BIDWELLS

LAND SOUTH OF HATTON'S ROAD, LONGSTANTON, HELAA ID: 40518
SITE SUITABILITY REPORT

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Quality Assurance

Site name:	Land south of Hatton's Road, Longstanton
Client name:	The Master (or Keeper) and Fellows of Peterhouse in the University of Cambridge
Type of report:	Site Suitability Report
Prepared by:	Sam Gerry (MRTPI)
Signed	[redacted]
Date	22 September 2026
Reviewed by:	Rob Hopwood (MRTPI)
Signed	[redacted]
Date	23 September 2026

SMARTER PLANNING CHAMPION

1.0 Introduction

1.1 This Site Suitability Report has been prepared by Bidwells on behalf of The Master (or Keeper) and Fellows of Peterhouse in the University of Cambridge ('Peterhouse') as landowners, in response to the Greater Cambridge Local Plan Regulation 19 Consultation (2026). This report has been prepared in relation to Peterhouse's land south of Hatton's Road, Longstanton ('the Site'). The Site (HELAA reference 40518) is being promoted through the Greater Cambridge Local Plan for residential development of approximately 200 dwellings.

1.2 The purpose of this report is to demonstrate that the Site is suitable, available and achievable for development and should be read alongside the following documents also submitted in support of the Submission:

- Representations to the Greater Cambridge Local Plan Regulation 19 Consultation prepared by Bidwells (including Housing Needs and Supply Matters Report); and

1.3 A suite of technical evidence and documents underpins this Report and is submitted in support of the submission. The following documents are located in the respective Appendices:

- Vision Document prepared by Bidwells (**Appendix A);**
- Transport Technical Note prepared by Rovia (**Appendix B**);
- Flood Risk and Drainage Technical Note prepared by Paul Basham Associates (**Appendix C**);
- Landscape and Visual Study prepared by Bidwells (**Appendix D**); and
- Preliminary Ecological Appraisal prepared by Applied Ecology (**Appendix E**).

1.4 The remainder of this report is set out as follows:

- **Section 2 –** Site Context and Promotion History;
- **Section 3** – The Vision;
- **Section 4** – Housing and Economic Land Availability Assessment (2026) Review;
- **Section 5** – Benefits of Allocation & Development and Suggested Policy Wording.

2.0 Site Context and Promotion History

Site Description

2.1 The Site is located immediately west of Longstanton; adjacent to the existing settlement boundary, and lies within the administrative boundary of South Cambridgeshire District Council ('SCDC'). The Site measures approximately 12.4ha and is currently in agricultural use.

2.2 The Site is bound to the east by residential development and to the south by School Lane, with agricultural fields beyond. To the west, the Site is bound by Home Farm Road, with the B1050 beyond. To the north, the Site is bound by Hattons Road.

2.3 There is a substantial landscape buffer along the southern, western and northern boundaries of the Site which provides screening and a sense of enclosure.. A Public Right of Way footpath runs along the Site's eastern boundary (ref 151/1). Allocation and development of the Site would retain the existing alignment of the footpath and opportunities could be explored for its enhancement.

2.4 The Site contains an area of fluvial flood risk (flood zones 2 & 3) (rivers and the sea) along the eastern boundary of the Site. There are also areas of the Site assessed as being at 'high', 'medium' and 'low' risk of surface water flooding (pluvial sources). As discussed in detail below a sequential approach to layout and comprehensive SuDS strategy means there is no flood risk reason not to allocate housing development on the Site.

2.5 The Site is not located within a Conservation Area, nor are there any Listed Buildings on Site or in the immediate proximity of the Site.

Longstanton

2.6 Longstanton is classified as a Group Village within the adopted Local Plan (South Cambridgeshire District Local Plan, 2018) and is proposed as a Group Village within the Regulation 19 version of the Greater Cambridge Local Plan. The emerging Local Plan defines Group Villages as the fourth most sustainable settlement type within the hierarchy and as performing a role in allowing residents to meet some of their day-to-day requirements without having to leave the village.

2.7 Longstanton benefits from a doctor's surgery, post office, Co-op and a primary school. It is also located in close proximity to several existing Minor Rural Centres, including Willingham, Cottenham and Bar Hill.

2.8 Longstanton also benefits from proximity to Northstowe New Town to the east, with pedestrian and cycle connections via footpaths and vehicular access via Rampton Road. Northstowe, owing to its new town status, benefits from a wide range of services and facilities which will continue to expand as development progresses.

2.9 The Site is also located approximately 2km north east of Slate Hall Farm, which is draft allocated within the Regulation 19 Local Plan for a large-scale employment park comprising approximately 220,000sqm of commercial floorspace across B2 and B8 use classes (allocation ref. S/SHF). Slate Hall Farm is currently subject to application ref. 26/02534/OUT, which is seeking consent for up to 230,000sqm of employment floorspace, amenity space, nature park and other associated infrastructure in line with the emerging allocation.

2.10 Longstanton, and the Site, is by virtue of its location positioned in a key arc across the north of Cambridge where the Authority has committed to delivering its growth needs.

2.11 In terms of transport connections, Longstanton Park and Ride is located approximately 1.5km to the north of the site and provides residents with access to a high frequency service between Cambridge and St. Ives. The buses for Routes A, B and D run every seven minutes into Cambridge and every 15 minutes into Huntingdon. The Park and Ride is within easy cycling distance of the Site and would provide residents with access to sustainable modes of transport. Allocation and development of the Site would provide the opportunity to deliver connectivity to the segregated cycleway that runs alongside the guided busway.

Site Promotion History

2.12 The Site has been extensively promoted through the Local Plan process, specifically the emerging Greater Cambridge Local Plan.

2.13 The Site was originally submitted pursuant to the 2019 Call for Sites exercise and representations were subsequently submitted to the Issues & Options Consultation (2020) and the Preferred Options Consultation (2021).

2.14 This Submission builds on previous promotional work undertaken on behalf of Peterhouse and demonstrates its continued suitability, availability and achievability for development.

3.0 The Vision

3.1 Peterhouse has instructed a consultant team to prepare an illustrative scheme for the Site, demonstrating its suitability, deliverability and availability for residential development. This ensures the initial design assumptions are robust and provides the Council with evidence of the Site's deliverability and suitability.

3.2 The vision for the Site is comprehensively detailed within the Vision Document (Appendix A) and accounts for how the Site can successfully deliver residential development of approximately 190 dwellings. The emerging illustrative masterplan is located below:



Figure 1: Framework Masterplan

3.3 The emerging vision for the Site is set out below:

Vision Statement

Land south of Hattons Road will provide a unique and high quality additoin to Longstanton, taking advatage of its well connected location.

The shcme will combine outdoor recreation spaces with a key active travel corridor, delivering an extension to Longstanon that intergrates seamlessly with the existing settlment and provides additionality to the formal and functional open space and recreation provisoin within the village.

The Site will deliver strategic ecological enhancements through the achievement of biodiversity net gain.

3.4 The scheme has been developed utilising three interdependent principles which have informed the emerging vision:

Landscape Led

By prioritising a landscape-led approach, the development will protect and enhance existing vegetation while strengthening ecological networks across the wider landscape. Carefully designed green spaces will deliver recreation, play, and amenity for the community, creating measurable Biodiversity Net Gain and a resilient, nature-rich environment.

Connected & Integrated

The development will weave seamlessly into Longstanton's urban and landscape fabric, strengthening links between the north eastern and central areas of the Village. Through a green gateway, enhanced active travel routes, and thoughtfully placed public amenities, it will foster accessibility, connectivity, and a vibrant, community-focused environment for current and future residents.

Village Gateway

The Site will enhance the gateway into the Village by retaining and reinforcing tree belts, adding footpaths and residential frontages to the village's entrance reflective of Longstanton's local character. The Site will deliver an appropriate development, helping to meet local housing needs early in the Local Plan period and delivering a mix of sustainable homes that support existing and planned community facilities.

3.5 As noted above, the Framework Masterplan has been developed to accommodate approximately 190 dwellings and is supported by a suite of robust technical evidence. A commentary relating to each discipline that has informed design proposals is set out below:

Transport and Highways

3.6 A Transport Technical Note prepared by Rovia is found atAppendix B. The Note demonstrates that the Site represents a sustainable, deliverable and well-connected opportunity for growth, capable of supporting a high-quality residential development of up to 250 dwellings.

3.7 Prepared to inform both the emerging masterplan and the promotion of the Site through the Greater Cambridge Local Plan process, the assessment considers existing transport conditions, accessibility by walking, cycling and public transport, highway safety, site access opportunities and the likely transport impacts arising from development.

3.8 A key conclusion of the work is that the site is exceptionally well placed to support a sustainable pattern of development. Existing residents and future occupiers would benefit from convenient access to Longstanton's schools, healthcare facilities, local shops and community services, while also being closely connected to the extensive employment, educational, retail and leisure opportunities being delivered as part of Northstowe New Town. The site also benefits from strong public transport connectivity, including regular bus services and access to the Cambridgeshire Guided Busway, providing direct links to Cambridge, St Ives and Huntingdon.

3.9 The Report has played a formative role in shaping the emerging vision for the Site. Reflecting the site's sustainable location, the proposals prioritise active travel through the retention and enhancement of the existing Public Right of Way, the introduction of dedicated pedestrian and cycle access points, and a series of off-site improvements including upgraded crossings, widened footways, shared pedestrian and cycle routes, and traffic-calming measures. These interventions have been designed to improve connectivity between the site, the village centre and Northstowe, ensuring that walking and cycling become the most attractive choices for many day-to-day journeys.

3.10 The Report also confirms that suitable access arrangements can be delivered. Vehicular access points are proposed from Hattons Road and School Lane, linked internally by a spine road and designed in accordance with Cambridgeshire highways standards. Initial junction designs demonstrate that the required visibility splays and highway safety standards can be achieved, whilst review of recent collision records identifies no underlying safety concerns on the surrounding network.

3.11 In transportation and highways terms, there is therefore no reason that should preclude allocation of the Site for residential development.

Flood Risk and Drainage

3.12 A Flood Risk and Drainage Technical Note prepared by Paul Basham Associates (PBA) has been prepared and is located in Appendix C. The Note confirms the Site is predominantly located within Flood Zone 1, with only a limited area adjacent to the northeastern boundary watercourse affected by Flood Zones 2 and 3. The Framework Masterplan has been designed to respond appropriately to this constraint by directing built development to areas of lowest flood risk and retaining flood-affected land as green infrastructure and open space. It is confirmed no built form or vulnerable development (namely accesses) are located in areas of flood risk. The assessment concludes that the residual risk of flooding from fluvial, surface water, groundwater and reservoir sources is very low.

3.13 In terms of SuDS strategy, the Site naturally falls towards the northeast where an existing watercourse provides an opportunity for managed surface water discharge. Review of available geological information indicates that infiltration drainage is unlikely to be feasible due to underlying mudstone and clay-rich soils. However, infiltration testing would be undertaken as part of any future application to confirm this.

3.14 The proposed drainage strategy adopts a sustainable attenuation-led approach, incorporating a network of SuDS measures including permeable paving, source-control features and a substantial landscaped detention basin. Surface water runoff would be restricted to an equivalent greenfield discharge rate before being released to the adjacent watercourse, ensuring that development does not increase flood risk elsewhere.

3.15 Indicative locations of SuDS attenuation basins are shown on the Framework Masterplan and have been designed and located to enhance sense of place, creating a central feature throughout the Site which could be multifunctional in purpose.

3.16 Importantly, the strategy has been designed to accommodate the 1 in 100-year storm event with an allowance for climate change, demonstrating that sufficient on-site storage can be provided whilst also contributing to biodiversity, landscape quality and multifunctional open space. The proposed SuDS infrastructure integrates positively with the emerging masterplan and supports the delivery of a high-quality development.

3.17 Overall, the evidence confirms that flood risk and drainage constraints do not prevent development of the site and that a sustainable drainage solution can be successfully delivered to support residential development of the Site.

Landscape

3.18 A Landscape and Visual Study has been prepared by Bidwells and is located in Appendix D. The Study concludes that the Site represents a logical and well-contained location for development which can be accommodated without giving rise to significant adverse landscape effects. The Site lies on the western edge of the village, adjoining the existing built-up area and within a landscape character area defined by open arable farmland, settlement-edge tree belts and dispersed woodland planting. Existing mature vegetation along the site boundaries, including tree belts adjacent to School Lane, Home Farm Road and residential areas of Longstanton, provides substantial visual containment and helps establish a clear transition between the settlement and surrounding countryside.

3.19 The assessment finds that visibility of the Site is generally limited to locations immediately surrounding the site, with longer-distance views largely screened by existing vegetation and the Site's relationship with the established settlement. Whilst some views are available from local roads and Public Rights of Way, particularly along the route that passes through the Site, the study confirms that the development would be experienced as a natural extension of Longstanton rather than an isolated encroachment into the wider countryside. Importantly, key landscape features and views, including views towards All Saints Church, can be retained and incorporated into the masterplan, helping to maintain local identity and wayfinding.

3.20 Further, it is confirmed that development of the Site would not lead to the coalescence of Longstanton with any surrounding settlement and that the historic pattern and defined independence of Longstanton would be upheld and not compromised by residential development.

3.21 The landscape strategy recommends retaining and strengthening existing tree belts, delivering structural planting, integrating public open space and ensuring a sensitive relationship with the settlement edge and nearby heritage assets. These recommendations have been translated into the Framework Masterplan. The Study concludes that while some localised visual effects would occur for users of adjacent roads and the Public Right of Way crossing the site, these effects would be moderated through landscape-led design and green infrastructure.

3.22 Overall, the development would not adversely affect the wider landscape character of the area and would provide opportunities to enhance vegetation cover, strengthen green infrastructure and create an attractive and well-integrated extension to the village. The evidence therefore demonstrates that landscape and visual considerations do not present a constraint to residential development of the site and that a high-quality residential scheme can be successfully accommodated.

Ecology

3.23 A Preliminary Ecological Appraisal (PEA) prepared by Applied Ecology is located in Appendix E. The PEA identifies the Site to contain no environmental designations through notes it is located within a Natural England development impact risk zone. However, it is confirmed that residential development is not one of the size development types considered to represent a threat to local statutory wildlife sites.

3.24 It is identified the Site is dominated by arable land of low biodiversity and ecological value. In terms of fauna the Site is limited by the arable land use that dominates the Site. However, it is considered the Site may support a small assemblage of breeding birds.

3.25 The PEA also sets out further ecological work that would be required to support future development of the Site including Water Vole and Otter surveys, a Bat Activity Survey, Breeding Bird Survey and a visual assessment of trees to assess value for roosting bats.

3.26 Overall, the PEA does not identify any ecological considerations that should preclude allocation and subsequent development of the Site.

Summary

3.27 Peterhouse has carefully considered the potential of the Site to accommodate suitable residential development. The emerging Framework Masterplan has been developed and defined through a collaborative process and informed by a range of technical discipline inputs.

3.28 Proposals for the Site remain at an early stage. Peterhouse confirms that, should the Site be allocated within the emerging Local Plan, it would endeavour to engage with local residents and stakeholders to ensure that proposals best contribute to the longevity of Longstanton.

4.0 Housing and Economic Land Availability Assessment

4.1 The Site was most recently assessed with the Housing and Economic Land Availability Assessment (HELAA) (2026) Update, which forms part of the Regulation 19 Evidence Base.

4.2 This section of the Report sets out consideration against the Council's assessment of the Site informed by the technical evidence and design development undertaken by Peterhouse; providing a revised assessment. This section draws the conclusion that in line with the Council's assessment criteria there remains no technical consideration that should preclude the allocation of the Site for residential development of approximately 190 dwellings.

	HELAA ADDENDUM (2026) RANKING	PETERHOUSE - REGULATION 19 CONSULTATION COMMENTS	REVISED RATING
Suitable			
Adopted Development Plan Policies	Amber	Any policy constraint could be overcome as part of the Planning Application	Amber
Flood Risk Assessment	Amber	Sequential approach to layout of site as shown in the Framework Masterplan along with appropriate mitigation (drainage strategy) could overcome any flood risk concern. See **Appendix C.**	Green
Landscape Assessment	Amber	The accompanying Landscape Visual Study accounts for how development can be appropriately accommodated at the Site in terms of landscape. See **Appendix D.**	Green
Open Space	Green	~	Green
Biodiversity and Geodiversity	Amber	Opportunity to deliver on site BNG as part of any future development proposals enhancing the ecological value of the Site. Submitted PEA confirms there are no biodiversity or	Amber

	HELAA ADDENDUM (2026) RANKING	PETERHOUSE - REGULATION 19 CONSULTATION COMMENTS	REVISED RATING
		ecological constraints that should preclude development.	
Policy	Green	~	Green
Historic Environment Assessment	Amber	Development is not considered to impact on the historic nature of Longstanton and the Listed Buildings located within it. The Site does not contain any designated heritage assets. Design would be supported by heritage consultant input to ensure no harm.	Amber
Archaeology Assessment	Amber	Trial trenching to establish the archaeological value of the Site could take place during the determination of a future application or be secured via an appropriately worded condition.	Amber
Accessibility Assessment	Green	~	Green
Site Access	Amber	Supporting Transport Report prepared by Rovia demonstrates how two safe and suitable accesses to the Site could be achieved to accommodate approximately 190 dwellings.	Green
Transport and Road	Amber	The Site would benefit from locational proximity to the A14 to the south west. The	Green

	HELAA ADDENDUM (2026) RANKING	PETERHOUSE - REGULATION 19 CONSULTATION COMMENTS	REVISED RATING
		submitted Transport Report identifies that 190 dwellings could suitably be accommodated without an unacceptable impact on the highways network.	
Noise, Vibration, Odour and Light Pollution Assessment	Amber	Application proposals would adopt a sequential approach to layout and ensure that necessary mitigation measures are implemented.	Amber
AQMA (Air Quality) Assessment	Green	~	Green
Contaminated Land Assessment	Amber	Potential for contamination due to historic uses noted. Contamination Reports and subsequent remediation scheme would accompany future application and appropriate remediation scheme secured via condition.	Amber
Overall Suitability Score	Amber	Demonstrated above there are no technical considerations that could not be mitigated or should preclude development of the Site.	Green
Available			
	Green	Site remains under agreement with the landowner. Single ownership with intention to develop.	Green
Achievable			

	HELAA ADDENDUM (2026) RANKING	PETERHOUSE - REGULATION 19 CONSULTATION COMMENTS	REVISED RATING
	Green	Viable for residential development	Green

HELAA Assessment Summary

4.3 As detailed above, Peterhouse wishes to establish the Site's continued suitability, availability and achievability for development.

4.4 Notably, it is raised that the Site is not subject to any red assessments in terms of suitability for development by the Council. In accordance with the HELAA methodology, this establishes that there are no environmental or technical considerations where development of the Site would be in fundamental conflict with an adopted Development Plan policy or allocation.

4.5 On the contrary, as set out above, both the Council's assessment and Peterhouse's supplementary response outlines that there are no technical or environmental considerations that should preclude development of the Site for residential development of approximately 190 dwellings.

4.6 We hence advocate the Site represents an opportunity to locate development on a Site free from any overriding technical and environmental constraints and hence should be considered for allocation within the emerging Local Plan.

5.0 Benefits of Allocation and Development

5.1 The previous section of this Report has demonstrated that the Site is suitable, available and achievable for development. This section of the Report builds on this, setting out the benefits and case for allocation and suggested wording for a future policy allocating the Site for development.

National Growth Agenda and Case for Cambridge

5.2 The Labour 2024 Manifesto was underpinned by a commitment to deliver 1.5 million new homes during the administration period (2024–2029). Commitment to this target has been reaffirmed by the introduction of a new Standard Method in 2024 and revisions to the National Planning Policy Framework (NPPF) in 2024 and 2026, with the ambition to create a more pro-growth policy context.

5.3 Central government commitment to housebuilding was further demonstrated through the announcement of £234 million of devolved land and infrastructure grant funding for Mayoral Strategic Authorities, including Cambridgeshire and Peterborough Combined Authority (CPCA).1

5.4 Ongoing commitment to 'supercharge' growth within Cambridge has continued to be a focus of the government. In June 2026, it was announced that £400 million of funding would be made available to fund the creation of the Greater Cambridge Development Corporation (GCDC), established on 23 July 2026. The GCDC is set to deliver an ambitious plan for long-term sustainable growth for Greater Cambridge, coordinating the delivery of infrastructure, investment and strategic developments. Subject to the parliamentary process in Autumn 2026, it is understood that GCDC will assume development management powers in 2027 and plan-making powers at a later date, at present undetermined.

5.5 In due course it is understood GCDC will prepare their own evidence base, identifying a growth target for the region to underpin a future Local Plan for the region. Whilst at present this target is unknown it is anticipated to be an ambitious target that seeks to realise both the national growth agenda for accelerated housing delivery and the ambition to deliver high levels of growth in Cambridge.

5.6 It is also understood Cambridge Growth Company have appointed WSP to undertake a Mass Rapid Transport Study for Cambridge to support the growth of the region.

5.7 In October 2025, the Oxford-Cambridge Growth Corridor Investment Prospectus was published, which again reaffirmed Greater Cambridge's position as an area of high growth. The Cambridgeshire and Peterborough Local Growth Plan (2025) further establishes the commitment to realising national growth targets for Cambridge by identifying the opportunity and need for accelerated growth in Greater Cambridge.

5.8 The Cambridgeshire and Peterborough Combined Authority (CPCA) has also announced its commitment to growth with the Local Growth Plan (2025) seeking to triple the size of the Combined Authority's economy.

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[1] *Further Measures to Support Housebuilding and Infrastructure Delivery*, Baroness Taylor of Stevenage, 23 March 2026. Written statements - Written questions, answers and statements - UK Parliament

5.9 In combination it is apparent that there is a national and regional commitment to the ongoing delivery of housing in Greater Cambridge and a level of growth envisioned that is likely to transcend that currently envisioned by GCSP. We advocate there to be a clear need for enhanced growth and housing delivery within Greater Cambridge across the plan period. This is discussed in further detail within the Representations prepared and submitted by Bidwells on behalf of Peterhouse pursuant to the Regulation 19 Consultation of the Greater Cambridge Local Plan.

Longstanton and the Growth Strategy

5.10 Longstanton occupies one of the most sustainable and strategically advantageous locations for growth in Greater Cambridge. Positioned immediately adjacent to Northstowe New Town, one of the key growth areas in Greater Cambridge and Cambridgeshire as a whole, the village already benefits from access to a growing range of services, facilities, employment opportunities, schools, leisure provision and public transport infrastructure. As Northstowe continues to expand, the relationship between the two settlements will become increasingly interconnected, creating a highly sustainable location capable of supporting additional residential development whilst maximising the benefits of existing and planned investment.

5.11 The Site specifically offers the opportunity to contribute to growth in this important location which, by virtue of its position on the western boundary of Longstanton, will not contribute to coalescence between the two settlements, helping to maintain the identity of Longstanton whilst benefiting from the services and facilities offered in Northstowe.

5.12 The area's exceptional connectivity further strengthens the case for growth. Longstanton benefits from direct access to the strategic highway network via the B1050 and A14, whilst the nearby Cambridgeshire Guided Busway provides rapid and frequent public transport connections to Cambridge, St Ives, Huntingdon, employment areas and key educational destinations. This combination of sustainable transport options and excellent road accessibility significantly reduces reliance on private car travel and aligns closely with national and local planning objectives for directing new development towards accessible and well-connected locations.

5.13 The village also sits at the heart of an increasingly important employment corridor. The continued expansion of Northstowe, alongside major employment destinations including Slate Hall Farm Logistics Park, Cambridge Science Park, the A14 growth corridor and wider employment opportunities across Greater Cambridge, creates substantial demand for additional housing within commuting distance of these locations. Supporting residential growth in Longstanton would help deliver homes close to existing and emerging employment opportunities, reducing travel distances and contributing to a more balanced pattern of development.

5.14 Importantly, Longstanton has already demonstrated its ability to successfully accommodate growth. The settlement has evolved in parallel with Northstowe whilst retaining its distinct identity and character. Development opportunities on the edge of the village represent logical urban extensions capable of integrating with existing neighbourhoods, infrastructure and services without creating isolated or unsustainable patterns of development. Sites adjoining the existing built-up area can utilise established connections, reinforce settlement form and deliver new homes in a manner that complements the planned growth strategy for the wider area.

5.15 In spatial planning terms, Longstanton represents a highly logical location for further housing delivery. It combines proximity to Cambridge, strategic transport connectivity, access to major employment hubs, adjacency to one of the region's principal growth locations and an established service base capable of supporting additional residents. Few villages within Greater Cambridge can offer such a compelling combination of sustainability credentials, growth potential and strategic alignment with the area's long-term development objectives. As such, further residential

development in Longstanton should be viewed as a natural and appropriate continuation of the successful growth already taking place across this part of Greater Cambridge.

Proposed Policy Wording

5.16 In considering the above commentary and accompanying Representations prepared by Bidwells and submitted pursuant to the Regulation 19 consultation of the Greater Cambridge Local Plan, we advocate that the Site should be allocated for residential development to support the sustainable growth of Longstanton and Greater Cambridge across the forthcoming plan period.

5.17 We therefore propose that the Site is allocated for residential development of approximately 190 dwellings. The following wording is suggested:

Policy S/RRA/HR: Land south of Hattons Road, Longstanton

- Site area of 12 hectares
- Capacity for approximately 190 homes

1. Development proposals must demonstrate how they will meet the following requirements:

a) The site should integrate with Longstanton's existing built form and infrastructure through high-quality design;
b) Development must demonstrate it can be safely accommodated in terms of flood risk from all sources;
c) Development proposals shall maintain and where appropriate seek to enhance Public Right of Way Footpath (151/1) which runs through the Site;
d) Vehicular access to and from the Site shall be taken from Hattons Road and School Lane

6.0 Summary

6.1 This Site Suitability Report has been prepared by Bidwells on behalf of Peterhouse to demonstrate the Site as suitable, deliverable and achievable for residential development of approximately 190 dwellings.

6.2 Whilst design development is at an early stage, technical evidence undertaken to date has demonstrated that there is no technical or environmental consideration that should preclude development of the Site.

6.3 Bidwells continues to advocate that the Growth Strategy and Development Strategy remain too conservative and rely too heavily on strategic sites with unrealistic delivery rates. Consequently, as documented in the supporting representations, the Authority needs to consider additional sites in rural areas within and adjacent to sustainable settlements such as Longstanton.

6.4 Longstanton and the Site represent a highly sustainable location which spatially aligns with committed and planned growth within Greater Cambridge, namely Northstowe and Slate Hall Farm.

6.5 We therefore request that the Site be allocated for residential development of approximately 190 dwellings.

APPENDIX A
MASTERPLAN AND VISION DOCUMENT

PLANNING ISSUE, NOT FOR CONSTRUCTION



KEY

- Site Boundary
- Primary Access
- Cycle/Pedestrian Access
- Developable Area
- Development Frontages
- Development Road
- Private Drives
- Greenway
- Informal Footpath
- Play Area
- Conservation Area
- Grade I Listed Building
- Grade II Listed Building
- Existing Public Footpath
- Cycle route
- Bus Stop
- SuDS
- Existing Vegetation
- Proposed Vegetation
- Proposed Trees
- Proposed Open Space
- Flood Zone 2
- Flood Zone 3

Rev.	Date.	Details.
C	21/09/2026	Updated Drainage Strategy & Layout
C	08/09/2026	Updated Drainage Strategy
B	02/09/2026	Updated Shared Driveway
A	03/08/2026	Updated Built Form and Flood Risk

GENERAL
Do not scale from this drawing.
All dimensions to be checked on site.
This plan is to be read with all accompanying documentation.
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PETERHOUSE COLLEGE
Trumpington St, Cambridge
CB2 1RD

BIDWELLS
Masterplanning, Landscape & Assessment
Bidwell House, Trumpington Road, Cambridge, CB2 9LD

HATTON ROAD, LONGSTANTON

FRAMEWORK MASTERPLAN

Bar Scale: NOT TO SCALE
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MASTERPLANNING,
LANDSCAPE AND
ASSESSMENT

BIDWELLS

September 2026

VISION DOCUMENT

LAND SOUTH OF HATTON ROAD LONGSTANTON



Quality Assurance

Site name: Land South of Hatton Road, Longstanton

Client name: Peterhouse College Cambridge

Type of report: Vision Document

Prepared by: Myles Woodruff & Thomas Bacon

Reviewed by: Danielle Percy

Date: September 2026

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01. INTRODUCTION

This Vision Document has been prepared on behalf of Peterhouse College to set out how Land At Hatton Road, Longstanton can sensitively accommodate sustainable, well connected, residential development, respecting the existing built character and identity of Longstanton.

SITE LOCATION

The Site is located on the western edge of Longstanton, South Cambridgeshire, approximately 8 km north-west of Cambridge. Longstanton is a historic settlement recorded in the Domesday Book of 1086 and was home to the influential Hatton family, after whom Hatton Road is named. Today, the village is characterised by its predominantly residential character and historic core, including the churches of All Saints and St Michael.

To the east of Longstanton lies Northstowe, a new town being delivered on the former RAF Oakington Site. As one of Cambridgeshire's principal growth locations, Northstowe will significantly expand the area's population, services and employment opportunities, bringing substantial benefits to neighbouring communities, including Longstanton.

Longstanton benefits from excellent regional connectivity, located immediately north of the A14 and west of the Cambridge–St Ives Guided Busway. Frequent services operate throughout the day, providing direct access to central Cambridge, Cambridge North Station and St Ives. The planned expansion of public transport infrastructure associated with the continued delivery of Northstowe will further enhance connectivity and accessibility, strengthening Longstanton's position within the wider Cambridge travel-to-work area.



Figure 1.1; Site & Northstowe New Town Context

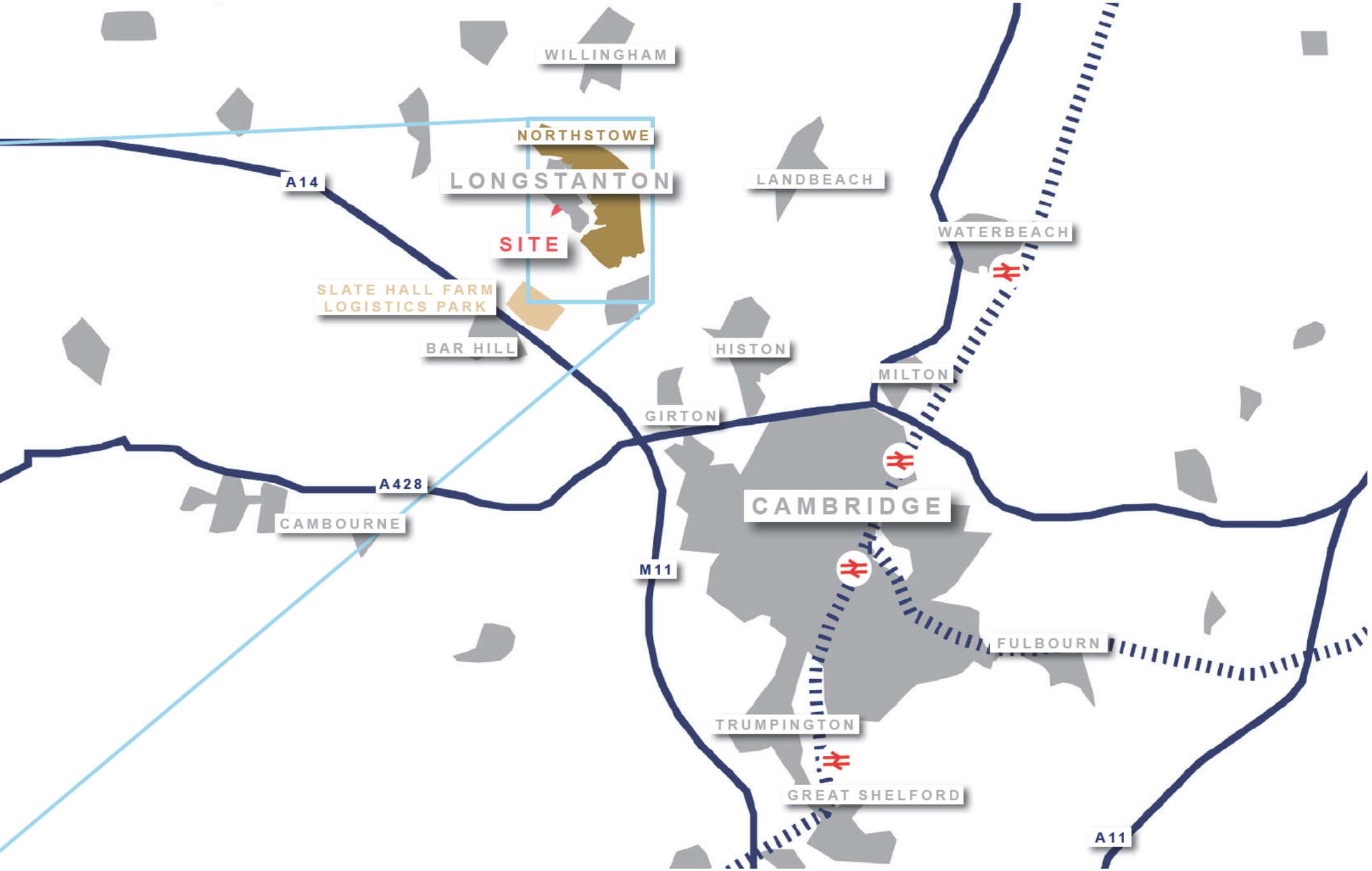


Figure 1.2; Regional Context

REGIONAL CONTEXT

NATIONAL PRIORITIES

'Supercharged growth' in Cambridge remains a priority for the government, heightening the urgency for increasing job creation and housing supply and result in a step-change in the wider policy framework within which the Draft Local Plan must be considered and must respond to. On 23rd August 2024 Matthew Pennycook reaffirmed the Government's commitment to Cambridge stating: '*The economic growth of Cambridge has been a phenomenal success and we should seek to maximise the potential contribution that Greater Cambridge could make to the UK economy.*'

This is in the context of the governments ongoing commitment to deliver 1.5m homes across the country through the incumbent Labour government period (2024 – 2029) backed by a transformed planning policy context through the publication of the NPPF 2026 which as key aims seeks to increase housing delivery across the country.

OX-CAMB REGION

In June 2026 the Cambridge Growth Company was awarded £400m of government funding to established a Development Corporation to deliver '*homes, jobs and opportunity at scale*'. Chancellor Rachel Reeves reaffirmed the commitment to Cambridge in stating '*Greater Cambridge is a powerhouse for regional growth – and we're unlocking its full potential as part of the Oxford-Cambridge Growth Corridor.*'

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY

The Cambridgeshire and Peterborough Combined Authority (CPCA) led by Paul Bristow published in Growth Plan in 2025 where it established the aim to the become the fastest-growing regional economy in the UK. One of the ways such growth will be realised will be through increased housing delivery.

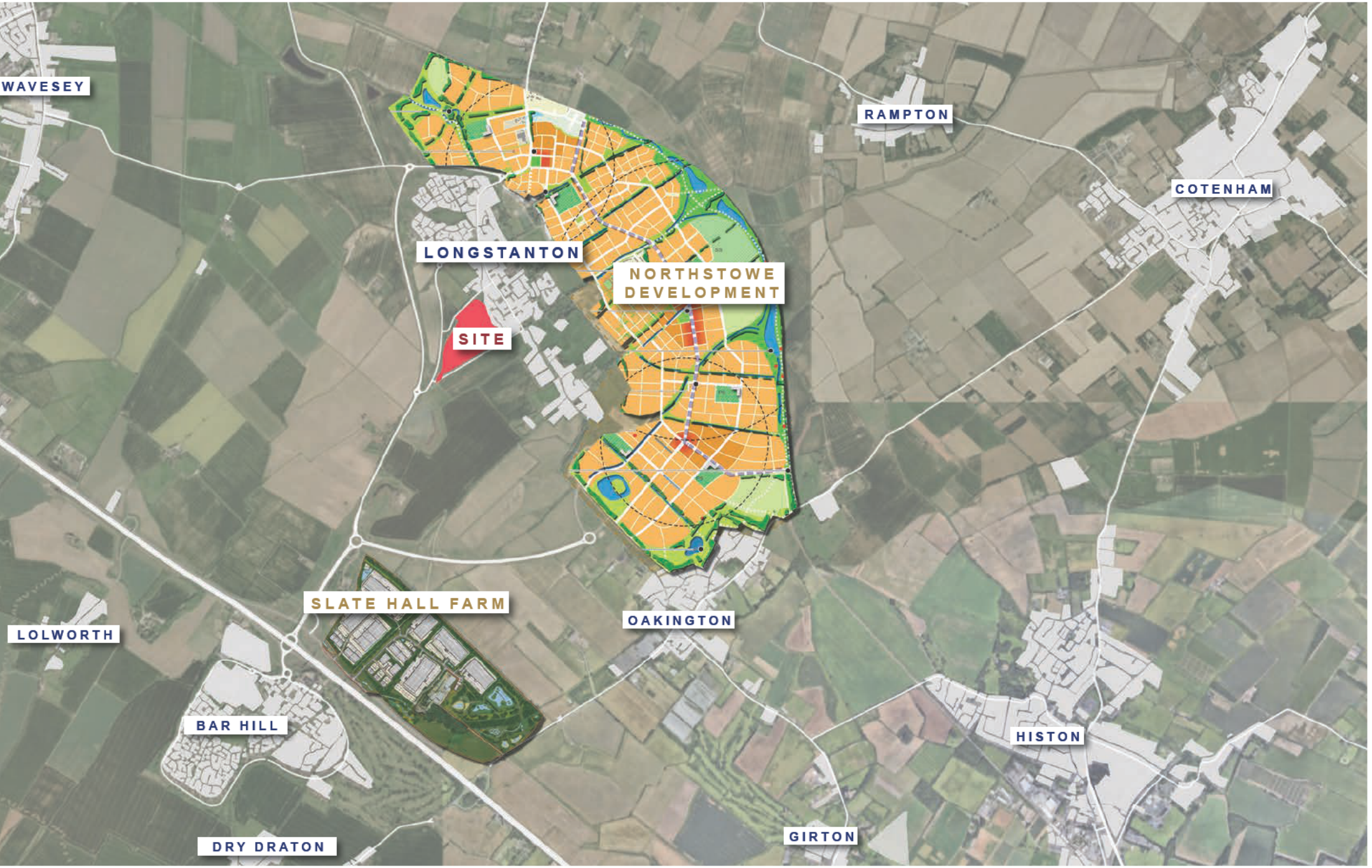
LOCAL AUTHORITY

Greater Cambridge has established commitment to growth to the surrounding are of Longstanton within the emerging Local Plan through the continued support and allocation of Northstowe New Town and land at Slate Hall Farm for industrial and logistics uses.

The Site hence represents the opportunity to locate considerate growth in the immediate context of a key area for the Authority of which there is a strong evidenced desire to direct future growth to.



Figure 1.3; Semi-Local Context


WAVESEY
RAMPTON
COTENHAM
LONGSTANTON
NORTHSTOWE DEVELOPMENT
SITE
SLATE HALL FARM
OAKINGTON
LOLWORTH
BAR HILL
HISTON
DRY DRATON
GIRTON

SITE CONTEXT

The Site is located on the western edge of Longstanton, bounded by School Lane to the south, Home Farm Road to the west, Hattons Road to the north, and existing residential development along Stokes Close to the east.

The Site is currently in agricultural use and is accessed via an existing farm entrance from School Lane. A public footpath also traverses the Site in a north–south direction, close to its eastern boundary, connecting Hattons Road and School Lane.

The Site occupies a highly sustainable location within walking and cycling distance of a wide range of local amenities. Longstanton village centre lies within 1 km and provides access to a GP surgery, dental practice, local convenience stores, Hatton Park Primary School, and areas of public open space. Northstowe is located approximately 1.5–2 km to the east and offers access to additional facilities, including Northstowe Secondary College and the Guided Busway, providing direct links to Cambridge and surrounding settlements.

As Northstowe continues to grow, its emerging local centres will further enhance the range of accessible amenities, including community facilities, shops, cafés, and other local services.

ABOUT PETERHOUSE

Peterhouse is the sole landowner and is committed to working in partnership to deliver a sustainable new residential Site on the edge of Longstanton; one that strengthens the village socially, environmentally, and economically.

As the oldest of the Cambridge colleges, Peterhouse brings over 700 years of experience as a charitable institution focused on long-term stewardship rather than short-term returns. This approach underpins the creation of high-quality, healthy places that respond to local character and community needs at Longstanton.

The College is committed to addressing climate change, aligning its estate strategy with national net zero ambitions and embedding sustainability across its investment activity. Development at Longstanton will be shaped through open and collaborative engagement with the local community, stakeholders, and partners, ensuring a responsible, inclusive, and place-led outcome.



Figure 1.4; Local Infrastructure & Facilities Diagram


N
Guided Bus way Stop
Water Play Area
Pioneer Park
Bug Hunter Waters
The Pathfinder Primary School
Co-op Food Longstanton
Northstowe Western Park
Longstanton Play Area
Northstowe Primary School
Martin Bacon Academy
Hatton Park Primary School
Village Dental Practice
Northstowe Secondary College
Longstanton Branch Surgery
Premier Store
Halcyon Mere
SS
PS

WIDER OPPORTUNITY

The land at Hatton Road presents a unique opportunity to shape a connected and sustainable scheme that enhancing mobility and amenity in Longstanton for existing and future residents.

LOCAL INTER-CONNECTIVITY

1

The Site presents a unique opportunity to improve the permeability and accessibility of Longstanton. Footpath 151/2 runs through the Site and could be enhanced through hard surface paving to improve access for local residents and user experience through landscaping and planting. Currently a grassy track unsuitable for cyclists, the scheme could deliver a shared paved cycle–footway, creating an attractive, traffic-free route, encouraging healthy travel choices.

GREEN COMMUNITY OPEN SPACE OPPORTUNITY

2

There is a drainage ditch that runs along the Eastern edge of the Site and as such this area of the Site falls within flood zone 2 and 3. There is an opportunity to deliver a high quality community open green space with a icomprehensive SuDS strategy that which addresses surface water from the development.

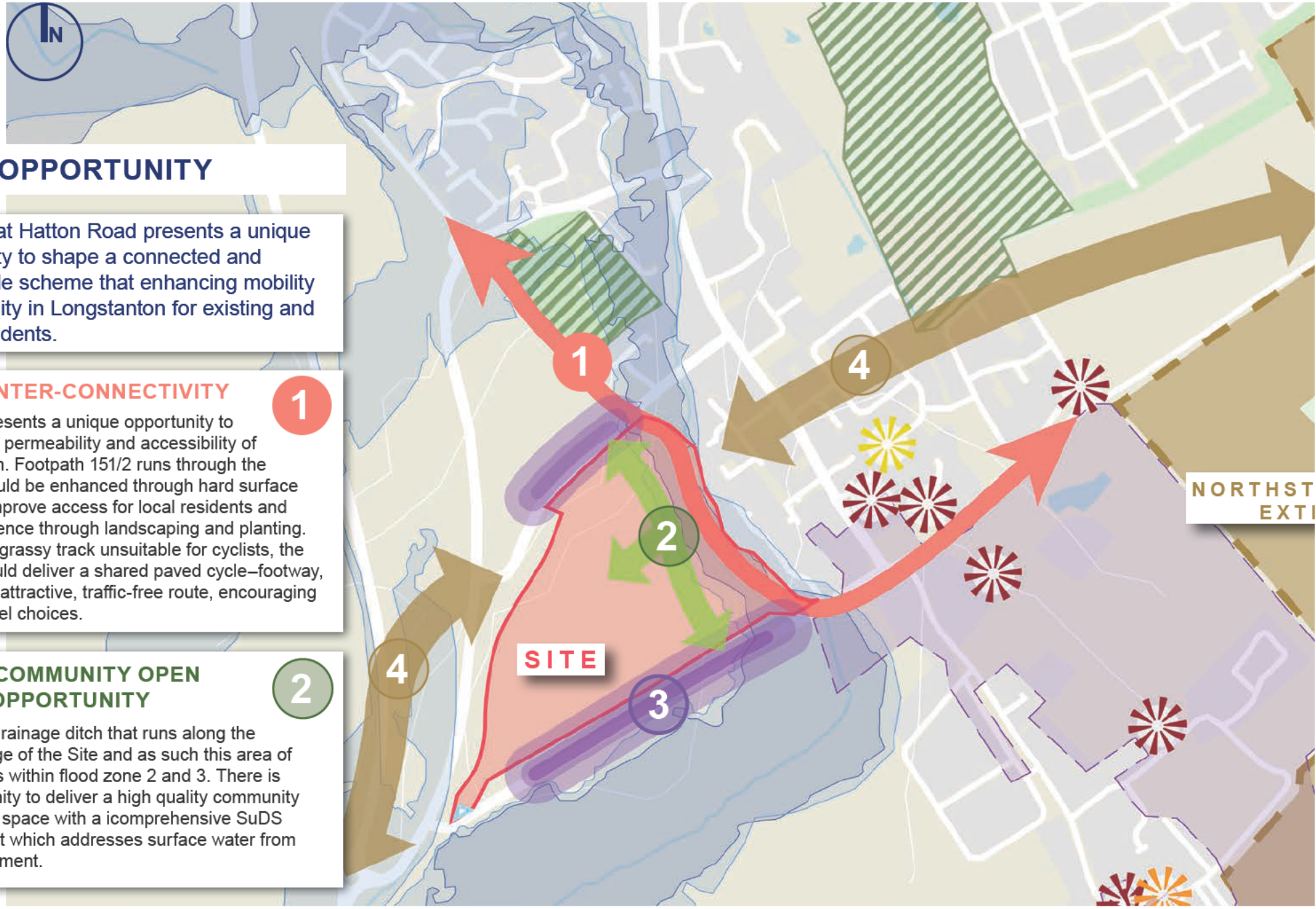


Figure 1.5; Wider Opportunity Diagram



VILLAGE GATEWAY

3

The Site is located on the western edge of Longstanton and is bordered by two of the key routes into the village centre. There is an opportunity to enhance this important gateway by retaining the existing tree belts along Hatton's Road and School Lane, while strengthening them through new footpaths and appropriate landscape planting. Development frontages will overlook these routes and adjoining green spaces, helping to reinforce Longstanton's distinctive village character.

LOCAL DEVELOPMENT

4

The Site is located in one of Cambridge's key growth areas and as such would benefit from enhanced levels of amenities and opportunities as the area develops.

Slate Hall Farm is a major employment-led scheme identified in the Proposed Submission Greater Cambridge Local Plan. The 113.3-hectare Site would provide approximately 220,000 m² of industrial, storage and distribution space, primarily through small and medium-sized units, alongside supporting staff amenities within a landscape-led masterplan, retaining and strengthening existing vegetation and improving walking and cycling connections to Northstowe, Bar Hill and nearby villages.

Northstowe New Town is a strategic growth location west of Longstanton, being developed across approximately 540 hectares to provide around 10,000 homes. Northstowe will deliver significant investment in infrastructure, employment and community facilities, including schools, healthcare, sports provision, a town centre, retail, leisure, large public open spaces and employment areas. These amenities will be within 2 km of the Site, creating a substantial opportunity for future and existing residents. Northstowe's public transport links and extensive walking and cycling network will also improve sustainable access for Longstanton residents. The Site, west of Longstanton, would not contribute to coalescence between the settlements.

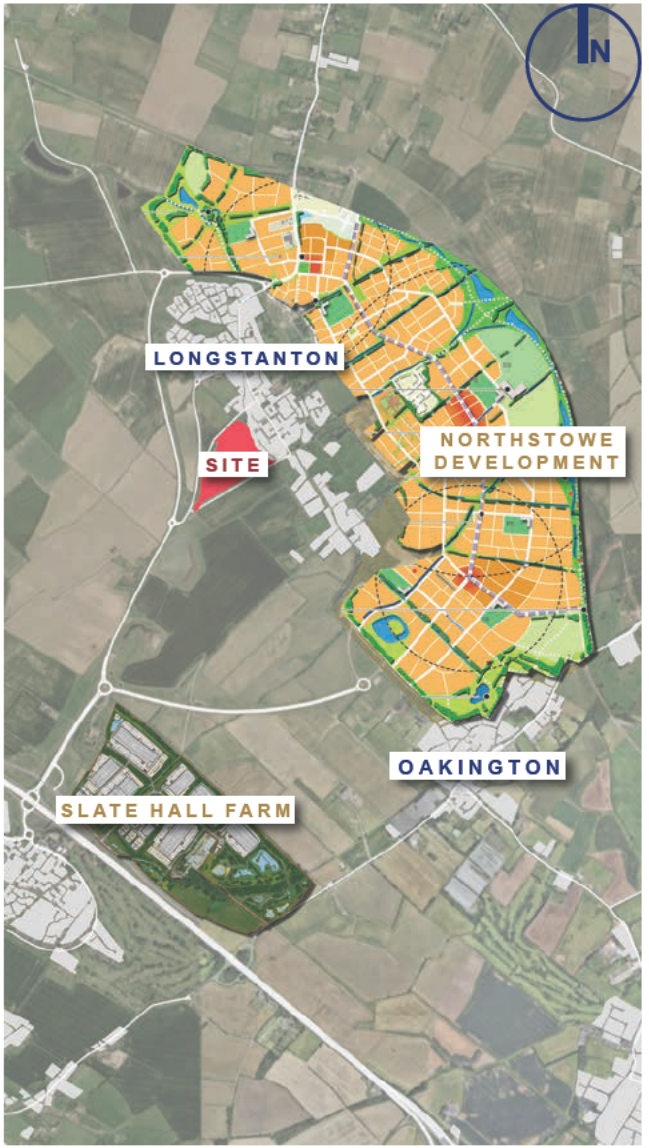


Figure 1.6; Northstowe New Town Context

SITE PHOTOS



Figure 1.7: Viewpoints Map



Figure 1.8; Viewpoint 1 - View looking into the Site from the southwestern corner of Site along School Lane



Figure 1.9; Viewpoint 2 - View from Home Farm Road looking north east across the Site



Figure 1.10; Viewpoint 3 - View from footpath 151/2 lookig west across the Site



Figure 1.11; Viewpoint 4 - View from the south eastern entrance of the Site along School Lane at the intersection of Footpath 151/2



Figure 1.12; Viewpoint 5 - View along Hatton Road, looking south east towards All Saints Church

02. SITE CONTEXT AND ANALYSIS

TOPOGRAPHY

The Site lies on a gently rising topography moving from towards the low lying fens to the north of the Site.

The Site itself is relatively flat existing entirely between 0-10m above sea level.

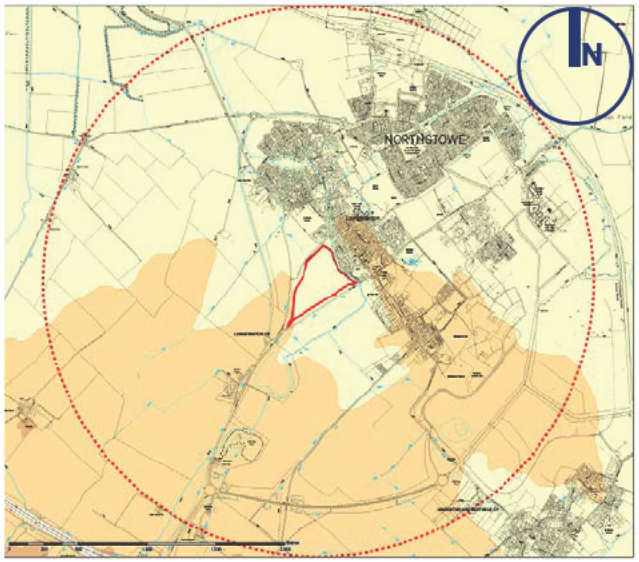


Figure 2.1; Topographic Map

LEGEND

- Site
- 2km Radius
- 0m-10m AoD
- 10m-20m AoD
- 20m-30m AoD

FLOOD RISK

The Site lies partially within an area of flood zone 2 that follows the Landbrook stream that flows through Longstanton, to the north east towards St Ives.

The Site itself is partially in flood zone 2 and has a contain a small area of flood zone 3 along its eastern edge where is borders Longstanton's existing built form. The rest of the Site is in Flood Zone 1.

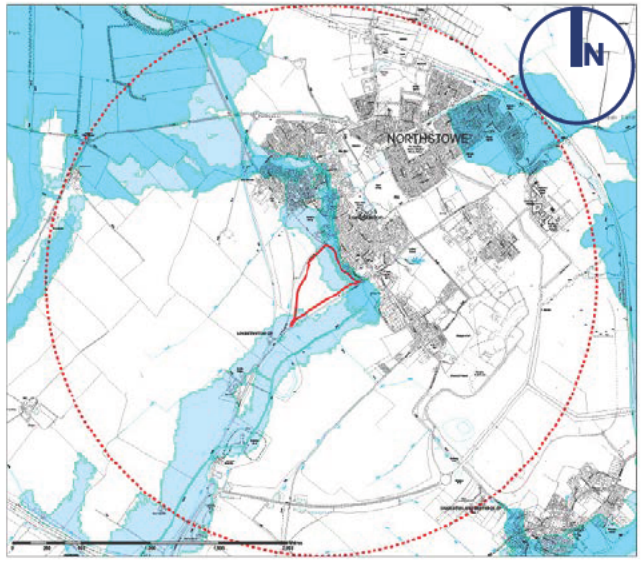


Figure 2.2; Flood Risk Map

LEGEND

- Site
- 2km Radius
- Flood Zone 3
- Flood Zone 2

SIGNIFICANT VEGETATION / HABITAT

There are several areas of significant vegetation/ habitat nearby to the Site. Primary clusters of woodland cover can be found to the south east of the Site and throughout Longstanton village.

The Site also borders woodland cover on its western and southern boundaries separating it from Hattons Road and School lane respectively.

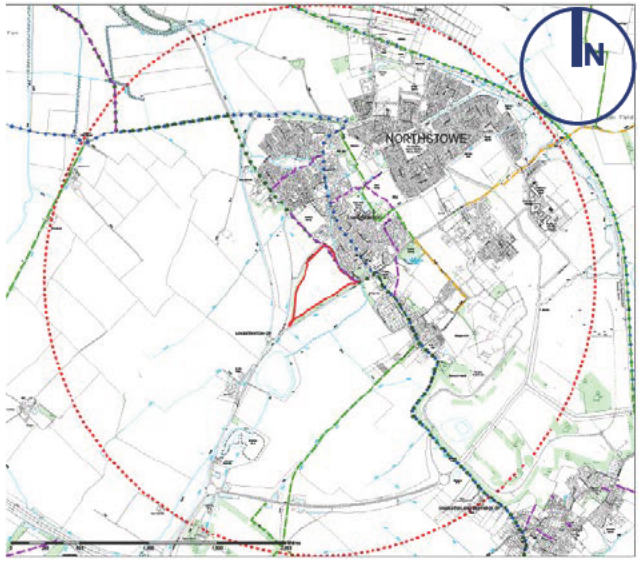


Figure 2.3; Significant Vegetation Map

LEGEND

- Site
- 2km Radius
- Woodland Cover

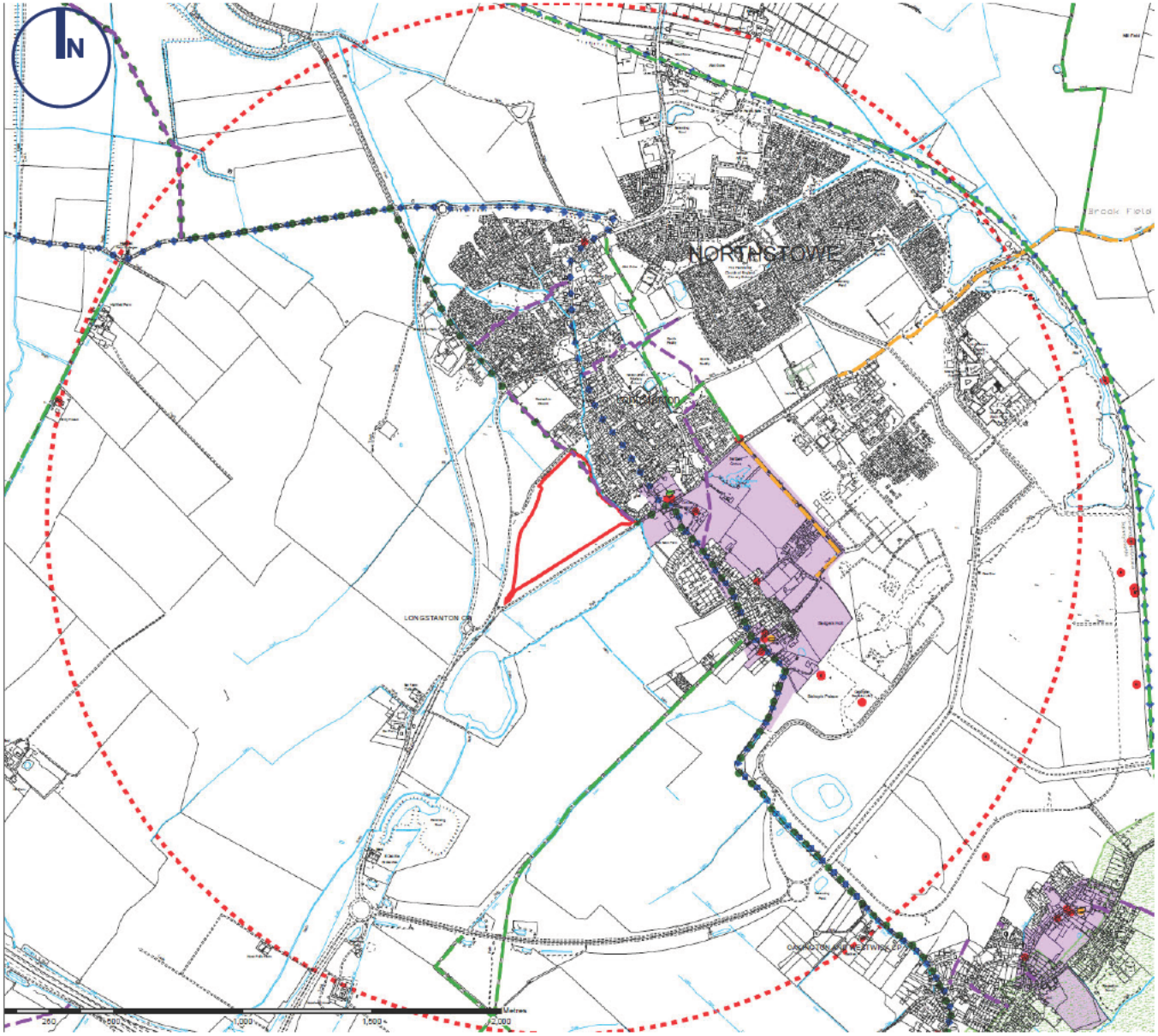


Figure 2.4; Local Designations Map

DESIGNATIONS

There are a number of heritage and recreational designations in close proximity to the Site. Longstanton Conservation Area and several listed buildings are located nearby, predominantly to the south-east, forming an important part of the Site's wider historic context.

The Site is also well connected to the surrounding public rights of way network. Public Footpath 151/2, which serves as a recreational route, runs through the eastern part of the Site broadly parallel to its boundary. The wider area benefits from a range of recreational and active travel routes, including bridleways, byways, National Cycle Network routes and other designated recreational paths, presenting opportunities to enhance connectivity, accessibility and integration with the surrounding landscape.

LEGEND

- Site
- 2km Radius
- Bridleway
- Byway
- Footpath
- Restricted Byway
- Recreational Route
- National Cycleway
- Green Belt
- Conservation Area
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building

03. CHARACTER ANALYSIS

Three key character areas have been identified in Longstanton's existing built form;

LONGSTANTON CORE

- The area includes the setting of All Saints and St Michael's Churches and the wider Conservation Area. These heritage assets contribute to local identity and provide elements that form Longstanton's sense of place, with the church tower acting as a key wayfinding feature.
- Built form is varied, reflecting the village's historic evolution. Development is generally dispersed, with a mix of plot sizes and building typologies, including former agricultural buildings, substantial country houses set within generous plots, and traditional roadside cottages. This creates a diverse townscape, combining an intimate village character around the churches with the wider rural qualities that define the area's setting.



Figure 3.1; Character Areas Graphic

20TH CENTURY CONTINUING DEVELOPMENT

- These areas represent a transitional layer within the settlement, often occupying land between the historic village cores and reflecting successive phases of Longstanton's growth.
- Characterised by a range of 20th-century residential development, they comprise a varied housing mix, including terraced, semi-detached and detached properties. A diverse palette of materials and architectural styles reflects the village's gradual and organic evolution over time. Collectively, these neighbourhoods provide an important bridge between the historic character of the village and more contemporary patterns of development, offering valuable precedents for well-integrated future growth.

21ST CENTURY NORTHERN EXPANSION

- The northern expansion represents Longstanton's most recent growth area, characterised by residential development supported by integrated green infrastructure, public open space and strong walking and cycling connections. Active frontages and a connected movement network contribute to a legible and well-connected neighbourhood structure.
- While this area successfully demonstrates principles of connectivity and landscape integration, its higher densities, reduced setbacks and contemporary architectural language are less reflective of Longstanton's historic character. As a result, the proposed development will take its primary design cues from the historic village core adjoining the Site's eastern edge, drawing on its scale,street pattern and landscape setting to create a sensitive and locally distinctive extension of the village.



Figure 3.2; Longstanton Historic Core



Figure 3.3; 20th Century Urban Extensions



Figure 3.4; 21st Century Northern Expansion

04. DESIGN CONSIDERATIONS

Through the process of a desktop investigation, a number of Opportunities and Constraints have been identified which provide a framework within which the proposed development will be brought forward.

The proposed development presents an opportunity to create a considerate, sustainable, and well designed scheme. It aims to deliver a mix of house types and tenures within a well connected urban setting, while respecting the surrounding landscape. By making efficient use of land, the scheme can generate substantial benefits for the local community, sensitively adding to Longstanton's existing built form character and addressing identified housing needs.

URBAN INFLUENCE

- Influence from the existing built from of Longstanton village with traditional street enclosure and continuous frontages.
- Architectural influence taken from Historic Conservation Area and Listed buildings.
- Organic street layout that follow and respect landscape boundaries.
- Creating a space that is cohesive with Longstanton village and complementary to the village's urban form.

LANDSCAPE INFLUENCE

- Influence from the Bedfordshire and Cambridgeshire Claylands, with a gently undulating lowland plateau, open arable fields, hedgerows and drainage ditches creating a strong rural sense of place.
- Mixed landscape habitats, including scattered woodland, river valley vegetation, wetlands, grassland and species-rich margins, supporting biodiversity and responding to the nearby Beck Brook corridor.
- Landscape-led approach, preserving and reinforcing existing planting, hedgerows, drainage features and historic field boundaries where possible, reflecting the area's clayland character.

LEGEND



Site Boundary
Proposed Vehicle Access
Proposed Pedestrian Access
Connectivity Opportunity
Key View of All Saints Church
Amenity Space
Flood Zone 2
Flood Zone 3
Surface Water flood risk
1 in 100 year event
Conservation Area
Heritage Gateway
Grade I Listed Building
Grade II* Listed Building
Grade II Listed Building
Northstowe Development
Existing Public Footpath
Bridleway
Byway
Cycle route
Bus Stop
Historic Field Boundary
Existing Vegetation
Tree Protection Order



Figure 4.1; Design Considerations Diagram

LAND USES

The Site has remained in agricultural use since at least the 1890s and has likely formed part of Longstanton's productive farmland for considerably longer, reflecting the village's long-established agricultural heritage. Today, the land continues to be actively managed for arable cereal production.

Looking forward, the Site presents a strategic ***opportunity*** to create a well-defined and attractive extension to Longstanton that responds positively to its landscape setting and existing community. Through the careful integration of built form, green infrastructure and public open space, development can establish a distinctive new neighbourhood that enhances local amenity, biodiversity and connectivity.

A key ***opportunity*** lies in the creation of a welcoming green gateway along Public Footpath 151/2, strengthening links between new and existing communities on the western edge of Longstanton. By enhancing active travel connections to the village core, the Site can support healthier lifestyles and improve access to local services, facilities and recreational assets.

The Site also offers a sustainable and logical location for future residential growth. Its contained and clearly defined boundaries provide an ***opportunity*** to accommodate development while protecting the wider agricultural and ecological landscapes beyond. Importantly, development can be planned to maintain the physical and visual separation between Longstanton and Northstowe, preserving the distinct identity and character of both settlements.



Figure 4.2; Historic Map 1955



Figure 4.2; Historic Map 1947

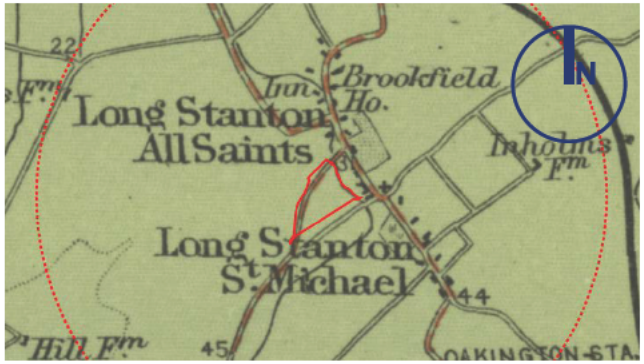


Figure 4.2; Historic Map 1897

HERITAGE

The Site's proximity to the historic core of Longstanton provides an ***opportunity*** to enhance the setting of these historic assets by delivering an improved experience of entry into the village along both Hatton Road and School Lane. The enhanced village gateway will incorporate carefully considered landscaping and urban form that reflects Longstanton's village character and strengthens local identity. This approach will help ensure that the proposed development is well integrated with the existing village and contributes positively to its sense of place.

VEGETATION

The Site benefits from a strong framework of established vegetation, concentrated primarily along its boundaries and contributing positively to local landscape character and ecological connectivity. A mature tree belt follows the drainage corridor along the eastern boundary, forming a prominent landscape feature which will be retained and enhanced. Strengthening this corridor would reinforce the local green infrastructure network, support biodiversity objectives and create a valuable ecological asset within the development.

Established planting along the western and southern boundaries provides a well-defined edge to Hatton's Road and School Lane. There is an ***opportunity*** to enhance these landscape buffers through additional native planting, helping to strengthen their screening function, reinforce local distinctiveness and retain the rural character that defines these approaches to the village.

Historic mapping indicates the presence of former field boundaries across the Site, although these features are no longer evident on the ground. Their reinstatement through new hedgerow planting presents an ***opportunity*** to reconnect the Site with its historic landscape structure, creating a robust green framework that reflects local character while improving habitat connectivity. This approach would help integrate new development seamlessly into the surrounding landscape and contribute to a stronger network of ecological corridors.



Figure 4.3; Topography and Vegetation Diagram

TOPOGRAPHY

The Site's topography is characterised by a gentle fall from approximately 10m Above Ordnance Datum (AOD) in the south-east to around 8m AOD along its north-western edge. While subtle, this change in level provides an important framework for the design of the development, informing the placement of sustainable drainage features, landscape structure and planting strategy.

The natural landform presents an ***opportunity*** to integrate SuDS within a coordinated green infrastructure network, delivering both drainage and biodiversity benefits while contributing to the Site's overall character. Landscape proposals can respond to the Site's topography through the strategic placement of planting and open space, helping to soften views from the village core and the wider open countryside to the west.

LEGEND

- Site Boundary
- Topography contour lines
- Existing Vegetation
- Tree Protection Order

TECHNICAL WORK UNDERTAKEN

TRANSPORT

Rovia has been retained by Peterhouse College Cambridge to provide initial transport advice in support of the promotion of the Site. This Transport Strategy Note sets out the existing transport conditions, the proposed access and active travel strategy, and an initial assessment of trip generation and potential highway impacts.

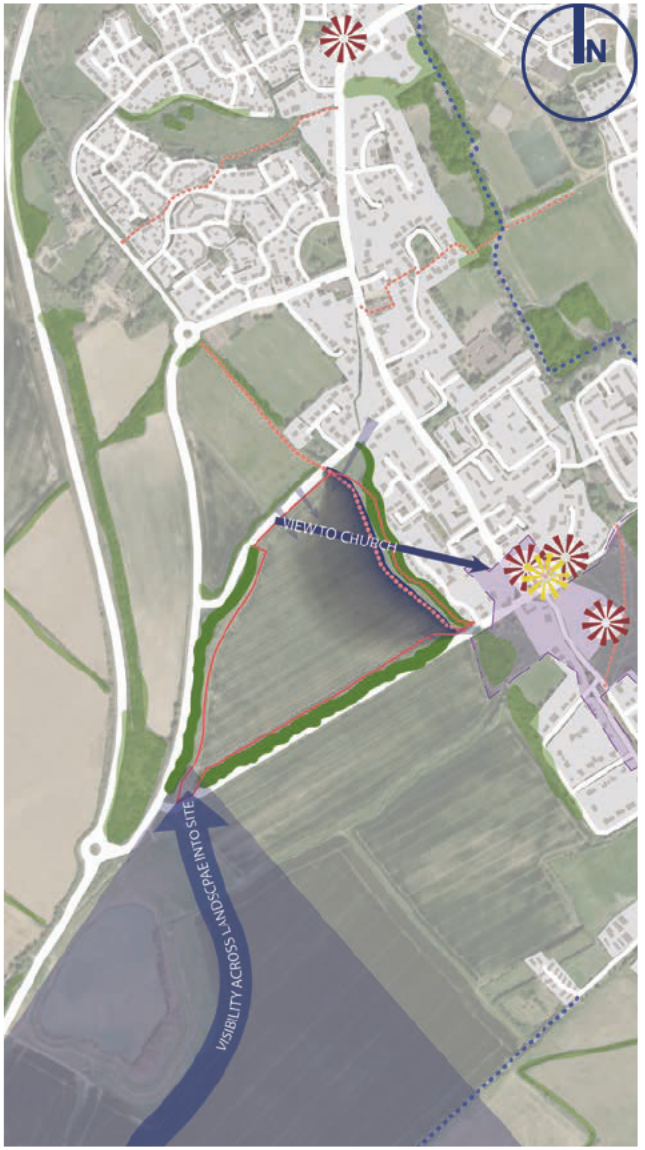
Active travel is central to the proposed development strategy. The existing Public Right of Way along the eastern boundary will be retained and enhanced, and new and improved pedestrian and cycle routes are proposed along Hattons Road and School Lane, connecting the Site with the High Street and providing onward access to Northstowe and the Cambridgeshire Guided Busway. Two dedicated active travel access points, positioned closer to the village than the proposed vehicle accesses, will encourage walking and cycling as the preferred mode of travel.

LANDSCAPE

The Landscape and Visual Assessment, carried out by Bidwells, concludes that development of the site would result in a localised change to landscape character and visual amenity, primarily where clear views of the site are available and where existing agricultural land would be replaced by new housing. The most noticeable effects would be experienced from Public Right of Way 151/1 crossing the site and from sections of Hattons Road.

However, the site is located adjacent to the existing settlement edge and would be experienced within the context of established built development, which reduces the perceived scale of change from many viewpoints. The proposed development incorporates significant areas of public open space, structural landscape planting and new vegetation, helping to integrate the scheme into its surroundings, reinforce existing landscape features and enhance green infrastructure.

Overall, while some localised visual effects are anticipated, these can be effectively mitigated through a landscape-led design approach. The assessment concludes that the wider landscape character would remain unaffected and that there are no significant landscape constraints to development, with opportunities to deliver a well-integrated and attractive extension to the settlement.

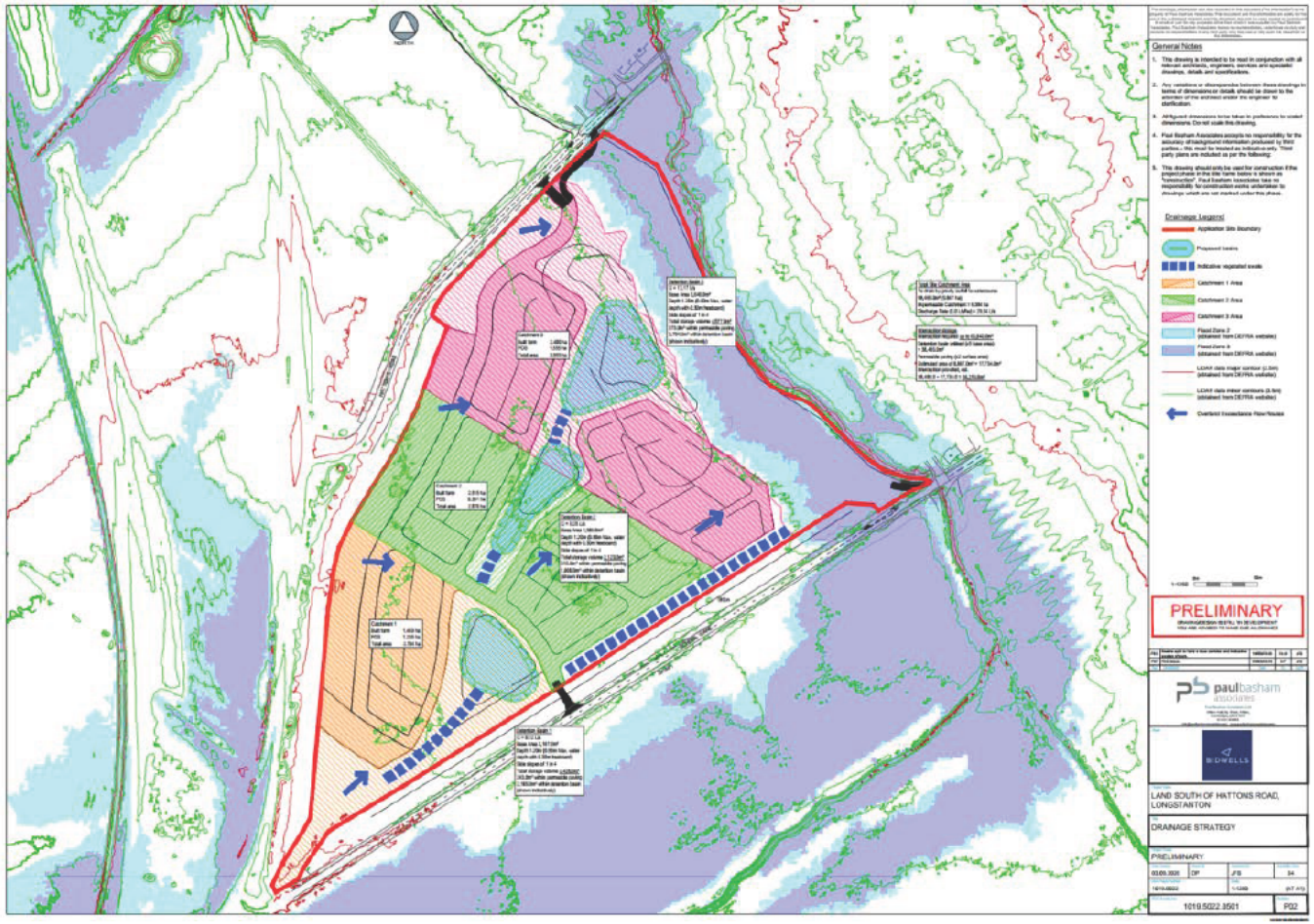


FLOOD RISK & DRAINAGE

The Technical Note was prepared by Paul Basham Associates to inform the Vision Statement and masterplan for Land South of Hattons Road. It considers flood risk, surface water management and foul drainage requirements for the development.

Most of the Site lies within Flood Zone 1, with Flood Zones 2 and 3 limited to the north-eastern boundary beside the existing watercourse. Development will be positioned within the lowest-risk areas, resulting in a very low residual risk of fluvial and surface water flooding.

The underlying mudstone geology makes infiltration drainage unlikely to be viable. Surface water would instead be managed through permeable paving and landscaped detention basins, before controlled discharge to the boundary watercourse. This creates opportunities for drainage infrastructure to support biodiversity, amenity and placemaking.



05. OUR VISION

Land South of Hatton Road, Longstanton presents a unique opportunity to create a high-quality addition Longstanton within a well connected setting. The scheme will combine outdoor recreation spaces with a key active travel corridor, delivering a sustainable residential development that integrates seamlessly with Longstanton's existing built form and character. This approach will encourage connections with the existing community while offering significant opportunities for Biodiversity Net Gain. Our vision aims to implement strategic ecological enhancements that contribute to a wider biodiversity strategy.

LANDSCAPE LED DESIGN

A landscape-led approach underpins the development, ensuring existing vegetation and natural features are protected and enhanced while reinforcing ecological connectivity across the wider landscape. Thoughtfully designed green spaces will provide meaningful opportunities for recreation, play, and amenity, fostering a strong sense of community while delivering measurable Biodiversity Net Gain and establishing a resilient, nature-rich environment for future generations.

CONNECTED & INTEGRATED

The development will weave seamlessly into Longstanton's urban and landscape fabric, strengthening connections between the north-eastern and central areas of the village. A distinctive green gateway, enhanced active travel routes, and thoughtfully placed public amenities will together foster accessibility, connectivity, and a vibrant, community-focused environment for current and future residents.

GATEWAY & LOCAL CHARACTER

The Site will enhance the village gateway by retaining and reinforcing existing tree belts, and introducing footpaths and residential frontages that reflect Longstanton's local character. The development will deliver much-needed homes early in the Local Plan period, providing an appropriate mix of sustainable housing that supports existing and planned community and employment facilities.



06. FRAMEWORK MASTERPLAN

Following a detailed desktop investigation, a number of constraints and opportunities were identified, which have underpinned the creation of the Framework Masterplan. This plan is inherently landscape-led, designed to respond sensitively to the existing Site characteristics and Longstanton's surrounding context.

The Site offers the opportunity to deliver a high-quality, sustainable development of approximately 190 new homes. Development parcels reference Longstanton's existing built form, with semi-regular block shapes and outward-facing frontages creating a complementary addition to the village. The Site's built form will be informed by the village's wider identity and sense of place, reflecting key architectural and vernacular details and materials, while aligning with existing densities and the Site's aspirational position as a key gateway and landscape edge of Longstanton. This approach is illustrated through two distinct character zones. The development will also provide homes that support growing employment areas in proximity to Longstanton.

The Masterplan prioritises the creation of 6.33ha of high-quality, publicly accessible, overlooked green space, with thoughtful integration of landscaping and planting throughout. An opportunity for play space has been identified in a safe and accessible location.

Footpath 151/2 will be enhanced through increased planting, landscaping, and paving, delivering improved ecological benefits and a more accessible movement corridor. The Site will also provide pedestrian and cycle routes along School Lane and Hatton Road, encouraging active travel and healthier lifestyle choices.

Locations have been identified for preliminary SuDS features across the Site, thoughtfully integrated into green open spaces to create a multifunctional green break through the development. This establishes a clear ecological corridor linking to Longstanton's existing high-quality green edge, supported by the retention of boundary vegetation and key woodland boundaries to provide structure and variety.

Key landmark features, including wayfinding heritage markers and trees, will aid navigation and create visual links with other green infrastructure areas across the Site. Rough grassland and wildflower planting, with trees along the Site's extremities, will preserve key view corridors.

Collectively, these multifunctional green spaces will connect opportunities for play, recreation, and everyday movement across the development, ensuring routes are safe, coherent, and well integrated into the wider open space framework. This will be complemented by the retention of existing hedgerows where possible, and the potential for aquatic and marginal planting around SuDS features.

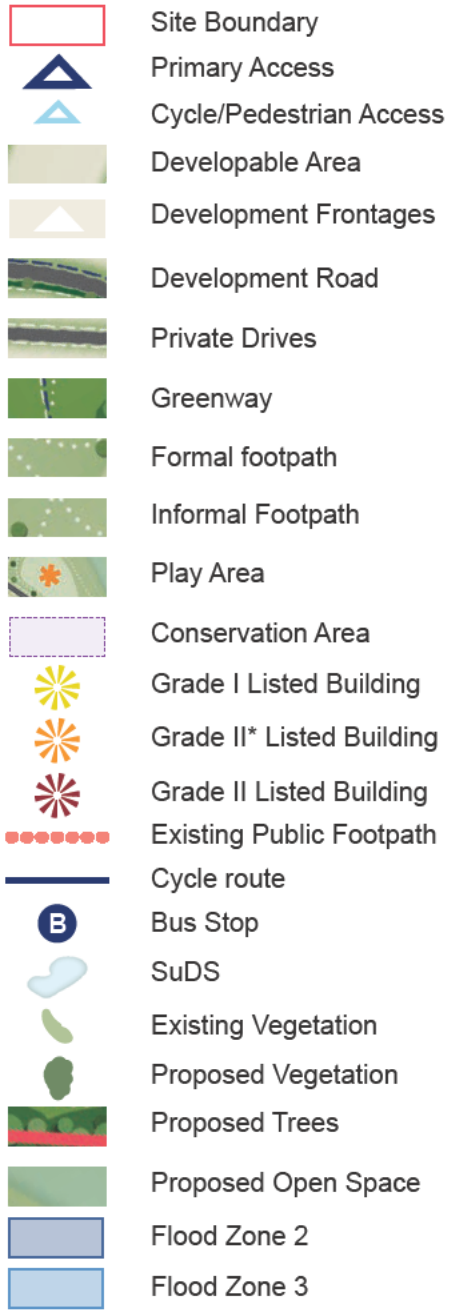




Figure 6.1: Strategic Master Plan

GREEN SPACE CHARACTER

CLAYLANDS

The Site lies within the Bedfordshire and Cambridgeshire Claylands National Character Area, a predominantly agricultural landscape characterised by gently undulating clay vales, broad arable fields, dispersed settlements and a strong network of hedgerows, woodlands and watercourses. The area has a predominately rural character, sense of enclosure, historic field patterns and the contrast between open farmland and more intimate wooded landscapes.

This landscape context has informed the design of the framework plan, with areas of planting and green infrastructure reflecting characteristic Claylands landscape features. These include species-rich grassland, native hedgerows, broadleaved woodland planting and wetland features associated with sustainable drainage strategy. Together, these elements seek to reinforce local landscape character, enhance biodiversity and create a strong sense of place.



Figure 6.2 Bedfordshire and Cambridgeshire Claylands NCA Images



Figure 6.3; Green and Blue Infrastructure Map



Figure 6.4; Green Infrastructure & Open Space Precedent Imagery

BUILT FORM CHARACTER

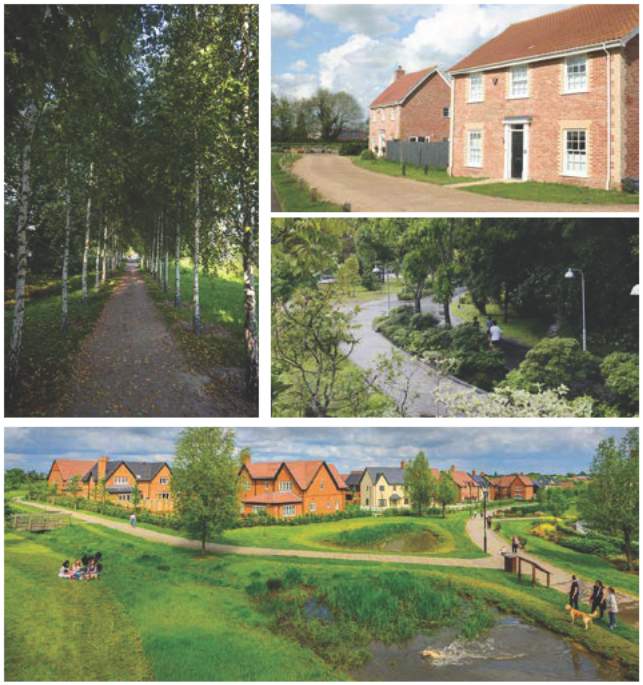


Figure 6.5; Clayland Walk Character Area Imagery



Figure 6.6; Character Area Masterplan



Figure 6.7; Broadleaf Lane Character Area Imagery

CLAYLAND WALK

- The Site's 'Clayland Walk' character area will occupy the north-western parcel of the Site. Defined by variable, scattered woodland cover, regular headgerows and more open views across the development and public green spaces, this landscape will inform both the built form and surrounding green space.
- To reflect a considered approach to existing boundaries and preserve key vistas through the development, this character area will be carefully aligned with existing landscape features, like the treebelt running along Hattons Lane. This approach creates opportunities for natural surveillance over adjacent play features, and can be complemented by varied building setbacks and integrated planting to reinforce landscape quality.
- Adjacent landscaping will draw on native species throughout, creating rich grassland interspersed with wildflower planting and scattered woodland patches.

BROADLEAF LANE

- The 'Broadleaf Lane' character area will provide a sensitive transition between the eastern development parcel and the existing built form to the south-east. Its design will respond to School Lane, Stokes Close and the adjoining open spaces, creating a locally distinctive extension to Longstanton.

  Higher-density development will support community interaction, while tree-lined streets and architectural details influenced by the historic centre will reinforce local identity. Within the open space, native trees and shrubs will form a varied landscape framework alongside multifunctional swales and SuDS features.

BIDWELLS

Bidwell House,
Trumpington Road,
Cambridge
CB2 9LD

Bidwells is a trading name of Bidwells LLP,
a limited liability partnership, registered in
England and Wales with number OC344553.

APPENDIX B
TRANSPORT TECHNICAL NOTE

Land at Hattons Road, Longstanton

Transport Strategy Note

September 2026
260229/N01

Executive Summary

1. Rovia has been appointed by Peterhouse College Cambridge to provide initial transport advice in support of the promotion of Land at Hattons Road, Longstanton (the 'Site') in the emerging Greater Cambridge Local Plan. The Site is located to the west of Longstanton and is proposed for residential development of up to 250 dwellings. This Transport Strategy Note sets out the existing transport conditions, the proposed access and active travel strategy, and an initial assessment of trip generation and potential highway impacts.

2. The Site is well positioned in relation to local facilities within Longstanton, including a primary school, nursery, GP surgery, dentist, post office and food retail, many of which are accessible on foot. It also benefits from its proximity to Northstowe New Town, a strategic growth location that will deliver around 10,000 new homes alongside a wide range of community, retail, education and leisure facilities.

3. Active travel is central to the Proposed Development strategy. The existing Public Right of Way (PRoW) along the eastern boundary will be retained and enhanced, and new and improved pedestrian and cycle routes are proposed along Hattons Road and School Lane, connecting the Site with the High Street and providing onward access to Northstowe and the Cambridgeshire Guided Busway. Two dedicated active travel access points, positioned closer to the village than the proposed vehicle accesses, will encourage walking and cycling as the preferred mode of travel.

4. The Site is well served by public transport, with Bus Route 5 connecting the village with Cambridge City Centre (via Bar Hill) and the Longstanton Park & Ride (via Northstowe), with the Park & Ride providing access to frequent Guided Busway services to Cambridge, St Ives and Huntingdon. Two vehicle accesses are proposed via Hattons Road and School Lane, each designed as a priority junction with appropriate visibility splays for the 40mph speed limits. An initial review of Personal Injury Collision data (2021–2026) identified no collision clusters in the vicinity of the Site.

5. Initial trip generation modelling using the TRICS database indicates that the proposed development of 250 dwellings could generate approximately 144 two-way vehicle movements in the AM peak hour and 121 in the PM peak hour. A more detailed Transport Assessment will be prepared to support a future planning application, with the scope to be agreed with Cambridgeshire County Council Highways.

6. In summary, Land at Hattons Road, Longstanton represents a sustainable and deliverable location for residential development. There are no transport-related constraints that would prevent the Site from coming forward, and the proposed access and active travel strategy provides a strong basis for its allocation in the South Cambridgeshire Local Plan.

Introduction

7. Rovia has been retained by Peterhouse College Cambridge to provide initial transport advice regarding a proposed residential development at Land at Hattons Road, Longstanton (the 'Site'). The Site is currently open land, and it is proposed to promote this for a development of up to 250 residential dwellings.

8. The Site is located within the administrative area of South Cambridgeshire District Council and it is proposed that this form an allocation within the emerging Greater Cambridge Local Plan. The local highway authority is Cambridgeshire County Council.

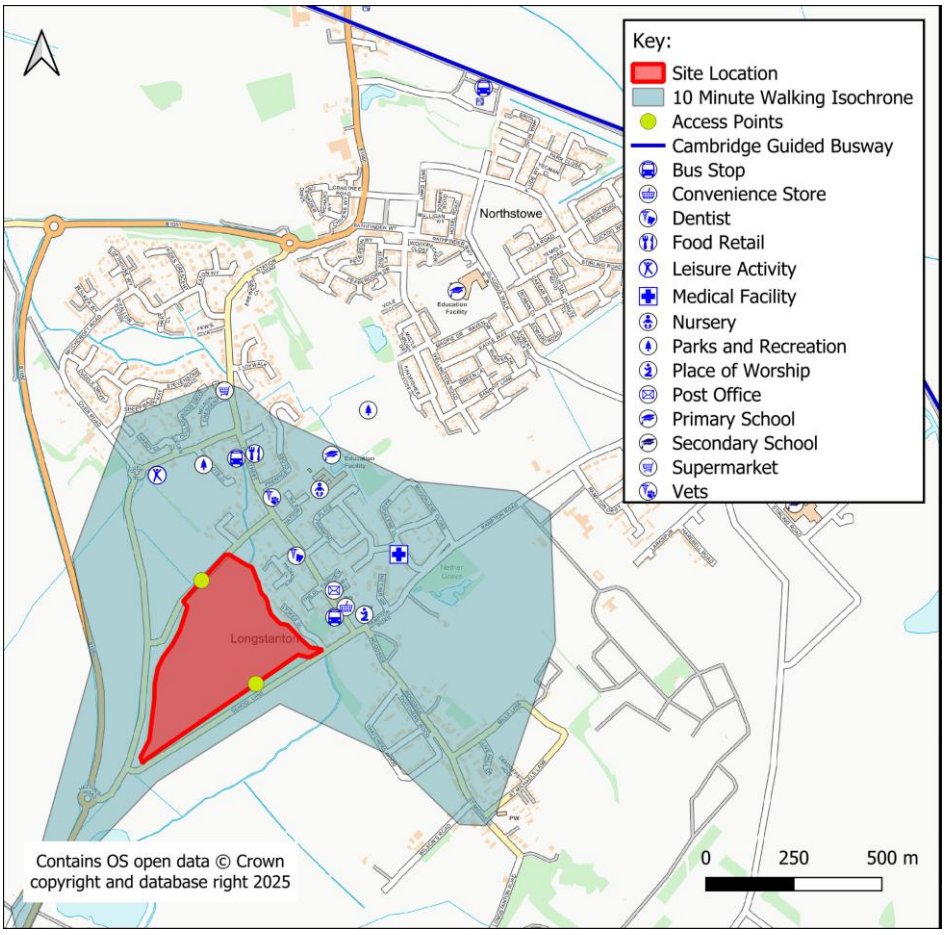
9. This Transport Strategy Note has been prepared to provide a review of the existing conditions at the Site, the strategy for the proposed development, an initial review of potential trip generation and determine what potential impacts of the proposals may need to be assessed as part of a future planning application.

Existing Conditions

10. The Site is ideally located to the west of Longstanton and within walking distance of the majority of the facilities within the village. The Site is bound by Hattons Road to the north, Home Farm Road to the west, School Lane to the south and residential dwellings to the east.

11. The location of the Site in relation to Longstanton is shown in **Figure 1** below.

Figure 1: Site Location



12. The Site is also located to the south of the proposed Northstowe New Town development. Northstowe New Town is a new settlement identified as a strategic growth location in the South Cambridgeshire Local Plan. It is being developed across approximately 540 hectares and will deliver around 10,000 new homes, making it one of the UK's largest new communities.

13. The development offers significant opportunities for the proposed development and existing residents of Longstanton. Once complete, Northstowe will include multiple primary schools, a secondary education campus, sports facilities, healthcare provision, a town centre, employment space, retail and leisure uses as well as a range of community facilities. Around one-third of the Northstowe site will be dedicated to public open space.

14. Further details on the existing connectivity of the Site are provided below.

Walking and Cycling Connectivity

15. The Site is well connected for walking and cycling. A Public Right of Way (PRoW) Footpath (151/1) runs along the eastern boundary of the Site, connecting Hattons Road at the north with School Lane at the south.

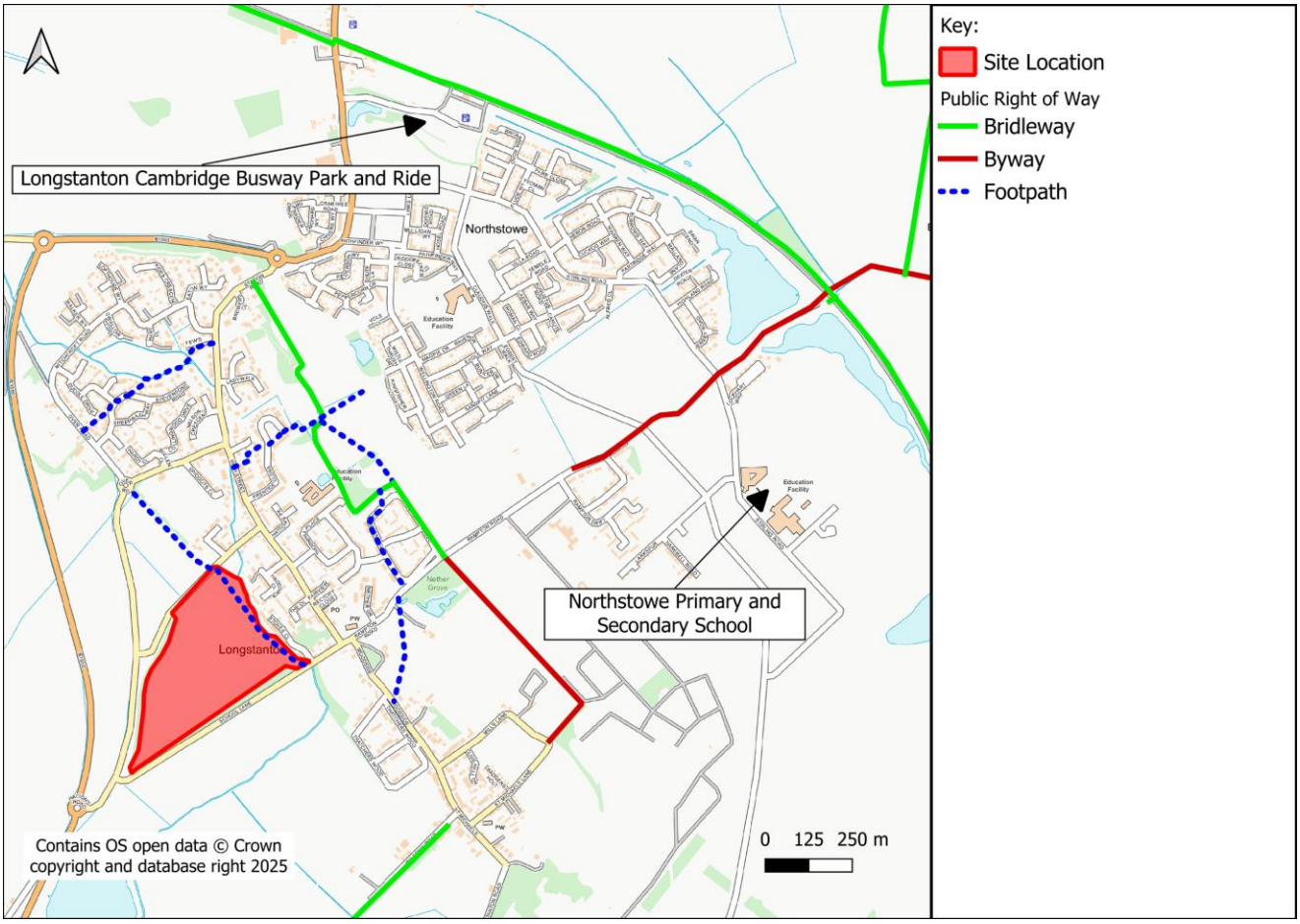
16. At the southeast corner, the Footpath connects with the existing footway located along the north side of School Lane, which extends east to High Street and into the village. At the northeast corner of the site, there are existing footways along both sides of Hattons Road which extend east into the village and connect with High Street.

17. Within Longstanton, there is a network of pedestrian and cycle facilities. A shared use footway/ cycleway is provided along the east side of the High Street, with a pedestrian-only footway along the west side. These provide access to a range of facilities located within Longstanton and provide onward connections on foot or by bicycle, to wider facilities located within Northstowe.

18. A longer distance Bridleway (178/30) is located to the east of the Site, which runs along the alignment of the Cambridgeshire Guided Busway. This provides a continuous off-road cycling connection to St Ives and to Cambridge and can be accessed through the Northstowe development by travelling east along School Lane, Rampton Road and via the internal cycle route which connects from Rampton Road with Reynolds Drove.

19. The locations of the PRoW in the context of the Site are shown at **Figure 2** below.

Figure 2: PRoW Locations



Public Transport

20. The Site is well connected to local and long-distance bus services. Local buses are accessible within a short walking distance of the Site, whilst longer-distance routes are located within cycling distance. Further details are provided below.

21. The closest bus stops to the Site are located along School Lane and the High Street. The stops are served by Route 5, operated by Stagecoach. A summary of the Route 5 service frequency is provided below in **Table 1.**

Table 1: Local Bus Services

Service	Destination	Average Service Frequency (No. Services per Hour)			Weekday First Service	Weekday Last Service
		Weekday	Saturday	Sunday		
5	Longstanton Park & Ride (via Northstowe)	2	2	1	06:17	00:07
5	Cambridge City Centre (via Bar Hill)	2	2	1	04:55	22:40

22. The Longstanton Park & Ride is located to the north of the Site, in Northstowe, and provides access to the Cambridgeshire Guided Busway route.

23. Longstanton Park & Ride is served by Routes A, B and T1, providing access to several key destinations including St Ives, Huntingdon and Cambridge.

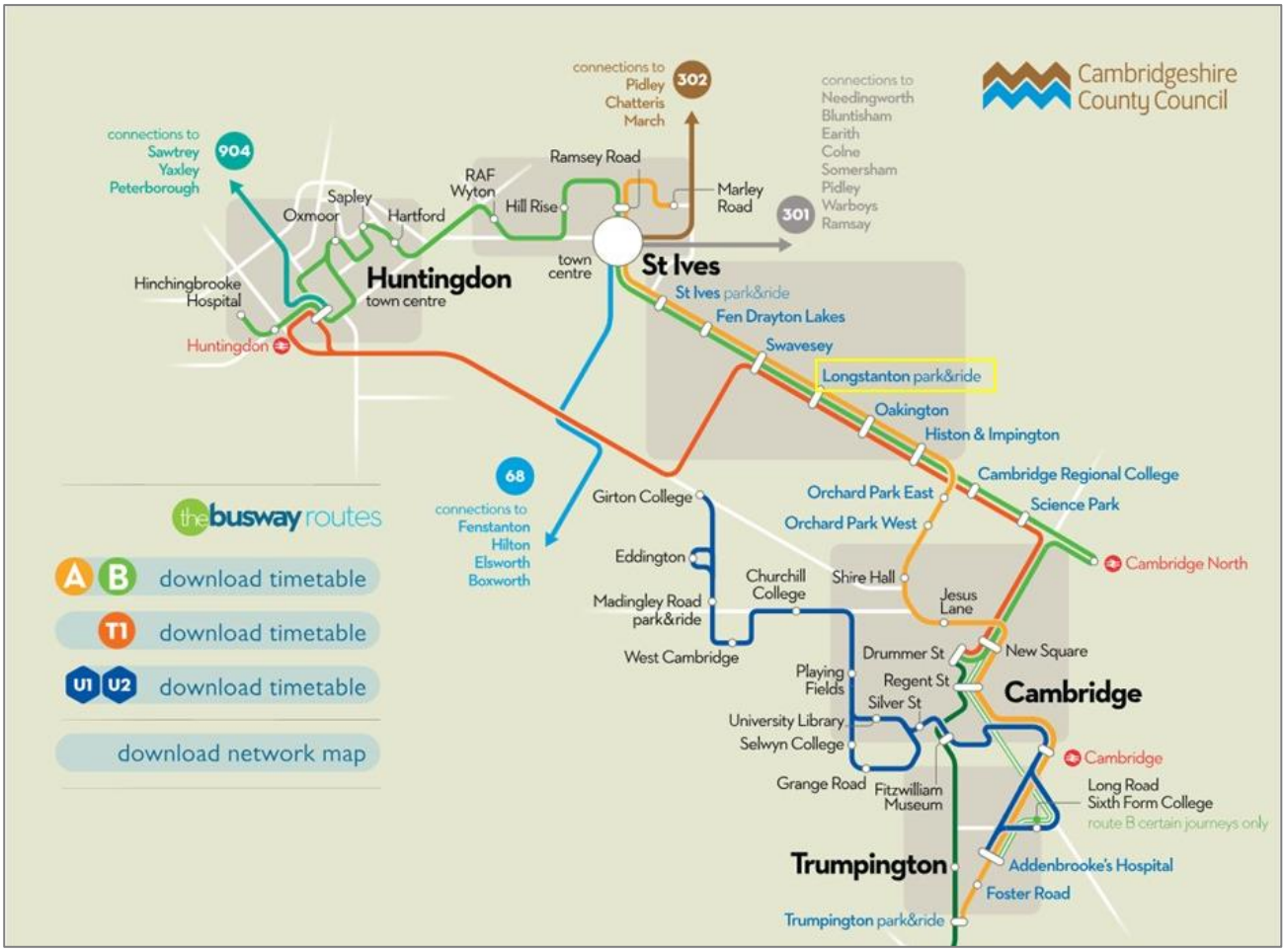
24. A summary of the Guided Busway services available from the Longstanton Park & Ride site is provided below in **Table 2.**

Table 2: Longstanton Park & Ride Services

Service	Destination	Average Service Frequency (No. Services per Hour)			Weekday First Service	Weekday Last Service
		Weekday	Saturday	Sunday		
A	St Ives	3 - 6	2 - 3	2 - 3	06:56	00:06
A	Cambridge	3	3	1 - 3	04:56	21:42
B	Huntingdon via St Ives	2 - 3	2 - 3	1	07:41	23:44
B	Cambridge	2 - 5	2 - 3	1	06:06	22:12
T1	Huntingdon	1	1	-	07:03	21:28
T1	Cambridge	1	1	-	06:05	20:29

25. An extract of the Guided Busway route map is provided below at **Figure 3.**

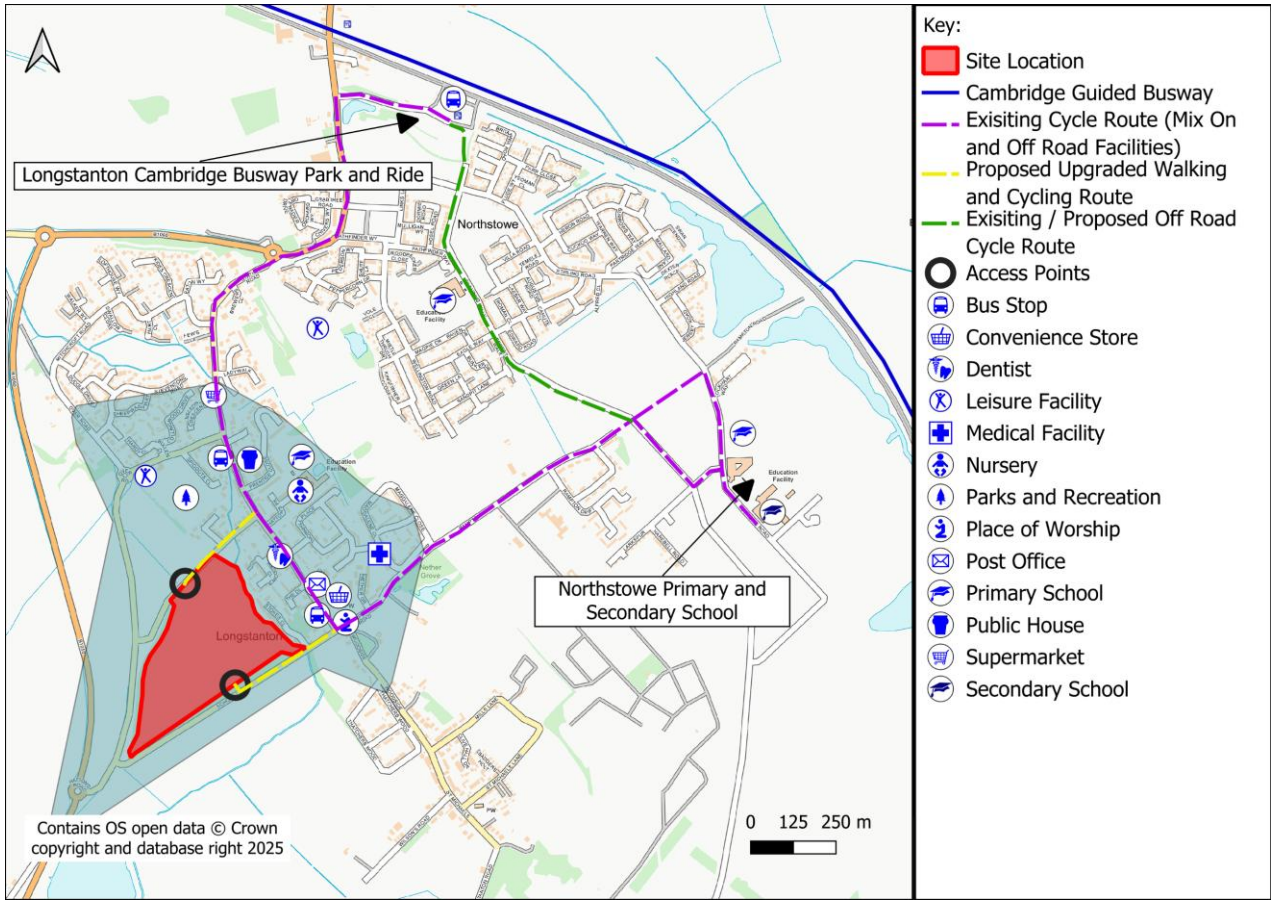
Figure 3: Guided Busway Route Map



Local Facilities

26. A plan showing the location of key local facilities in the context of the Site is included below at **Figure 4.**

Figure 4: Local Facilities Plan



27. It can be observed that the Site is located within a reasonable walking distance of many key day-to-day facilities, including a nursery, primary school, post office, food retail facilities, a dentist, GP surgery, pub and bus stops. This will allow many future resident journeys to be undertaken on foot.

28. Within Northstowe, additional facilities are available including a secondary school and the Longstanton Park & Ride site. The Northstowe secondary school is accessible via School Lane, Rampton Road and the internal pedestrian / cycle network within the development. As described previously, Northstowe will be developed with a new town centre and a variety of other facilities, which will further enhance the ability for the Site to accommodate new residents.

29. The Proposed Development will be designed to encourage active travel, therefore complementing the Site's location in proximity to a variety of key facilities and allowing future journeys to be undertaken by sustainable modes.

Local Highway Network

30. The Site is well-connected to the local and strategic highway network. Hattons Road, which forms the northern boundary of the Site, provides a single lane in each direction and is subject to 40mph along the majority of the Site frontage. School Lane, which forms the southern boundary of the Site, provides a single lane in each direction and is subject to a 40mph speed limit. Both roads connect with the B1050, which extends south to the A14 at Junction 25.

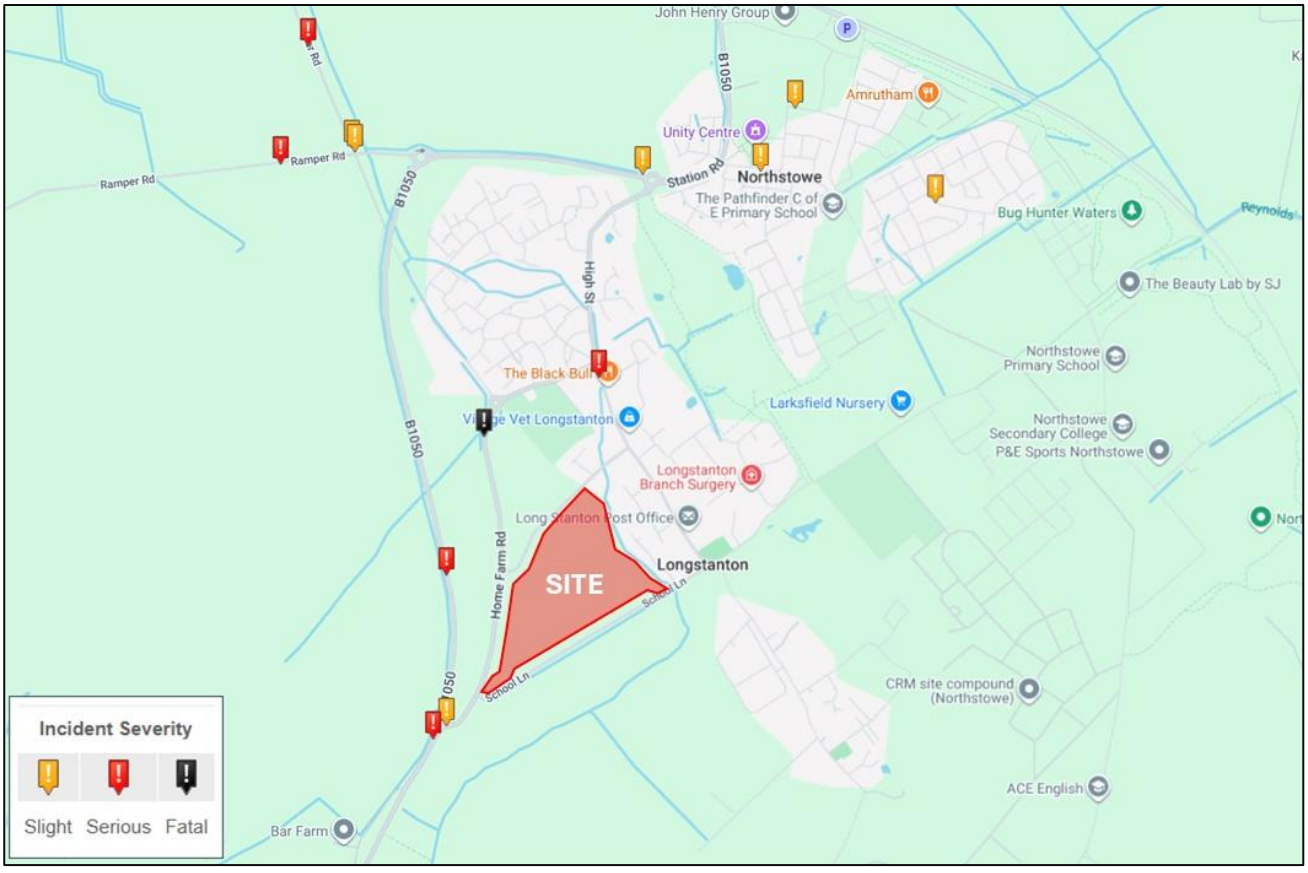
31. The A14 forms part of the strategic road network and continues north to Huntingdon where it connects with the A1 and continues south to Cambridge where it connects with the M11 at Junction 31. The A14 then continues southeast to Newmarket, Bury St Edmunds, Ipswich and Felixstowe.

32. Prior to the preparation of any future planning application, traffic surveys will be undertaken to establish local traffic conditions at that time, including traffic flows and speeds within the vicinity of the Site.

Personal Injury Collision Data

33. An initial review of Personal Injury Collision (PIC) data available for the latest 5-year period (2021 – 2026) has been undertaken, examining collisions that have been recorded on the local highway network within the vicinity of the Site. A plot showing recorded collisions is included below at **Figure 5.**

Figure 5: PIC Data Plot



34. The data shows that there are no collision clusters within the vicinity of the Site, indicating that there are unlikely to be any material issues with the condition of the local highway network which result in safety issues. Further investigation will be undertaken at the time of a future planning application.

Development Proposals

35. The Site presents an opportunity to create a considerate, sustainable, and well-designed development, providing up to 250 residential dwellings alongside appropriate levels of parking, landscaping and open space.

The development will aim to deliver a mix of house types and tenures within a well-connected setting, while respecting the surrounding landscape.

36. Any future development will be designed to be permeable, providing a network of pedestrian / cycle connections which allow future residents to travel within the Site, and to key external destinations, on foot or by bicycle. The masterplan will make use of the existing PRoW, enhancing this north-south connection and therefore encouraging greater use.

37. An extract of the potential masterplan is provided below for reference.

Figure 6: Potential Masterplan Extract



Pedestrian and Cycle Access Strategy

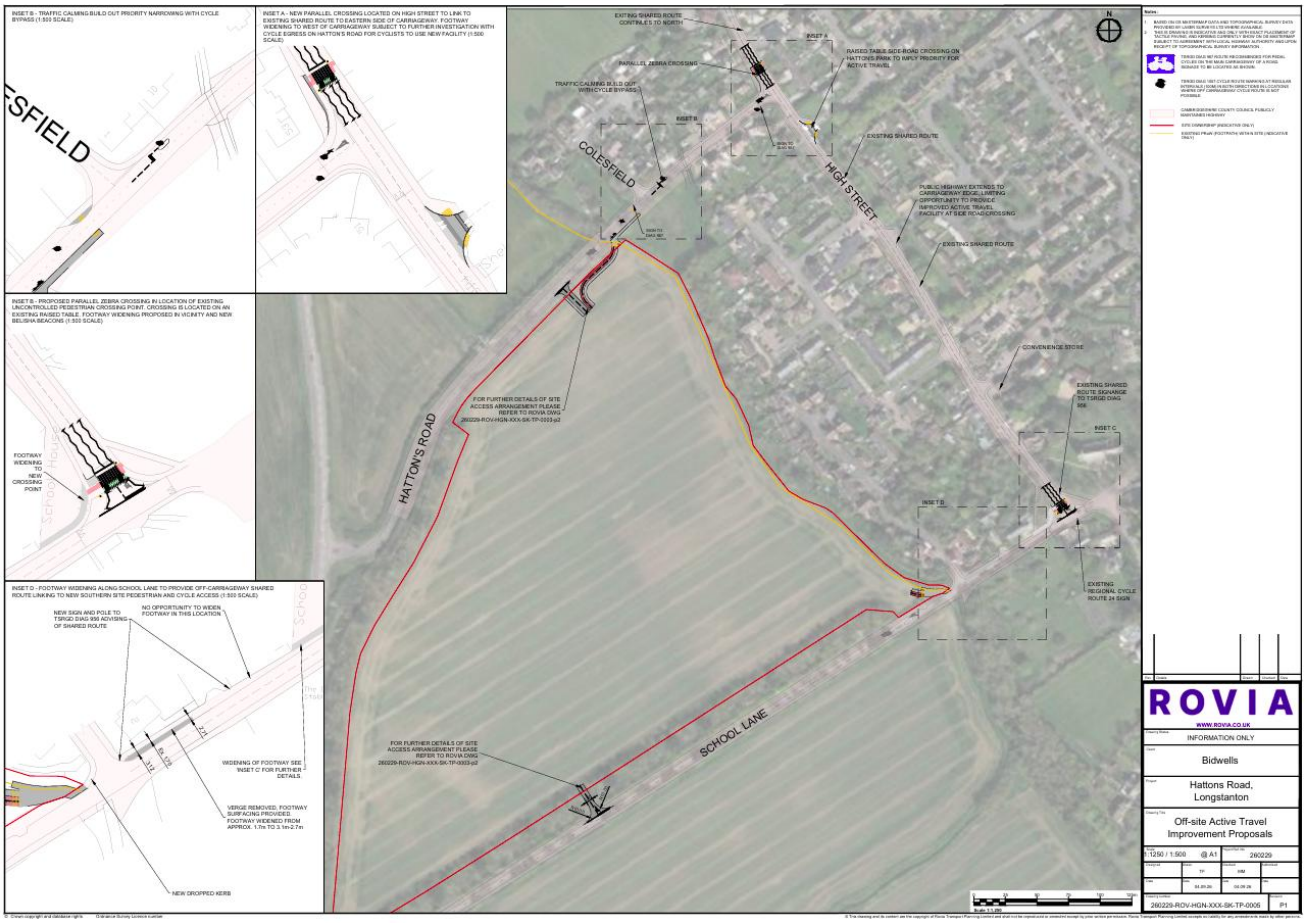
38. As described above, the aim of any future masterplan will be to create a permeable scheme which prioritises active travel modes.

39. The existing PRoW will be enhanced, and the northeast and southeast corners of the Site will provide dedicated active travel access points. These will be closer to the village than the proposed vehicle accesses, making active travel a more direct way to access local facilities in Longstanton and Northstowe.

40. The onward active travel connections along Hattons Road and School Lane which connect with the High Street will be enhanced, to provide continuous connections between the Site and the existing shared use footway/ cycleway along the High Street. The proposed enhancements will include widening existing footways, the provision of traffic calming measures and new crossing points.

41. An initial design exercise has been undertaken to establish the potential extent of improvements that could be brought forward by the proposed development to connect with the existing shared footway/cycleway on High Street. The drawing included at **Appendix A** and is shown at **Figure 7** below.

Figure 7: Potential Active Travel Improvements



42. A summary of potential enhancements is provided below:

- New parallel zebra crossing proposed on High Street to connect into the existing shared pedestrian/cycle route on the eastern side of the carriageway.
- Localised footway widening proposed adjacent to the new crossing infrastructure, subject to further investigation where highway constraints exist.
- Existing uncontrolled crossing point at Hatton's Road to be upgraded to a parallel zebra crossing on an existing raised table, including new Belisha beacons and associated footway widening.
- Traffic calming build-out / priority narrowing proposed with a dedicated cycle bypass to maintain cycle permeability through the feature.
- Raised table side-road crossing proposed on Hatton's Road to reinforce pedestrian and cyclist priority movements.

- Footway widening proposed on School Lane, increasing widths from approximately 1.7m to between 2.7m and 3.1m to facilitate a shared pedestrian/cycle route.
- Verge removal and resurfacing works proposed where necessary to accommodate the widened active travel facility.
- New dropped kerbs proposed at crossing locations to improve accessibility.
- New TSRGD Diagram 956 signage proposed to identify and promote the shared pedestrian/cycle route.
- TSRGD Diagram 967 cycle route signs and Diagram 1057 cycle markings proposed where cyclists are directed to use the carriageway due to highway constraints.
- Existing Regional Cycle Route 24 and existing shared route infrastructure retained and incorporated into the overall active travel strategy.
- Drawing identifies areas where highway boundary constraints limit opportunities for further active travel enhancements.

43. The proposals significantly enhance the opportunities to access the local facilities from the Site by sustainable modes.

Vehicle Access Strategy

44. Two vehicle access points are proposed, via Hattons Road and School Lane respectively. The vehicle accesses will be connected by a spine road which runs through the proposed development.

45. The proposed vehicle accesses are included at **Appendix B** for reference, with extracts below at **Figure 8 and Figure 9.**

Figure 8: Vehicle Access Strategy (Hattons Road)

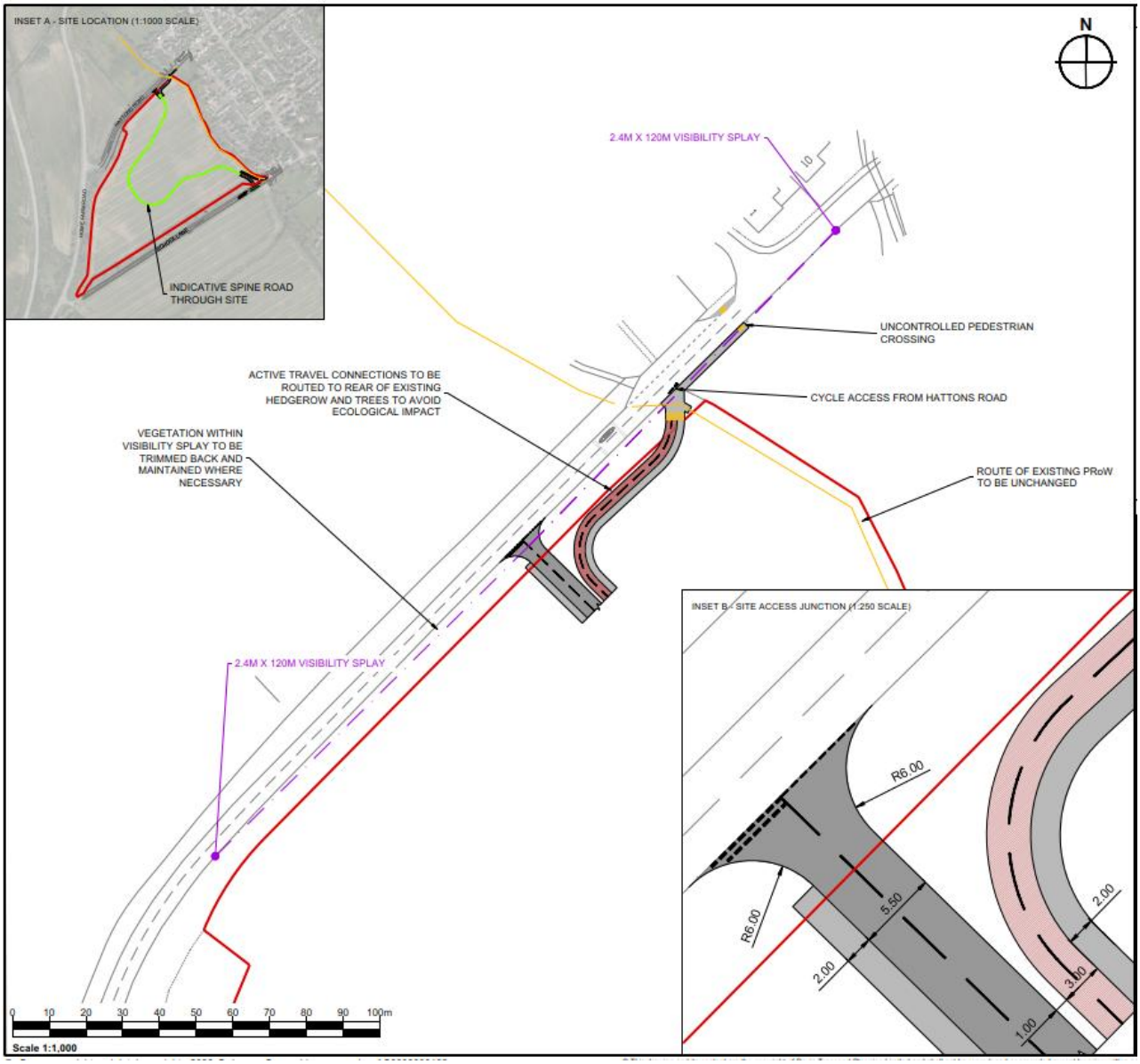
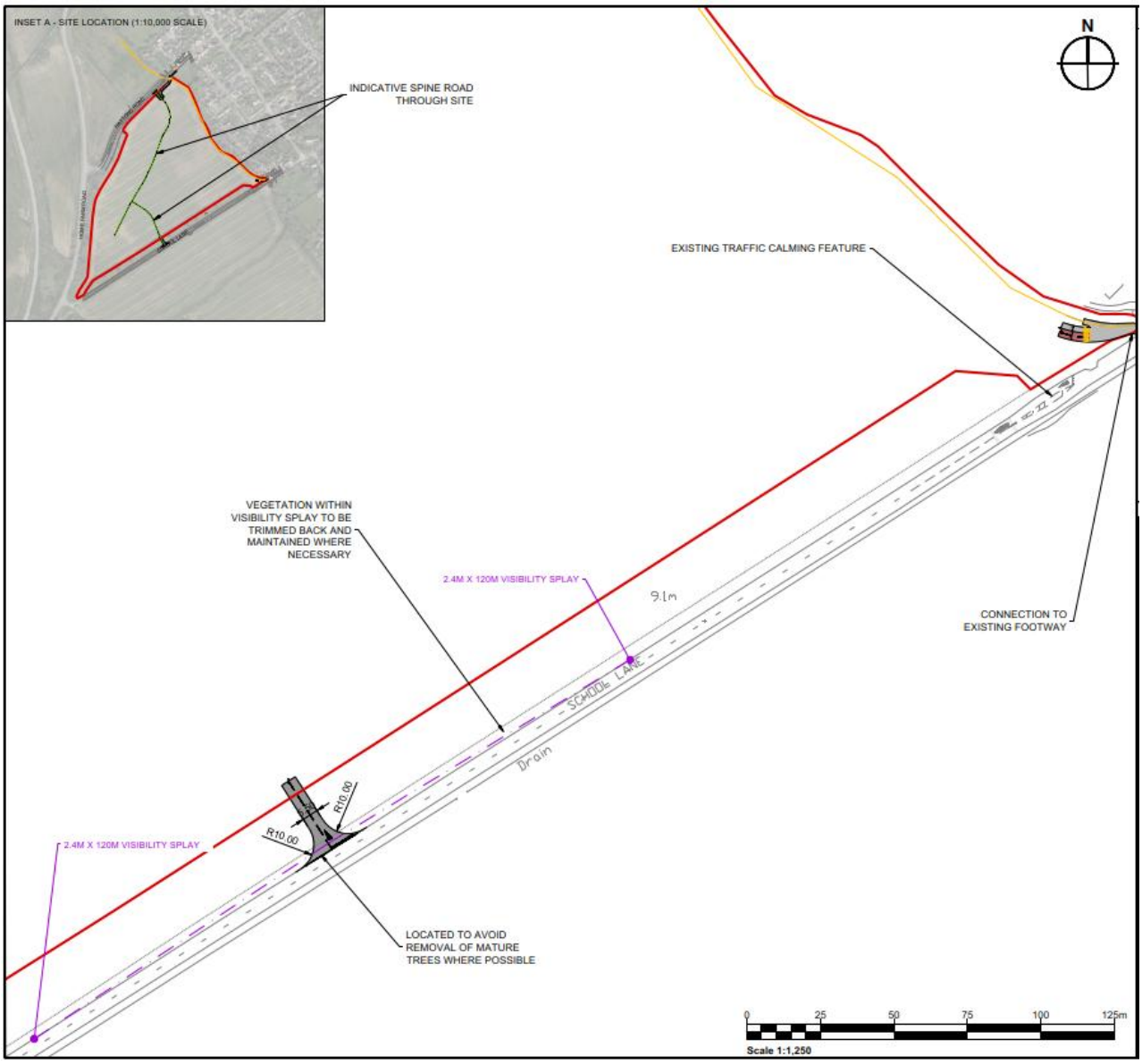


Figure 9: Vehicle Access Strategy (School Lane)



46. Each access is currently shown in the form of a priority junction. Kerb radii of 6.0m are provided at the bell mouth of each access, with a 5.5m carriageway width extending into the Site.

47. The junctions have been designed in accordance with Cambridge Highways Development Management - General Principles for Development (January 2023).

48. As described previously, both Hattons Road and School Lane are subject to 40mph speed limits outside of the current boundary of Longstanton village. As such, each access has been designed to provide visibility splays of 2.4m x 120m.

Trip Generation

49. The trip generation potential of the proposed development has been assessed within this Transport Strategy Note.

50. The TRICS database is the industry standard approach towards calculating trip generation, by using comparable survey sites. The TRICS database has therefore been consulted to determine the forecast number of trips generated by the proposed development.

51. TRICS sites surveyed post-COVID have been used to determine the latest travel habits of the modern day. Suburban trips have not been included given the site's location on the periphery of an existing village settlement.

52. The TRICS database has been interrogated for total person trips rates of sites with the following parameters:

- Land Use 03/A Residential/Houses Privately Owned;
- Between 50 – 300 units;
- Edge of Town, Neighbourhood Centre;
- Tuesday-Thursday;
- 05/06/2021 to 30/06/2025

53. The total person trip rates and trips for 250 residential units within the proposed development are shown in **Table 3**.

Table 3: Total Peak Hour Person Trip Rates and Trips

Time Period	Arrive	Depart	Total
Total Person Trip Rates			
08:00-09:00	0.256	0.812	1.068
17:00-18:00	0.535	0.283	0.818
Total Person Trips			
08:00-09:00	64	203	267
17:00-18:00	134	71	205

Journey Purpose

54. One way of understanding how total person trips are broken down into multi-modal is by applying a census journey to work modal split. However, this is an overly simplistic approach given that many of the trips undertaken in the morning peak hour are for education purposes and in the evening, many trips are for retail/leisure purposes. Education and retail/leisure trips follow different mode share patterns and different distributions to people travelling to work.

55. As such, the total person trips above have been split into commuting, education and leisure trip purposes using 2024 National Travel Survey (NTS) data. This is a commonly used approach to provide a reasonable prediction of the anticipated trips on the basis that the NTS is the government's own dataset for understanding how people travel and why.

56. This percentage split for the peak hours is provided in **Table 4** below with the resultant breakdown of total person trips by purpose in **Table 5**.

Table 4: Journey Purpose Split

Time Period	Commuting	Education	Leisure / Retail	Total
08:00-09:00	32%	53%	15%	100%
17:00-18:00	47%	6%	46%	100%

Table 5: Total Person Trips by Journey Purpose

Time Period	08:00-09:00			17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Commuting	**20**	**65**	**85**	**63**	**34**	**97**
Education	**34**	**108**	**143**	**8**	**4**	**13**
Primary School	18	57	74	4	2	7
Secondary School	16	52	68	4	2	6
Leisure / Retail	**9**	**30**	**39**	**62**	**33**	**95**
Total	**64**	**203**	**267**	**134**	**71**	**205**

Note: discrepancies due to rounding

57. The total education trips have been split into primary and secondary school trips using 2021 Census Age Structure data for the Longstanton Ward. The data indicated that circa 52% of education trips would be primary school trips and the remaining 48% would be secondary school trips.

Multi-Modal Trip Generation

58. For the purposes of understanding the multi-modal trips associated with the proposed development, the total person trips in Table 5 have been used to derive the number of trips by all modes, using the modal splits below in **Table 6**.

59. The modal splits below have been obtained from the following sources:

- Commuting: Method of Travel to Work 2011 Census Super Output Area South Cambridgeshire 003B. Underground trips have been added onto Train trips as there is no underground service within walking distance.
- Education: National Travel Survey dataset 'NTS0614a: Trips to and from school for trip length by main mode and age, aged 5 to 16: England' for 2024. It assumes that 45% of all primary education trips go to Hatton Park Primary School and 45% go to Northstowe Primary School. It assumes 75% of secondary school trips go to Northstowe College. The remaining primary and secondary school trips are assumed to travel further than 5miles to other schools, which is considered robust.
- Leisure/Retail: National Travel Survey dataset 'NTS0409a: Average number of trips by purpose and main mode (trips per person per year)' for 2024.

Table 6: Modal Splits by Purpose

Mode Share				
Mode	**Commuting**	**Primary**	**Secondary**	**Leisure/Retail**
Train	2%	0%	0%	2%
Bus	4%	3%	22%	3%
Taxi	0%	0%	0%	1%
Motorcycle	1%	0%	0%	0%
Car Driver	81%	48%	35%	39%
Car Passenger	4%	0%	0%	23%
Bicycle	5%	2%	3%	1%
On foot	2%	47%	36%	31%
Other	0%	0%	4%	0%
Total	**100%**	**100%**	**100%**	**100%**

Note: discrepancies due to rounding

60. The total trips in Table 5 have been factored using the modal splits in Table 6 for the respective journey purposes.

61. The resultant total multi-modal trip generation is provided below in **Table 7**.

Table 7: Multi-modal Trip Generation

Main Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
Train	1	2	3	3	1	4
Bus	5	16	21	5	3	8
Taxi	0	0	0	1	0	1
Motorcycle	0	1	1	1	0	1
Car Driver	35	109	144	79	42	121
Car Passenger	3	10	13	17	9	26
Bicycle	2	6	8	4	2	6
On foot	18	56	74	24	13	37
Total	**64**	**203**	**267**	**134**	**71**	**204**

Note: discrepancies due to rounding

62. Table 7 shows that the development would produce circa 144 and 121 vehicle trips in the morning and evening peaks respectively.

63. Further work will be undertaken as part of a future planning application, examining the potential distribution of vehicle trips between the two proposed access points and onto the local highway network. This will allow a study area to be established.

Potential Impact Assessment

64. As described above, further work will be undertaken to distribute potential vehicle trips onto the local highway network in order to establish the scope of the future impact assessment.

65. A review has been undertaken of 'typical' traffic conditions using Google Maps traffic data. This data is not available for junctions within Longstanton village but is available for the B1050 and Home Farm Road. The data shows that traffic is typically free-flowing during weekday morning and evening peaks.

66. For the purposes of this Transport Strategy, the following junctions have been identified as likely to require future assessment, based on their proximity to key destinations near the Site:

- Hattons Road site access
- School Lane site access
- Home Farm Road / Hattons Road
- Home Farm Road / School Lane
- B1050 / Home Farm Road roundabout
- B1050 / Ramper Road roundabout
- High Street / School Lane
- High Street / Hattons Road

Summary and Conclusions

67. This Transport Strategy Note has been prepared to support the promotion of Land at Hattons Road, Longstanton in the South Cambridgeshire Local Plan. The key conclusions are set out below.

- The Site is well located to the west of Longstanton, within walking distance of a range of day-to-day facilities and in close proximity to the emerging Northstowe New Town.
- The Site is well connected for active travel, with an existing Public Right of Way along its eastern boundary and good onward cycling and walking links via the High Street to Northstowe and the Cambridgeshire Guided Busway. Enhancements to the pedestrian and cycle network along Hattons Road and School Lane are proposed as part of the development.
- The Site benefits from good public transport access, with Route 5 bus services to Cambridge City Centre (via Bar Hill) and the Longstanton Park & Ride (via Northstowe), and frequent Guided Busway services from the Park & Ride to Cambridge, St Ives and Huntingdon.
- The Site is accessible from the strategic highway network via the B1050 and A14 (Junction 25). An initial review of Personal Injury Collision data for 2021-2026 identified no collision clusters in the vicinity of the Site.
- Two vehicle accesses are proposed, on Hattons Road and School Lane, designed as priority junctions with 2.4m x 120m visibility splays in accordance with the 40mph speed limits.
- Initial trip generation modelling using TRICS estimates approximately 144 two-way vehicle movements in the AM peak hour and 121 in the PM peak hour based on 250 dwellings.
- Eight junctions have been identified for assessment in a future Transport Assessment, to be scoped with Cambridgeshire County Council Highways at the time of a planning application.
- There are no transport-related constraints that would prevent the Site from coming forward for development, and it represents a sustainable and deliverable location for up to 250 residential dwellings.

Appendix A