

croudacehomes

**Land to the west of Duxford Road,
Whittlesford**
South Cambridgeshire

Vision Document

January 2026



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Our Vision



Our vision for the Land West of Duxford Road is to deliver a high-quality addition to Whittlesford that responds positively and sympathetically to the architectural and built heritage of the village and its landscape setting.

The Site will deliver a range of home types and tenures to cater for all and create a mixed and balanced community, including policy compliant affordable housing.

The development will be led by the unique landscape qualities of the Site and its wider setting, creating a rich and generous network of green spaces, recreation and play areas, and community infrastructure — all carefully integrated with Whittlesford and the new homes. The Site's location, just a ten-minute walk from Whittlesford Parkway, will ensure convenient and sustainable access to rail connections, further enhancing the Site's contribution to a connected extension to Whittlesford.



Key Benefits



300-350 high-quality new homes



Policy compliant affordable homes of a mix of types and tenures



6.60 hectares of public open space



On-site play facilities for use by new and existing residents



Biodiversity Net Gains achieved through the integration of new woodland, hedgerows and meadow grass land habitats on and off-site



8-minute walk to Whittlesford Parkway Train Station with frequent services to Cambridge, London, and Norwich



A sensitively designed scheme that responds positively to the built heritage of Whittlesford



Close to existing pedestrian and cycle links into Whittlesford.

Figure 1: Key benefits of the scheme

Foreword

Cambridge City Council and South Cambridgeshire are working together to prepare a new Joint Local Plan, which will cover the period 2024 – 2045. The Plan making process began with a Call for Sites in 2019. The Councils consulted on a First Proposals – draft Regulation 18 – plan in 2021, and then held a Call for Sites Update in early 2025.

During the preparation of the Plan, a the Government established a new approach to calculating the Council's housing requirement. In addition, two further iterations of the National Planning Policy Framework have been published. The changes in these documents have resulted in a significant increase in the Joint Authority's housing requirement.

Other changes to the plan making system have taken place since 2019. The Government has introduced the principle that residential development in sustainable locations is acceptable on 'grey belt' land (Green Belt land which does not meet certain purposes of the Green Belt). We consider that Land west of Duxford Road is grey belt land and therefore the principle of residential development here should be acceptable to the Greater Cambridge Authority.

In addition to this, the most up to date and current consultation on a revised National Planning Policy Framework introduces the proposal to allow the principle of residential development on Green Belt and greenfield land which lies within 800m of a 'well connected' railway station, in the top 60 Travel to Work Areas (TTWA) in England. Whittlesford Parkway Railway Station and the site lie in one of these TTWA areas. The majority of the site Land west of Duxford Road lies within 800m of the station. The station provides up to six trains an hour to Cambridge, London Liverpool Street and intervening stations. In view of this, it significantly exceeds the 'well connected' criteria.

In the round, these policy changes support the principle of bringing forward housing on Land West of Duxford Road. It is in this context that this Vision Document has been prepared.

Notwithstanding the Government's growth agenda, it is essential that the correct balance be struck between the need to provide new homes and employment opportunities and the maintenance and protection of the considerable landscape, visual, cultural and social amenities of Whittlesford and the region. In this regard, Greater Cambridge have expressed a desire to be at the forefront of the new plan making system and are in discussions with the Government to establish how best to do this and to balance these, often, competing interests.

The Regulation 18 draft Plan sets out a development strategy and allocates sites for new housing and employment across Greater Cambridge. The public consultation on the draft Plan seeks views on those allocations.

As part of this process, we are pleased to present this briefing document which sets out our vision for the land to the west of Duxford Road on the southern side of Whittlesford, and its capacity to deliver new homes. We hope that this document demonstrates that the site offers an opportunity to deliver new market and affordable homes in a highly sustainable location. We hope too that the presentation can be used to support discussions with South Cambridgeshire and Cambridge City Councils, Whittlesford Parish Council and the local community. Alongside the provision of new market and social housing, we would like to understand areas of local need and opportunities to provide social and community infrastructure as part of the project.

This visioning document shows one possible option to sensitively respond to and realise the potential of the land west of Duxford Road. The document shows how 300-350 new homes (including a mix of property sizes and tenures and affordable housing) could be provided.

The Site presents an exciting opportunity - we would be delighted to discuss its future with interested parties to ensure that in refining the proposals we secure the very best fit possible for Whittlesford and its surroundings.

Who are We:

croudacehomes

Croudace Homes is a privately owned housebuilding company and has a controlling interest over the land (the 'Site').

Croudace was established in 1946 and has earned an enviable reputation for creating and delivering new sustainable communities / residential environments that adopt the very highest standards of design and provide living / working / social environments and homes of the very highest quality.

The underlying aim is to create beautiful sustainable places by building in places where people want to live and by providing facilities and benefits for the local community for years to come.



Figure 2: Croudace Homes - Linton



Figure 3: Croudace Homes - Orwell

The Team

The Team

A professional team of consultants – all experts in their various disciplines and specialisms – has been appointed to carefully consider the potential of this sensitive Site and to thoroughly review all identified natural and technical constraints. Our team of experts includes:

These include:

- Masterplanning & Urban Design (Carter Jonas);
- Planning (Kember Loudon Williams Ltd);
- Highways (KMC Transport Planning Ltd);
- Landscape, Visual and Green Belt Study (finc architects);
- Heritage Impact Assessment (Wardell-Armstrong);
- Archaeological Desk-Based Assessment (Wardell-Armstrong); and
- Habitat Survey (Wardell-Armstrong).

The team has worked alongside Croudice Homes to understand the context of the Site and the range of opportunities and constraints posed. The technical studies / work have informed the preparation of this document and the initial design response for the Site.

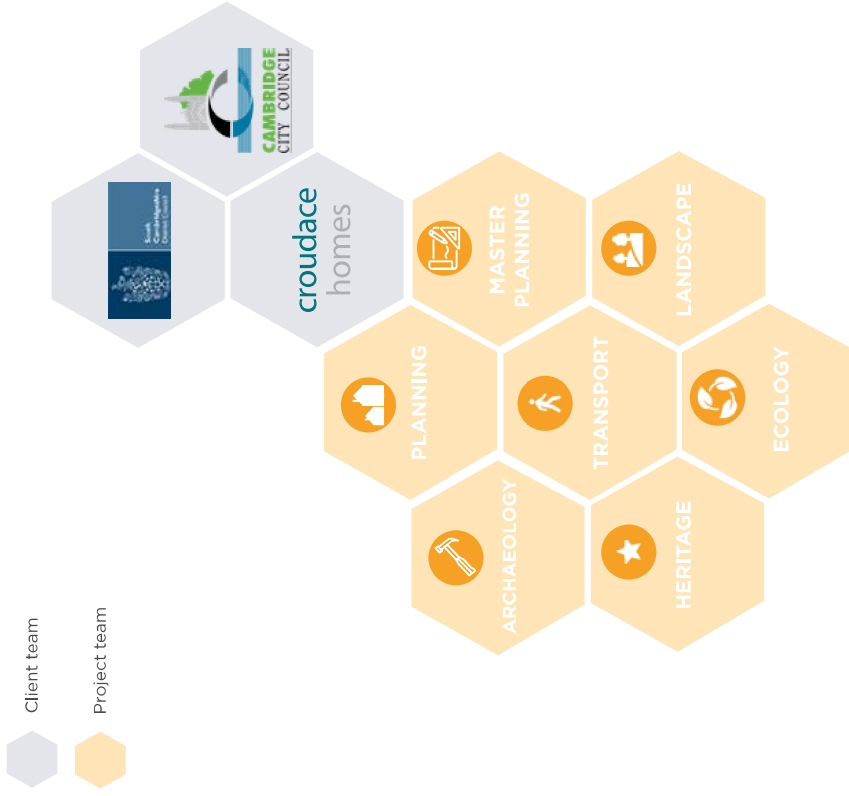
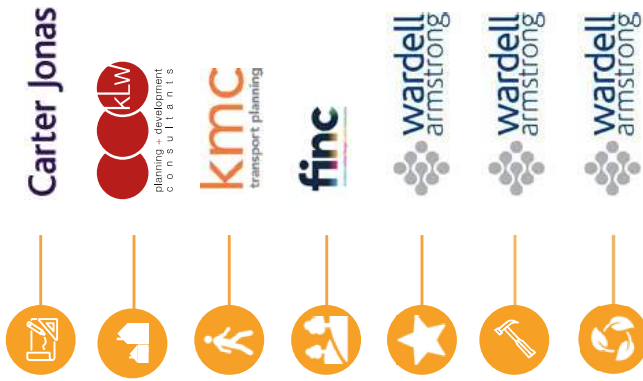


Figure 4: Team organogram

Introduction

- 1.1 Purpose of the Document
- 1.2 Document Structure



1.1 Purpose of the Document

The purpose of this document is to carefully appraise and consider options for the promotion, planning and provision of new homes on Land to the west of Duxford Road, Whittlesford ('the Site'). The document has been prepared by Carter Jonas LLP on behalf of Croudace Homes and shows how the Site could be developed for 300-350 new homes. This will be considered through the Greater Cambridge Plan, being prepared jointly by South Cambridgeshire District and Cambridge City Councils.

We hope that the proposals will evolve through engagement with the City and District Councils and other stakeholders, together with the further technical work to be undertaken by our expert team of consultants.

Some images of local facilities and landmarks around Whittlesford village are shown opposite and described below:

1. Whittlesford Play Park
2. The Tickell Arms
3. The Sports Pavilion Whittlesford
4. Whittlesford Parkway Train Station

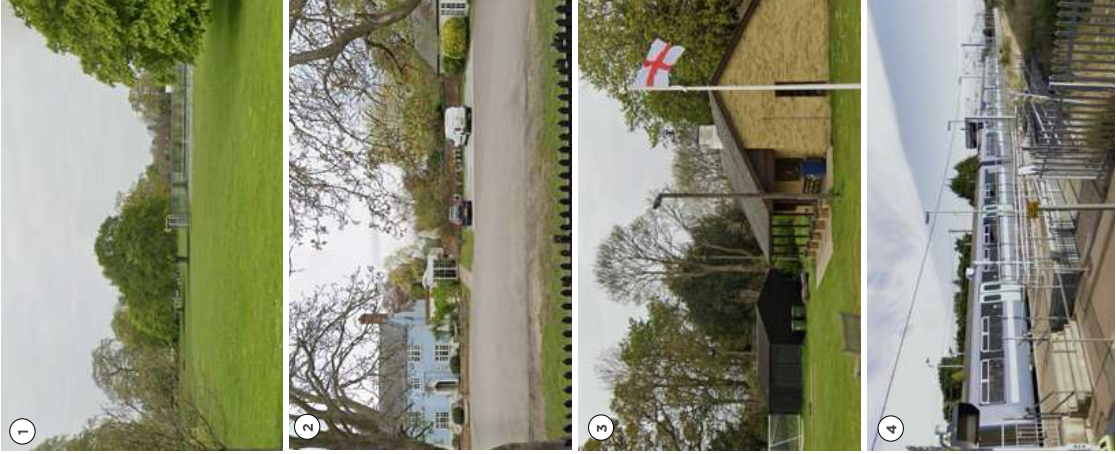


Figure 5: Local Whittlesford landmarks

1.2 Document Structure

Section 1.0: Introduction
Describes the purpose of the document, content and scope.

Section 2.0: Planning
Provides an overview of the planning policy context and sets out the planning strategy.

Section 3.0: The Site and Context
Describes the Site and the surrounding area including providing an overview of the local facilities available.

Section 4.0: Technical
Provides an overview of the technical considerations that have informed the design process.

Section 5.0: The Masterplan
Sets out the vision and design principles before introducing the concept masterplan. Explains the various components of the masterplan, such as the open space strategy, transport and land use, as well as more detailed development matters.

Section 6.0: Conclusions and Key Benefits
Summarises the information presented in the document and identifies the key community benefits associated with the proposed development.

Planning

2.1 Planning Background



2.1 Planning Background

The draft Greater Cambridge Plan makes provision for the full housing requirement of 48,195 new homes, calculated using the Government's standard methodology. Of these homes, 37,865 have already been planned for, the Plan allocates sites to deliver the remaining 10,300 new homes.

The draft spatial strategy in the Local Plan focuses the proposed development on non Green Belt strategic sites, to the north, east and west of Cambridge. However, new homes will also be needed in South Cambridgeshire, and Land at Duxford Road, Whittlesford could deliver 300-350 new homes to meet local housing need and need for affordable housing, on a site where residents could walk or cycle to Whittlesford Parkway train station and the amenities of the settlement itself.

Residential development of the site is supported in principle by the Government's growth agenda and by adopted and draft policies in the National Planning Policy Framework, as set out in the Foreword.

The NPPF 2024 provides a definition of grey belt:

'For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (c) in paragraph 143.'

We understand that the Councils are currently undertaking a Green Belt review and that this will also identify grey belt sites. This work should be used to inform consideration of the draft allocations, and to allocate grey belt land which lies in sustainable locations in South Cambridgeshire.

Land west of Duxford Road comprises grey belt land. Equally important is that the site lies within 800m of Whittlesford Parkway, a well connected mainline train station. Bus routes passing the site also link it to Trumpington Park and Ride.

In the interests of meeting the planned and projected need for new homes to 2045, it

is important that the Greater Cambridge Authority considers revising its draft spatial strategy. This would support the creation of a more diverse pattern of delivery and the provision of a proportionate number of new homes within the sustainable villages, including Whittlesford. This needs to be carefully considered as part of the joint local plan review.

The Site lies on the western side of Duxford Road on the southern side of Whittlesford to the northwest of the mainline train station, within walking and cycling distance of the station.

Whittlesford is defined as a Group Village Settlement, within South Cambridgeshire's settlement hierarchy. The settlement provides a range of services and facilities, such as a primary school, employment opportunities, day to day shopping facilities, community facilities, and good public transport links. The latter includes exceptional access on foot to Whittlesford Parkway Train Station – the station provides links on the West Anglia Mainline to central London (Liverpool Street) and to Cambridge, Ely and Kings Lynn.

The relationship with and access to key facilities and public transport is very important when considering the most sustainable and beneficial locations for growth and new housing. In the case of Whittlesford, the combination of facilities, access and scale all support the principles of sustainability and integration.

A carefully managed and designed level of growth would increase the self-containment and enhance the sustainability of the village and would benefit from ready access to the British Rail mainline train station and key day to day facilities. This approach would also positively respond to the ambitions of the government to stimulate the economy by providing stronger, more integrated and sustainable communities.

In achieving these ends, it is essential that the built character and landscape setting of Whittlesford are respected – this visioning

document presents one possible way to responsibly provide and assimilate new housing on the southwestern side of the village. The provision of new homes in this location would complement the redevelopment opportunities identified in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing – draft policy S/AMC/ WHD.

We hope that this appraisal and presentation forms the basis of early discussions with the Council.

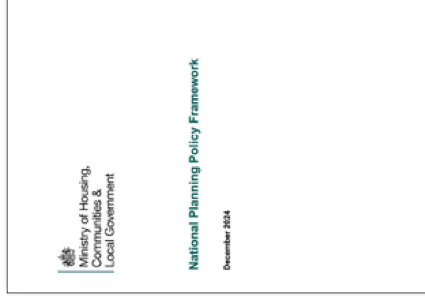


Figure 7: National Planning Policy Framework (NPPF) Cover



Figure 6: Whittlesford Parkway Masterplan

2.2 Proposals

We believe that managed and proportionate growth at Whittlesford would play an important role in delivering houses and jobs over the plan period, improve the geographical spread of new homes, jobs and opportunities and make-up for some of the shortfall in provision when set against emerging housing targets.

Moreover, the provision of homes at Whittlesford would capitalise on and further the village's sustainability and support existing transport facilities (rail and bus), community uses, schooling, retail and social services, whilst continuing to serve and support the wider rural hinterland. They would further complement the redevelopment opportunities identified in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing.



Figure 8: Whittlesford Parkway Train Station (Source: Google Street View)

In this regard it is important that the joint authority review all options, including the allocation of grey belt land in reviewing its draft spatial strategy. We would welcome the opportunity to discuss this further with all interested parties.

The two land parcels west of Duxford Road are owned by willing landowners and under the control of an experienced housebuilder, Croudate Homes. As such the Site is available and deliverable within a five-year horizon. This vision document and the illustrative masterplan are informed by an Access Appraisal (prepared by KMC Transport), a Landscape and Visual Impact Assessment and Green Belt Review (carried out by Finc), a Heritage Assessment and an Archaeological

Assessment (prepared by Warrdell Armstrong) and an ecological appraisal (also prepared by Warrdell Armstrong). The combination of technical assessments confirm that the Site is both suitable and deliverable.

The access appraisal confirms that local amenities such as Whittlesford Parkway Train Station, William Westley C of E primary school, the village local shop, and local park / recreation areas all lie within walking distance of the Site: very positive. Granta Park and the Wellcome Genome Campus lie a little further afield to the south and east and are key employment areas, as is Addenbrooke's Hospital which lies to the north of the Site.



Figure 9: William Westley C Of E Primary School (Source: Google Street View)

Duxford Road forms part of the National Cycle Network (NCN): Route 11 runs from Harlow in Essex to King's Lynn in Norfolk, passing through Cambridge. Cycle route 3 also runs on Duxford Road linking Sawston and Whittlesford Parkway.

A pedestrian footway is present on both sides of Duxford Road, providing safe access to the Site. The footway on the eastern side is largely uninterrupted, whilst the footway on the western side fronts several properties between the Site, resulting in several vehicle crossovers.

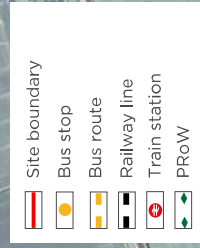
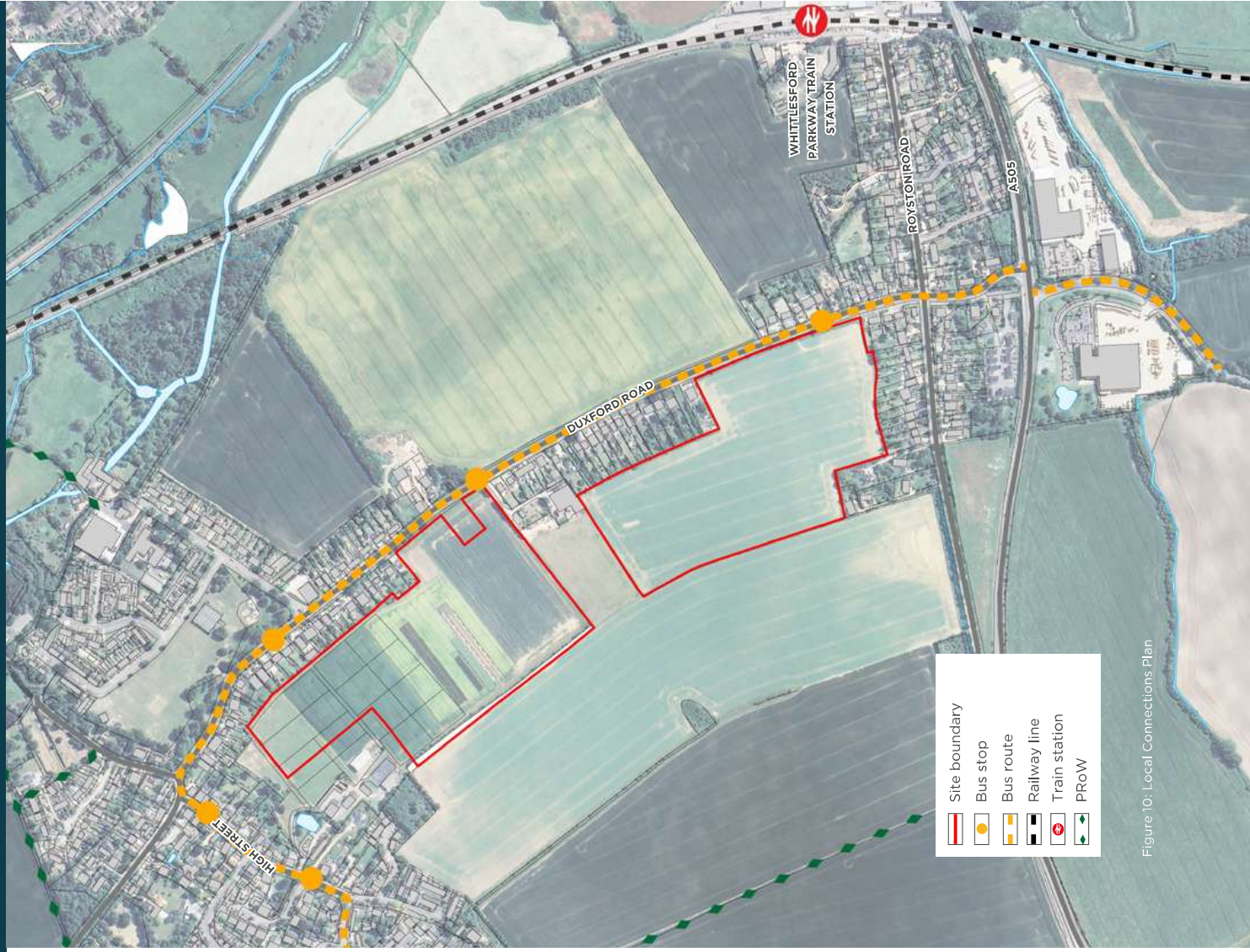


Figure 10: Local Connections Plan

Opportunities have been identified to improve the pedestrian and cycling infrastructure – these include the widening the existing footway on Duxford Road to shared use and improving the crossing to Moorfield Road by shared use path.

As mentioned above, Whittlesford Parkway Railway Station is located circa 1.3km from the northern parcel and 0.5km from the southern parcel. Cycle parking is provided at the station. It provides services to London's Liverpool Street Station, Stansted Airport, Norwich and Cambridge North, following completion of construction June 2026.

Bus stops are located on Duxford Road to the east of the Site. The northbound stops are served by the 7A route, whilst the southbound stops are also served by the 101 route. The 7A route provides a connection to Heathfield and Hinxton – the 101 route provides a connection to Saffron Walden and Trumpington Park and Ride.

Alongside access considerations, the management of the landscape and the relationship of the new homes with their surroundings will be considered with the greatest care. With the aim of creating a truly responsive design, the masterplan has been developed to:

- I. Maintain visual and physical separation between Whittlesford and Whittlesford Bridge.
- II. Retain and strengthen existing boundary vegetation to support the visual containment of the Site.
- III. Sensitively respond to the topography of the Site to minimise impacts.
- IV. Introduce structural internal landscaping – hedge and tree belts,
- V. Retain and protect existing water bodies in the northern land parcel, and
- VI. Protect the rear boundaries of existing frontage properties on Duxford Road.

New homes will be set back from the southern and western edges of the northern land parcel and from the northern edge of the southern parcel – new, robust landscape edges will be created to transition to the wider countryside.

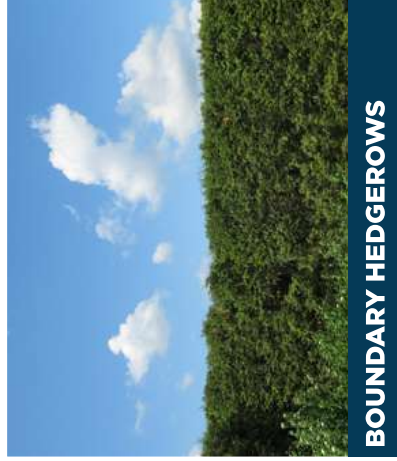
Landscape character will be considered and developed alongside ecological findings and, where appropriate, integrated solutions will be developed to maximise and improve biodiversity across the Site. Existing ponds and watercourses in the northern parcel will be protected and landscaped with the benefit of an ecological / landscape management plan.

The provision of new homes on the Site will promote the highest standards of design. Building heights, massing and detailing / materials will respond positively to the topography; the landscape appraisal, technical assessments and Whittlesford's physical and natural context. A policy compliant proportion of affordable housing, alongside appropriately accessible and adaptable housing across a mix of sizes and tenures will be provided – all in accordance with the Joint Authority's policy requirements. The new homes and facilities will be set within structural landscaping and open space and will be supported by a range of community infrastructure.

With this in mind, we consider the Site to be well-placed for allocation and, thereby, make a positive contribution towards meeting the growth requirements to 2045 as part of the new local plan.



Figure 11: Development Principles Plan - Finc



BOUNDARY HEDGEROWS



RETAINED MATURE TREES



TREE PLANTING ACROSS THE SITE



NATURAL PLAY



ATTENUATION / WETLAND AREA

Figure 12: Example landscape features

The Site and Context

- 3.1 The Site
- 3.2 Visual Tour of the Site
- 3.3 Site Context
- 3.4 Accessibility and Facilities
- 3.5 Townscape and Heritage
- 3.6 Local Architectural Character



3.1 The Site

The Site, outlined in red opposite, is located at the southern edge of Whittlesford.

The 'Site' comprises of two parcels of land, referred to as 'Parcel 1' and 'Parcel 2'. Both parcels of land are accessed from Duxford Road to the east. Existing dwellings extend in a linear fashion along Duxford Road to the eastern frontage.

The northern land parcel, referenced Parcel 1 in **Figure 14**, measures approximately 9.71 hectares and Parcel 2 to the south measures approximately 9.32 hectares.

Both parcels of land comprise mainly of cereal crops with small sections of grassland and hedgerows bordering the boundaries. Both parcels of land sit outside of Whittlesford Conservation Area within open fields to the west.



1. View east along Royston Road
 2. View north along Duxford Road
 3. Homes along Duxford road looking west
 Figure 13: Photographs from Whittlesford (Source: Google Street View)



Figure 14: Croudace Homes - Orwell

3.2 Visual Tour of the Site

The following series of photographs highlight the key characteristics of the Site and it's immediate context.

Photograph descriptions are provided as follows:

- ① View looking north west from Duxford Road across Parcel 2.
- ② View looking north west of houses fronting onto Duxford Road.
- ③ View looking north east from Royston Road towards Parcel 2.



Figure 15: Photograph Location Plan

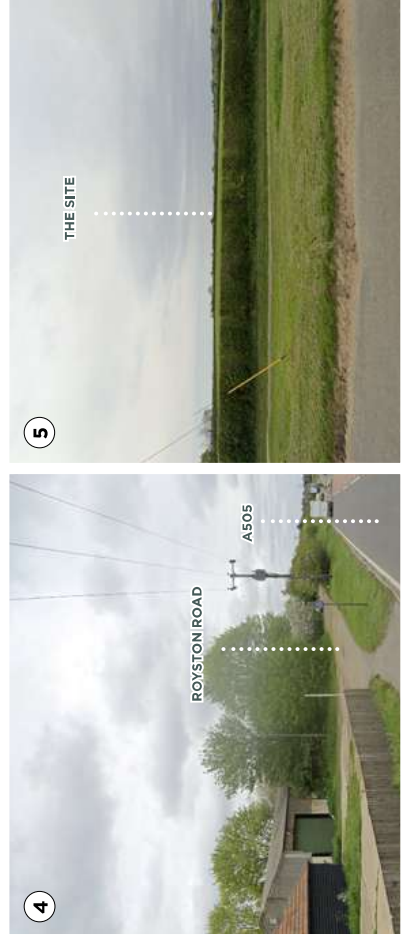


Figure 16: Site Photographs (Google Street View)

3.3 Site Context

The Site is well positioned within Whittlesford in relation to the wider strategic rail, road and movement networks.



Rail

Whittlesford Parkway Station is located just 600m south east of the southern parcel, with regular trains to Cambridge (10 minutes), London Liverpool Street (1 hour 4 minutes), Norwich (1 hour 30 minutes) and Stansted Airport (27 minutes).














Buses

There are three sets of bus stops close to the Site, located along Duxford Road. Further stops are located on the High Street. Each of these are served by services 7A and 101 connecting to Trumpington, Hinxton, Sawston and Thriplow.



Highways

The A505 runs south of the Site and adjoins with the M11 1.2km to the east and Granta Park 4.8km to the west, in Great Abington. Whittlesford also benefits from its proximity to The Wellcome Genome Campus situated in the village of Hinxton 4.3km south east of the Site.

-  Site location
-  Settlement
-  Green Belt
-  Parish boundary
-  Water body
-  Motorway
-  A road
-  Local roads
-  Railway line
-  Proposed East West rail
-  Train station

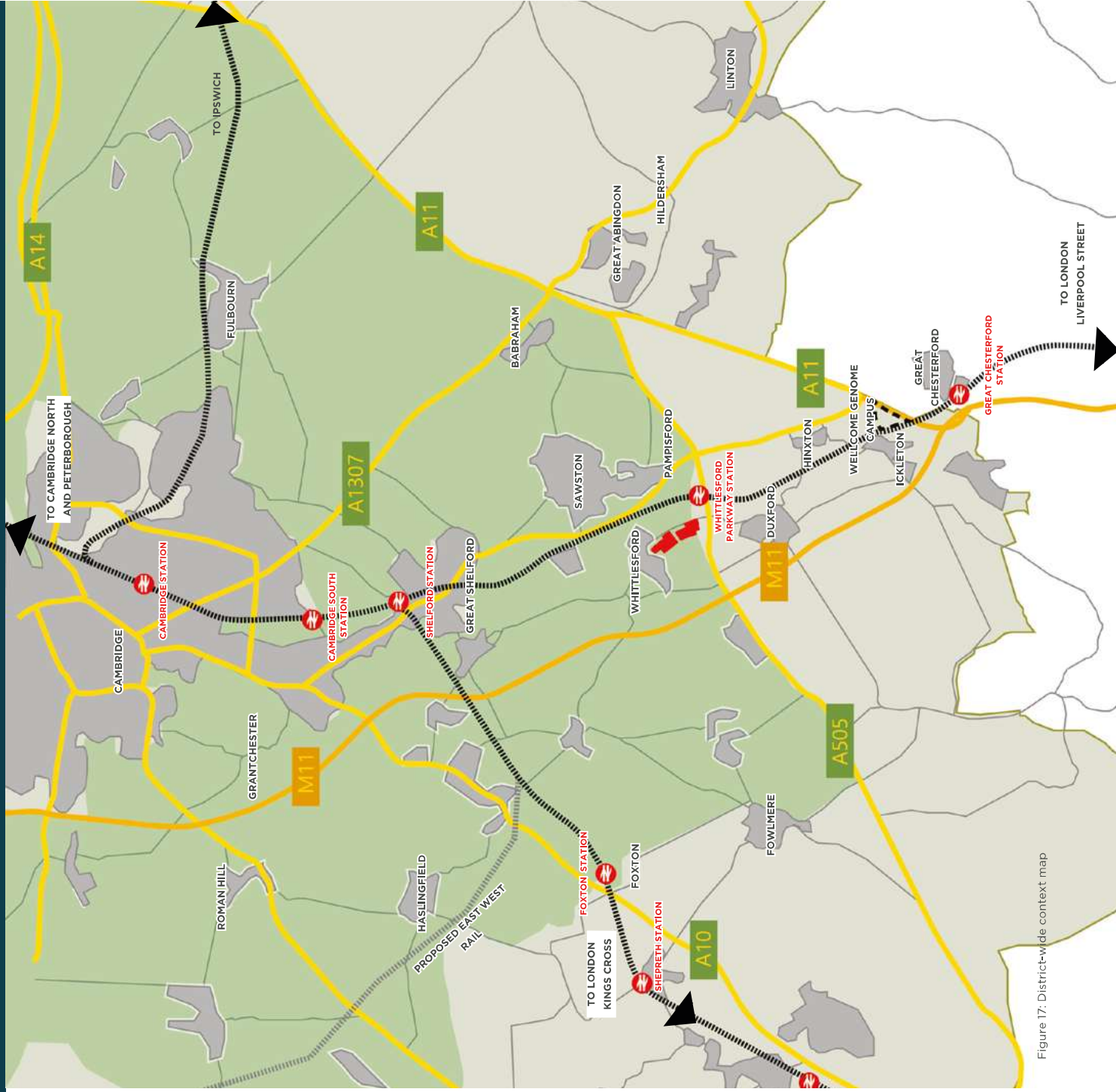


Figure 17: District-wide context map

3.4 Accessibility and Facilities

The Site is positioned in close proximity to a number of community facilities as illustrated on the plan opposite.

The villages of Whittlesford, Sawston, Pampisford and Duxford all lie within 2.5km to the east and south of the Sites.

The key facilities are outlined below:

Convenience Stores

1. The Whittle Shop and Post office

Schools

2. William Westley C Of E Primary School
3. Whittlesford Out of School Club
4. Whittlesford's Tiney Home Nursery

Community Buildings

5. Whittlesford Memorial Hall
6. Whittlesford Social Club

Pubs / Restaurants / Cafe

7. The Tickell Arms
8. The Bees In The Wall
9. Restaurant at Red Lion Hotel
10. The White Lion
11. Provenance Brix + Mortar

Sport / Recreation Areas

12. Westside Farm Cambridge shooting school
13. The Lawn
14. Whittlesford Play Park
15. The Sports Pavilion Whittlesford Cambs
16. Cambridge Cangaroos

Healthcare

17. Sawston Medical Practice
18. Granta Pharmacy

Places of Worship

19. St Mary & St Andrew's Church
20. Whittlesford United Reformed Church
21. English Heritage - Duxford Chapel

Whittlesford Parkway

In the context of introducing new homes on the Site, all key facilities (with the exception of healthcare) above lie within the 400-800 metre walking isochrone; within 5-10 minutes walk. Thus, providing ease of access on foot to all key day to day services, including Whittlesford Parkway, critical in delivering sustainable homes.

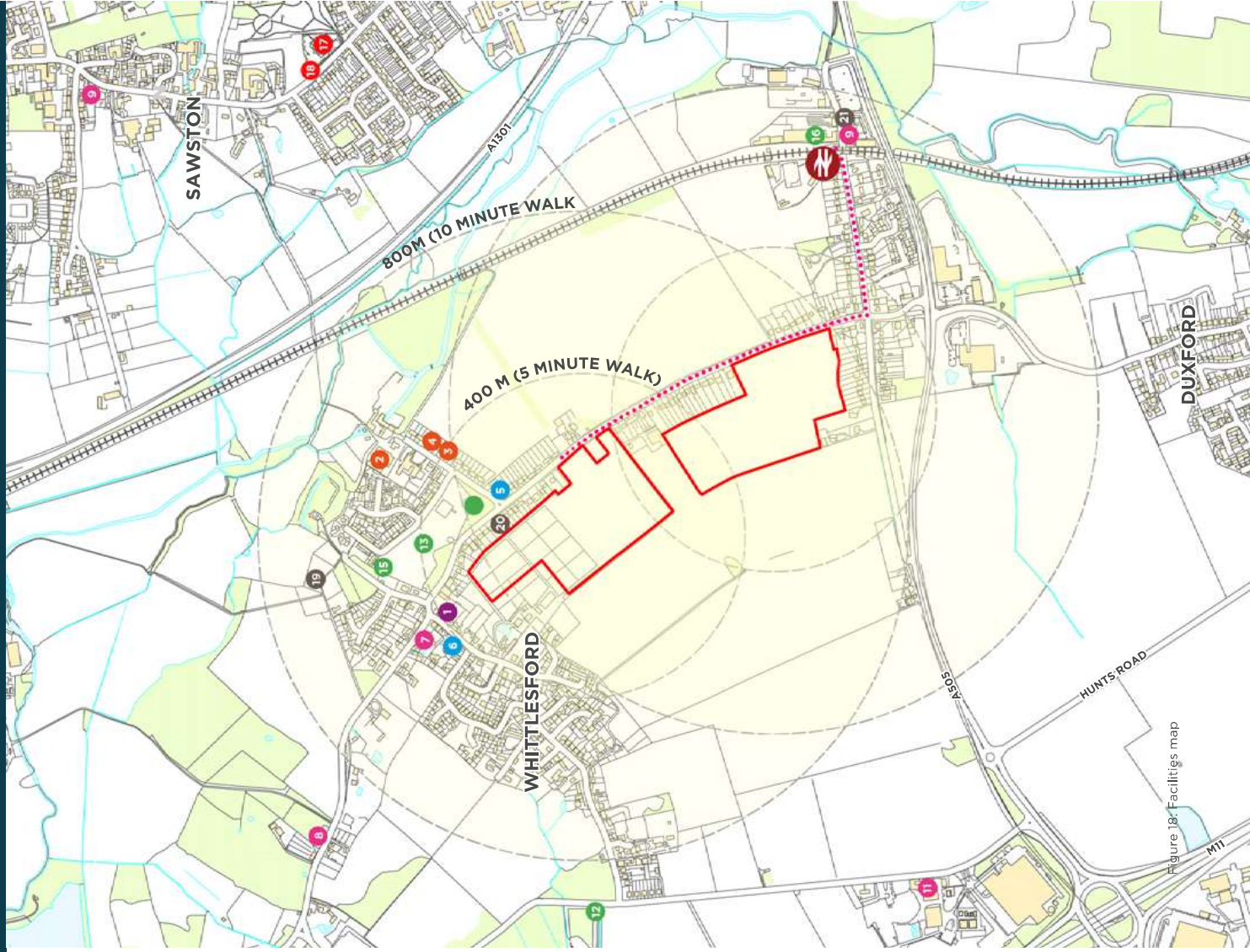


Figure 18: Facilities map

3.5 Townscape and Heritage

Whittlesford is a village in Cambridgeshire that draws its linear form and characteristics from being located along the High Street and Duxford Road.

The Heritage Impact Assessment produced by Wardell Armstrong for the Site, states the following:

"Whittlesford Conservation Area is the historic core of the village, as well as extant roads, and particularly the main junction within Whittlesford formed by the High Street, North Road, Church Lane and Duxford Road. Views of the Conservation Area are closely linked with these roads, as they provide the main source of public access, whilst further public views are afforded by public open space such as King George's Field, which lies along the north-eastern frontage of Duxford Road".

The plan opposite shows the key heritage constraints associated with Whittlesford village, including listed buildings and the Conservation Area. There are also two Scheduled Monuments, although these are **XX** away from the Site.

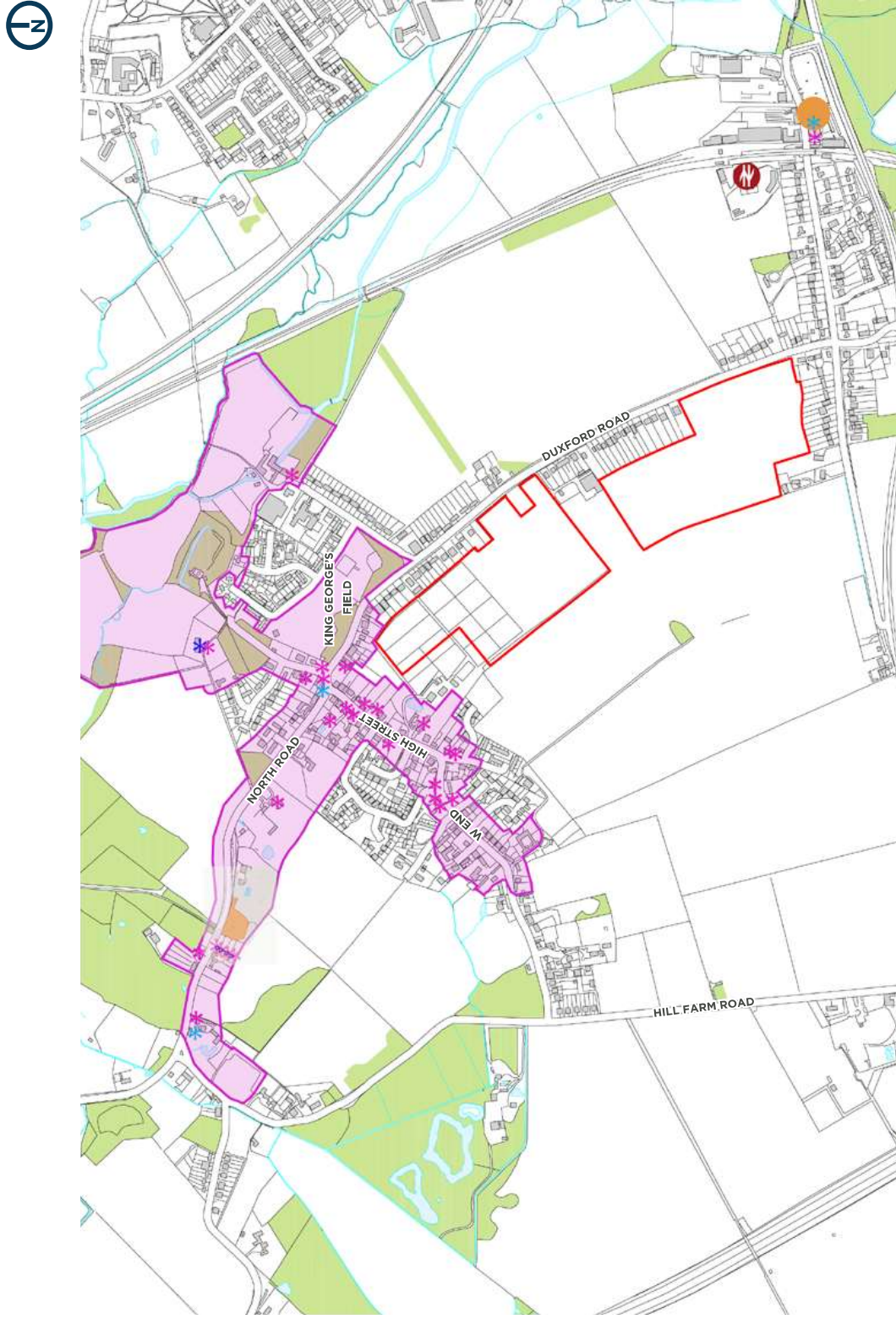


Figure 19: Heritage Map - Whittlesford

3.6 Local Architectural Character

The southern edge of Whittlesford, along Duxford Road, has developed relatively recently and principally in the late 20th century.

According to historic map records, the High Street and Western End has existed since at least the early 19th Century, see **Figures 22 & 23**.

The Heritage Impact Assessment produced by Wardell Armstrong for the Site, details the surrounding historic context for Whittlesford.

Whittlesford Conservation Area is deemed to have an historic interest, in relation to the post-medieval and later development of the village along the High Street and radiating from the main junction. Details regarding the designation of the conservation area, however, remain unknown, particularly given the lack of an associated conservation area appraisal for Whittlesford. Nevertheless, the Conservation Area encompasses the historic core of the village as it was developed at the time of the 1st edition Ordnance Survey map, which dates to 1886.

As a result, the extent of the conservation area includes all of the historic listed buildings located within the extent of the village. The distribution of the surviving historic buildings attests to the late 16th, 17th and 18th century development of the High Street and small-scale development south-westwards along West End, as well as a further nucleus of settlement to the north-west at Rayner's Farm and along North Road.

That the Conservation Area does not extend south-eastwards along Duxford Road is consistent with the predominantly 20th century date of residential dwellings along the south-western frontage of Duxford Road. Furthermore, that Whittlesford Conservation Area does not include the Site - it remains beyond the extent of the village.

The historic interest of the Conservation Area is derived from its origins as a medieval settlement. The area is focused on the church and manor to the north-east, with post medieval and later development extending along the High Street. Such development was focussed upon the frontage of surviving roads, yet also incorporated the development of farm complexes such as Scutches Farm to the west of the Site.



Figure 20: The Church of St Mary and St Andrew (Source: Historic England)



Figure 21: Whittlesford Conservation Area Appraisal and Management Plan Cover

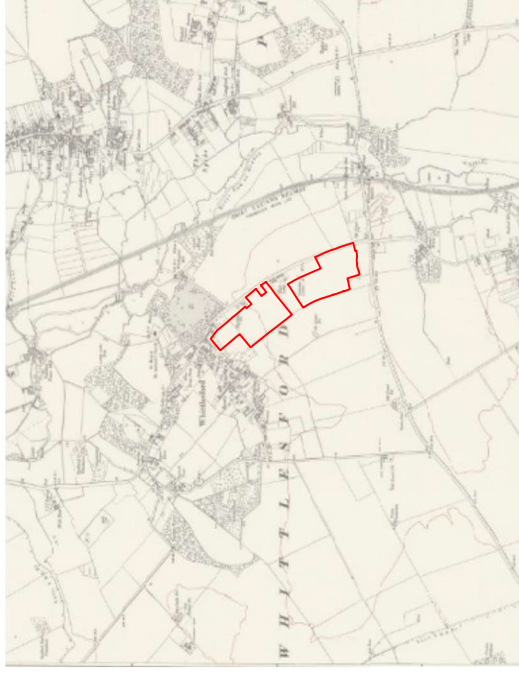


Figure 22: Historic Map 1919 (Source: National Library of Scotland)

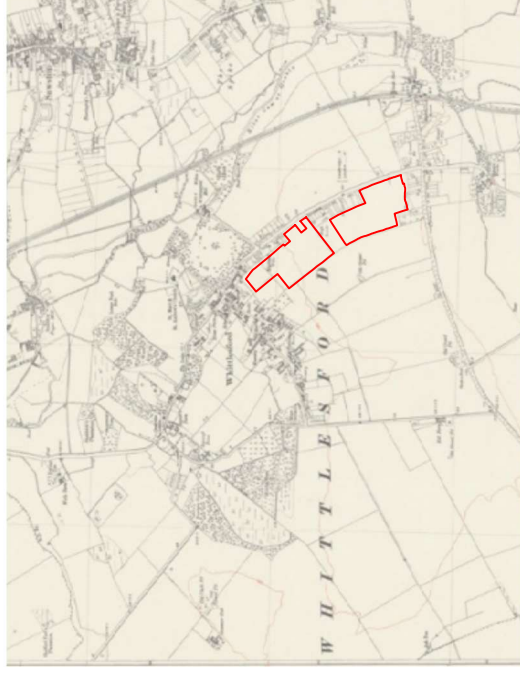


Figure 23: Historic Map 1946 (Source: National Library of Scotland)



Figure 24: The Church of St Mary and St Andrew (Source: Historic England)



Figure 25: Unicorn Cottage, High Street (Source: simplyhatch)



Figure 26: Tudor Cottage, West End (Source: Google Street View)

Technical

- 4.1 Summary of Technical Evidence
- 4.2 Site Considerations



4.1 Summary of Technical Evidence



Landscape and Visual Impact / Green Belt Study

A Landscape, Visual and Green Belt Study has been prepared by finc Architects.

A summary of the appraisal is detailed below:

- The Site is not designated for landscape or scenic beauty, although it is within the Green Belt with nearby heritage designations.
- The Site is predominantly well contained, albeit due to the undulating landform there are views of the elevated parts of the Southern Parcel from the wider landscape to the southwest, and the Site's eastern boundary hedgerows form an important visual component along Duxford Road.
- Where the Site is visible, it is typically seen in the context of existing residential development, often weakly contained, which influences the perception of character at a local and wider scale.
- Within development parcels, provide a layout and architectural detailing that respects the density, form, layout, materials and architectural vernacular of the existing village;
- Provide space within housing areas for substantial planting, including new trees and hedgerows to soften and assimilate built form within the landscape as well as open space and SuDS;
- Seek opportunities to connect the Northern and Southern Parcels together in terms of Green Infrastructure and sustainable transport; and
- Maximise opportunities to provide sustainable transport links to Whittlesford Parkway Railway Station.

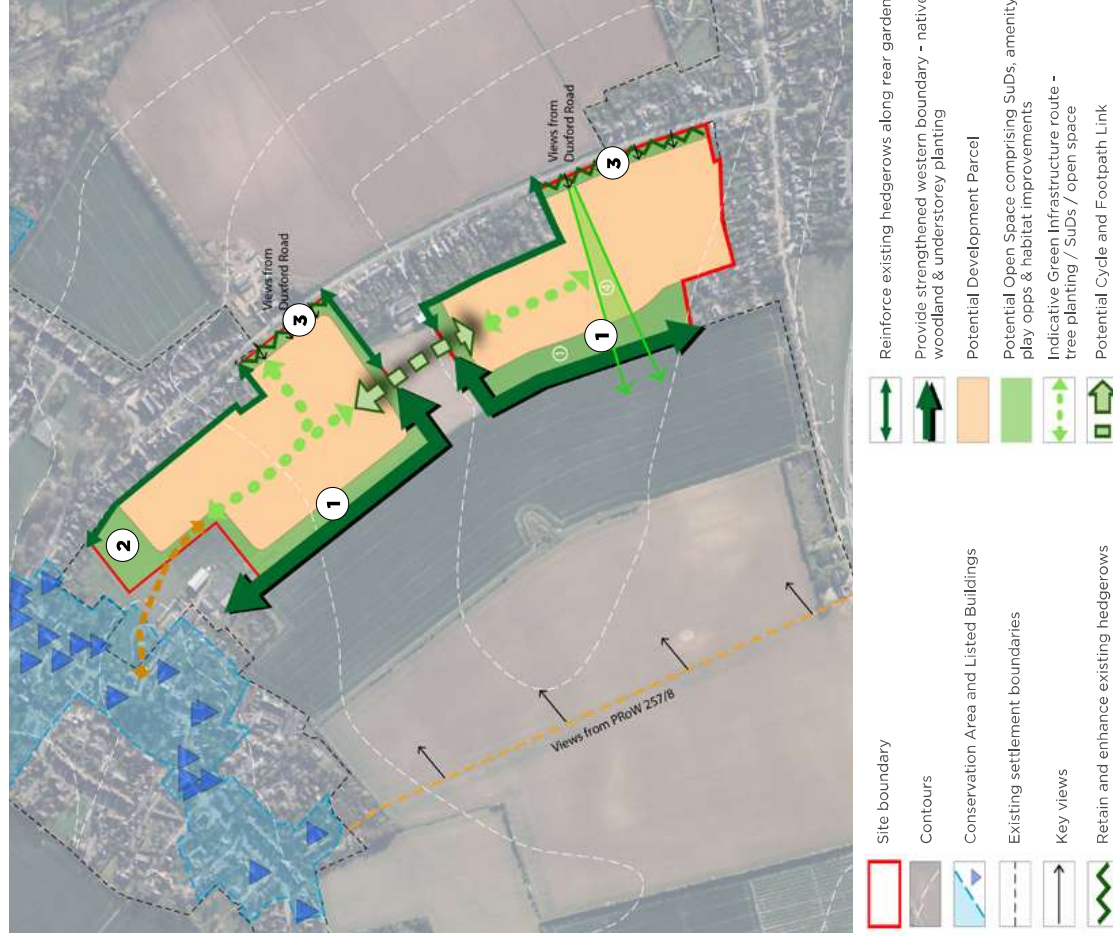
Design Recommendations

A series of design principles have been identified based on the baseline analysis, policy and evidence base.

- Reinforce the western boundaries of the development parcels as robust and defensible Green Belt boundaries with new native tree planting as part of a Site-wide Green Infrastructure strategy;
- Set back built form from the eastern and western edges to allow space for Green Infrastructure and minimise visual impacts;
- Set back development from the northern edge to provide a sensitive offset to Listed Buildings and the Conservation Area;
- As far as possible allowing for access, retain and reinforce existing hedgerows and hedgerow trees along Duxford Road to retain the character of the streetscape;

Landscape - Summary

Overall, while the Site lies within the Green Belt, it is generally well contained, with some visibility from the southwest and an important hedgerow edge along Duxford Road. Where visible, the Site is typically seen alongside existing residential areas, influencing local landscape character. The study recommends strengthening Green Belt boundaries, setting back development edges, protecting heritage sensitivities, enhancing existing hedgerows, and maximising green infrastructure and sustainable transport connections, including links to Whittlesford Parkway.



- ① Buffer to western boundary to minimise visual impact and provide space for habitat links
- ② Buffer to Conservation Area / Listed Buildings in Whittlesford
- ③ Buffer to eastern boundary limit visual effects from Duxford Road

Figure 27: Development Principles Plan - Finc

Highways

KMC Transport Planning Ltd (KMC) have produced an Transport and Access Strategy to support the Site.

A summary of the appraisal is detailed below:

- The proposed development is for the provision of approximately 300-350 residential dwellings on land west of Duxford Road, Whittlesford. The Site comprises of a northern and southern parcel. The Site is located within the South Cambridgeshire Southern Growth Cluster, in proximity to several major business and science parks.
- The Site is situated within comfortable walking and cycling distances to several local facilities and services, including bus stops, a primary school and several retail and leisure facilities. The Site is also situated approximately 800m (equivalent to a 10-minute walk or 3.5-minute cycle-ride) from Whittlesford Parkway Railway Station, which is a well-connected railway station with direct services to London, Cambridge and Norwich.
- Wider transport investment proposals by the GCP in the south Cambridge corridor will improve the connectivity of the Site, including the Whittlesford Station Masterplan, Greenways and CSET.

- Safe and suitable access from Duxford Road for all users can be achieved from the Site.
- The site can deliver a new, 3-4m shared user path along Duxford Road, in accordance with the proposals set out in the LCWIP. There is also scope for this route to be extended upon to Station Road West, which Croudace would be willing to contribute towards
- The proposed development would also be supported by a Travel Plan, which would detail the overarching travel management strategy for the Site.
- In consideration of the above, the Site would be suitable for a residential development of approximately 350 dwellings and should be allocated within the Local Plan.

Highways - Summary

In summary, an access junction for each parcel can be achieved from Duxford Road.

There is an opportunity to upgrade the existing footway(s) along Duxford Road to a shared footway / cycleway in line with the LCWIP recommended improvements. A link to the railway station would further support / underpin the sustainability credentials and the promotion of the Site.

There is also potential to deliver a pedestrian and cycle link to Whittlesford village centre.



Figure 28: Proposed access for the northern parcel

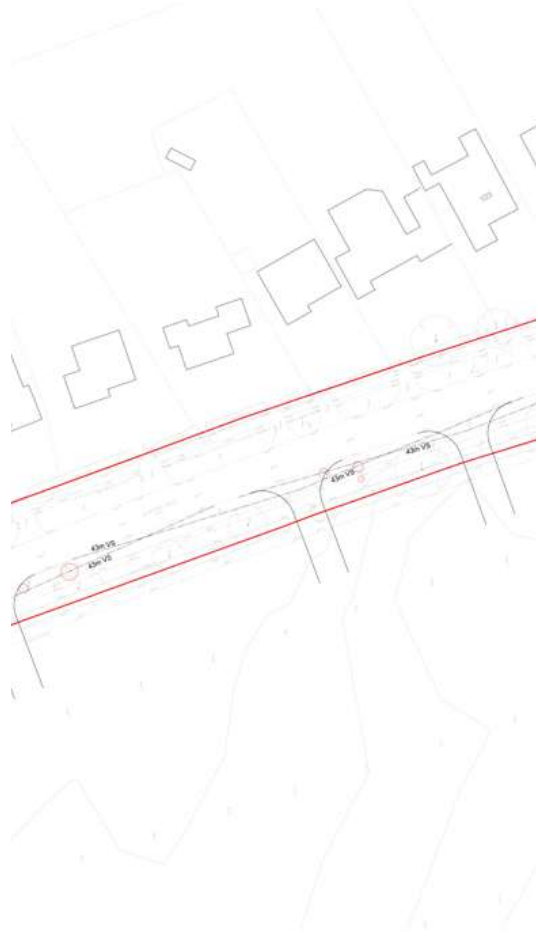


Figure 29: Proposed access for the southern parcel

Heritage

Wardell Armstrong have carried out a Heritage Impact Assessment at Duxford Road, Whittlesford.

Key outcomes of the report are listed below:

- Levels of importance have been ascribed to three heritage assets in the vicinity of the Site. These include four Grade II listed buildings of Sheards House, Cromwell Cottage and the barn, The Shrubberies, and the non-designated heritage asset of Whittlesford Conservation Area.
- Following appraisal the proposed framework plan for new homes, conclusions have been reached that, 'less than substantial harm' has been ascribed to all five heritage assets.
- Under different assessment criteria (DMRB - Highways England 2019), Sheards House, Cromwell Cottage and the barn are judged to have negligible adverse change in the magnitude of impact of the proposed development, resulting in a 'neutral significance of impact'.
- The Shrubberies, which is visible from the northernmost section of the Site, is regarded as having a minor adverse change in the magnitude of impact, resulting in a 'neutral or slight significance of impact'.
- The conservation area has a slight significance of impact as a result of the proposals, which derived from a minor adverse magnitude of impact.

Heritage - Summary

The assessment indicates that, in keeping with the NPPF (DLUHC 2023), the introduction of new homes on the Site will cause less than substantial harm indirectly to the four designated heritage assets and one non-designated heritage asset.

It is considered that this report conforms with all the requirements outlined in policies affecting heritage assets, which comprises Policy NH/14.

Archeology

Wardell Armstrong have carried out an Archaeological Desk-Based Assessment of the Site.

A summary of the appraisal is detailed below:

- Based on the known evidence, the Site has a low potential for Anglo-Saxon, medieval and post-medieval and later finds and features.
- The main archaeological potential, albeit of low to moderate importance, is for Iron Age and Romano-British remains, associated with the archaeological record of the Whittlesford area.
- Previous ground disturbance at the Site is judged to be limited. The Site will have been subject to minimal truncation, which will be associated with its agricultural usage.
- The Site is regarded as having a low importance as a heritage asset, whilst the proposed development is judged to have a moderate adverse magnitude of impact, resulting in only a slight significance of impact.

Archeology - Summary

In summary, there is no evidence to indicate that archeological remains are present within the Site, which would preclude development. Consequently, it is anticipated that no further work would be required within the boundary of the Site at this stage; planning consent could be granted on archaeological grounds in compliance with legislation and planning policy.

Ecology

A UK Habitat Survey has been undertaken for the Site.

The results of the survey are shown below in Figures 30 & 31.



Figure 30: UK Habitat Survey - northern parcel



Figure 31: UK Habitat Survey - southern parcel

Ecology - Summary

The survey results shown in Figures 29 and 30 show the majority of both Site's to be covered by C1C-cereal crops. A section of the northern parcel (towards the northern boundary) is covered by G3C - Other neutral grassland, as well as a small section covering the eastern and southern boundary.

Native and species-rich hedgerows are present on both parcels.

4.2 Considerations

The Considerations Plan opposite shows the main constraints and opportunities of the Site which have been determined through our technical analysis work. These include:

- 1 Opportunity to create two new primary accesses from Duxford Road** to connect both development parcels to the existing fabric of the village, as well as enhance pedestrian connectivity across the Site.
- 2 Opportunity to retain and supplement existing trees and hedgerows** along the boundaries of the Site to help soften the appearance of new built form and to assimilate the new homes into the landscape.
- 3 Consideration to be given to the eastern boundaries of both parcels** where frontage properties on Duxford Road back onto the Site. Great care will be exercised in managing the relationship of the new houses with the rear gardens and western aspect of the existing houses.
- 4 Opportunity to create a green western edge** which sits adjacent to agricultural land immediately west of both parcels of land. This may involve positioning of built form away from this boundary.
- 5 Opportunity to utilise the existing landfall to create sustainable urban drainage systems ('suds')** which work with the contours of the Site and known drainage conditions, to ensure that surface water is managed on Site without increasing flood risk to surrounding areas.
- 6 Opportunity for pedestrian and cycle connections both north and south of the Site via existing footpath and verge along Duxford Road.** This connects the Site in with the existing facilities of Whittlesford including schools and railway (Whittlesford Parkway)

















	Site boundary		Sensitive boundary to residential use
	Potential access		Retain hedgerow
	Public Right of Way (PRoW)		Low risk of surface water flooding
	Green Belt		High risk of surface water flooding
	0.5m contour		Local green space policy
	Grade II* Listed Building		Potential upgraded footpath and cycleway
	Grade II Listed Building		
	Whittlesford Conservation Area (CA)		
	Opportunity to strengthen existing boundary		



Figure 32: Site Considerations Plan

The Masterplan

- 5.1 Existing Site Influences
- 5.2 Masterplan Design Rationale
- 5.3 Concept Masterplan
- 5.4 Approach to Sustainability
- 5.5 Sustainable Housing



5.1 Existing Site Influences

We have identified a series of existing Site features which underpin the proposals. These are:

- Relationship with adjoining properties
- Existing Topography and Landform
- Patterns of Movement
- Relationship with village and Conservation Area / Listed Buildings

Relationship with adjoining properties



Existing Topography and Landform



Patterns of Movement



Relationship with village and Conservation Area / Listed Buildings / Heritage




Figure 33: Existing Site Influences - Relationship with adjoining properties

There are a number of existing properties, including curtilage which back onto the two land parcels and front onto neighbouring highways.

Figure 32 highlights the se properties, and in particular, where boundaries interact with the Site area. Appropriate treatments will be needed to preserve privacy and enhance security along these sensitive edges.



Figure 34: Existing Site Influences - Existing Topography and Landform

The existing woodland and network of hedgerows which surround the Site are a key consideration for future development.

The Site boundaries feature occasional hedgerows with boundary trees, particularly along the western boundaries of both parcels. Figure 33 illustrates the extent of surface water flooding, with parts of parcel 1 falling into the medium to high risk categories towards the northern boundary, although this is minimal and both of the Site's can be considered largely unconstrained.

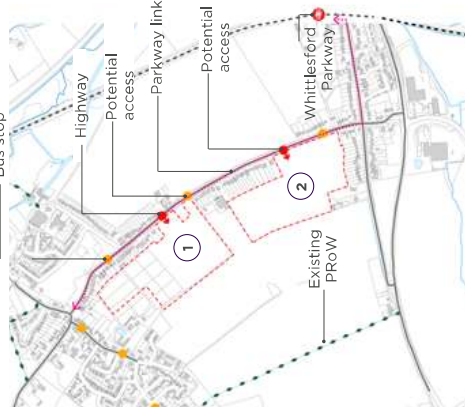


Figure 35: Existing Site Influences - Patterns of Movement

Both land parcels are well located to take advantage of highway and other sustainable connections. This includes two existing points of access located along Duxford Road to the east.

Duxford Road supports footways and a cycleway which connect to Whittlesford village to the north and Whittlesford Parkway Train Station to the south.

Existing PRoW routes are well trodden and there is opportunity to expand this network.

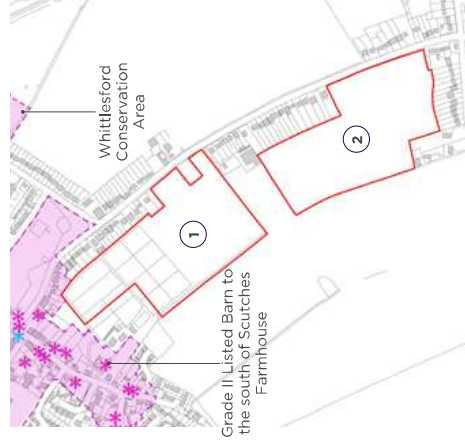


Figure 36: Existing Site Influences - Relationship with village and Conservation Area / Listed Buildings / Heritage

The Site is close to a number of important heritage features which require protection to ensure development does not cause harm.

The Whittlesford Conservation Area borders Parcel 1 to the north. There are several Grade II and one Grade II* Listed Buildings within the Conservation Area.

The Grade II listed 'Barn to the south of Scutches Farmhouse' sits approximately 110m to the north east of Parcel 1. Grade II listed 'Sheads House', sits approximately 77m to the north.

5.2 Design Rationale



Landscape Strategy

Retention of the existing boundary trees / planting, and the creation of enhanced buffers around the edges of the Site, including provision for wetland / SUDs is proposed.

This network of accessible green space will provide a successful transition onto the countryside to the west. A broad green corridor is proposed running east to west through Parcel 2, retaining existing hedgerows where possible with additional tree planting, this will provide a key ecological corridor.











-  Site boundary
-  LEAP
-  Retained and enhanced vegetation
-  Proposed tree
-  Green corridor
-  Location of SUDs
-  Public Open Space (POS)
-  Potential cycle and footpath link

Figure 37: Design Rationale - New / expanded green infrastructure



Mobility Network

A network of formal and informal routes are proposed across each parcel, including two primary mobility corridors which connect onto Duxford Road to the east, with provision for pedestrians and vehicles. Shared surfaces are proposed to serve front doors of all new homes.

A rural leisure route is proposed, providing the new and existing communities with immediate access to green space for dog walking, health and fitness and children's play.








-  Site boundary
-  Access locations
-  Primary highway
-  Secondary highway
-  Tertiary highway
-  Leisure route
-  Potential link between Whittlesford village and Parkway Station



Figure 38: Design Rationale - Mobility Network

5.3 Concept Masterplan

The proposed concept masterplan is informed by the technical analysis and design rationale, and includes the following key features:

- 1 Primary Access** - The access locations are proposed along the eastern boundary of both Parcels 1 and 2, off Duxford Road.
- 2 Natural Drainage Pattern** - SUDs / wildlife ponds are positioned at lower lying parts of the Site, responding to the existing natural pattern of drainage.
- 3 Protecting the Western Edge** - The proposed development areas of both parcels will be stepped back from the western Site boundary, providing a softer transition to the surrounding countryside, and areas of accessible open space for recreation. Parcel 2 incorporates a green corridor running from east to west through the Site.
- 4 Boundary Vegetation** - Boundary vegetation will be retained and enhanced with the exception of the proposed access points where some localised clearance may be necessary.
- 5 Leisure Route** - A leisure route is proposed around the edge of the Site, creating countryside access for residents.
- 6 Active Travel Route** - An active travel route is proposed along the eastern boundary of the Site to connect the proposed development with Whittlesford village and Whittlesford Parkway Station.

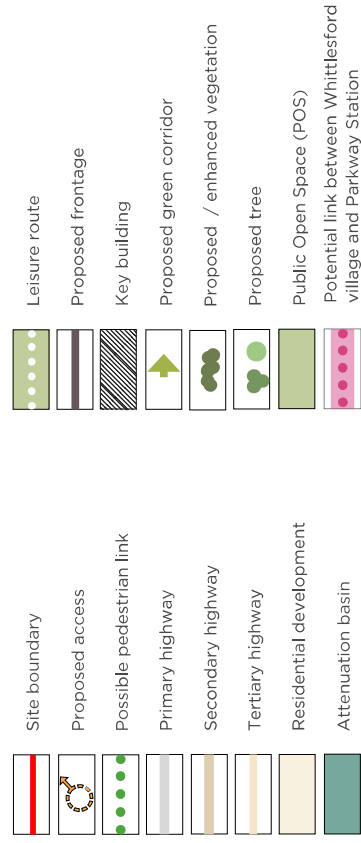


Figure 39: Concept Masterplan



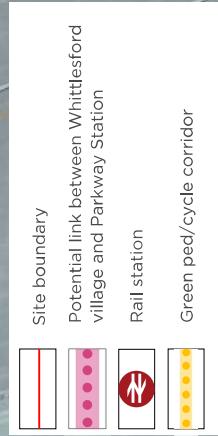


Figure 40: Concept Masterplan - Connectivity

Sustainability

- 6.1 Approach to Sustainability
- 6.2 Sustainable Housing



6.1 Approach to Sustainability

Land at Whittlesford will blend in with its surroundings to create a sustainable and carefully designed village extension. The development will facilitate easy walking and cycling links into Whittlesford and Duxford, together with creating new green spaces for walking, recreation and convivial socialising.

In terms of economic sustainability, the development will provide a range of new homes to meet local need, including market and affordable homes for families. Examples of sustainability measures are illustrated within the following montages.

The development delivers clear environmental benefits, including a designated area for biodiversity net gain.

The masterplan will incorporate a range of design features, including:

1. Air source heat pumps
2. Electric vehicle charging points
3. Low carbon standards to be met
4. Proposed play areas to serve the new and existing communities
5. Integral bird boxes
6. New native woodland planting
7. Sustainable Urban Drainage Systems
8. Hedgerows and boundary planting
9. Flood attenuation basins
10. Public open space for recreation



1 AIR SOURCE HEAT PUMPS



2 VEHICLE CHARGING POINTS



3 LOW CARBON HOMES



4 PLACEMAKING AND PLAY PROVISION



5 BIRD BOXES



6 NATIVE PLANTING



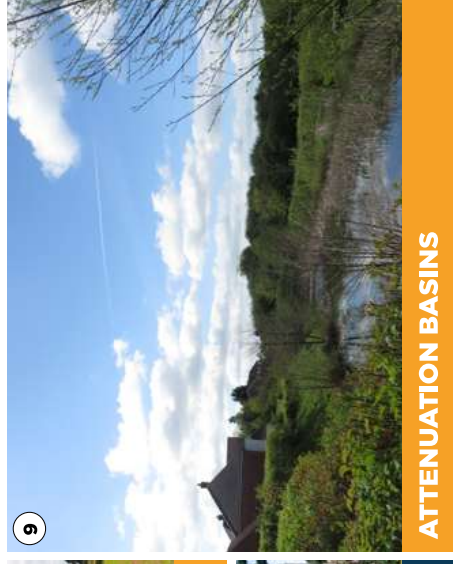
7 LOCAL ECONOMY AND SUPPLY CHAIN



8 HEDGEROW PLANTING



10 RECREATION SPACE



9 ATTENUATION BASINS

Figure 41: Sustainability precedent imagery

6.2 Sustainable Housing

Croudace are committed to delivering new developments and communities that incorporate new low carbon technologies and ideas that help minimise the impact of development on our changing climate and helping home buyers to reduce their energy costs.

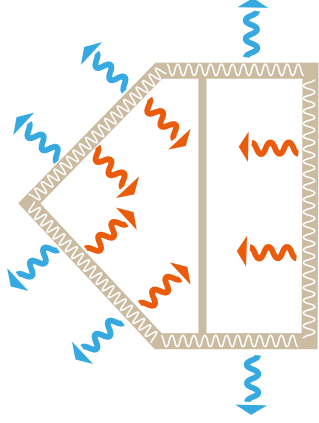
Each home will be sold with an 'B' rated Energy Performance Certificate (EPC).

Homes will incorporate the following design features.



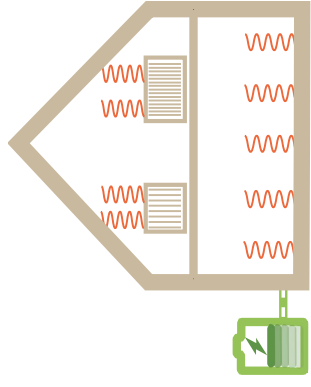
Fully insulated homes

All new homes will be fully insulated, meaning more heating is kept inside, helping to keep pleasant temperatures all year round and reducing carbon dioxide emissions into the atmosphere.



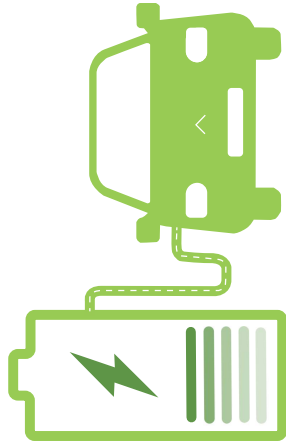
Heat pumps

Homes will be fitted with air source heat pumps. Air source heat pumps are a great source of renewable energy because they use renewable heat from the environment. They can assist in lowering energy bills and are better for the environment by lowering our carbon footprint.



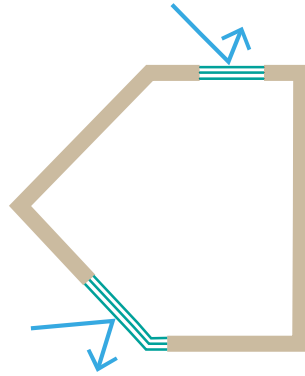
EV charging points

New homes will be fitted with EV electric car charging points.



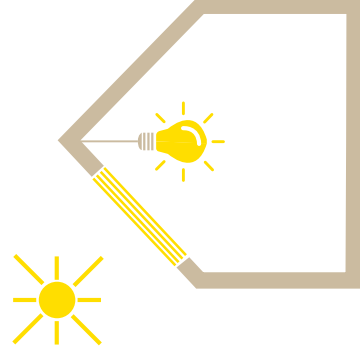
High performance windows

Windows and doors will be fitted with high performance glazing and seals, delivering high thermal performance and reducing external noise transmission into homes.



Integrated solar panels

Solar and photovoltaic panels mounted on the roofs will mean the homes will generate sustainable electricity and hot water.



Energy efficient appliances

Energy and water efficient appliances will be installed reducing energy and water consumption.

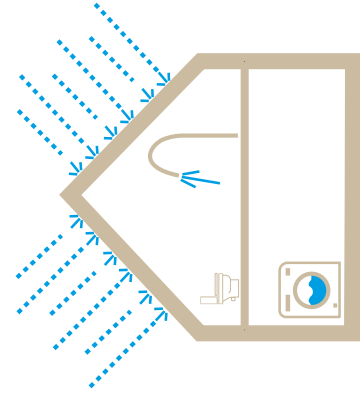


Figure 42: Sustainable housing solutions

Conclusions & Key Benefits

- 7.1 Conclusions
- 7.2 Key Benefits



7.1 Conclusions

This Vision Document has set out the vision, design rationale and concept masterplan for Land West of Duxford Road, Whittlesford.

Through the technical analysis and design works undertaken to date, it is considered that the Site can deliver 300-350 new homes, with approximately 6.60 hectares of public open space and associated biodiversity enhancements.

The masterplan is informed by our understanding of the Site, it's urban and landscape context, creating a layout that is responsive and sensitive to it's surroundings in both scale and form.

The key benefits of the development are summarised as follows:

1. Delivery of 300-350 new homes to meet local identified need, including a policy compliant portion of affordable housing.
2. The retention of the existing mature landscape and provision of approximately 6.60 hectares of new accessible open space.
3. The creation of a high quality development with shared open space with on-site play facilities for use by new and existing residents.
4. Biodiversity Net Gains achieved through the integration of new woodland, hedgerows and meadow grass land habitats on and off-site.
5. A sensitively designed scheme that responds positively to the built heritage of Whittlesford.
6. A well-located and well-connected Site to Whittlesford High Street and Whittlesford Parkway for greater connections into Cambridge, London and Norwich.

7.2 Key Benefits



300-350 high-quality new homes



Policy compliant affordable homes of a mix of types and tenures



6.60 hectares of public open space



On-site play facilities for use by new and existing residents



Biodiversity Net Gains achieved through the integration of new woodland, hedgerows and meadow grass land habitats on and off-site



8-minute walk to Whittlesford Parkway Train Station with frequent services to Cambridge, London, and Norwich



A sensitively designed scheme that responds positively to the built heritage of Whittlesford



Low carbon homes - including air source heat pumps and EV charging



Opportunity to create pedestrian and cycle links into Whittlesford and to Whittlesford Parkway Station

Figure 43: Key benefit infographics

Appendices



Appendices

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