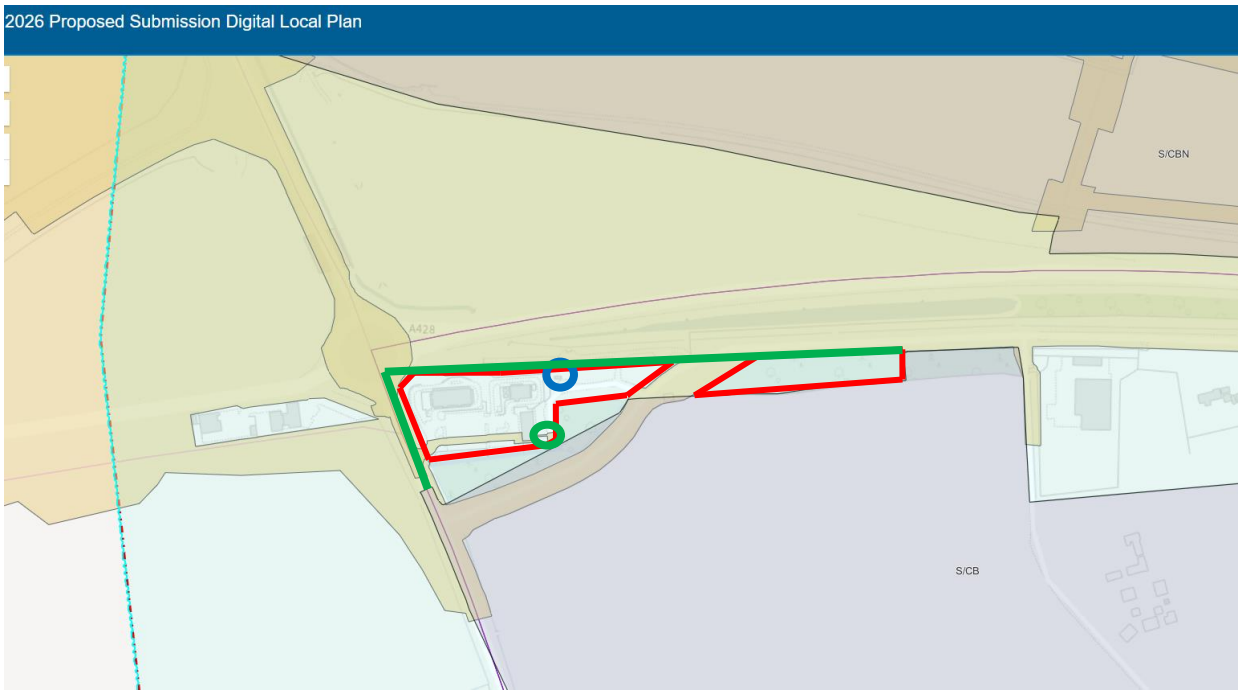
Representations by Abbey Properties Cambridgeshire Limited to Greater Cambridge Regulation 19 Local Plan (September 2026)

Draft Local Plan Policy S/CB

This policy defines the extent of Allocation S/CB. My representation therefore also refers to the policy map and identifies the inconsistencies with Figure 67 within the policy.

The extract of the Council's policy map is below and I have extracted the relevant symbols from the key. As an aside the map appears to unhelpfully have multiple safeguarded areas given the proximity of the A428 and East West Rail projects. It would be helpful if alternative colours could be used to differentiate between the different project as they are at very different stages.

As a further aside the East West Rail safeguarded areas includes land within the Caxton Gibbet food retail site which has been incorrectly identified by East West as an existing substation. I have identified this via the green circle below. The area identified by East West Rail was the location of a former storage building. The existing electricity substation is further to the north (shown via the blue circle below). East West Rail propose to update their plans to reflect this so the policies map as part of the Local Plan examination will need updating to reflect this in due course.



The land edged in red on the plan above is land owned by Abbey Developments Cambridgeshire Limited which has been the subject of previous representations in relation to the draft Local Plan. The land is split in half by an existing road. The land to the west of the road is fully developed as the Caxton Gibbet food retail site: this also includes a relatively new electric

vehicle charging facility which is to the eastern side of the western parcel. The land to the east of the road is available for future development.

Figure 67 within the Local Plan is shown below. It is accepted that the figure is indicative but there is a crucial inconsistency with the western boundary where the site adjoins the A428 and the A1198. I have circled the relevant area below.

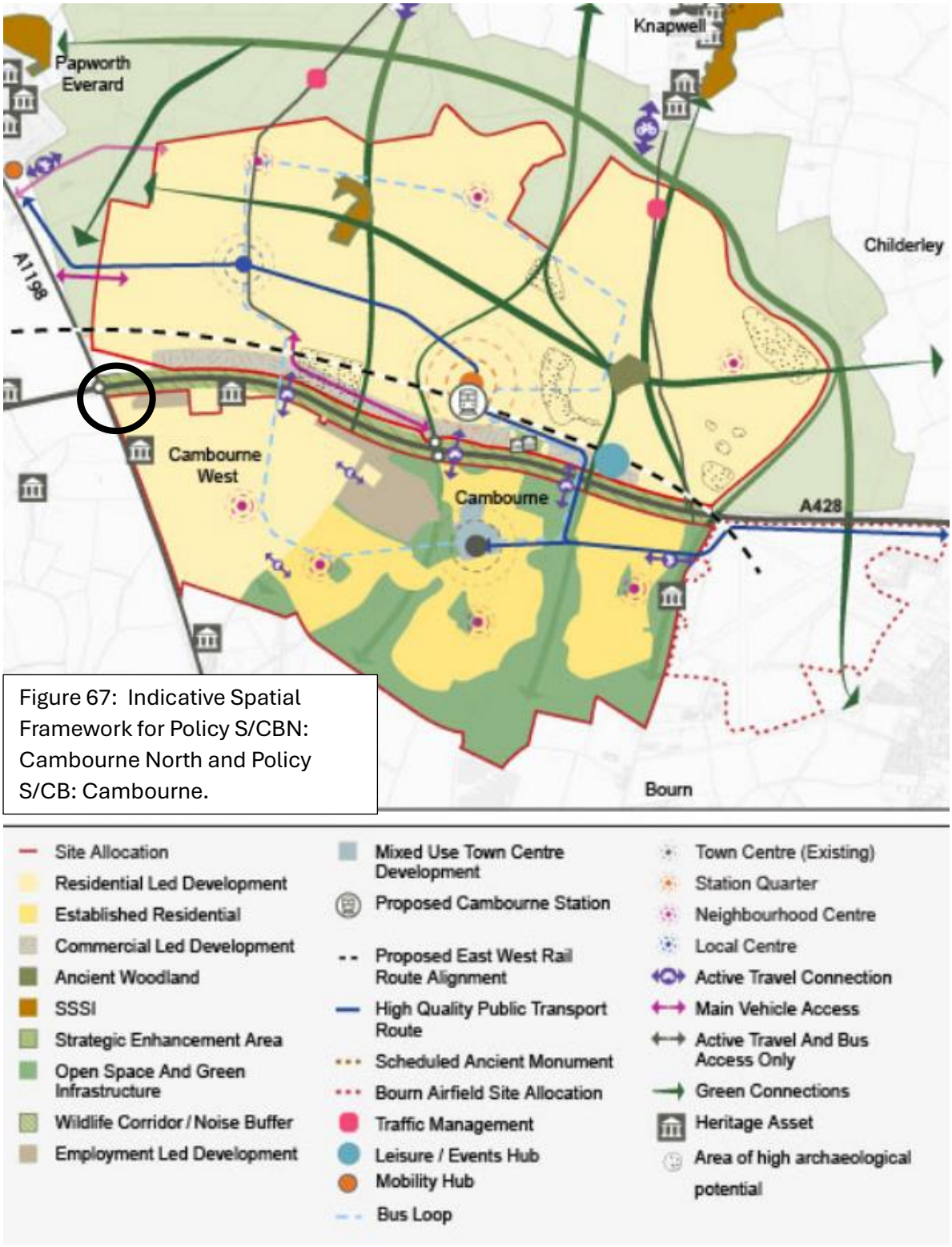


Figure 67: Indicative Spatial Framework for Policy S/CBN: Cambourne North and Policy S/CB: Cambourne.

When comparing the two plans above Figure 67 the figure includes a straight-line boundary whereas the policy map (the first map above which includes the allocation boundary) includes a kink to exclude the land owned by Abbey (edged red on the first map above).

Figure 67 also suggests that there is a 'Wildlife Corridor/Noise Buffer' between the allocation and the existing A428. It is unclear whether that corridor/buffer includes the Caxton Gibbet food retail site and the associated car park. Given the use of that land this appears to be incompatible. It is unclear as to how a wildlife corridor and noise buffer could work together in practice. The correct position would be to amend the site allocation of S/CB to include the land owned by Abbey. The Council has provided no cogent response to our previous requests to do so under the Local Plan work to date.

Finally it would be advantageous for Figure 67 to be updated to reflect the proposed alignment of the A428 given the stage of construction (the majority of the road is due to open in Spring 2027).

As can be seen in the plan above the site allocation (Allocation S/CB) includes land to the east of the eastern area of Abbey's ownership extent. The allocation therefore extends in part north to the A428 verge which appears to be contrary to Figure 67.

It is illogical to exclude Abbey's land from being part of Allocation S/CB and therefore it should be included as being within the Allocation and would then form part of the future development extents boundary. It is also suggested that the Allocations within the plan be identified as being within the development extents boundary. The plan above has been annotated with a green line to show the extent of the land which should be added to Allocation S/CB.

The existing and currently being built A428 provide a natural barrier to the settlement and the embanked section of the A428 (once built) will contain the development in landscape terms so that it is immediately obvious where the development extents of Cambourne are (i.e. in this part of Cambourne all of the land to the south of the A428 and to the east of the A1198.

Locating the land within the Allocation would make effective use of available land for future development.

This requested amendment would comply with the requirements in paragraph 36 of the 2024 NPPF as it would ensure that:

1. The Local Plan is positively prepared as the additional land allocation would provide some flexibility to the allocation to assist in the delivery of it.
2. The Local Plan is effective by allowing development on land which is available for development now.
3. The Local Plan is consistent with national planning policy by delivering development in a sustainable location which is, *inter alia*, well contained in landscape terms and well related to existing services and developments.

Andy Brand MRTPI
September 2026