Greater Cambridge Local Plan

Proposed Submission (Regulation 19) Consultation - Response Form

Please submit your comments (known as representations) by **5pm** on **Friday 25 September 2026**.

Data Protection and Freedom of Information

We will treat your data in accordance with our Privacy Notice. All personal information that you provide will be used solely in relation to the Greater Cambridge Local Plan.

Please note that each representation and the name of the person or organisation who made the representation, and the name and organisation of the agent (where used), will be published on our website - representations cannot be treated as confidential.

Additionally, respondent details and representation(s) will be made available to the Planning Inspectorate and to the Inspector appointed by the Secretary of State to conduct the examination.

By submitting this response form you are agreeing to these conditions.

About this Response Form

This response form has two parts:

- Part A – Your details. We cannot formally register your comments without your details.
- Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make. If you need more space to provide your answers, please expand the boxes or continue on an attached separate sheet.

We strongly encourage the submission of representations via our consultation platform at https://consultations.greatercambridgeplanning.org/proposed-submission-greater-cambridge-local-plan If you are unable to submit your representation using our online system, this response form is available to downloaded to complete electronically from www.greatercambridgeplanning.org/local-plan.

Your completed response form should be:

- emailed to localplan@greatercambridgeplanning.org, or
- posted to: Greater Cambridge Shared Planning Policy Team, South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

If you are having difficulty submitting your comments, please contact localplan@greatercambridgeplanning.org or call 01954 713694.

Part A: Your Details

Information required	**Personal details ***	**Agent's details (if applicable)**
Name		Elliot Stamp
Organisation (where relevant)	Network Rail Infrastructure Limited	Network Rail Infrastructure Limited
Job Title (where relevant)		Town Planning and Heritage Manager
Address, including Post Code	Waterloo General Office, London, SE1 8SW	1 Stratford Place London E20 1EJ
Telephone		[redacted]
Email address		[redacted]

* If you have appointed an agent to represent you, you only need to complete the Name and Organisation (if applicable) under Personal Details, but you do need to complete the full details of the agent. All correspondence will be sent to the agent.

Part B: Your Representation

Please fill in a separate sheet for each representation.

Section 1: Which document, and section of that document, does your representation relate to?

Document	**Policy / Paragraph / Site / Map** (please identify)
Proposed Submission Greater Cambridge Local Plan	Policy S/AMC/NEC (North East Cambridge Area of Major Change)
Proposed Submission Policies Map	
Sustainability Appraisal	
Habitats Regulations Assessment	

Section 2: Do you consider that the Greater Cambridge Local Plan is sound and legally compliant?

Test	**Yes / No**
Legally compliant	Yes

Sound	No

Section 3: Your representation

Please set out and explain your comments. Please be as precise as possible, and please do not just refer to an attached supporting document(s). For your representation (comments) to be considered, your representation must be set out here. Wherever possible, set out precisely any changes you think should be made to the plan and its policies.

A separate response is being submitted by Bidwells LLP on behalf of the Chesterton Partnership (Brookgate Land Ltd and NR) and should be read alongside the comments provided within this consultation response. For the avoidance of doubt, the comments below are submitted by NR in its capacity as owner and operator of the national railway infrastructure and focus specifically on the operational railway and infrastructure considerations relevant to Policy S/AMC/NEC.

Proposed new Maintenance Delivery Unit (MDU):
As outlined in NR's response to the Regulation 18 consultation, NR is progressing proposals for the development of a new NR Maintenance Delivery Unit (MDU) within the Chesterton Sidings / Junction area.

The proposed MDU facility would provide operational accommodation, welfare and training facilities, vehicle and plant storage, within a single purpose-built location. The MDU would facilitate the relocation and consolidation of a number of existing maintenance operations currently distributed across several sites, including facilities at Cambridge Station and Foxton.

The proposed MDU would provide a modern, efficient and resilient operational facility capable of supporting the inspection, maintenance and operation of the railway network within Cambridge and the surrounding area. It would also support the future growth and enhancement of the railway within the wider Cambridge corridor by providing a flexible and adaptable facility capable of accommodating evolving operational requirements, technological advancements and future increases in rail services, including potential operational requirements associated with East West Rail.

NR is keen to continue work closely with GCSP, EWR Co and other relevant stakeholders to ensure that this important operational requirement is fully understood and appropriately integrated into the ongoing planning and development of the North East Cambridge Area of Major Change.

Feedback on Figure 38 (Indicative Spatial Framework for S/AMC/NEC: North East Cambridge Area of Major Change):

NR's Regulation 18 representation raised concerns regarding 'Figure 17: Spatial Framework S/NEC: North East Cambridge'. NR acknowledges that GCSP have considered this feedback and sought to address these concerns through the preparation of the new 'Figure 38: Indicative Spatial Framework for S/AMC/NEC: North East Cambridge Area of Major Change'.

In particular, NR welcomes the changes made in relation to the Cambridge Strategic Freight Site, the railhead at Chesterton Sidings, and NR's emerging proposals for a new MDU in this location.

Notwithstanding this positive progress, NR considers that a further minor amendment to Figure 38 is still required to ensure that the safeguarded rail sidings are accurately represented. The requested amendments are shown below.

Extract from existing Figure 38:



Proposed alteration to Figure 38:



The draft Local Plan should also make it clear that Figure 38 is intended as illustrative and is not a prescriptive tool.

Reference to Railhead:

Part 6 (c) of the draft policy refers to the 'Aggregates Railhead'. NR considers that this terminology is unnecessarily restrictive and does not fully reflect the strategic function and potential future role of the railhead facility. Whilst the railhead is currently used predominantly for the handling of aggregates, its importance extends well beyond a single freight commodity. The railhead forms part of a strategically important piece of rail-connected freight infrastructure which has the capability to support a wider range of freight, logistics and operational railway activities over time.

NR therefore requests that the wording of Part 6 (c) is amended to replace 'Aggregates Railhead' with 'Railhead'. This amendment would more accurately reflect the current and potential future role of the facility, recognising its importance as strategic rail infrastructure that supports a range of freight and operational railway functions, rather than aggregates traffic alone.

Agent of Change:

Part 10 of the policy sets out requirements relating to the Agent of Change principle. NR supports this approach and welcomes the clear application of the Agent of Change principle within the policy.

NR wishes to emphasise the importance of applying this principle to freight and operational railway infrastructure, operations, and activities. This will help ensure that the continued operation, maintenance and future enhancement of railway infrastructure is not constrained by the introduction of sensitive uses in close proximity to the railway. Any new development should therefore be designed and mitigated appropriately to address impacts arising from existing and anticipated railway operations, rather than placing restrictions on established or future railway activities.

Connectivity:

Part 19 of the policy states that development should support the removal of existing barriers to movement by securing and/or contributing to new and improved connections including: *'d. Improved access to Cambridge North Station…..'.*

NR and GA support the principle of improving access to Cambridge North Station and will need to be engaged at an early stage in the development of any such proposals. This engagement will be necessary to ensure that proposed works are appropriately designed to align with the station's current and future operational requirements.

Please provide a 100 word summary of your representation.

NR's response to Policy S/AMC/NEC focuses on operational railway and infrastructure requirements and should be read alongside the separate submission from Bidwells on behalf of the Chesterton Partnership. NR highlights the importance of its proposed new Maintenance Delivery Unit (MDU) at Chesterton Sidings, which would consolidate maintenance operations and support future rail growth, including East West Rail.

While welcoming amendments made to Figure 38, NR seeks further changes to accurately represent safeguarded rail sidings and emphasises that the figure should be illustrative. It also requests replacing "Aggregates Railhead" with "Railhead", supports the Agent of Change principle, and stresses the need for early engagement on proposals affecting access to Cambridge North Station.

Section 4: Supporting Documents

If you are submitting any supporting documents with your representation, such as maps or further evidence documents, please provide a list.

- **Network Rail Consultation Response - Greater Cambridge Local Plan (Regulation 19) - 24.09.2026** (The appendix of this document includes Network Rail Consultation Response - Draft Greater Cambridge Local Plan (Regulation 18) - For Issue - April 2026)

Section 5: Proposed Modifications

Please set out the modification(s) you consider necessary to make the Greater Cambridge Local Plan legally compliant and sound.

You will need to say why each modification will make the Greater Cambridge Local Plan legally compliant or sound. Please put forward your suggested revised wording of any policy or paragraph, being as precise as possible.

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Please note your representation should cover succinctly all the information, evidence and supporting information necessary to justify your representation and any proposed modification(s), as there will not be a subsequent opportunity to make further

representations other than at the invitation of the Inspector during the Examination process.

Section 6: Participation at the Examination

If you are proposing a modification to the Greater Cambridge Local Plan, do you consider it necessary to participate at the examination hearings?

Examination	**Yes / No**
Participate at the hearing sessions	No

If you wish to participate at the hearing sessions, please outline why you consider this to be necessary.

N/A

Please note: the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in Examination hearing sessions. You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Section 7: Being Kept Informed

Would you like to be kept informed of the progress of the Greater Cambridge Local Plan through to adoption?

Notifications	**Yes / No**
Informed of submission of the Local Plan to the Secretary of State for independent Examination	Yes
Informed of the publication of the Inspector's recommendations following the Examination of the Local Plan	Yes
Informed of adoption of the Local Plan	Yes