

Your ref: Draft Policy S/AMC/HIS
Our ref:
DD: [REDACTED]
E: [REDACTED]
Date: 26/01/2026

Planning Policy
Greater Cambridge Planning

Dear Sir/Madam,

RE: EMERGING GREATER CAMBRIDGE LOCAL PLAN CONSULTATION - DRAFT POLICY S/AMC/HIS (MIXED USE DEVELOPMENT IN HISTON & IMPINGTON STATION AREA)

On behalf of our client, This Land Development Limited, we are responding to the Regulation 18 consultation on the emerging Greater Cambridge Local Plan (hereafter “the Plan”). This representation provides comments on the wording for draft Policy S/AMC/HIS (Mixed Use Development in the Histon & Impington Station Area).

This Land Development Ltd welcomes the continued recognition of the Histon & Impington Station Area as an appropriate sustainable location for mixed-use development and supports the Council’s intention to update the existing 2018 Local Plan Policy E/8. However, elements of the draft policy wording risk unduly constraining future development potential, particularly when compared with the flexibility afforded under the adopted Local Plan.

This representation therefore seeks refinements to the wording of the proposed draft policy.

Use Class

The adopted Policy E/8 supports mixed-use development including B1, A1 and A3 commercial uses:

“To create an attractive and vibrant gateway to the settlements from the Guided Busway stop, redevelopment of land around Station Road in Histon and Impington, as shown on the Policies Map, will deliver mixed use development, including:

- a. Commercial uses – workshops, retail, café / restaurant (in Use Classes B1, A1 and A3);*
- b. Community uses;*
- c. Residential development including work / live units.”*

The draft policy updates these commercial uses to E(a), E(b) and E(g)(iii) to reflect the 2020 Use Class Order changes. While the reclassification of A1 and A3 to E(a) and E(b) is appropriate, the proposed replacement of B1 with E(g)(iii) is overly narrow.

B1 previously encompassed a broad range of office, research and light industrial uses. Use class E(g)(iii) captures only industrial processes, excluding E(g)(i) (offices) and E(g)(ii) (research and development). The adopted Histon and Impington Neighbourhood Plan 2021 also supports a wide mix of uses within the policy area, capitalising on the location of the Guided Busway, to attract more usage of the area throughout the day.



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This narrowing of supported commercial uses within the allocation risks limiting the commercial flexibility of the policy area. It is also contrary to the Government's intention behind the consolidated Use Class E, which was introduced to support adaptability, economic resilience and mixed-use regeneration. Given that the policy area is explicitly intended to support mixed-use development, it is important that the full range of compatible employment uses is retained. Use Classes E(g)(i) and E(g)(ii) are wholly compatible with mixed-use development and are essential to supporting the diverse employment needs of Greater Cambridge.

We therefore propose that the policy wording be amended to include E(g)(i) and E(g)(ii) alongside E(g)(iii), enabling a broader range of employment-generating activities as afforded under Policy E/8 and the intent of the updated Use Class E.

Relationship with Draft Policy S/RRA/CH

Draft Policy S/AMC/HIS also departs from the adopted Policy E/8 by introducing a new requirement at Part 3 to: *"Ensure that development **aligns** with adjacent development proposals within site Land at Compass House, Chivers Way (S/RRA/CH)."*

The requirement for development proposals within the S/AMC/HIS policy area to "align" with the adjacent allocation (Draft Policy S/RRA/CH) is ambiguous and overly prescriptive. The same terminology is echoed in Draft Policy S/RRA/CH, which states that development at Compass House should *align* with the requirements and development proposals in S/AMC/HIS. This circular wording creates uncertainty and implies a level of conformity that may not be necessary or appropriate.

A more proportionate approach would require development to "complement" the adjacent allocation, ensuring coordination without constraining design evolution.

We therefore recommend that the term "align" be replaced with "complement" in both Draft Policy S/AMC/HIS and Draft Policy S/RRA/CH to ensure clarity, consistency and deliverability.

Summary

This Land Development Ltd supports the principle of mixed-use development within the Histon & Impington Station Area and welcomes the continued recognition of this location as an opportunity for redevelopment. However, as currently drafted, Policy S/AMC/HIS introduces unnecessary constraints that risk reducing the flexibility and deliverability of future development when compared with the adopted Local Plan framework.

The amendments proposed in this representation would strengthen Draft Policy S/AMC/HIS by ensuring it remains justified, and consistent with both the adopted policy framework and the intent of the updated Use Class Order.

An application for a mixed-use development has been submitted and is currently awaiting determination at the Kendal Court site located within the allocation under Policy E/8.

Kind regards

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