
SAWSTON PARISH COUNCIL

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South Cambridgeshire and Cambridge City Combined Local Plan Regulation 18 Consultation - OBJECT

Response to Policy S/AMD/WHD

- We question whether, in view of alternative transport initiatives serving this area, in particular CSET Phase 2, significant further development on this very constrained site, beyond access improvements, is appropriate.
- The policy appears to be based heavily on the 'Whittlesford Station Masterplan Stage One, Baseline Report, Final' published by the Greater Cambridge Partnership in October, 2018 and which is now significantly out of date. Many of its key proposals were shown to be either unfeasible or not cost-effective. The suggested multi-storey car-park was dropped due to cost and the adverse effect on the setting of the Grade 1 and Grade 2* listed buildings (*Para. 6.4.20*) and replaced with a proposal for a 200 space car park between the A505 and Royston Road, some 680m (*GoogleEarth*) from the station (*Para, 6.4.19*), this land is in private ownership, in the green belt and outside both the Whittlesford Bridge Defined Development Extent (*Policy S/DE*) and the proposed S/AMD/WHD Policy area. The only potentially available site within the policy area, Land North of 39A Station Road (West), was recently given permission for a residential estate of 48 dwellings (*23/01150/FUL*). Future use of land which might become potentially available to increase parking provision is likely to be in conflict with the proposed revised NPPF Policy Change 2 – '*Building homes around stations*'.
- Access from the A505 to both Station Roads East and West is already addressed in the Royston to Granta Park Strategic Transport Study, (*Strategic Outline Case, 2025*).
- A number of the assumptions around the future importance of Whittlesford as a transport interchange have been overtaken by changes in local development policies and the CSET Phase2 proposals for a travel hub at the Fourwentways A1307/A11 junction. Significant drivers for growth in usage of Whittlesford, cited in the 2018 Masterplan report, included;
 - A new garden village in North Uttlesford, proposed in the emerging Uttlesford Local Plan (*Para 6.5.3*)
 - Expansion of Granta Park, Wellcome Genome Campus and Babraham Research Campus. (*Para 6.5.2*)

The Uttlesford Local Plan was withdrawn during the EIP and the Garden Village proposal dropped. The current Uttlesford emerging plan proposes no major

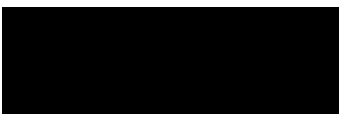
development in the North of the District (*Reg. 19, Uttlesford Local Plan Site Selection Topic Paper, Strategic Sites Proposed for Allocation, p.25, Fig. 3*) and this aspect of the Local Plan has been considered generally sound by the Local Plan Inspector (*Uttlesford Local Plan 2021-2041 Examination Report, pp.17-22, Issue 2*). The report also considers that the rail based sustainable travel requirements generated by the proposed expansion of Chesterford Research Park can be adequately met by Chesterford Station. (*Para.78*)

The CSET Phase2 proposal, currently the subject of a submitted Public Works Order, is designed to cater fully for the transport needs of Granta Park and the Babraham Research Campus with the option of an extension to the Genome Campus (*S/4329/18/OL, Section 106 Agreement, Para 1.2.5 g*). It is noted that the GCP is no longer funding the Whittlesford Station Transport Infrastructure Strategy.

- CSET Phase 2 will also offer direct and rapid access to Cambridge and Cambridge South stations. These serve the Kings Cross as well as the Liverpool St. line, the first of which offers faster, more frequent journeys and for many purposes a more convenient destination. It will also offer direct access to the East Coast mainline at Hitchin and eventually to Cambourne and Oxford via East/West Rail. Indeed, King's Cross rather than Liverpool St. is listed as the principal destination from Cambridge (*ORR station usage statistics 2022 to 2025*) and it is, perhaps, significant that recovery in passenger numbers post COVID has been stronger at Royston (96.5%) and Cambridge (88.4%) than Whittlesford (81.4%) (*2024-25 ORR station usage statistics as a percentage of 2018-19 statistics*). Depending on the patterns of service operated by the rail and bus companies, it is likely that if CSET Phase 2 proceeds, Cambridge and Cambridge South will become the stations of choice for users in the South East of the District.
- If it is still considered that a major rail-based transport hub is needed in this area, consideration should be given to the relocation of Whittlesford Parkway to a new site adjacent to the entrance to the former Spicers' Site on the A1301 Sawston Bypass (OS Map Ref. TL 47525 49547) (*Policy Area [S/RSC/FSS](#)*). This site is better located to serve both Whittlesford and Sawston to both of which it is well connected by active travel routes. It has better access, is less constrained and would also serve as a major stimulus for the re-development of the former industrial site. Since it would involve a specific green belt release, land acquisition costs would be substantially less than within the proposed S/AMD/WHD policy area.

Yours sincerely,

Kind regards



Mrs Jo Keeler
Sawston Parish Clerk