www.logic-planning.com

Date: 25 September 2026

Our Ref: LP1403

Greater Cambridge Shared Planning Service
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Dear Sir/Madam,

GREATER CAMBRIDGE LOCAL PLAN REG.19 CONSULTATION
REPRESENTATIONS ON BEHALF OF WHITTLESFORD PLACE NEW HOMES LIMITED

On behalf of our client, Whittlesford Place New Homes Limited, please find below our responses to the Regulation 19 version of the Greater Cambridge Local Plan.

Policy S/JH: New jobs and homes

Given Cambridge's potential for growth, and needs for homes arising from employment growth in the area, we do not consider that it is sound for the Plan simply to aim to meet Greater Cambridge's objectively assessed needs.

This would not be a sufficiently "positive vision" nor sufficiently "aspirational" having regard to NPPF 2024 paragraphs 15 and 16 respectively and does not sufficiently "anticipate and respond to long-term requirements and opportunities" (NPPF 2024 paragraph 22).

In particular, the Plan does not adequately respond to the significant concentration of existing and planned employment growth within the Rural Southern Cluster and the need to provide additional housing in sustainable locations close to major employment centres.

Policy S/DS: Development strategy

The order of preference set out does not sufficiently recognise the emerging significant opportunities for development, including new homes and necessary infrastructure at key railway station nodes such as Whittlesford.

Greater weight should be given to locations combining strategic rail connectivity with direct access to major employment centres and offering the opportunity to achieve a more sustainable balance between homes and jobs.

Policy S/SH: Settlement hierarchy

Due to its geographical position in relation to employment centres and the opportunities arising from the railway station, Whittlesford should be re-categorised as a Rural Centre.

The settlement hierarchy places insufficient weight on strategic rail connectivity, access to major employment centres and planned transport improvements, resulting in an assessment that understates Whittlesford's role as a sustainable location for growth.

In particular, the evidence base does not adequately justify the differential treatment of Whittlesford relative to other settlements identified for growth, given its strategic rail connectivity and proximity to major employment centres.

Policy S/DE: Defined development extents

The underlined text should be added to paragraph 2d:

> *"where development is supported by other policies in this plan **or by national policy.**"*

Policy S/AMC/WHD: Whittlesford Parkway Station Policy Area, Whittlesford Bridge

The policy should be amended as follows:

- Recognition that for delivery of the objectives set out in the policy, significant supporting development may be required.

- Given the concentration of employment growth within the Rural Southern Cluster, the availability of significant areas of grey belt land surrounding the policy area and/or areas of Green Belt within a reasonable walking distance of Whittlesford Station, the boundaries of the policy area are defined too narrowly and/or there should be recognition of the potential for significant residential development, supported by appropriate social and physical infrastructure, within walking distance of the station and the sustainability benefits that would arise from comprehensively planned development delivered at scale.

- The potential for sustainable transport links with surrounding employment locations should be prioritised.

- Generally allowing for greater flexibility, given that, as a commuter hub, under NPPF 2026 Whittlesford will be a significant centre for growth within Greater Cambridge in the next version of the local plan.

- Recognition that the site at Land north of 39A Station Road West, Whittlesford benefits from an extant planning permission (ref. 24/03672/S73) for residential development but that there may be the potential to optimise density on that land given its location nearest the station and its potential role in relation to future surrounding development.

Conclusions

We look forward to receiving confirmation of receipt and validation. If you have any queries, please do not hesitate to contact Lorenzo Pandolfi of this office at [redacted] or [redacted].

We would also request to participate in the Examination in Public sessions covering the policies and topics above on behalf of our client.

Yours faithfully,

[redacted]

Logic Planning (part of Planning Communications Ltd)
info@logic-planning.com