Appendix 1: Schedule of material amendments to the Greater Cambridge Local Plan Proposed Submission document Cabinet version ahead of consultation

Introduction

1. This document shows material amendments proposed to be made to the Greater Cambridge Local Plan Proposed Submission document version published for meetings of Cambridge and South Cambridgeshire Cabinets, ahead of consultation on the Plan in August 2026.

2. The amendments are proposed to be made via member decision as identified in the following identical recommendation to both the meeting of South Cambridgeshire District Council Cabinet held on 21st July 2026 and the meeting of Cambridge City Council Cabinet held on 21st July 2026:
   - d. Agrees that any subsequent material amendments to be made to the plan prior to consultation commencing will be approved by the Lead Member for Planning and Transport in Cambridge City Council and Lead Cabinet Member for Planning at South Cambridgeshire District Council;

Formatting of material amendments

3. The following format has been used to denote amendments:
   - **Bold underlined text** = new text suggested
   - ~~Strikethrough text~~ = text proposed for removal

Material amendments

Policy	Section of Policy	Change	Reason for Change
Infrastructure I/CV Cycle and Vehicle Parking	Policy Point 4, and supporting text paragraph 10.28	Policy I/CV, after part 3 (to become new part 4) add new policy part as follows: **‘Proposals for shared use cycle parking must demonstrate that appropriate management and maintenance agreements will be established prior to first occupation of the development.’** Amend policy part 4 as follows: **‘Subject to the provisions in paragraph 1, in** ~~designing and~~ determining the appropriate level of car parking to serve developments **and designing that provision**, applicants must **also...’** Amend policy part 4(f) as follows: ‘~~Consider the potential for~~ **Ensure no unacceptable** adverse effects **on surrounding areas** arising from **displaced parking** ~~the displacement of parking off-site,~~ **and demonstrate** how **potential adverse impacts from on and off site parking** would be **mitigated through the design and/or** manage**ment arrangements.’** Amend first sentence of paragraph 10.28 to read: **‘Providing appropriate levels of** car parking is important, so vehicles can be stored safely where they don't cause highway **or amenity** problems.’	Changes introduced in response to issues raised at Scrutiny committee and Cabinet meeting, to clarify requirements for good management of shared cycle parking, and mitigate against displaced parking.
Edge of Cambridge –	Movement section of	Amend policy S/CBC parts 22 to 24 (the Movement section) with the following wording:	In response to comment raised

Policy	Section of Policy	Change	Reason for Change
Policy S/CBC Cambridge Biomedical Campus	the policy: Parts 22-24	22. 'Deliver an exemplar approach to connectivity and movement within and through the site, promoting sustainable transport, inclusive access, and active travel by: **a.** ~~Prioritising~~**Ensuring the design of the site:** i. **Prioritises** walking, wheeling and cycling, and public transport as the primary means of access~~ with~~ **, supported by a** clear~~ and legible high quality street network in accordance with Healthy Streets guidance and National Design Guidance;~~ i. ~~b. Delivering a safe, ~~**,** legible and accessible internal movement network~~, with a clear~~ **that is safe, day and night, and an** active travel hierarchy~~ and infrastructure improvements to key routes including Francis Crick Avenue, Dame Mary Archer Way, Robinson Way and Puddicombe Way;~~ **ii.** ~~c. Providing enhanced~~**Integrates direct, safe, and efficient bus and other public transport routes, ensuring that all development is located within reasonable walking distance of mobility hubs served by high quality public transport;** **iii. Enhances** access to Cambridge South Station **by active travel and public transport; and** **iv. Manages movements of private vehicles** through **the Campus, whilst ensuring blue light routes maintain prioritised access to key hospital departments, Air Ambulance Helipad and Ambulance Station(s).** **b. Setting aside land for and directly delivering the following physical transport measures within the site:**	at Cambridge City Council Scrutiny and Overview Committee, to ask that transport provisions to be more explicitly specified in the S/CBC policy, including the reference to Cambridge South East Transport Scheme.

Policy	Section of Policy	Change	Reason for Change
		i. A new east-west 'high street' for active travel and ~~buses and a mobility hub adjacent to the station. Interim solutions that can be delivered~~**public transport,** to improve ~~pedestrian and~~ **the permeability of the site;** ii. **Improvements to key routes for walking, wheeling and cycling, including Francis Crick Avenue, Dame Mary Archer Way, Robinson Way and Puddicombe Way;** iii. **Focused enhancements to improve safety at key junctions for all road users, including the Guided Busway / Francis Crick Avenue junction and the Addenbrooke's roundabout;** iv. **A network of Mobility Hubs at key interchanges, including adjacent to Cambridge South station and bus interchange(s);** v. **Consolidation of new or re-provided car parking into Mobility Hubs wherever possible, providing high-quality** cycle ~~connectivity~~**parking, shared mobility infrastructure, and accessible transport for all users. New permanent surface parking** should be ~~explored;~~ **limited, with provision of short-stay drop-off and pickup bays and blue badge spaces sensitively planned for with dropped kerbs with short distances to hospital, research facilities and offices; and** vi. ~~d. Providing sufficient capacity to accommodate travel improvements and~~**A network of delivery and consolidation hubs and a last mile delivery system, exploring the use of dynamic kerbside management and other emerging technologies.**	

Policy	Section of Policy	Change	Reason for Change
		c. <u>Facilitating, (via a combination of direct delivery, enabling works and financial contributions), the delivery of the GCP Cambridge South East Transport (CSET) Phase 2 scheme, which will provide a high quality public transport corridor and active travel route into and through the site to the proposed A11 Travel Hub and connect to the Linton and Sawston Greenways. To ensure the agreed trip budget is not breached, unless it can be demonstrated by the applicant through the whole Campus masterplan and strategic and local transport mitigation plan (as agreed with the Local Planning Authority and Local Highways Authority) that alternative temporary sustainable transport measures can provide the transport capacity required by the proposed development, this must be in place prior to occupation of:</u> **i. <u>any major application approved within land which forms part of Phase 3 or 4, as identified in the whole Campus masterplan; and</u>** **ii. <u>relevant applications in other parts of the Campus, as determined by the Local Planning Authority and Local Highways Authority.</u>** **d. <u>Making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:</u>** i. **<u>Active and public transport improvements and enhanced</u>** connectivity to existing nearby Park and Ride sites at Babraham Road, Trumpington Road and other travel hubs. Existing established cycle routes to the Park and Ride **<u>sites</u>** should also be ~~further utlitised;~~**<u>improved;</u>**	

Policy	Section of Policy	Change	Reason for Change
		~~e. Incorporating consolidation and delivery including through last-mile logistics including dynamic kerbside management and future technologies;~~ **ii.** ~~f. Enabling~~**Other active travel connections and improvements surrounding the site, including connections through the Strategic Enhancement Area and Landscape Improvement Area towards wider destinations, including Shelford, East Cambridge (via Fendon Road to Barnwell Road), Babraham Road (south of Nine Wells) and Fulbourn;** **iii.** **A package of bus service improvements, including demand responsive transport services, focused on extending start and finish times to better match staff shift patterns and providing enhanced and new connections to key destinations as identified in the approved transport mitigation plan; and** **iv.** **A** new multi-modal **Southern Gateway** access ~~from a realigned~~**road and realignment of** Granham's Road, to relieve congestion on Babraham Road ~~and~~**,** Hills Road ~~whilst implementing~~**and at the Addenbrookes roundabout and provide direct public transport and active travel routes from the Babraham Road Park and Ride into the site.** **23. The agreed campus wide masterplan, as required at paragraph 30, must demonstrate how:** **a. The distribution and mix of development achieves optimal transport outcomes, including high levels of site trip internalisation, the spreading of peak hour trips, and high active and public transport mode shares; and**	

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		b. <u>The quantum and mix of development can be delivered within the agreed trip budget. A definitive trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of an outline application for Phases 3 or 4. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.</u> **24. <u>To support delivery of the agreed campus wide masterplan, a strategic and local transport mitigation plan developed with input from all of the key landowners and major occupiers across the existing and expanded campus, must be prepared by the applicants for Phases 3 or 4 for agreement with the Local Highways Authority and Local Planning Authority. This must include:</u>** **a. <u>Sustainable transport</u>** measures ~~that manage~~ **<u>, including high-quality mobility services that prioritise modal shift;</u>** **b. <u>Vehicular transport measures, including site access arrangements and a strategy for managing and restricting</u>** through-traffic of private vehicles through**<u>;</u>** c. **<u>A framework of measures to optimise freight activity as</u>** the Campus~~; g. Consolidating new or re-provided car parking into mobility hubs, limiting new permanent surface parking, and providing high-quality cycle parking, shared mobility infrastructure, and accessible transport for all users. Provision of short stay drop-off and pickup bays and blue badge spaces should be sensitively planned for with dropped kerbs, and short distances to hospital, research facilities and offices; h. Ensuring blue light routes maintain prioritised access to key hospital~~	

Policy	Section of Policy	Change	Reason for Change
		~~departments;~~ **expands, including** implementing data capture devices such as Automatic Number Plate Recognition (ANPR) that can monitor freight activity across the campus, allowing for ~~the analysis of impacts of freight, and to support a framework of measures that optimise freight activity as the campus expands; and~~ **impacts to be analysed;** d. ~~Implementing a monitored~~**Infrastructure costing** and ~~enforceable peak-hour trip budget, supported by demand management measures and high-quality mobility services such as employee-specific buses, that prioritises modal shift and monitors ongoing performance. 23. To support~~ delivery ~~of~~**phasing, demonstrating how** the ~~agreed campus-wide masterplan, planning applications should be supported by a strategic and local Transport Mitigation Plan prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include: a. Sustainable~~**necessary** transport measures~~;~~ **identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget; and** ~~b. Indicative costings; c. Phasing; and~~ e. ~~Potential~~ **Mechanisms for** delivery ~~via a~~**, monitoring and review including potential delivery through** Section 106 ~~agreement~~**obligations,** or CIL~~. 24. For any development~~ or ~~works shown on land identified as within the Strategic Enhancement Area and Landscape Improvement Area, the Local Planning Authorities should review the need for a strategic and local transport mitigation plan in the context of the works proposed.~~**other appropriate funding mechanisms.'**	

Policy	Section of Policy	Change	Reason for Change
		Minor amendments made to supporting text to align with revised policy text above to paragraph 3.2.18 is as follows: "The future success of the Campus is dependent on improving access for all users while reducing traffic impacts on surrounding roads and communities. Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. **The design of this network should have regard to the Healthy Streets Checklist (Healthy Streets, 2024) and National Design Guide (MHCLG, 2021), or successor documents. Key junctions and** movement corridors such as Francis Crick Avenue and Dame Mary Archer Way will be upgraded, with **a focus on improving safety for walking, wheeling and cycling, and** new infrastructure ~~including~~ **will include mobility hubs.** An east-west 'high street' ~~and mobility hubs. .~~**is key to improving connectivity and permeability across the Campus, however the creation of such a link will be complex, noting constraints at the Addenbrookes main concourse. Options should therefore be explored, through the whole Campus masterplan, to deliver this change in a phased manner, initially prioritising the creation of active travel links."**	
Edge of Cambridge – Policy S/CBC Cambridge Biomedical Campus	Part 10 of the policy	Amend Policy S/CBC Part 10 as follows: ... Development proposals must make a positive and meaningful contribution to it becoming a world leading healthcare, life-science and educational cluster. In order to achieve this, a whole Campus masterplan **developed with input from existing landowners and major occupiers across the Campus**, will be required prior to any major application being approved within land which forms part of Phase 3 or Phase 4 (identified as land proposed for Green Belt release).	To reflect the need for a comprehensive masterplan covering the whole Campus and developed with all existing landowners.

Policy	Section of Policy	Change	Reason for Change
Edge of Cambridge – Policy S/CBC Cambridge Biomedical Campus	Parts 30-31 of the policy	Amend Policy S/CBC parts 30 and 31 as follows: 30. There are a range of matters that will need to be fully addressed before further development will be supported. To address these, ~~for Phases 3 and 4, the applicant must prepare and submit, for approval as part of future outline planning applications~~ **a comprehensive campus wide masterplan engaging with all landowners and major occupiers on the Campus must be prepared and agreed with the Local Planning Authority prior to or alongside the submission of an outline planning application for Phases 3 or 4, in order to demonstrate how any further expansion of the campus will secure the overall objectives for the Campus.** 31. ~~A~~ The campus wide Masterplan ~~that~~ will be expected to: a. Address key requirements **across the Campus** such as access and movement, land uses, green and blue infrastructure, scale and massing and densities; and…	To reflect the need for a comprehensive masterplan covering the whole Campus, not just the expansion land.