

## DRAFT GREATER CAMBRIDGE LOCAL PLAN REG.18 CONSULTATION – JANUARY 2026

MR ROBERT HARVEY

LAND SOUTH OF HAUXTON ROAD, LITTLE SHELFORD

REPRESENTATIONS

### INTRODUCTION

The consultation on a Reg.18 Draft Greater Cambridge Local Plan (draft GCLP) is taking place between 1st December 2025 and 30th January 2026. This document provides draft representations to the consultation. The final version of the representations will be uploaded to the online consultation system.

### REPRESENTATIONS TO DRAFT GCLP

#### Vision for Greater Cambridge

Comment

Mr Harvey has promoted land in Little Shelford. The Vision for Greater Cambridge in the Reg.18 Draft Greater Cambridge Local Plan (draft GCLP) refers to increasing quality of life for communities, minimising carbon emissions, reducing car use, providing housing, supporting infrastructure and increasing green spaces.

As set out in these representations, the preferred housing target, the development strategy and the selected allocations for draft GCLP are unlikely to fully deliver the Vision for Greater Cambridge. The housing requirement is not aligned with jobs growth, which would lead to more people commuting into Cambridge to work mostly by car. The development strategy is too focussed on the delivery of large strategic sites including an expanded Cambourne, existing new settlements at Northstowe, Waterbeach and Bourn Airfield, and a proposed new settlement at Grange Farm. The delivery timetable for infrastructure to support an expanded Cambourne and at Grange Farm is uncertain. For all of the large strategic site allocations the predicted housing delivery rates are unrealistically high, and the delivery of policy compliant levels of affordable housing is often not achieved. The development strategy avoids directing development to the more sustainably located villages, including Little Shelford, regardless of their sustainability credentials, existing services and facilities, accessibility by sustainable modes of transport, or affordable housing needs.

It is considered that the Vision for Greater Cambridge would only be fully delivered with a higher housing requirement, an amended development strategy, and additional development at the more sustainable villages including Little Shelford.

#### Strategic Priorities

Comment

Mr Harvey has promoted land in Little Shelford. The draft GCLP identifies seven strategic priorities relating to climate change, biodiversity and green spaces, wellbeing and social inclusion, great places, jobs, homes, and connectivity and infrastructure. As set out in these representations, the

preferred housing target, the development strategy and the selected allocations for draft GCLP are unlikely to fully deliver the strategic priorities.

The housing requirement is not aligned with jobs growth, which would lead to more people commuting into Cambridge to work mostly by car. This outcome would not meet the climate change strategic priority. The development strategy is too focussed on the delivery of large strategic sites, where the timetable for the delivery of necessary infrastructure is uncertain in some cases, the predicted housing delivery rates are unrealistically high, and the delivery of policy compliant levels of affordable housing is often not achieved. It is considered that housing and affordable housing needs would not be met by a development strategy based on this approach, and would not meet the homes strategic priority. The development strategy avoids directing development to the more sustainable villages on the edge of Cambridge, including Little Shelford, regardless of their sustainability credentials, existing services and facilities, accessibility by sustainable modes of transport, or affordable housing needs. This approach does not support the residents or services and facilities in those villages, and would not meet the great places, homes, connectivity and infrastructure strategic priorities. It is noted that some green infrastructure opportunity areas identified in draft GCLP, including close to Little Shelford, are unrelated to strategic development allocations that could support their delivery. In these circumstances those proposed green infrastructure opportunity areas are unlikely to be delivered, and this outcome would not meet the biodiversity and green spaces strategic priority.

It is considered that the strategic priorities for draft GCLP would only be fully delivered with a higher housing requirement, an amended development strategy, and additional development at the more sustainable villages on the edge of Cambridge including Little Shelford.

## **Policy S/JH: New Jobs and Homes**

### Object

Policy S/JH of draft GCLP sets out the targets for jobs and housing during the plan period from 2024 to 2045. The jobs target is 73,300 additional jobs, and the housing target is a minimum of 48,195 dwellings. The proposed housing target is derived from the national standard method figure for calculating local housing needs, which for Greater Cambridge is 2,295 dwellings per annum. In summary, the housing target is not consistent with national policy because upward adjustments for growth and affordable housing have not been considered.

It is noted that the job target is not aligned with the housing target. It is considered that a job target that is higher than the housing target would require potential employees to commute into Greater Cambridge to fill those jobs. This outcome would lead to an increase in in-commuting to Greater Cambridge. It is anticipated that most of the in-commuting would be by car, particularly if public transport options are not available or the delivery of transport infrastructure projects are subject to unconfirmed funding decisions and associated development.

The housing target identified in the 2023 'Greater Cambridge Employment and Housing Evidence Update Employment Land, Economic Development and Relationship with Housing' Report was based on a Central Growth Scenario, the preferred 2011 Census commuting data, and included a 1:1 commuting patterns adjustment. This previous approach sought to better align the job and housing targets. The 2025 Greater Cambridge Employment and Housing Needs Update 2024-2045 Report does not include a similar commuting patterns adjustment, which is an inconsistent approach. It is

requested that the housing target is recalculated to include the previous commuting patterns adjustment.

Paragraph 61 of the NPPF confirms the Government's objective to significantly boost the supply of housing, and to achieve this by ensuring that a sufficient amount and variety of land for housing is identified. Paragraph 62 expects the standard method to be used to determine the minimum number of houses needed. Paragraph 63 expects the size, type and tenure of housing needs of the community to be assessed and reflected in planning policies, including for example those with an affordable housing need. Paragraph 69 states in part that *"The requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment"*. Paragraph 008 (ID. 67 - Housing needs of different groups) in the Planning Practice Guidance states in part that *"An increase in the total housing requirement included in the plan may need to be considered where it could help deliver the required number of affordable homes"*. The housing target in Policy S/JH is based on the standard method only, with no adjustments for growth linked to economic development and infrastructure investment or to meet affordable housing needs, all of which are relevant to Greater Cambridge.

The Greater Cambridge City Deal recognised the relationship between housing and economic growth, and that the shortage of available and affordable housing within Greater Cambridge has had an impact on house prices, commuting patterns, and recruitment and retention of employees. The Cambridgeshire and Peterborough Devolution Deal included a commitment to deliver substantial economic growth and to double economic output during the next 25 years. The National Infrastructure Commission, the Cambridge and Peterborough Combined Authority and the Greater Cambridge Greater Peterborough Enterprise Partnership have previously acknowledged and supported the economic growth potential of the Greater Cambridge area, and concluded that there is a need to substantially increase housing delivery in order to support that economic growth and address the significant housing affordability issues that exist. At present there is an imbalance between rates of economic growth and housing delivery in Greater Cambridge. The housing target in Policy S/JH ignores the commitments made in the Greater Cambridge City Deal and the Cambridgeshire and Peterborough Devolution Deal. It also ignores the findings of work undertaken by the National Infrastructure Commission, the Cambridge and Peterborough Combined Authority and the Greater Cambridge Greater Peterborough Enterprise Partnership.

In 2024 the Government established a Cambridge Growth Company to maximise Cambridge's full economic potential and to deliver nationally significant growth. The Growth Company will seek to unlock and accelerate development for Cambridge, and to deliver the homes, jobs and infrastructure needed for the long-term and sustainable growth of the City. It will seek to deliver more ambitious levels of growth than are proposed in the emerging Greater Cambridge Local Plan. In order to deliver more ambitious levels of growth, the Growth Company will need to tackle some of the barriers to growth including water and transport infrastructure, traffic congestion, and housing affordability. It is acknowledged that draft GCLP does not need to take into account the levels of growth to be addressed by the Cambridge Growth Company. However, it does indicate that there are growth ambitions for Greater Cambridge and there should be some upward adjustment to the housing target in Policy S/JH to reflect this future growth during the plan period for draft GCLP.

There are a number of proposed and planned infrastructure projects in Greater Cambridge that should have been taken into account in deciding whether adjustments should be made to the housing target in Policy S/JH. The list of infrastructure projects includes East West Rail, Cambourne to Cambridge Busway, Cambridge South East Transport project, Waterbeach to Cambridge Busway,

Cambridge Eastern Access project, and Cambridge South Station. In addition, the Greater Cambridge Partnership is delivering greenways to connect surrounding villages to Cambridge by walking and cycling. The funding for some of these projects have not been confirmed, but it is anticipated that they will need to be supported by associated development.

The 2025 'Housing Needs of Specific Groups in Cambridge and South Cambridgeshire' Report identifies the housing needs of different groups, including the need for affordable housing. Chapter 7 of the Report deals with affordable housing need. The Report identifies an acute need for affordable housing in Greater Cambridge. It estimates an annual need for 1,083 affordable homes for households unable to buy or rent housing across Greater Cambridge, excluding those that can rent but not buy – see Paragraph 7.62 in the Report. It includes an analysis of the affordable housing need if those households already living in accommodation are excluded, which would be an affordable need for 425 homes per annum in Cambridge and 318 dwellings per annum in South Cambridgeshire – see Paragraph 7.63 in the Report. A combined figure for Greater Cambridge would be 743 affordable homes per year. It is acknowledged that the affordable housing data is complex, households needs will change over time, and the annual affordable housing needs should not be multiplied to generate a figure for the whole plan period. The Report concludes that no adjustments are required to the housing target for draft GCLP to address affordable housing needs. This cannot be correct. The annual monitoring data shows that affordable housing delivery in Greater Cambridge does fluctuate each year, but does show that c.500 affordable dwellings are provided on average each year, which is less than the current need. In addition, some the existing strategic sites are not able to deliver policy compliant levels of affordable housing (e.g. Northstowe and Waterbeach new settlements) because of the need to provide significant amounts of new infrastructure, and it is anticipated that the outcome would be the same for the proposed strategic sites at North Cambourne and Grange Farm. If affordable housing needs are to be met then a higher housing target and additional allocations should be identified in draft GCLP to address the shortfall in the delivery of affordable housing from the existing and proposed strategic sites. It is considered that the housing target in Policy S/JH should include some upward adjustment to address affordable housing needs.

### Requested Change

The following changes to Policy S/JH are requested.

It is requested that the housing target is recalculated to include the previous commuting patterns adjustment, consistent with the adjustment made in the 2023 'Greater Cambridge Employment and Housing Evidence Update Employment Land, Economic Development and Relationship with Housing' Report.

It is requested that the housing target includes some upward adjustments for growth ambitions, that reflect the Greater Cambridge City Deal and the Cambridgeshire and Peterborough Devolution Deal, and the Cambridge Growth Company.

It is requested that housing target include some upward adjustment to address affordable housing needs.

### **Policy S/DS: Development Strategy**

Object

Policy S/DS of draft GCLP sets out the development strategy. In summary, the development strategy comprises delivery at the following locations: sites within Cambridge; existing urban extensions on the edge of Cambridge; existing new settlements; proposed new settlements; housing and employment at employment sites in the rural southern cluster; proposed new strategic employment allocations; and, a limited number of sites at villages in the rural area. It is acknowledged that the principle of development at most of the strategic sites is already established through adopted development plan documents e.g. Eddington, Cambourne West, Northstowe, Waterbeach, Bourn Airfield, and Cambridge East. The proposed strategic sites at Cambourne North (related to the proposed East West Rail and new station for Cambourne) and proposed new settlement at Grange Farm (related to a new stop on the proposed Cambridge South East Transport project) are new strategic allocations for draft GCLP.

It is considered that there are a number of risks associated with the development strategy in Policy S/DS. It is proposed that 44% of the housing target would be delivered at new settlements. It is very reliant on the delivery of the existing strategic sites, but there is no evidence that delivery at these sites will increase above current rates. It is assumed that housing delivery at some of the strategic sites would be 300 dwellings per annum, but this rate has not been achieved at existing strategic sites in Greater Cambridge or delivered at these rates for a sustained period. The housing delivery rates at some of these strategic sites appear to be optimistic and not based on evidence from other similar developments. The delivery of the proposed strategic sites at Cambourne North and at Grange Farm are reliant on the delivery of transport projects that are not approved, and where funding and delivery timescales are uncertain. It is requested that the housing delivery assumptions for all of the strategic sites are reassessed.

Most of the existing new settlements will deliver less affordable housing than the normal policy requirement of 40%, mainly because of the need for these developments to also deliver significant levels of new transport and community infrastructure in initial phases. It is anticipated that affordable housing delivery at Cambourne North and at Grange Farm would also be reduced for the same reasons. The housing target and development strategy for draft GCLP should be amended so that more affordable housing is delivered during the plan period i.e. by increasing the housing target to meet more affordable housing needs, and by allocating more land for residential development at sites that deliver policy compliant levels of affordable housing.

The Infill Villages, including Little Shelford, are referred to as part of the development strategy but there are no new allocations in this category of settlement. It is considered that the growth of the more sustainable infill villages should be part of the development strategy for draft GCLP, and particularly those villages that contain a good range of services and facilities, are accessible by a range of modes of transport, and where there is an identified need for affordable housing for those with a local connection to the village. Little Shelford falls within this category and affordable housing needs within the Village are significant.

Mr Harvey has promoted land south of Hauxton Road, Little Shelford for residential development. The promoted development would deliver affordable housing to meet the identified needs for the village. It would support the existing services and facilities in the village. The site is accessible by sustainable modes of transport. The enlarged site is a medium sized site that could be delivered relatively quickly. It could contribute towards maintaining a sufficient housing land supply in the short term, and in advance of the delivery of the larger strategic site allocations.

### Requested Change

The requested changes to the development strategy in Policy S/DS are as follows.

It is requested that the housing delivery assumptions for all of the strategic sites are reassessed, taking into account realistic annual housing delivery rates and the delivery of critical infrastructure required for those sites.

It is requested that additional allocations are made in the more sustainable infill villages, including those on the edge of Cambridge at Little Shelford.

## **Policy S/SH: Settlement Hierarchy**

### Comment

Policy S/SH of draft GCLP defines the settlement hierarchy. Mr Harvey has promoted a site in Little Shelford. Little Shelford is defined as an Infill Village in the settlement hierarchy and has a reasonable level of services and facilities.

Little Shelford and surrounding area contains a good range of services and facilities, including a primary school, pub, memorial hall and recreation ground. The promoted development at land south of Hauxton Road in Little Shelford is accessible by walking, cycling and public transport and there are bus stops nearby, providing direct access to Cambridge. Given the sustainability credentials of Little Shelford, it is felt that it would be more appropriate for it to be defined as a Group Village.

However, there has been no review of the capacity of settlements for draft GCLP, including Little Shelford, to determine whether land is available within the development framework boundary to accommodate additional development, or whether the development threshold limits remain relevant if no sites are available. There appears to be no major residential development opportunities within the development framework boundary of Little Shelford. Any development opportunities that do exist would be small scale and would not deliver affordable housing or provide any meaningful support to existing services and facilities. There have been minimal new developments within Little Shelford over the years and therefore affordable housing needs are not being met.

As set out in these representations, amendments should be made to the development strategy for draft GCLP, which directs development to the more sustainable infill villages including Little Shelford to support existing services and facilities, deliver additional facilities, and meets identified affordable needs of villages.

### **Requested Change**

It is requested that a review is undertaken of the capacity of the more sustainable settlements in South Cambridgeshire, including infill villages such as Little Shelford, to determine whether additional development can be accommodated within the existing development framework boundary, and whether the development threshold limits remain relevant if no sites are available. If the indicative maximum scheme size limits are no longer relevant, they should be deleted.

If the capacity assessment identifies no suitable sites to meet identified affordable housing needs then additional allocations should be made on the edge of those more sustainable villages on the edge of Cambridge.

## **Policy S/DE: Defined Development Extents**

### Comment

Policy S/DE of draft GCLP set out the approach to development within and outside the defined development extents of villages. Mr Harvey does not object to the principle of settlement boundaries being defined around villages. However, the existing defined settlement boundaries for most villages in South Cambridgeshire, including Little Shelford, have remained largely unchanged since the Local Plan 2004. The settlement boundaries were adjusted in some cases to take into account allocations at some villages through the Site Specific Allocations DPD 2010 and the South Cambridgeshire Local Plan 2018. In Little Shelford, heritage assets (listed buildings and conservation area) and protected village amenity area designations restrict development opportunities within the settlement boundary.

The currently defined development framework boundary for Little Shelford means that no development would take place in this village. The housing and affordable housing needs would not be met. There would be no support for existing services and facilities, or the delivery of additional facilities.

No changes are requested to Policy S/DE. However, as set out elsewhere in these representations, amendments should be made to the development strategy for draft GCLP, which directs development to the more sustainable villages on the edge of Cambridge including Little Shelford to support existing services and facilities, deliver additional facilities, and meets identified affordable needs of villages.

## **Policy S/RRA: Additional Allocation - Land south of Hauxton Road, Little Shelford (Site Refs.52732 and 200769)**

### Object

As set out elsewhere in these representations, it is considered that upward adjustments are required to the housing target, the development strategy should direct development to the more sustainable villages, and there are exceptional circumstances to release land from the Green Belt. All these factors indicate that additional allocations should be made in draft GCLP to meet development needs.

Mr Harvey has promoted land south of Hauxton Road in Little Shelford (Site Refs. 52732 & 200769) for residential development. The site assessment in the updated HELAA has identified mostly 'amber' and some 'green' scores in terms of the suitability of the smaller south part of the site (Site Ref. 52732) to accommodate development. A 'red' score is identified for highways impacts on the grounds that the site does not have a direct link to the public highway. This is not the cause and an appropriate access to the parcel from Hauxton Road could be provided to the west of No.83 Hauxton Road. This land is owned by the applicant and is included within Site reference 200769 that covers the entire parcel.

The wider land parcel (Site Ref. 200769) extends to 3.08 ha. Within the Site Assessment it has been scored red on landscape and archaeology grounds. The site is considered integral to maintaining separation between Little Shelford and Hauxton and providing a rural buffer between the Village and the M11. Development is considered to erode rural character. In response to this, the site is not considered to serve an important landscape buffer. The presence of the M11 will ensure that coalescence with Hauxton will not take place. A significant buffer to the west would also be delivered as part of any future residential development on the site. The site can be developed in a sensitive manner to ensure that it would not erode rural character. The site is not within a protected landscape, is fairly well contained, and there are trees and hedgerows at the site boundary and in the surrounding area that limit views of the site. The existing trees and hedgerows at the site boundaries would mostly be retained and enhanced, except where required for access from Hauxton Road. The promoted development would include landscape screening at the southern, eastern and western boundaries to mitigate the impact on landscape character and views of the site. The promoted development would include open space and green infrastructure within the site, which would contribute towards addressing the landscape and visual impacts. It is considered that these measures would make the proposed development acceptable in landscape terms. A detailed landscape and visual impact assessment and a landscape strategy would inform the design and layout of the promoted development.

There are not considered to be any archaeological constraints that would preclude the redevelopment of the site. There is no evidence to suggest that there is an Iron Age or Roman Settlement remains on the site. Investigative works could take place pre-commencement of any future development at the site and this could appropriately be dealt with via a suitably worded planning condition to any future planning application.

The assessment of the site in the HELAA highlights the good accessibility of the site. The site is accessible by walking, cycling and public transport. There is a shared pedestrian/cycle path and bus stops on Hauxton Road and within the Village, which provide connections from the site to Cambridge. The site is also accessible to Great Shelford Railway Station.

A flood risk assessment and drainage strategy, transport statement, landscape and visual impact assessment and landscape strategy, ecological assessment, and archaeological assessment would be prepared for the promoted development at planning application stage.

It is requested that this site is identified as an additional allocation in Policy S/RRA: Rest of Rural Area.

### Requested Change

It is requested that land south of Hauxton Road in Little Shelford (Site Ref. 200769) is allocated with the following policy requirements:

- Site Area of 3.08 Ha
- Capacity to be informed by findings of landscape assessment
- Residential development including affordable housing and self/custom build plots
- Provide a shared pedestrian and cycle connection to Hauxton Road
- Provide strategic landscaping at southern, eastern and western boundaries
- Retain trees and hedgerows at site boundary
- Provide open space and green infrastructure

## **Policy BG/GI: Green and Blue Infrastructure**

### Object

Policy BG/GI of draft GCLP seeks to protect and enhance green and blue infrastructure, and identifies a number of strategic green infrastructure initiatives. It is anticipated in Policy BG/GI that major development should provide financial contributions towards projects related to one of those green infrastructure strategic initiatives.

Mr Harvey has promoted a site in Little Shelford for residential development. Policy BG/GI identifies a green infrastructure strategic initiatives at No.2 River Cam Corridor – which is located in close proximity to the site at Little Shelford.

Mr Harvey supports in principle initiatives to improve the green infrastructure network around Little Shelford. The promoted developments by Mr Harvey at Hauxton Road would include green infrastructure if this site was allocated in draft GCLP.

However, there are no allocations identified in draft GCLP for Little Shelford or any other village in the surrounding area that could make financial contributions towards the proposed green infrastructure strategic initiative at No.2 River Cam Corridor at this location. It is not clear how this initiative would be delivered effectively in the absence of related development. It is considered that draft GCLP needs to better align the development strategy and site allocations with the proposed strategic green infrastructure initiatives, in order to ensure that the initiatives are implemented.

No changes are requested to Policy BG/GI. However, as set out elsewhere in these representations, amendments should be made to the development strategy for draft GCLP, which directs development to the more sustainable villages on the edge of Cambridge. This approach could support the delivery of green infrastructure and contribute towards the proposed green infrastructure strategic initiatives.

It is also relevant to note that the proposals for East West Rail would not preclude the redevelopment of the site for residential purposes. There is ongoing engagement to determine a crossing proposal for Hauxton Road level crossing closure. However, the closure of this (and introduction of a footbridge) would not prevent the delivery of the site. It is envisaged that should the scheme be delivered, that the main vehicular access to the site would be via the A10 and Hauxton to the west.

***Carter Jonas – January 2026***