite and nearby heritage assets in response to comments from Historic England.
- The supporting text in point 1.133 has been revised to highlight that Heritage plays a key role in enhancing townscape and the public realm, and should be a key consideration in the evolution of the design of the area, in response to comments from Historic England.

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

Policy context update

3.25 No relevant updates.

New or updated evidence

3.26 No additional evidence update.

Additional alternative approaches considered

3.27 None.

Proposed Approach

3.28 The following amendments have been made to the policy and supporting text:

- The policy has been reconfigured to reflect the development of the four distinct land parcels within the policy area. This has resulted in a new section at the beginning of the policy to set out the conditions in which development will be supported. These four parcels are:
 - Area 4 - Cambridge East Station – which will be supported where development supports the delivery of the station with a residential led mixed used development and active travel.
 - Area 3 – Residential-led Mixed Use Development and Green Infrastructure – which will be supported where development is residential led with integrated green infrastructure and ecological connections to wider corridors.
 - Area 1 – Employment and Commercial units – which will be supported where there is a high-quality employment-led development capable of supporting a range of employment, R&D, and complementary ancillary uses, together with appropriate servicing, car parking and cycle parking provision.
 - Area 2 – Ecological Enhancement and Recreation – which will be supported where there is ecological enhancement including BNG, LNRS objectives are met and creation of pen Mosaic Habitat and connections between Coldham's Lane and The Tins Path.

- Under a new section called Comprehensive masterplanning and infrastructure delivery, existing policy wording has been re-arranged. The requirements for a comprehensive masterplan remain the same, and further details have been added here to set out what the masterplan must demonstrate.
- The section on Development proposals must has been retained with some amendments to address comments from Historic England on removing reference to building heights and including more of a reference to heritage assets adjoining the site, and from Cambridgeshire County Council on the protection of pits and biodiversity, and reference to the LNRS.
- To align with the Cambridge East Site Allocation, the Cambridge East railway station section has been added to set out how the policy area can support the wording delivery, operation and accessibility of the station.
- The supporting text has been revised to reflect role of Cambridge East Station in this policy area to address wider changes across EWR plans for improving public transport connections across Cambridge.
- To address comments from Friends of Cherry Hinton Brook, points 2f and 3f have been amended to reflect active travel connections and water safety in the Country Park.

4. Public Realm Improvement Areas

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

Policy context update

4.1 No relevant updates.

New or updated evidence

4.2 No additional evidence update.

Additional alternative approaches considered

4.3 None.

Proposed approach

4.4 The following amendments have been made to the policy and supporting text:

- The supporting text makes reference to the historic environment.
- The policy includes a requirement to improve the appearance of existing shopfronts where relevant and notes that services and amenities can extend beyond the provision of shops.

S/PRIA/CRP: Cambridge Retail Park

Policy context update

4.5 No relevant updates.

New or updated evidence

4.6 No additional evidence update.

Additional alternative approaches considered

4.7 None.

Proposed approach

4.8 The following amendments have been made to the policy and supporting text:

- Points 1a and 1b have been revised to address comments made by Railpen.
- Point 1a has been revised to include reference to leisure and community uses to address representations from Cam Skate.
- Point 1d has been amended in response to representations asking for greater connectivity for cycling between Richard, the Beehive and Petersfield.
- In response to Historic England, point 3a has been amended to ensure the PRIA has regard to the Listed Buildings opposite.

S/PRIA/MC: Mitcham's Corner

Policy context update

4.9 No relevant updates.

New or updated evidence

4.10 No additional evidence update.

Additional alternative approaches considered

4.11 None.

Proposed approach

4.12 The following amendments have been made to the policy and supporting text:

- Points 3c and 3d have been added in, in response to Historic England's representations to reflect the local heritage assets.

S/PRIA/EG: Eastern Gate

Policy context update

4.13 No relevant updates.

New or updated evidence

4.14 No additional evidence update.

Additional alternative approaches considered

4.15 None.

Proposed approach

4.16 The following amendments have been made to the policy and supporting text:

- The Policy Area has been extended to include the area around the Elizabeth Way underpass, acknowledging the opportunities for public realm in this area.
- Paragraph 1.a. has been amended to strengthen wording for opportunities that the area provides.
- Paragraph 1.d. has been amended to refer to contributions to health and wellbeing.
- Paragraph 1.e. has been added to reflect the existing cultural and community infrastructure.
- Paragraph 1.g. now includes reference to the south Riverside neighbourhood and the ARU Campus.
- Paragraph 2.b. now reflects the opportunity to include pedestrian greenways with cycle lanes.
- The Supporting Information has been amended to refer to the opportunity to secure funding and other initiatives through community engagement and participation with stakeholders.

S/PRIA/MR: Mill Road

Policy context update

4.17 No relevant updates.

New or updated evidence

4.18 No additional evidence update.

Additional alternative approaches considered

4.19 None.

Proposed approach

4.20 The following amendments have been made to the policy and supporting text:

- Point 2d has been added to address representations made about needing for greening.
- Point h has been amended to make reference to preserving and enhancing the Mill Road Conservation Area.
- Minor amendments have been made for accuracy.

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

Policy context update

4.21 No relevant updates.

New or updated evidence

4.22 No additional evidence update.

Additional alternative approaches considered

4.23 None.

Proposed approach

4.24 The following amendments have been made to the policy and supporting text:

- The reference to planning applications has been moved from the policy wording to the supporting text for consistency.
- In response to Historic England, point 1c has been added to protect and enhance the heritage assets within the policy area.

S/PRIA/OPML: Old Press/Mill Lane

Policy context update

4.25 No relevant updates.

New or updated evidence

4.26 No additional evidence update.

Additional alternative approaches considered

4.27 None.

Proposed approach

4.28 The following amendments have been made to the policy and supporting text:

- For consistency the planning application reference has been removed from point 1.
- In response to Historic England, point 1a has been revised to include more specific detail on the heritage assets.
- The supporting text has been revised to reflect the planning application in lieu of the planning application reference being in the policy wording.
- In response to Kings College, the reference to the Design and Access Statement has been removed from the supporting text.

The Edge of Cambridge

Policy context update

4.29 No relevant updates.

New or updated evidence

4.30 No additional evidence update.

Additional alternative approaches considered

4.31 None.

Proposed approach

4.32 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/CE: Cambridge East

Policy context update

4.33 No relevant updates.

New or updated evidence

4.34 Additional Transport Topic Paper 6: First Phase prepared by the promoter to establish the principle that there is capacity for a substantive first phase of development ahead of the provision of additional transport interventions, on the basis that trips generated by existing uses on the site (that will be lost when the site is vacated) provide capacity for trips generated by new development.

4.35 The Councils have also engaged with statutory consultees to refine the policy wording and approach to the site as set out in the topic paper and consultation statement.

Additional alternative approaches considered

4.36 None.

Proposed approach

4.37 The following amendments have been made to the policy and supporting text:

- The strategic policies and larger site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- The Cambridge East allocation has been revised to reflect the most up to date discussions on the vision for the site, considering the representations made on the policy by local residents, statutory consultees and the site

owners.

Site Boundary and Spatial Framework

- The site boundary has been reviewed to ensure that it is still representative of the proposals, and subsequently no changes were made.
- The Spatial Framework has been reviewed to reflect the revisions to the policy wording. The spatial framework has been revised to make clear the difference between the separate parts of the site: Marleigh, Cambridge East Airport and Springstead. The Teversham Green Gap has been revised to reinforce this gap. Additional arrows have been included to the south, east and west to show potential strategic green connections. The proposed Cambridge East Railway Station has been added.

Objectives and Place Identity

- This section has had minor amendments for clarity of expression.

Uses

- Amendments have been made to point 4a to refine the timescales of the delivery of the 8,000 homes and to ensure it does not come forward prior to the necessary water infrastructure being available. This has been included to address a recommendation from the HRA.
- Point 5ai has been revised for consistency across the plan to clarify the requirements for the provision of G&T sites on or offsite.
- Point 4b has been revised to clarify the approach to employment provision.
- Point 4c has been included to set out that mixed use development is supported specifically the co-location of residential uses with amenities.
- Point 4d has been included to reflect the requirements to meet the needs for sports provision on Cambridge East, including a swimming pool, sports hall and outdoor sports provision.
- Point 4e has been included to reflect the cultural strategy and the identified cultural provision requirements in Cambridge East.
- Point 4f has been updated to reflect the mix of supporting services and facilities needed to support a sustainable mix of uses including community

uses.

Context

- The context section has been reviewed and minor amendments made to reflect the context of the site, including the relationship with the city, the village of Teversham and heritage assets. This is in response to representations including those from Historic England.

Built form

- The built form section has been reviewed for clarity of expression and to emphasise how density should respond to key views, in response to representations.
- The approach to heritage assets has been amended to prioritise protection of the Listed control and office building and its setting, and providing greater flexibility regarding other assets that do not have the same protection.

Public Space

- This section has been reviewed with minor amendments for clarity of expression.

Nature

- In response to discussions with local stakeholders and statutory consultees, including Natural England, the National Trust and the Wildlife Trust, this section has been amended to set out mitigations for minimising recreational pressure and the provision of semi-natural green space, and link in with the Wicken Fen Vision.

Movement

- The movement section has been reviewed in discussion with the Highways Authority to reflect the progression in discussions on transport mitigations and the newly proposed Cambridge East Station.
- The Movement section prioritises active travel connections and public transport to manage congestion. Financial contributions are required for transport measures external to the site, the details of these have been set out in policy.

- Point 16 has been amended to specify what supporting information and assessments are required to support the transport mitigation plan for the site.
- A new section has been included to set out the vision and approach to the delivery of the proposed Cambridge East Station. This section sets out the requirements of masterplanning and development delivery to support infrastructure in the early phases and a priority for active travel.

Resources

- Under the resources section, to respond to Anglian Water's representation the following requirement has been added in to point 19 to set out that development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

Lifespan

- The Lifespan section has been revised to include a requirement for a Heritage Impact Assessment to address comments from Historic England.
- A district centre strategy has been added as a requirement.
- Minor amendments have been made to this section for clarity of expression.

Springstead and Marleigh

- The policy has structured and headers added to make it clearer what the requirements are for the area, including a sports pavilion, allotments, food store, community hall and replacement car dealerships.
- Point 28 has been updated to reflect the latest discussions on capacity and delivery at Springstead Village. Point 28 sets out that Springstead Village will deliver approximately 350 additional dwellings within the red line boundary for the site.

Supporting Text

- The supporting text has been revised to provide clarity on the details of the delivery of Cambridge East, including the sites at Marleigh and Springstead.
- The supporting text now sets out the function and use of the Green Belt corridor, and the retained Green Belt function in this belt to ensure the

character of this area is maintained and the green connections to Teversham are also preserved.

- The details of the Listed Buildings onsite and buildings of interest on the site have been reflected in the supporting text.
- Details have been added to the supporting text about the proposed Cambridge East site allocation.
- The supporting text has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).

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

Policy context update

4.38 The Cambridge South Railway Station has now opened.

New or updated evidence

4.39 The promoter provided a refreshed 2026 Transport Strategy for the site, updating the 2023 version previously submitted to the Local Plan process. The Strategy proposes the possible and necessary transport interventions to support growth at the campus and support movement between it and the Greater Cambridge area.

Additional alternative approaches considered

4.40 None.

Proposed approach

4.41 The following amendments have been made to the policy and supporting text:

- Site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- The CBC allocation has been revised to reflect the most up to date discussions on the vision for the site, considering the representations made on the policy by local residents, statutory consultees and the landowners on the Campus.

The spatial framework has been amended to:

- Make clearer the green edge and Local Nature Reserve colours. The landscape buffer to the south has been amended to show clearer boundary

treatment.

- The hatched flood risk mitigation has been added to the key.
- Remove “indicative” from the Public Amenity Area.
- Made clearer the SSSI between the expansion land and Knightly Avenue.

Objectives and place identity

- This section has had minor amendments for clarity of expression.

Uses

- Amendments have been made to point 2 to identify the three teaching hospitals on the Campus and makes explicit reference to the Royal Papworth Hospital.
- Clarification was made to point 4 to set out that the Campus will form a sustainable area of Cambridge.
- Point 6 has been expanded and now requires the preparation of a Place Book, which outlines how the development will be planned and delivered in a comprehensive and coordinated way.
- Point 7 includes reference to existing Green Infrastructure including the Pocket Park, and sets out the role of the Strategic Enhancement Area and Landscape Improvement Area.
- Point 9 was amended to include reference to education.
- Point 9a was amended to include regional scale needs.
- Point 9b clarified the additional 530,000 net square metres of uses and point 9c was amended to refer to 157,000 square metres for educational purposes.
- Paragraph 9e was removed as this was broken down into two elements (now point 9a and point 9b)
- Paragraph 10 was amended to clarify the nature of the Campus and removes reference to a 24 hour site.
- Point 11e was amended to clarify the housing offer for employees and temporary workers.
- Point 12j was amended to reflect the renewal of other buildings.
- Point 12k now refers to the operations for the Helicopter Emergency Medical Services and removes reference to specific Air Ambulance use.

Context

- Amended point 13 to include other high level uses of the SEA.
- Amended point 14 to optimise the land within the Campus boundary and include “indicative” before Spatial Framework wording. All references to the Spatial Framework have been updated to include “indicative” for consistency.
- Point 14a now refers to the skyline policy that the Campus must be consistent with.
- Amended point 14b to clarify the key strategic and local views at Nine Wells LNR and the heritage asset at White Hill farm (point 14c).

Built form

- Introduced point 16a to set out need to optimise land through design-led approach.
- Amended point 16c to clarify the needs of research and development.
- Amended point 16d to include criteria for mitigating impact of heights and need to respond to the HIA.
- Point 16g now includes specific reference to the Granham’s Road realignment.
- Introduced point 16i to include the safeguarded Waste Water Management Area that the Campus should consider.

Nature

- Amended point 17a to refer to longer term needs of nature.
- Amended point 17c to refer to the opportunities at the Magog Down connectivity to nature.
- Set out specific requirements for the SEA including points 18a-j with reference to appropriate habitats, access for infrastructure, SUDs and habitat compensation.
- Point 19 has been expanded to refer to considerations in the LIA including preparation of a management plan of heritage assets.

Public space

- Clarification made in point 20 and 20a to include local residents and people living nearby as users of the public space.
- Point 20b, 20c and 20d amended to refer to user needs and safety with

reference to public realm and designing-out crime and provision of high quality street furniture to benefit all users.

- Point 21 added to refer to proportionate S106 contributions to support placemaking.

Movement

- This section was amended to include further reference to active travel (point 22), connectivity by pedestrian, wheeling and cycling solutions (point 22a and 22c) and cycle routes to the Park and Ride (point 22d).
- Point 22e was clarified to include consolidation and delivery.
- Point 22f removed reference to the modal filter of Dame Mary Archer Way and instead references measures to manage traffic across the Campus.
- Point 22g now refers to new or re-provision of car parking and an additional sentence sets out provision for short-stay drop-off and pick-up bays and spaces for blue badges.
- Point 23 clarifies that applications must be supported by the criteria.
- Point 24 has been included that refers to development in the SEA and LIA and requirements for a local Transport Mitigation Plan.

Resources

- Point 25 and 26 have been amended to clarify function of buildings and landscape and to clarify that climate responsive design should be applied where practical and viable.
- The last sentence of Point 27 has been removed as it repeats other criteria.
- Point 28 has been added to refer to requirement that development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

Lifespan

- Point 30 has been amended to include specificity of requirement for Phase 3 and 4 of the Campus.
- Point 32 now includes specific requirements for the masterplan expectations including points 31a and 31b with design related references.
- Amendments have been made to point 31c to clarify expectation of the

Phasing Plan.

- Wording has been deleted that sets out criteria for consolidation and logistics has been considered elsewhere in the policy.
- Amended point 31d to include reference to a Masterplan.
- Point 31e has been added to refer to a transport assessment.
- Point 31f has been clarified to refer to the application area.
- Point 31g has been added to include the Amenity Strategy requirements.
- Point 31i has been added to specify the need to respond to Phases 3 and 4.
- Point 32 has been added to refer to amendments to the Masterplan.
- Point 33 has minor amendments to clarify the reference to where an LVIA and HIA will be required.

Supporting text

- Consequential changes have been made to make reference to additional points made in the policy including:
 - Detail of the uses in the SEA/LIA.
 - Further reference to the CBC SPD.
 - Detail of the Place Book requirements and principals of good design.
 - Amended wording for the needs of surrounding communities including at Red Cross Lane and Greenlands and improvements to public realm, legibility and designing out crime.
 - Inclusion of reference to boundary treatment and the legal agreements with the Hobson's Conduit Trust.
 - More detail set out on the trip budget and transport mitigation plan.
 - Reflecting the outcome of the Infrastructure Delivery Plan (2026).

S/WC: West Cambridge

Policy context update

4.42 No relevant updates.

New or updated evidence

4.43 No additional evidence update.

Additional alternative approaches considered

4.44 None.

Proposed approach

4.45 The following amendments have been made to the policy and supporting text:

- Additional policy requirement added to reflect the site is now within the Eversden and Wimpole Woods SAC Impact Risk Zone.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England and other representations.
- The spatial framework has been updated to reflect wider walking and cycling routes, the realignment of the eastern most vehicle access point, additional heritage assets, City Wildlife Site and minor editing changes.
- The supporting text has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).

S/ED: Eddington

Policy context update

4.46 No relevant updates.

New or updated evidence

4.47 No additional evidence update.

Additional alternative approaches considered

4.48 None.

Proposed approach

4.49 The following amendments have been made to the policy and supporting text:

- Under the resources section, to respond to Anglian Water's representation the following requirement has been added in - development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment as well as strategic viewpoints. This is as a result of a representation made by Historic England and comments from others. Additionally, further heritage assets have been added to the Spatial Framework.
- Policy reflects that the site is now within the Eversden and Wimpole Woods SAC Impact Risk Zone
- The supporting text has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).
- Spatial Framework updated to include Ascension Burial Ground, a City Wildlife Site.

S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge

Policy context update

4.50 No relevant updates.

New or updated evidence

4.51 There are several planning applications and permissions related to the site:

- Outline planning permission (07/0003/OUT) for up to 1,593 dwellings, a primary school, community facilities, and retail units (use classes A1, A2, A3, A4 and A5), which was approved in December 2013.
- Six reserved matters applications and a full application which have all received permission and total 1,573 dwellings in addition to a library, community rooms, health centre, retail units, allotments and public open space.
- An additional planning permission (21/03609/FUL) exists for land at the former NIAB Headquarters Building which was approved in February 2024 for 291 Build to Rent units and a 202 bed Apart-Hotel (Sui Generis).
- Application 23/04643/OUT on the same site for laboratory / office (Class E (g(i)) and (g(ii))) and café use (class E(b)), and associated facilities which is still pending consideration.
- For Darwin Green 2/3, outline planning permission (22/02528/OUT) for up to 1,000 dwellings, secondary school, primary school, community facilities, retail uses, open space and infrastructure works, was allowed on appeal in September 2024.

Additional alternative approaches considered

4.52 None.

Proposed approach

4.53 The following amendments have been made to the policy and supporting text:

- Further clarification regarding the requirements at a planning application stage to support an holistic approach to the delivery and long term

placemaking of the site;

- Additional criteria to ensure that transport and movement (including by active modes) are secured and delivered in a timely manner;
- A requirement for the long term governance of the Country Park to be secured through a legal agreement.
- Requirements relating to surface water flooding have been removed as this is addressed elsewhere in the Local Plan.

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

Policy context update

4.54 No relevant updates.

New or updated evidence

4.55 The site continues to be delivered in line with planning permission 20/01972/OUT.

Additional alternative approaches considered

4.56 None.

Proposed approach

4.57 The following amendments have been made to the policy and supporting text:

- The policy wording has been amended to identify the site specific heritage assets within or adjacent to the site as noted in representations.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.
- The policy removes reference to a specific planning permission and now outlines the principle of landscape mitigation as part of a wider green infrastructure network.

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

Policy context update

4.58 No relevant updates.

New or updated evidence

4.59 The site continues to be delivered in line with planning permission 19/1168/OUT.

Additional alternative approaches considered

4.60 None.

Proposed approach

4.61 The following amendments have been made to the policy and supporting text:

- The policy wording has been amended to identify the site specific heritage assets within or adjacent to the site as noted in representations.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.
- The policy removes reference to a specific planning permission and now outlines the principle of landscape mitigation as part of a wider green infrastructure network.

S/EOC/BS: Bell School, Babraham Road

Policy context update

4.62 No relevant updates.

New or updated evidence

4.63 No additional evidence update.

Additional alternative approaches considered

4.64 None

Proposed approach

4.65 The following proposed amendments have been made to the policy and supporting text:

- No amendments are proposed for the policy text. The allocation of the site for student accommodation will ensure that the existing or future occupier of the adjacent educational facility has the ability to bring forward purpose built student accommodation which is in very close proximity.
- The supporting text has been updated to remove reference to the 2018 Cambridge Local Plan and to clarify the councils ambition for the site.

S/EOC/FRE: Fulbourn Road East

Policy context update

4.66 No relevant updates.

New or updated evidence

4.67 No additional evidence update.

Additional alternative approaches considered

4.68 None.

Proposed approach

4.69 The following amendments have been made to the policy and supporting text:

- The quantum of development is now described as ‘approximately’ which provides some flexibility whilst also being consistent with other site allocations within the Local Plan.
- Criteria setting out that there should be no development in the eastern portion of the site has been removed as it was not specific enough. The policy sets out that future development will need to carefully consider and respond appropriately to the local townscape, landscape and heritage context and the supporting text now notes that the eastern part of the site is particularly sensitive in terms of heritage assets and their setting.
- The policy does not prescribe acceptable building heights but identifies that development proposals will need to appropriately respond to the site context.
- Further policy wording has been added to ensure that the site is well served by active travel and integrates with the wider network.

New Settlements

Policy context update

4.70 No relevant updates.

New or updated evidence

4.71 No additional evidence update.

Additional alternative approaches considered

4.72 None.

Proposed approach

4.73 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/CBN: Cambourne North

Policy context update

4.74 No relevant updates.

New or updated evidence

4.75 The Councils have undertaken a number of updated and new evidence base studies to inform the allocation, including:

Stage 2 Cambourne North Regulation 19 Stage Technical Evidence Summary

4.76 The Stage 2 CN Regulation 19 Technical Evidence Summary brings together the key findings from the updated evidence base for Cambourne North. It summarises the main changes since the Regulation 18 stage, including refinements to the spatial framework, transport strategy, green and blue infrastructure, ecology, landscape, station enhancements and other technical work. The summary explains how the evidence has informed the Regulation 19 policy approach and identifies areas where further technical work will continue

to support the allocation through examination and future planning applications.

Cambourne North Addendum Spatial Framework Strategy

4.77 This document is an addendum to the Stage 1 report, updating the Spatial Framework for the expansion of Cambourne.

4.78 The Cambourne Growth Strategy Programme has been established to consider how Cambourne should grow to inform a future allocation in the Greater Cambridge Local Plan (GCLP). The programme will provide one repository of technical evidence to inform the GCLP, EWR's economic development work and GCSP's future responses to the EWR Development Consent Order (DCO).

4.79 Planning for the future of Cambourne must take account of the needs of the existing town and surrounding villages/communities; a level of development which is sustainable and responds to the housing, employment and infrastructure needs of Greater Cambridge; and an approach to development which is deliverable and addresses complex site and wider constraints. This report represents the third major gateway of this commission – the first was a compilation of evidence (across a range of subjects, including sustainability, green and blue infrastructure and strategic flood modelling); the second was the identification and assessment of spatial options. Summaries of both milestones are included in this report and inform the development of the Spatial Framework.

Stakeholder Engagement

4.80 As part of this work, a series of engagement workshops have been held to collaboratively discuss Cambourne's future with a range of important stakeholders including landowners. During the first workshop the Stage 1 Framework was presented to gather feedback. During a second round of engagement, emerging Stage 2 proposals were presented for feedback. Engagement findings are explained in Appendix 1 of this report. Findings have directly informed the Spatial Framework which is summarised in the second chapter of this report. Further details on the spatial options process and

outcomes can be found in the Spatial Options Report. A note explaining changes to the redline boundary and their relation to the Spatial Options Report is found in Appendix 3.

4.81 The methodology to develop the Spatial Framework captured in this document is underpinned by:

- Baseline information gathered from Phase 1 of this commission; outcomes of the technical and stakeholder workshops; mapping of key constraints; responses to the DCO non-statutory consultation; and details of the EWR scheme.
- Stakeholder engagement undertaken throughout this commission informs the emerging spatial framework. This included two workshops with County, Districts, Town and Parish councillors, and two workshops with Landowners.
- Studies developed by the different disciplines during stage 1 and 2 (transport, green and blue infrastructure, sustainability and net zero, LVA, ecology, economy, viability and flood risk.) which have been integrated into this framework and can be accessed in their own separate reports.
- References, essentially the technical work done to date by GCSP, East West Rail Co. and others ensures this work is not starting from a standing start. The approach developed in this report is led by professional best practice.

4.82 The next phase of work, beyond this Spatial Framework, will be to undertake further technical work, such as a Forest Feasibility Study, Town Centre study, Bus and Rail Integration study and further assessment of development viability and approaches to funding infrastructure associated with the expansion of Cambourne. This may result in a revision to the Spatial Framework, which will then be reflected in the final policy recommendation for an expansion at Cambourne as part of the emerging GCLP.

4.83 This document should be read alongside the Stage 1 report, which continues to hold relevant baseline evidence and supporting content.

Cambourne North Addendum GBI Framework

4.84 The CN Addendum GBI Framework provides a high-level review of the GBI vision established in Cambourne's Green & Blue Infrastructure Framework (2025), appended to the document, and further explores opportunities to successfully integrate the new development into the landscape. It has been informed by landscape, ecology and transport evidence base and analysis and a series of workshops held with council officers, stakeholders and landowners in early 2026.

4.85 The addendum addresses the relationships of Cambourne North to existing settlements, the integration and conservation of habitats including ancient woodland and the interfaces with the EWR/ A428 corridor. It establishes a series of landscape typologies and design principles to guide future masterplanning for the site.

Cambourne North Ecology Strategy

4.86 This Ecology Strategy has been produced in support of the development of the Local Plan, focusing on the Cambourne North area. It relates to and builds upon the work undertaken at Stage 1, specifically the Green Blue Infrastructure (GBI) Framework.

4.87 The Strategy seeks to positively contribute to the delivery of an enhanced natural environment across the area, at a landscape scale, against the context of the Council's delivery of housing and employment needs in sustainable locations. This vision should be based on the Lawton principles of developing natural assets (including the full protection of existing assets) that are 'bigger, better and more connected'.

4.88 The process of developing the Strategy has involved the review of stakeholder and landowner feedback on the Stage 1 work (including the GBI Framework and the draft Greater Cambridge Local Plan policies), the resetting of the vision, and the production of a series of principles that will support the achievement of the vision. This has been undertaken for three priority ecology items, namely ancient woodlands, barbastelle bats and dark corridors, each of

which are interlinked. Recommendations have also been made for alterations or additions to earlier draft policy wording.

4.89 In summary, the intended outcomes of the Strategy are to:

- Better protect, enhance and connect the existing ancient woodland resource across the area, including the future management of these resources;
- Facilitate the maintenance and strengthening of the barbastelle bat populations that use these woodlands and move across the landscape between them; and
- Enable the creation of a series of dark, unlit habitat corridors that protect and promote the dispersal of these bat populations and other wildlife.

4.90 The results of detailed ecological surveys underway will need to be used to inform the spatial evolution of these requirements and in support of Habitats Regulations Assessments at both project and Local Plan levels to ensure their regulatory viability. Furthermore, existing and proposed projects like the A428 upgrade and EWR scheme will have an impact on the existing baseline position and will need to be taken into account.

4.91 The principles developed will need to be embedded within an update to the GBI Framework and assist in the further development of that Framework to include, in particular, the treatment of the Strategic Enhancement Area as a mosaic of semi-natural and SANG-like habitats and nature-friendly farming practices.

[Cambourne North Landscape Visual Impact Assessment](#)

4.92 The Landscape and Visual Appraisal (LVA) has been prepared to inform the Spatial Framework Strategy for the proposed Cambourne North allocation in the Greater Cambridge Local Plan. It identifies the key landscape and visual sensitivities, and their likely effects arising from the emerging Spatial Framework. The report also includes high level recommendations for the design to inform the policy required to avoid, reduce and (where possible) offset adverse change at this strategic stage. This LVA does not override the need for

applicants to prepare scheme specific Landscape and Visual Impact Assessments (LVIA) to inform future planning applications, to be prepared in accordance with best practice guidance.

Key findings

- Landscape character and sensitivity: The site is characterised by a mix of open and enclosed areas, displaying moderate to high sensitivity, particularly where settlement separation and tranquillity are important qualities.
- Principal landscape effects: Development would dramatically change the landscape from open arable land to a townscape setting or a settlement edge, affecting perceived openness, rural character and tranquillity. Existing landscape assets contributing to the overall character and tree lined skylines include ancient woodland, historic field boundaries, water course corridors and the setting of existing villages and their development pattern are sensitive to the proposed change.
- Visual baseline: Visibility is shaped by landform and extents of open agricultural fields which is interrupted by woodland, hedgerows and settlement-edge vegetation. Most views are from elevated and open routes, while settlement interiors are largely screened.
- Most sensitive visual receptors: Walkers and users of public rights of way, especially near the site, would experience significant visual changes.
- Road users: Impacts are generally lower for main road users due to fleeting views, but may be greater where local roads offer sustained open vistas.
- Cambourne: Most views from within the existing town of Cambourne are screened by buildings and woodland, with only limited potential for distant glimpses from higher ground.

Considerations for the Spatial Framework Strategy

- Principle considerations for the Spatial Framework Strategy are to protect settlement separation and the linear settlement pattern aligned with the shallow valleys by maintaining strong landscape buffers (including

maintaining the mosaic of field boundary patterns around existing settlements) and to preserve village identities and tranquillity and avoid coalescence. The setting of and views from assets such as the rural lanes, green lanes and Public Rights of Way (PRoW) which feature tranquil rural views need to be preserved where possible or degradation of experience mitigated if impacted by the proposals.

- These findings should guide the next stage of the Spatial Framework Strategy and inform the Proposed Submission version of the Greater Cambridge Local Plan.

Cambourne North Addendum Transport Strategy Report

4.93 This report forms part of the transport evidence base supporting the proposed strategic land allocation at Cambourne North (Policy S/CBN) in the emerging Greater Cambridge Local Plan. The draft Local Plan was consulted on under Regulation 18 between December 2025 and January 2026. This Stage 2 Transport Strategy Addendum builds on the evidence submitted at the Regulation 18 stage and is intended to demonstrate that the allocation can be supported by a credible, deliverable, and sustainable transport strategy for Regulation 19 consultation ahead of submission in December 2026.

4.94 The Regulation 18 evidence base comprised three complementary transport reports prepared by Arup (September 2025): the Transport Vision and Principles report, the CtoC Busway Integration Study, and the Rail Integration Study. Together, these established the overarching transport vision; set out design principles for active travel, public transport, and highways; assessed travel demand under baseline and vision-led scenarios for approximately 13,000 homes and 6,000 jobs; explored Cambourne to Cambridge High Quality Public Transport corridor (CtoC HQPT) extension route options; and examined how EWR integration could catalyse sustainable growth.

4.95 This Stage 2 report responds to Regulation 18 consultation feedback and to wider stakeholder engagement including East West Rail proposals published in the May 2026 consultation. The overall effect is a more compact development footprint with wider landscape buffers, rebalanced development clusters, higher

densities near the station, and ecological dark corridors.

4.96 The Stage 1 work identified that external car trips would likely exceed the initial trip budget of 2,500 vehicles, recommending further strategic modelling, mitigation identification, and EWR integration as necessary next steps.

4.97 The CaPCAM verification exercise is ongoing and its conclusions will be critical to confirming the trip budget and demonstrating that the allocation can be delivered without unacceptable transport impacts.

4.98 Following completion of the Stage 2 strategy it is expected that further technical work will be supplemented as necessary to ensure a robust evidence base ahead of examination.

Note: This remains a draft document and several sections will be completed/ updated in response to ongoing CaPCAM transport modelling with some placeholders.

[Cambourne North Transport Modelling Report](#)

4.99 The report provides the detailed transport modelling evidence for Cambourne North.

[Cambourne North EWR Station Enhancement Study](#)

4.100 The Cambourne Enhanced Station Study is a draft study assessing whether an enhanced railway station at Cambourne, delivered alongside East West Rail, can unlock additional developable land and value to support the Cambourne North Reg 19 planning position. It compares a Base option against an Enhanced option, exploring the potential benefits for development, connectivity and placemaking.

[Cambourne North Heritage Impact Assessment \(Update\)](#)

4.101 This addendum was produced to provide an update to the HIA due to minor boundary changes and the receipt of formal representations from Historic England. The boundary changes and relevant representations are summarised below, and any subsequent changes to the HIA.

Summary

- 4.102 The allocation abuts the A428 to the north of the existing settlement of Cambourne. The original boundary for the developable area covered a series of parcels that extended west towards Caxton Gibbet, east towards Lark Rise, and north close to Knapwell and Elsworth. This was surrounded by a Strategic Enhancement Area (SEA) which is a non-developable area intended mainly for green infrastructure.
- 4.103 The boundary for the allocation has been adjusted to remove part of the developable area that approaches Elsworth, but widens the allocation slightly to the west. The updated boundary is not separated into parcels. The SEA boundary has been adjusted to cover the area previously marked for development approaching Elsworth, and has been subject to minor boundary extensions to the west, and minor reductions and extensions to the north and east.
- 4.104 The studies have taken into account the representations received from the draft Greater Cambridge Local Plan consultation as well as further engagement with local stakeholders, East West Rail co. and statutory bodies.
- 4.105 A number of amendments have been made to the Cambourne and Cambourne North Spatial Framework, informed by the evidence and representations.
- 4.106 The Habitats Regulations Assessment (2026) has 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.
- 4.107 East West Rail Co. undertook a consultation on their proposed project in Spring 2026. This confirmed the location of the Cambourne railway station and the proposed route alignment.

Additional alternative approaches considered

- 4.108 None.

Proposed approach

4.109 The following amendments have been made to the policy and supporting text:

- The allocation boundary has been amended to reflect the latest evidence, resulting in a greater buffer to Elsworth and expanding the developable area to the west.
- The boundary for the Strategic Enhancement Area has also been refined based on the evidence and the policy now provides greater clarity on the role of the SEA and acceptable uses that could come forward within it.
- The policy requires the preparation of a Place Book, which outlines how the development will be planned and delivered in a comprehensive and coordinated way.
- The policy identifies the number of homes to be delivered within the plan period, subject to the necessary water infrastructure being available as recommended by the HRA whilst it also cross references the Gypsy and Traveller pitch requirements with the relevant DM policy.
- Additional clarification has been provided in relation to the services and facilities required and how development proposals will need to respond to known and unknown heritage assets within the site.
- Further policy requirements have been included to address ecological assets, habitats and species, including the production of a Recreational Pressure Assessment, in line with Natural England requirements, as well as defined buffer zones which are in excess of national standards, given the sensitivities within and adjacent to the site.
- As recommended by the HRA, additional wording has been added to set out that a requirement for an ecological survey to determine the site's suitability to be habitat used by Bewick's swan or whooper swan.
- Issues relating to flooding have been set out in the policy and how they should be considered and addressed.
- The Movement section has been amended to reflect the latest position following further transport modelling and engagement with the Highways and Transport authorities as well as National Highways.

- The Resources section of the policy has been amended to avoid repeating other policies within the Local Plan.
- The Supporting Information to the policy has been updated to reflect the latest policy requirements and has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).

S/CB: Cambourne

Policy context update

4.110 No relevant updates.

New or updated evidence

4.111 No additional evidence update.

Additional alternative approaches considered

4.112 None.

Proposed approach

4.113 The following amendments have been made to the policy and supporting text:

- Additional policy requirements included to address heritage and ecological sensitivities in this area.
- Requirement for Cambourne West to provide a financial contribution towards strategic transport projects.
- Further clarification that employment uses are required to come forward on the undeveloped plots within Cambourne Business Park.
- Highways safety issues will need to be addressed as part of changes to existing and/or new active travel and highways projects
- Under the resources section, to respond to Anglian Water's representation the following requirement has been added in - development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.
- The supporting text has been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).
- A number of amendments have been made to the Cambourne and Cambourne North Spatial Framework, informed by the evidence and representations.

S/GF Land adjacent to A1307 and A11 Grange Farm

Policy context update

4.114 No relevant updates.

New or updated evidence

4.115 The site promoter has been working on a suite of evidence to support the allocation and further refinement of the approach to development at Grange Farm. This process has been supported by discussions with officers and with statutory consultees to develop an evidence base to support the allocation of the site. These evidence documents include:

- Grange Farm Preliminary Ecological Appraisal – June 2026
- Grange Farm Historic Environment Baseline Report – June 2026
- Grange Farm Landscape Strategy – June 2026
- Grange Farm Report (Placemaking and Vision – June 2026
- Grange Farm KMC Transport Topic Papers combined – June 2026
 - Transport Appendix A – Fourwentways 2,250 Dwelling Mitigation Scenario Modelling
 - Transport Appendix B – Fourwentways 5,000 Dwelling Mitigation Scenario Modelling
 - Transport Appendix C – A1307 Access Roundabout Modelling
- Grange Farm Managing Water, Carbon and Finite Resources – June 2026

4.116 The HIA for Grange Farm has been revised with the outcomes of the geo-physical survey conducted by the site promoter and with the outcome of the Listings Process for the Barrows to be a Scheduled Monument and the implications for the mitigations of development moving forward.

4.117 The Councils' have also separately been engaging with statutory consultees to refine the policy wording and approach to the site as set out in the topic paper and consultation statement.

Additional alternative approaches considered

4.118 None.

Proposed approach

4.119 The following amendments have been made to the policy and supporting text:

- The strategic policies and larger site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- Points 1, 2 and 3 have been included to set out a summary of the vision for the allocation and the master planning requirements.

Objectives and Place Identity

- Following a review by officers, the objectives and place identity section has been revised for clarity of expression and accuracy.

Uses

- Point 10 has been included to set out the developable area of Grange Farm that is for mixed use development is 198.2 hectares. This is to provide more clarity on the context of the proposals.
- Point 11 a, b and c has been revised to update the Following further capacity testing the site capacity has been refined in the context of representations on this site allocation as well. The site capacity has been refined from 6,000 homes to 4,500 homes. The employment floorspace identified as suitable for this site has remained the same to ensure some employment activity can be self sustaining onsite.
- The uses section has been revised in point 11a to clarify that development will commence from 2034 date subject to the necessary water infrastructure being available as recommended by the HRA.

- Points 7 e, f, g, h and i have been amended to refine and add detail to the supporting mixed use development onsite, including the number of schools.
- Point 7i has been added in response to representations to be clearer about what the purpose and content of the Strategic Enhancement Area is.

Site Boundary and Spatial Framework

- The site boundary and Spatial Framework has been amended in response to comments along the eastern and southern edge to mitigate impacts on landscape, heritage and ecology.
- The Spatial Framework has been reviewed to reflect the revisions to the policy wording and updated evidence. The Spatial Framework has been revised to show the Waste Water Recycling Option, reflect the revised viewpoints, the newly Scheduled Monument the Bronze Age Barrows, Public Right of Way, green connection routes to minimise recreational pressure and the edge treatment along the northern boundary.

Context

- The Context section has been amended for clarity of expression. Point 2b has been included to add in the newly designated Bronze Age Barrow Cemetery Scheduled Monument to the west, and non-designated north west of Grange Farm Cottage, Grade II Listed 8 Cambridge Road, and Great and Little Abington Conservation Areas.
- Point 2c has been revised to set out that the existing tree line should form part of the SEA and be enhanced.
- Point 2d has been included in response to representations from Historic England and the Archaeology Team at Cambridgeshire County Council, to require a desk based archaeological assessment to inform the masterplan.
- Point 2e has been revised to clarify the requirements for a Historic Landscape Characterisation and Landscape Character Assessment and a more detailed Heritage Impact Assessment.
- Point 2f has been amended to set out that the development should

Improve the understanding and legibility of Worstead Street Scheduled Monument and links to other Roman networks through interpretation and public art.

Built Form

- The Built Form section has been reviewed and amended for clarity of expression.
- Point 12 has been revised to be more specific about the role of neighbourhood centres, walkability and that the development should support and maintain a critical mass with more compact buildings.
- Point 3h has been included to set out that development needs to be sensitive to the views to Gog Magogs from the highest points in the site and sensitively respond to the views to Ely Cathedral. This is in response to representations.
- Point 3i has been included to ensure development protects the character of the Eastern boundary including retaining agricultural uses in this area.
- Point 3j has been included to ensure development does not build on or around the Listed Barrows to protect the barrows and their setting.
- Point 3k has been revised to set out vision for town centres for walkability, compact neighbourhoods and support from critical mass.

Public Space

- Food growing has been added to point 16 to support community growing in the policy.
- Points 18, 19 and 20 have been added to the policy to set out a clearer vision for public space to ensure it is co-located with community uses, celebrates archaeological assets and is delivered within a clearly defined network of mixed use centres.

Nature

- Minor amendments have been made to the nature section to add emphasis on the protection of ecology and its enhancement 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.

- Point 22a and 22b have been amended to manage recreational pressure on the SSSI in response to representations and discussions with Natural England.
- Point 22d has been refined to emphasis the protection of the Scheduled Monument Roman Road and Alder Carr Site of Special Scientific Interest (SSSI) and its setting, River Granta.
- Point 22e has been amended to be specific about minimising recreational pressure along the Worstead Roman Road which is a Public Right of Way and a European Long Distance Route.
- Point 22f has been modified in response to representations and discussion with Natural England to support the long term management, enhancement and restoration of the SSSI.
- Point 22i has been included in response to representations to create a clearly defined buffer between neighbouring settlements.
- In response to representations and in collaboration with Natural England, the wording has been revised in point 23 to set out what ecological monitoring is required, requirements of protections for protected species, as well as detailing more specific mitigation measures.

Movement

- This section has been restructured and refined in a consistent manner with other strategic sites, to reflect required internal site transport design requirements, on site physical interventions, local and strategic interventions. Refinements to the policy requirements have been drawn from the Draft Greater Cambridge Local Plan: New Strategic Allocations Assessment – Transport Mitigation Measures (2025) (WSP) and supplemented by engagement with Cambridgeshire County Council, Cambridgeshire and Peterborough Combined Authority, and the site promoter.
- The most significant site specific transport infrastructure required to support sustainable access into the development is the 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. The policy wording for this has been clarified, particularly in

relation to phasing, establishing that this intervention is needed to support early phases of development and 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 there is an alternative, temporary means of securing a frequent, reliable, prioritised public transport service providing fast, direct connections between the site and key destinations. This requirement supports the principle of embedding sustainable travel patterns and encouraging higher sustainable mode share from the start, while providing some flexibility for the applicant to demonstrate via more detailed evidence that a temporary alternative can support sustainable travel to and from the site in the very early stages of development. This flexibility is limited by a requirement to demonstrate an appropriate trigger for completion of the segregated link based on the development capacity supported by the temporary approach, to ensure that the segregated link remains an integral aspect of the development and the key means of securing high quality public transport at the site.

- Other notable refinements to this section include specification of a required bus package in addition to the segregated connection, and refinements to the wording regarding active travel requirements.

Resources

- Point 30 has been revised to provide clarity on the requirements to manage waste water through an Integrated Water Management plan and Water Cycle Strategy.
- Point 31 has been added in response to representations and discussions with the Environment Agency and Anglian Water to Waste Water to 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.
- Point 32 has been added in response to the Environment Agency to ensure 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.

- Point 32 has been added in response to Natural England to ensure sufficient ecological monitoring is completed to combat recreational pressure on the SSSI.

Lifespan

- The Lifespan section has been revised for consistency across strategic site allocations in the Local Plan.
- In response to representations from statutory consultees (including Natural England and Historic England) additional requirements have been added including: a more detailed Heritage Impact Assessment, a desk based Archaeological Assessment, a Landscape and Visualisation Assessment, a Recreation Pressure Assessment for the SSSI, a Conservation Management Plan for heritage assets including the Roman Road, and approach to the long-term management, maintenance and stewardship of the new settlement.

Supporting Text

- The supporting text has been revised to set out the vision for Purpose of policy, what the key areas of consideration are for design and masterplanning, and also how it sits with nearby development. The supporting text is clearer on the role of the SEA and sets out key considerations of the Roman Road and transport. The wording around the trip budget has been amended to future discussions.

S/NS: Northstowe

Policy context update

4.120 N/A

New or updated evidence

4.121 Six outline planning permissions have now been granted that cover the allocated Northstowe site including the extension (reserved) land. Some subsequent reserved matters applications have also been granted and construction commenced on site:

- Digital Park (S/3854/19/OL) for the outline permission for up to 80 dwellings;
- Land West of Station Road - 20/03598/OUT for the outline permission of up to 107 dwellings and other supporting uses;
- S/0388/12/OL (Phase 1): Outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and provision for non-residential institutions financial and professional services, shops, cafes and restaurants, drinking establishments and hot food take-aways), leisure, community, residential institutions, cultural health and employment provision (business, general industry and storage & distribution);
- S/2011/14/OL (Phase 2): Development of Phase 2 of Northstowe with details of appearance landscaping layout scale and access reserved (save for the matters submitted in respect of the Southern Access Road (West)) comprising: 1) development of the main Phase 2 development area for up to 3500 dwellings, two primary schools, secondary school and town centre including employment uses;
- 20/02171/OUT (Phase 3A): Outline planning application for the development of Northstowe Phase 3A for up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation), secondary mixed use zones (including employment, community, retail and associated services, food and drink,

community, leisure, residential uses); and

- 20/02142/OUT (Phase 3B): Outline planning application for the development of Northstowe Phase 3B, comprising up to 1,000 homes, a primary school, secondary mixed use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses).

4.122 The Habitats Regulations Assessment (2026) has 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.

[Additional alternative approaches considered](#)

4.123 None.

[Proposed approach](#)

4.124 The following amendments have been made to the policy and supporting text:

- As recommended by the HRA, additional wording has been added to set out that a requirement for an ecological survey to determine the site's suitability to be habitat used by Bewick's swan or whooper swan.

S/WNT: Waterbeach New Town

Policy context update

4.125 No relevant updates.

New or updated evidence

4.126 No additional evidence update.

Additional alternative approaches considered

4.127 None.

Proposed approach

4.128 The following amendments have been made to the policy and supporting text:

- Additional policy requirements setting out that a coordinated approach is required to deliver the new town and Strategic Enhancement Area and the long term stewardship.
- Clarification on the role and function of the Strategic Enhancement Area including reference to ecology, recreation, and the filtering of views from heritage assets to protect their setting.
- The policy sets out the number of homes to be delivered within the plan period and provides some flexibility for supporting uses for future planning applications to appropriately respond to future needs and how these need to be phased to support the growing needs of the new town.
- The policy identifies specific heritage assets that will need to be considered as part of the future phases of the development as well as the need for an appropriate interface between the new town and the existing village.
- Restructuring of the Movement section for clarity and formatting consistency with other strategic allocations as well as factual updates regarding necessary infrastructure measures.
- The indicative spatial framework has been updated to reflect the changes to the policy wording, representations and permitted development.

S/BA: Bourn Airfield New Village

Policy context update

4.129 No relevant updates.

New or updated evidence

4.130 No additional evidence update.

Additional alternative approaches considered

4.131 None.

Proposed approach

4.132 The following amendments have been made to the policy and supporting text:

- The policy wording identifies that the new village should be well integrated with the Bourn Quarter employment area.
- The policy identifies the number of homes to be delivered within the plan period, whilst it also cross references the Gypsy and Traveller pitch requirements with the relevant DM policy.
- Additional clarification and some flexibility have been provided in relation to the services and facilities required to enable the development to response to future needs.
- Wording has been added to ensure development proposals will positively respond to known heritage assets within close proximity to the site.
- Clarification on the role and function of the Strategic Enhancement Area including reference to ecology and recreation uses.
- Restructuring of the Movement section for clarity and formatting consistency with other strategic allocations as well as factual updates regarding necessary infrastructure measures.
- The indicative spatial framework has been updated to reflect the changes to the policy wording, representations and permitted development.

Rural Southern Cluster

Policy context update

4.133 No relevant updates.

New or updated evidence

4.134 No additional evidence update.

Additional alternative approaches considered

4.135 None.

Proposed approach

4.136 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/WGC: Wellcome Genome Campus, Hinxton

Policy context update

4.137 No relevant updates.

New or updated evidence

4.138 No additional evidence update.

Additional alternative approaches considered

4.139 None.

Proposed Approach

4.140 The following amendments have been made to the policy and supporting text:

- Due to the support for the expansion land's growth and the wider growth

of the Wellcome Genome Campus, to capture both of these ambitions a policy area has been created for the Wellcome Genome Campus. This boundary includes the expansion land's site allocation and the existing Wellcome Genome Campus. This policy area has been drafted as an area of major change to support the growth of the Wellcome Genome Campus. The site allocation boundary has been amended to reflect the boundary of the expansion land at the campus.

- The Spatial Framework has been reviewed to reflect the revisions to the policy wording, including the new policy area and revised site allocation boundary. The spatial framework has been simplified to reflect constraints including the landscape buffer by Hinxton and noise mitigation requirements to the east of the site.
- The strategic policies and larger site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- Following a review by officers, the objectives and place identify section has been revised for clarity of expression and accuracy.
- In terms of changes to the site allocation for the Wellcome Genome Campus, under the uses section, the wording has been amended to include the expansion land at the Wellcome Genome Campus to reflect the separation of the policy and area and the allocation.
- In response to comments from the Wellcome Genome Campus Ltd and to support the long term growth of the Campus, paragraphs 5, 6 and 7 have been removed to align with the planning application and vision for the site.
- In response to comments from Historic England and the Wellcome Genome Campus Ltd, point 11, 11a and 11b to correct the references to heritage assets onsite.
- In response to comments from the environment agency, point 18 has

been added to set out how flood risk management should be assessed.

- Point 19f has been amended for clarity to focus on what the need in this area is, not what has been secured in the planning application.
- Under the movement section, point 25 has been revised to include active travel connections and proposed has been added before the South Eastern Travel Hub.
- The Resources and Lifespan sections have been updated to the policy to set out the requirements for how the site must manage mitigations on SUDs and flood risk, Points 28 and 29 have been removed because these duplicate policy set out elsewhere in the plan. The lifespan section sets out what needs to be completed to support any future planning applications to address issues around transport, waste, water, parking and meanwhile uses. The provision of a data centre to support the development of the campus.
- Minor changes have been made to policy wording for clarity of expression, and points of correction for accuracy of language to describe the site and its context, and to reflect the latest discussions in the context of the growth of the campus and the new wider policy area.

Other Site Allocations in the Rural Southern Cluster

Policy context update

4.141 No relevant updates.

New or updated evidence

4.142 No additional evidence update.

Additional alternative approaches considered

4.143 None.

Proposed approach

4.144 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/BRC Babraham Research Campus

Policy context update

4.145 No relevant updates.

New or updated evidence

4.146 No additional evidence update.

Additional alternative approaches considered

4.147 None.

Proposed approach

4.148 The following amendments have been made to the policy and supporting text:

- The strategic policies and larger site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- In response to comments from the site promoter and land owner, the boundary for the site allocation has been revised in line with land ownership.
- The Spatial Framework has been reviewed to reflect the revisions to the policy wording. The Spatial Framework has been amended to reflect the boundary changes and correct the Busway going through the SEA as an issue flagged by a representation.
- Following a review by officers, the objectives and place identify section has been revised for clarity of expression and accuracy.
- In response to representations from the site promoter, the uses section has been updated in response to the land owner to reflect the planning

permission. The number of units has reduced to 83 homes and the ancillary uses has increased to 850 sqm including use class Ef and F2.

- The Strategic Enhancement Area section has been updated to be more specific on the uses of the SEA following a review by officers. This is namely to reflect the compensation for the loss of Green Belt in this area. A number of the suggested editorial changes from the site owner and Cambridge Past, Present and Future have been made to reflect the planning permission and strengthen wording around mitigations for heritage assets.
- In response to Historic England, Criterion 8 has been amended to replace 'or' with 'and', and the need to retain The Lodge.
- Point 10 has been revised to include more site specific FRA wording to reflect comments made by the EA.
- The supporting information has been revised to reflect the local context for the site and explain the distinct areas of the site. It has also been updated to reflect the outcome of the Infrastructure Delivery Plan (2026).

S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford

Policy context update

4.149 No relevant updates.

New or updated evidence

4.150 No additional evidence update.

Additional alternative approaches considered

4.151 None.

Proposed approach

4.152 The following amendments have been made to the policy and supporting text:

- No amendments have been made to the policy wording.
- One minor change has been made to revise the wording around walking distance in response to a representation in paragraph 3.4.41.

S/RSC/BR Land South of Babraham Road, Sawston

Policy context update

4.153 No relevant updates.

New or updated evidence

4.154 No additional evidence update.

Additional alternative approaches considered

4.155 None.

Proposed approach

4.156 The following amendments have been made to the policy and supporting text:

- In response to comments from Historic England, point 1b has been amended to include landscaping on the southern boundary and reference to the Sawston Hall RPG in point 1c.

S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston

Policy context update

4.157 No relevant updates.

New or updated evidence

4.158 No additional evidence update.

Additional alternative approaches considered

4.159 None.

Proposed approach

4.160 The following amendments have been made to the policy and supporting text:

- The site boundary has been revised to include the Scheduled Monument in response to Historic England. A diagram has been added to the policy to show visually where the developable and non-developable areas are to ensure the Scheduled Monument is protected and impacts on it minimised.
- In response to Historic England, paragraph Aii has been amended to require a more detailed HIA, paragraph Aii has been included to prevent development on the Scheduled Monument, paragraph Aiv has been amended to include a requirement for landscape buffers and screening for the Scheduled Monument, paragraph Avi has been included to set out where archaeological investigation is needed and paragraph Avii has been included to set out requirements for an Archaeological Management Plan and a Conservation Management Plan.
- In response to Whittlesford Parish Council and Stapleford Parish Council, the wording around transport mitigation has been amended to include the improvement of cycle connections.
- In response to Cambridgeshire County Council, point 1d has been added in to set out requirements for sustainable drainage systems and protection of groundwater Source Protection Zone 1.
- A Figure has been added in response to Historic England's comments to

show the Developable Area Permitted to minimise impact on Borough Hill Scheduled Monument. This has been agreed with Historic England.

- The supporting information has been corrected to set out that the site capacity is 40,000 sqm of employment floorspace.
- The supporting information, in response to Historic England has been amended to reflect that the whole Scheduled Monument is within the site boundary and the wording has been amended to confirm that no development will be permitted on the Borough Hill Scheduled Monument.

S/RSC/CC: Comfort Café, Fourwentways Little Abington

Policy context update

4.161 No relevant updates.

New or updated evidence

4.162 The site gained planning permission for comprehensive redevelopment comprising 3,521sqm of B2 floorspace in June 2026 (25_04728_FUL).

Additional alternative approaches considered

4.163 None.

Proposed approach

4.164 The following amendments have been made to the policy and supporting text:

- In response to Cambridge Past, Present and Future, 'must' has been added to point 1b to ensure unacceptable adverse impacts do not impact on Grade II Listed Building the Temple Cafe and Restaurant.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.

Policy Areas in the Rural Southern Cluster

Policy Areas in the Rural Southern Cluster

Policy context update

4.165 No relevant updates.

New or updated evidence

4.166 No additional evidence update.

Additional alternative approaches considered

4.167 None.

Proposed approach

4.168 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/PA/LN: South of A1307, Linton

Policy context update

4.169 No relevant updates.

New or updated evidence

4.170 No additional evidence update.

Additional alternative approaches considered

4.171 None

Proposed Approach

4.172 No amendments are proposed for the policy text.

Areas of Major Change in the Rural Southern Cluster

Areas of Major Change in the Rest of Rural Southern Cluster

Policy context update

4.173 No relevant updates.

New or updated evidence

4.174 No additional evidence update.

Additional alternative approaches considered

4.175 None.

Proposed approach

4.176 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/AMC/GP Granta Park Area of Major Change

Policy context update

4.177 No relevant updates.

New or updated evidence

4.178 No additional evidence update.

Additional alternative approaches considered

4.179 None

Proposed Approach

4.180 The following amendments have been made to the policy and supporting text:

- Amendment to point 1c to be explicit that there is no 'net' loss. Point 1c has also been amended to set out that the area of major change's uses need to support the overall function of the Granta Park Campus response to BMR Granta Park Propco Limited's representation.
- The site boundary of the Granta Park Area of Major Change has been amended in response to BMR Granta Park Propco Limited's response to reflect the planning permission.
- Point 1d has been amended to set out that development should respond positively to the tree line to minimise the impact on the landscape in response to comments from local residents.

S/AMC/WHD Whittlesford Parkway Station Area, Whittlesford Bridge Area of Major Change

Policy context update

4.181 No relevant updates.

New or updated evidence

4.182 No additional evidence update.

Additional alternative approaches considered

4.183 None

Proposed Approach

4.184 The following amendments have been made to the policy and supporting text:

- In response to Historic England, reference to the Schedule Monument and Grade II* Listed Chapel of Hospital of St John the Baptist, and the Grade II Listed Red Lion Hotel assets have been added to the policy to ensure their protection. A requirement for a Heritage Impact Assessment has also been included.
- In response to concerns raised about safety of pedestrians, the policy wording has been amended to prioritise the safety and needs of pedestrians.

Rest of Rural Area

Rest of Rural Area

Policy context update

4.185 No relevant updates.

New or updated evidence

4.186 No additional evidence update.

Additional alternative approaches considered

4.187 None.

Proposed approach

4.188 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/RRA/ML: The Moor, Moor Lane, Melbourn

Policy context update

4.189 No relevant updates.

New or updated evidence

4.190 No additional evidence update.

Additional alternative approaches considered

4.191 None.

Proposed Approach

4.192 The following amendments have been made to the policy and supporting text:

- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.
- The supporting information has clarified the existing boundaries of the site, making specific reference to the St Georges Allotments.

S/RRA/H: Land at Highfields (Phase 2), Caldecote

Policy context update

4.193 No relevant updates.

New or updated evidence

4.194 No additional evidence update.

Additional alternative approaches considered

4.195 None.

Proposed Approach

4.196 No amendments have been made to the policy and supporting text based on the representations received.

S/RRA/NW: Norman Way, Over

Policy context update

4.197 No relevant updates.

New or updated evidence

4.198 No additional evidence update.

Additional alternative approaches considered

4.199 None.

Proposed Approach

4.200 The following amendments have been made to the policy and supporting text:

- The policy has been amended for clarity of expression, and this has resulted in minor changes.

S/RRA/CRH: Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton

Policy context update

4.201 No relevant updates.

New or updated evidence

4.202 No additional evidence update.

Additional alternative approaches considered

4.203 None.

Proposed Approach

4.204 The following amendments have been made to the policy and supporting text:

- The policy has been amended in response to Historic England comments to include an image of restrictions for the landscaped area already in the existing wording for clarity and point 1c has been added to include the restrictions on the building heights for residential development not exceeding two storeys.

S/RRA/BBP: Land at Buckingway Business Park, Swavesey

Policy context update

4.205 No relevant updates.

New or updated evidence

4.206 No additional evidence update.

Additional alternative approaches considered

4.207 None.

Proposed approach

4.208 The following amendments have been made to the policy and supporting text:

- In response to Anglian Water, point 1g was added to the policy to ensure engagement with Anglian Water as the pipeline for the Fens Reservoir is likely to run adjacent to the site.
- In response to Historic England, the requirement for a detailed HIA has been added to point 1d and the timescale for an archaeological assessment has been included in point 1f.
- The site hectares of the site has been revised for accuracy in the supporting information text.

S/RRA/SNR Land to the north of St Neots Road, Dry Drayton

Policy context update

4.209 No relevant updates.

New or updated evidence

4.210 No additional evidence update.

Additional alternative approaches considered

4.211 None.

Proposed approach

4.212 The following amendments have been made to the policy and supporting text:

- Minor editorial amendment to improve clarity

S/RRR/OHD Old Highways Depot, Twenty Pence Lane, Cottenham

Policy context update

4.213 No relevant updates.

New or updated evidence

4.214 No additional evidence update.

Additional alternative approaches considered

4.215 None.

Proposed approach

4.216 The following amendments have been made to the policy and supporting text:

- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.

S/SHF Land North of A1307, Bar Hill (Slate Hall Farm)

Policy context update

4.217 No relevant updates.

New or updated evidence

4.218 The Heritage Impact Assessment has been updated to consider Lolworth Church, the Grange and Whitehall Farmhouse, and to set out that Slate Hall Farm is a potential Non-Designated Heritage Asset.

4.219 A14 Strategic Sites Transport Modelling and Mitigations Note (2016)
Cambridgeshire County Council have produced additional evidence to identify the implications of this allocation on the transport network in combination with the rest of the sites included within the development strategy, including in particular S/RRA/SCS.

Additional alternative approaches considered

4.220 None.

Proposed approach

4.221 The following amendments have been made to the policy and supporting text:

- The strategic policies and larger site allocations have been amended for consistency across policies to reflect requirements for the delivery of transport infrastructure, infrastructure and what should be included in masterplans. Minor amendments have been made for clarity of expression.
- There are some minor changes to the subheadings and structure of the policy based upon wider changes to the Local Plan. More specific changes to each section of the policy are detailed below under each subheading of the policy.
- The Spatial Framework has been reviewed to reflect the policy wording, this includes the approach to the landscape buffers, retained green infrastructure and developable area being restricted to the west of the site.
- Point 4a has been revised to include Oakington in active travel

connections in response to representations.

- A proportion of the site requires flood risk mitigation and is a sensitive location requiring green infrastructure enhancements, is therefore a landscape-led approach is required for the Masterplan. This wording has been added to point 4d of the policy. This has been added in response to representations and a wider review by officers.
- In response to the updated HIA and to address concerns about impact on landscape, point 12 has been added to manage heights to include scaling down the edges, mass is organised to avoid a 'block' effect and sufficient screening is installed.
- In response to Historic England, point 13 has been added to reflect the requirement for a Heritage Impact Assessment and reflecting the heritage assets on the site.
- In response to Historic England and the HIA update, Slate Hall Farm must be retained as a potential non-designated heritage assets as set out in point 14.
- Point 23 of the policy has been amended to address representations by the Environment Agency.

S/RRA/SCS Land to the south of Cambridge Services, A14

Policy context update

4.222 No relevant updates.

New or updated evidence

4.223 A14 Strategic Sites Transport Modelling and Mitigations Note (2016):

Cambridgeshire County Council have produced additional evidence to identify the transport interventions required to support sustainable and inclusive access for the Land to the south of Cambridge Services, A14 site.

Additional alternative approaches considered

4.224 None.

Proposed approach

4.225 The following amendments have been made to the policy and supporting text:

- Minor amendments have been included for clarity of expression.
- Point 1c has been added in response to representations concerned about building heights and the impact on the rural area. This sets out that Building heights must be sensitive to the local rural context and use screening to minimise the impact on the landscape.
- In response to National Highways, the requirement for Transport Capacity Assessments will be required and a Comprehensive Traffic Management Plan and Travel Plan.
- In response to Anglian Water, the wording at point 1k has been added as follows - Development must not preclude any construction of or route of the Grafham Pipeline to accommodate water infrastructure for the region in consultation with Anglian Water.
- The supporting information has been revised to correct the hectares of the site to 24.58 hectares.
- The supporting information has been revised to include reference to the Cambridgeshire and Peterborough Minerals and Waste Plan and the requirement for an odour assessment to respond to Cambridgeshire

County Council.

S/RRA/CH: Compass House, Chivers Way, Histon and Impington

Policy context update

4.226 No relevant updates.

New or updated evidence

4.227 No additional evidence update.

Additional alternative approaches considered

4.228 None

Proposed Approach

4.229 The following amendments have been made to the policy and supporting text:

- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.
- Additional policy requirements to address concerns regarding impacts on adjacent residential properties and transport.
- Requiring the redevelopment of the site to take a comprehensive approach to placemaking alongside adjacent employment and development sites.

S/RRA/CR: Land to the west of Cambridge Road, Melbourn

Policy context update

4.230 No relevant updates.

New or updated evidence

4.231 The following additional evidence has informed the policy:

- The site promoter has submitted representations which identify a lack of demand for additional commercial (office and lab space) uses in this location, given the permitted and unimplemented redevelopment of Melbourn Science Park and its associated expansion land.
- Additionally, the councils have reviewed the site capacity and concluded that the quantum of residential and commercial development proposed within the Draft Local Plan would not be possible to accommodate on the site without having adverse impacts on landscape, townscape and existing vegetation features within the site.
- Amendments have been made to refine the consideration of heritage assets in policy, reflecting the evidence from the Heritage Impact Assessment. This is as a result of a representation made by Historic England.

Additional alternative approaches considered

4.232 None.

Proposed Approach

4.233 The following amendments have been made to the policy and supporting text:

- The policy has been amended to account for the representations received by the site promoter. This site is well served by the existing village, including its services and facilities, and is in close proximity to a large employment location. Given the consented, and unimplemented, development at Melbourn Science Park, it is unlikely that commercial development of this nature will be needed, in this location, during the Plan

period. Therefore the policy has been amended for residential development only.

- The site capacity has been updated to 125 homes to reflect the change in policy approach and further consideration of appropriate densities to reflect the edge of settlement location and the site's immediate context in relation to landscape and heritage considerations.

S/RRA/FID: Fulbourn and Ida Darwin Hospitals

Policy context update

4.234 No relevant updates.

New or updated evidence

4.235 No additional evidence update.

Additional alternative approaches considered

4.236 None.

Proposed Approach

4.237 The following amendments have been made to the policy and supporting text:

- The policy has been divided into two separate allocations with Fulbourn Hospital as a policy area and Ida Darwin Hospital as a site allocation. This has altered the site allocation boundary to be just Ida Darwin Hospital and the policy for the site allocation to be renamed Isa Darwin Hospital. A separate policy area for Fulbourn Hospital has been drafted to set out the considerations for the redevelopment of the hospital site for further healthcare uses.
- To reflect the change in the site boundary, the site area has been revised to 13.41 hectares in the policy and the supporting text.
- In response to Historic England, the wording for has been amended to reflect all of the heritage assets onsite including the Settlement site by Caudle Corner Farm Scheduled Monument.
- Minor changes have been made to policy wording for clarity of expression.

Policy Areas in the Rest of Rural Area

Policy context update

4.238 No relevant updates.

New or updated evidence

4.239 No additional evidence update.

Additional alternative approaches considered

4.240 None.

Proposed approach

4.241 The following amendments have been made to the policy and supporting text:

- The comments made against this policy have been noted. However, for clarity and flow of the Local Plan the overarching other site allocation policy has been removed.

S/AMC/IWM Imperial War Museum, Duxford Area of Major Change

Policy context update

4.242 No relevant updates.

New or updated evidence

4.243 No additional evidence update.

Additional alternative approaches considered

4.244 None.

Proposed approach

4.245 The following amendments have been made to the policy and supporting text:

- Minor amendments have been made for clarity of expression.
- Point 2 has been amended to clarify that the development must be masterplan-led with any masterplan for development focused on aviation and other complementary uses to support the future of the museum site, must align with the wider masterplan for IWM Duxford, in response to comments from Henry Boot Developments Limited.
- Point 3 has been amended to set out that the masterplan must be informed by a Heritage Impact Assessment in response to comments from Historic England.
- Point 4 has been added to reflect the Duxford Air Conservation Area and nearby Listed Buildings in response to comments from Historic England.
- The supporting text has been amended to make reference to the Duxford Water recycling centre is nearby and an odour assessment may be required as well as reference to the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) in response to comments from Cambridgeshire County Council.

S/AMC/PH Papworth Hospital, Papworth Everard Area of Major Change

Policy context update

4.246 No relevant updates.

New or updated evidence

4.247 No additional evidence update.

Additional alternative approaches considered

4.248 None.

Proposed approach

4.249 The following amendments have been made to the policy and supporting text:

- Minor amendments have been made for clarity of expression.
- In response to Historic England, Papworth Everard has been added to the title of the policy.
- Point 1c has been amended to include all of the Listed Heritage assets onsite in response to Historic England.
- Point 1e has been amended to include a requirement for a HIA in response to Historic England.

S/AMC/HIS Mixed Use Development in Histon & Impington Station Area

Policy context update

4.250 No relevant updates.

New or updated evidence

4.251 No additional evidence update.

Additional alternative approaches considered

4.252 None.

Proposed approach

4.253 The following amendments have been made to the policy and supporting text:

- Point 1 has been amended from use class Egiii to Egi / ii / iii to respond to comments from This Land Development Limited and Quod.
- Point 3 has been revised to development complements not aligns in response to comments from This Land Development Limited.
- Point 2 has been included to set out that development should consider heritage assets in response to Historic England.

S/AMC/FD Fen Drayton Former Land Settlement Association Estate

Policy context update

4.254 No relevant updates.

New or updated evidence

4.255 The Habitats Regulations Assessment (2026) has 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.

Additional alternative approaches considered

4.256 None.

Proposed approach

4.257 The following amendments have been made to the policy and supporting text:

- In response to RSPB, the site allocation boundary has been amended to remove the Fen Drayton Lakes RSPB Reserve and Fen Drayton Gravel Pits County Wildlife Site from the allocation.
- In response to Historic England, point 1d has been added to the policy to set out that any designated and non-designated heritage assets are protected and enhanced including views into and out of the Fen Drayton Conservation Area.
- As recommended by the HRA, point 1f has been added to set out that a requirement for ecological survey to determine the site's suitability to be habitat used by Bewick's swan or whooper swan.
- As recommended by the HRA, additional wording has been added to the supporting text to set out that a requirement for an ecological survey to determine the site's suitability to be habitat used by Bewick's swan or whooper swan, including how the survey should be undertaken.

S/AMC/GT Optimisation of Gypsy and Traveller Sites

Policy context update

4.258 No relevant updates.

New or updated evidence

4.259 Appendix 10 of the strategy topic paper has been updated to reflect the latest updates on the progress on and ambitions for the enforcement action on the Gypsy and Traveller sites to ensure these are occupied by the intended users.

Additional alternative approaches considered

4.260 None.

Proposed approach

4.261 The following amendments have been made to the policy and supporting text:

- Amendments have been made to the policy to widen it more generally to optimisation of all sites, instead of just focusing on Chesterton Fen, Smithy Fen and Cottenham. Point 1 has been revised to include all sites of half a hectare and above. Point 1b has also been amended to set out a minimum of six pitches per 0.6 hectares, with an optimal density of 12 pitches per hectare, unless robustly justified in exceptional circumstance. This in response to concerns about overconcentration of pitches on sites, safety and concerns about just focusing efforts on Chesterton Fen, Smithy Fen and Cottenham.
- Point 1c has been amended to include connections to utilities to ensure that all pitches have sufficient access to utilities including water, sewage connections and electricity. This is in response to representations.
- Point 1e has been added to address comments from the Environment Agency.
- Point 1f has been added to address comments from Historic England.