Representations to Greater Cambridge Local Plan Regulation 19 Consultation

Land off Beach Road, Cottenham, Cambridgeshire

September 2026

Site Address: Land off Beach Road, Cottenham, Cambridgeshire

Project Number: 4800

Client's Name: Croudace Homes Ltd

September 2026

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Issue Sheet

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1 Introduction

1.1.1 These Regulation 19 representations have been prepared by Lanpro Services on behalf of Croudace Homes Ltd ('our client'). The representations respond to Greater Cambridge's Regulation 19 Local Plan.

1.1.2 Our client has an interest at land off Beach Road, Cottenham, Cambridgeshire ('the Site'). A location plan of the Site is shown at **Appendix 1**.

1.1.3 Prior to the commencement of the latest Local Plan preparation, the Site has been promoted by Croudace Homes during the previous iteration of the Greater Cambridge Local Plan.

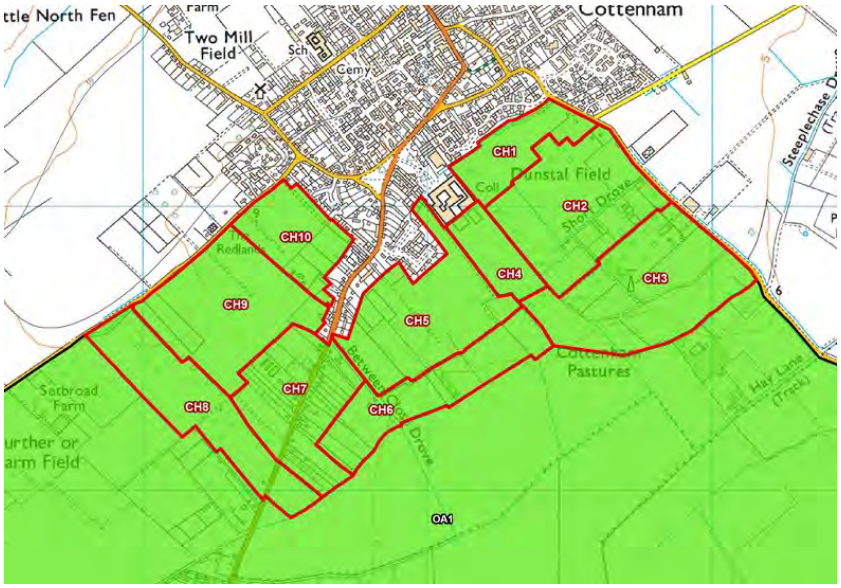
1.1.4 These representations build on the submission made on behalf of our client to the Regulation 18 consultation, reattached for information at **Appendix 2**. Details of site context and Croudace Homes are set out in the Regulation 18 representations and therefore are not repeated as part of these representations for brevity. However, following submission of the previous representations, there has been additional evidence published by Greater Cambridge which affects the context of the Site; this explicitly referenced below.

1.2 Greater Cambridge Green Belt Assessment: Review following changes to National Policy and Guidance (July 2026)

1.2.1 As part of its Regulation 18 representations, our client set out justification that the Site falls within the definition of grey belt as set out in national policy and should be allocated in the emerging Local Plan. The representations noted the previous Green Belt Assessment published by the Council (August2021)[1], which concluded that the Site does not strongly contribute to the purposes of the Green Belt. The Site forms part of Parcels CH1 and CH2, shown on the Plan below:

[1] Appendix B - Comberton

Figure 1.1: Green Belt Assessment – Parcel Designations



1.2.2 In the 2021 Green Belt Assessment, Parcel CH1 made a limited/no contribution to Cambridge Purpose 1 (preserving the unique character of Cambridge), a relatively limited contribution to Cambridge Purpose 2 (maintaining and enhancing the quality of Cambridge's setting) and a relatively limited contribution to Purpose 3 (preventing communities from merging into one another).

1.2.3 Parcel CH2 was considered to make a limited/no contribution to Cambridge Purpose 1, a moderate contribution to Cambridge Purpose 2 and a moderate contribution to Cambridge Purpose 3. Therefore, the two parcels did not strongly contribute to the purposes of the Green Belt.

1.2.4 In July 2026, the Council published an updated Green Belt Assessment[2]. The aim of this assessment was to identify sites that could be considered as grey belt.

1.2.5 The Report notes that there are clear similarities between NPPF Purpose a) and Purpose b) in the 2021 Green Belt Assessment. However, the 2026 Report noted that the city only has a Green Belt because of its historic character, so a more helpful structure is to analyse sites against purpose d) of the 2024 NPPF "to preserve the setting and special character of historic towns" (paragraph 3.14).

1.2.6 The findings of the July Green Belt Assessment in relation to Parcels CH1 and CH2 are set out in the table below:

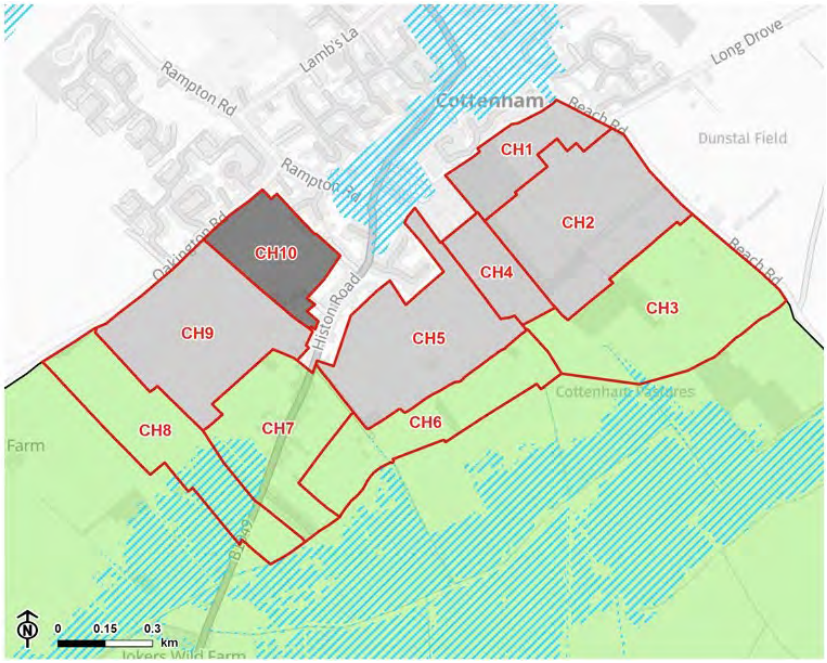
[2] Greater Cambridge Green Belt Assessment

Table 1.1: Conclusions on Parcels CH1 and CH2 – Greater Cambridge Green Belt Assessment (July 2026)

Parcel Ref	Release Scenario	Harm	Purpose D Contribution	Provisional grey belt?
CH1	Release of land as an expansion of Cottenham.	Moderate High	Moderate	Yes
CH2	Release of land as an expansion of Cottenham.	Moderate High	Moderate	Yes

1.2.7 The Assessment has also produced a Green and grey belt map for Cottenham, which is set out in Figure 1.2 below.

Figure 1.2: Cottenham grey belt Map – Greater Cambridge Green Belt Assessment (July 2026)



1.2.8 As shown in the map above the 2026 Green Belt Assessment finds that the Site falls within the definition of grey belt as set out in national policy. It is considered that the Site does not make a 'strong' contribution to the other purposes of the Green Belt as set out in Greater Cambridge's 2021 Assessment.

1.2.9 As the Site aligns with the definition of grey belt, our client has updated the Vision Document to reflect this change. It is attached to these representations at **Appendix 3**.

1.2.10 Our client is pleased that the updated evidence produced by Greater Cambridge indicates that the Site is grey belt. In this context, our client considers that the Site should be

considered as a proposed allocation in the emerging Local Plan. This is due to concerns about the Local Plan not providing a 'deliverable' supply of homes on adoption (as set out in paragraph 72 of the 2024 National Planning Policy Framework), which is the version of the NPPF the Plan will be assessed against. Further details on our client's concerns are set out in Chapter 2 of these representations.

1.3 Regulation 19 Consultation

1.3.1 The Regulation 19 consultation considers whether the Pre-Submission Local Plan is legally compliant and 'sound'.

1.3.2 To be considered 'sound', it is recognised that the Local Plan must meet the criteria set out in Paragraph 36 of the 2024 National Planning Policy Framework (NPPF). Whilst a subsequent NPPF was published in August 2026, it is recognised that the intention of Greater Cambridge is to submit the emerging Local Plan to the Inspectorate in December 2026. Therefore, it will be assessed against the 2024 NPPF.

1.3.3 Notwithstanding the above, our client considers it appropriate for Greater Cambridge to start applying the policy direction of the August 2026 NPPF given that any future Local Plan will need to be considered against the latest version.

1.3.4 Paragraph 36 of the 2024 NPPF states that Local Plans should be:

a) *"**Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*

b) ***Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*

c) ***Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground;*

d) ***Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant".*

1.3.5 Our client does not consider that the emerging Local Plan is 'sound' as it does not accord with criteria b) and c) of Paragraph 36.

1.4 Structure of Document

1.4.1 These representations to the Greater Cambridge Regulation 19 consultation are structured as follows:

- Chapter 1: Introduction – This Chapter sets out an overview to these representations and refers to Greater Cambridge's latest Green Belt Assessment and its update in relation to the Site.
- Chapter 2: Response to consultation – This Chapter provides a response to the Greater Cambridge Pre-Submission Local Plan.
- Chapter 3: Conclusion – This Chapter summarises these representations.

2 Response to Consultation

2.1.1 This Chapter sets out our client's response and considers issues that are relevant to this Regulation 19 Pre-Submission Local Plan. Our client considers that there are fundamental concerns over the Local Plan being able to provide 'deliverable' housing, particularly on adoption of the Local Plan. These issues are set out in further detail below.

2.2 The Need for Additional Deliverable Housing

2.2.1 Our client has compared the housing delivery forecast provided in the AECOM 2026 Addendum[3] against the previous forecast provided as part of the Regulation 18 consultation in January 2026[4].

2.2.2 The table below sets out the headline comparison between the two trajectories:

Table 2.1: Comparison between 2025 Regulation 18 Trajectory and 2026 Regulation 19 Trajectory

Matter	2026 Regulation 18 Trajectory	2026 Regulation 19 Trajectory	Change/Significance
Plan Period	2024-2045	2024-2045	No change
Five Year Period at Adoption	2028/2029-2032/2033	2028/2029-2032/2033	No change
Identified housing requirement in Plan Period	48,195	48,069	Reduction by 126 dwellings in 2026.
Annual requirement	2,295 dwellings	2,289 dwellings	Reduction by 6 dwellings in 2026.
Current/existing supply	37,865 dwellings	38,378 dwellings	Increase of 513 dwellings in 2026.
New allocations	13,463 dwellings	13,654 dwellings	Increase of 191 dwellings in 2026.
Total Supply excluding North East Cambridge	51,328 dwellings	52,032 dwellings	Increase of 704 dwellings in 2026.

[3] Housing Delivery Study Addendum 2026-06-30
[4] Cambridge Housing Delivery Study Addendum October 2025

Five Year Supply on adoption.	14,427 dwellings	13,635 dwellings	Reduction of 792 dwellings in 2026.
Sedgefield Housing Land Supply	5.32 years	5.03 years	Reduction of the five year housing land supply figure.

2.2.3 The table below compares the five year housing land supply trajectory set out in both the January 2026 Regulation 18 evidence and the updated AECOM Addendum:

Table 2.2: Comparison between 2026 Regulation 18 and 2026 Regulation 19- Annual Trajectory

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2028/29	3,483	2,734	-749
2029/30	3,530	3,925	395
2030/31	2,463	2,601	138
2031/32	2,179	1,693	-486
2032/33	2,772	2,682	-90
TOTAL	**14,427**	**13,635**	**-792**

2.2.4 There is a clear reduction in the number of 'deliverable' dwellings on adoption of the Local Plan, which is a requirement under Paragraph 72 of the NPPF, which states:

"Planning policies should identify a supply of:

a) Specific, deliverable sites for five years following the intended date of adoption".

2.2.5 The weakening of the five-year housing land supply position, which could deteriorate yet further, means that it is imperative that more sites are brought forward on adoption of the Local Plan to strengthen this position. Smaller sites in highly sustainable rural settlements, such as Cottenham, are better placed to meet that demand, given the reduced need for infrastructure. Therefore, the Site should be allocated as a new allocation.

2.2.6 This is highlighted by Greater Cambridge acknowledging that the number of completions through new allocations has been reduced for the first five years on adoption, as detailed in Table 2.3 below:

Table 2.3: Comparison between 2026 Regulation 18 and 2026 Regulation 19 – New Allocations

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2028/29	280	112	-168
2029/30	143	197	54
2030/31	0	34	34
2031/32	-40	-40	0
2032/33	792	655	-137
TOTAL	**1,175**	**958**	**-217**

2.2.7 The 2026 Addendum indicates that delivery from new allocations is projected to increase substantially thereafter, as new settlements begin to make a greater contribution later in the Plan Period (principally 2038/39 and 2039/40). The Addendum therefore confirms that the Council's strategy relies on higher levels of delivery from the new settlements during the latter stages of the Plan Period to compensate for lower delivery in earlier years and maintain supply across the Plan Period as a whole.

2.2.8 The emerging Local Plan also places significant reliance on existing commitments. As the Plan period commenced in 2024/25, delivery data is now available for the first two years, providing a clearer basis for comparing the Council's assumptions with actual housing delivery. This comparison is set out in the table below.

Table 2.4: Comparison between 2026 Regulation 18 and 2026 Regulation 19 – Monitoring

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2024/25	1,213	2,169	956
2025/26	2,276	1,231	-1,045
TOTAL	**3,489**	**3,400**	**-89**

2.2.9 The table above demonstrates that there is a year-on-year volatility between forecast and actual housing delivery during the opening years of the Plan period. This reinforces the need to allocate additional smaller -sized sites capable of delivering homes early in the Plan period, thereby increasing the resilience of the housing trajectory and supporting the availability of a sufficient supply of deliverable dwellings upon adoption.

2.3 Concerns over Five Year Housing Land Supply on Adoption

2.3.1 Paragraph 3.2.85 of the Addendum calculates the five year housing land supply for the Plan Period, considering both the Sedgefield and Liverpool methods with a 5% buffer. The Addendum favours the Liverpool method given that it focuses on the delivery of new settlements at the later stages of the Plan Period.

2.3.2 For the reasons set out above, and specifically the disparity between forecast and actual delivery during the opening years of the Plan period, our client considers that the Sedgefield method provides the more appropriate basis for assessing five year housing land supply, rather than the Liverpool method. Paragraph 3.2.88 of the Addendum confirms that the anticipated completions undertaken in the years prior to the adoption of the Local Plan are significantly below the standard method figure (614 dwellings compared with 2,289 in the latest 2026 standard method). This is supported by the historic completions for 2024/25 and 2025/26, which indicate that housing delivery has fallen below the standard method requirement during this period (Figure 2 of the Addendum). The 614 dwellings is the difference between the adopted annual housing requirement of 1,675 dwellings against the standard methodology figure of 2,289 dwellings.

2.3.3 Planning Practice Guidance indicates that local planning authorities should seek to address unmet housing need within the first five years of the plan period, where possible. The use of the Sedgefield method would reflect this approach by seeking to address the identified shortfall within the five-year period, rather than distributing it across the remainder of the Plan period (paragraph 022 of the Housing Supply and Delivery Guidance)[5].

2.3.4 In this context, our client considers that the Plan does not provide sufficient flexibility or contingency to respond to foreseeable delivery risks, given that its five-year housing land supply is forecast to be only 5.03 years in 2028/29 and 5.08 years in 2029/30. Although the identified supply is marginally above five years, the limited margin provides little resilience against delayed permissions, slower build-out rates or slippage affecting strategic sites and infrastructure. Relatively modest changes to the assumptions could therefore result in the identified supply falling below the minimum requirement.

2.3.5 The Council's reliance on new settlements and associated strategic infrastructure, together with the reduced contribution from new allocations during the early years following adoption, raises concerns as to whether the housing strategy will be effective and deliverable, and ultimately potentially unsound. Allocating additional small and medium-sized sites capable of contributing early within the Plan period would strengthen the five-year supply and improve the flexibility and resilience of the housing trajectory. Further details of the Plan's reliance on strategic sites are set out below. Therefore, our client considers that the Site should be allocated to help contribute to the early need. It is in a sustainable location and is ideally suited to accommodate housing.

[5] Housing supply and delivery - GOV.UK

2.4 Overreliance on Strategic Sites

2.4.1 The 2026 Addendum acknowledges that there is a reliance on larger strategic allocations, with 28% of the supply on the edge of Cambridge, 43% at new settlements (paragraph 3.2.93) and with rural areas only accounting for approximately 14%. It adds that the majority of development at new settlements is from existing allocations that have outline planning permission and that two of the new settlements, Grange Farm and Cambourne North, will only contribute around 10% of the supply during the Plan Period (paragraph 3.2.94).

2.4.2 The Addendum adds that new allocations will be phased from 2034/35 onwards on the completion of the Grafham Water Supply Transfer and the delivery of other infrastructure. Our client raises queries as to how Grange Farm and Cambourne North can be delivered earlier than 2034/35 given that both rely on the provision of key pieces of infrastructure (principally transport projects). These have been considered in further detail below.

Grange Farm New Settlement

2.4.3 The Addendum states that the Grange Farm New Settlement will seek to deliver 2,550 dwellings within the Plan Period, with first completions anticipated in 2034/35, contributing an annual delivery of up to 300 dwellings (paragraph 3.2.62). The Addendum acknowledges that one of the key pieces of infrastructure needed prior to the commencement of development is the Cambridge South East Transport (CSET) Phase 2 Scheme. The CSET would provide a new busway between a new A11 travel hub and Cambridge Biomedical Campus.

2.4.4 The CSET is reliant on third party land. The Addendum acknowledges that the timescales for the delivery of the CSET are still being determined and, therefore, a *"timely delivery of the CSET extension…for early phases will determine whether the full build-out will be able to align with the typical assumptions or not"* (paragraph 3.2.67). Given this uncertainty, our client considers that the assumed first completions in 2034/35 may be optimistic, as significant supporting infrastructure must be delivered within the required timeframe. Any delay to CSET or other necessary sustainable transport infrastructure could delay the commencement of development, constrain the initial phases or reduce the anticipated rate of housing delivery.

2.4.5 A comparable infrastructure dependency exists at Bourn Airfield, where delivery is limited to 500 dwellings until either a strategic transport intervention is provided or an updated Transport Assessment demonstrates that further development can be accommodated. Although the circumstances at Grange Farm are not identical, this illustrates how dependencies on strategic transport infrastructure can affect the timing and scale of housing delivery. The uncertainty surrounding the delivery of CSET therefore represents a material risk to the assumed delivery of 2,550 dwellings at Grange Farm during the Plan period.

Cambourne North

2.4.6 Cambourne North is reliant on the delivery of two key pieces of transport infrastructure (the Cambourne to Cambridge public transport corridor (C2C) and East West Rail). Our client acknowledges that C2C has been granted a Transport and Works Act Order. It is anticipated that construction will be take place between January 2027 to December 2030. However, the Addendum notes that final timings are still being discussed and agreed, particularly as third party land is required for the delivery. Therefore, the number of dwellings delivered during the Plan Period could potentially be restricted.

2.4.7 Regarding East West Rail, it is understood that the Highways Authority does not consider that the station needs to open prior to the delivery of housing at Cambourne North. Notwithstanding this, our client considers that the emerging Local Plan is too reliant on the delivery of both pieces of infrastructure. As stated in its Regulation 18 representations, there are no guarantees that a future government would be as committed to the delivery of East West Rail. Therefore, the emerging Local Plan should consider identifying more growth, including at existing smaller settlements that are considered sustainable, such as Cottenham.

2.4.8 In summary, the delivery assumptions for the two new settlements are considered to be optimistic and are subject to material infrastructure and timing risks. Therefore, our client argues that a greater proportion of housing should be allocated through smaller and medium-sized sites, particularly within existing and adjacent existing settlements. The requirement for smaller allocations as part of a *"hybrid"* approach is supported by the Addendum (paragraph 3.2.71). Given the Plan's reliance on new settlements, the allocation of additional small and medium-sized sites is necessary to diversify the housing supply, provide greater resilience against delays and support delivery during the earlier years of the Plan period.

2.4.9 The Site off Beach Road, Cottenham is capable of making an early contribution to housing supply before the new settlements are expected to deliver at scale. Its allocation would increase the supply of deliverable housing sites, reduce reliance on major infrastructure-dependent developments and strengthen the flexibility and resilience of the housing trajectory during the early years following adoption. The allocation of the Site would therefore assist in ensuring that the Plan is effective and deliverable and maintains a sufficient five-year housing land supply.

2.5 Concerns over the delivery of Sites contributing to the Local Plan Headroom

2.5.1 The 2026 Addendum has calculated that the housing trajectory provides for headroom of 8.2% (paragraph 3.2.72). It adds that the size of the headroom should reflect the risk of delays during the Plan Period, especially regarding new settlements (paragraph 3.2.76).

2.5.2 The headroom figure is reliant on the delivery within new settlements, which are delivered later in the Plan Period once the infrastructure is provided, such as CSET. Therefore, the

headroom should not be considered to be evenly distributed through the Plan Period. Therefore, there are concerns that there is a lack of resilience if there is an undersupply in delivery of 'deliverable' sites on the adoption of the Local Plan. The potential for shortfall is already acknowledged in the Addendum. One of the years for which a shortfall is projected is 2031/32, which is one of the first five years from the adoption of the Local Plan.

2.5.3 Whilst the Addendum highlights, that the anticipated shortfalls in these years are compensated by over delivery in all other years, our client considers that the realistic prospect of an initial shortfall in the first five years means that Greater Cambridge should allocate more small sites to ensure consistent delivery, especially in the first five years. The Site off Beach Road, Cottenham is considered appropriately sized and located to help meet this demonstrable need.

2.6 Justification for Allocation at land off Beach Road, Cottenham

2.6.1 The analysis of the 2026 AECOM Addendum confirms the importance of allocating a balanced range of sites, including smaller sites capable of delivering homes during the early years of the Plan period. The allocation of Land off Beach Road, Cottenham would contribute to the five-year housing land supply, diversify the sources of housing delivery and improve the flexibility and resilience of the overall housing trajectory.

2.6.2 The Site's allocation would further reduce reliance on new settlements which are dependent on large pieces of infrastructure being delivered, such as Cambourne North and Grange Farm. The Site is adjacent to an existing settlement, which has a number of services and facilities, including a Primary and Secondary School, and therefore is sustainably located.

2.6.3 If the Site were allocated, it would contribute towards increasing the supply of 'deliverable' sites. This is especially needed given that the number of 'deliverable' sites has decreased from the Housing Trajectory published as part of the Regulation 18 consultation.

2.6.4 The Site should therefore be considered as an additional housing allocation to strengthen the robustness of Greater Cambridge's proposed housing trajectory, particularly in the first five years following adoption.

2.6.5 As the Site falls within the definition of the grey belt, our client has considered it against the criteria set out in Paragraph 155 of the NPPF, which have been carried forward in Policies GB7 and GB8 of the 2026 NPPF, which is detailed below. It is noted that the criteria below are only relevant in the determination of planning applications. However, it demonstrates the suitability of the Site as an allocation in the emerging Local Plan.

a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the Plan

2.6.6 It is considered that the Site would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan. The size of the Site extends to approximately 13.18 hectares and represents just 0.05% of the Green Belt when compared with the overall Green Belt (approximately 26,090 hectares) in Greater Cambridge.[6].

2.6.7 In addition, and as set out in the Vision Document, the development of the Site could provide approximately 6.2 hectares of open space, therefore positively responding to direction to minimise effects on the wider Green Belt. The Illustrative Masterplan within the Vision Document shows high quality landscaping along the southern boundary of the Site, providing a visual containment of the Site. Therefore, the Vision Document demonstrates that this very high bar of fundamentally undermining the purposes of the Green Belt within Greater Cambridge is not reached.

2.6.8 As the Site represents just 0.05% of the Green Belt in Greater Cambridge and the scheme included in the Vision Document already provides measures to minimise effects on the wider Green Belt, it is considered that the development of the Site would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across Greater Cambridge as a whole.

b) There is a demonstrable unmet need for the type of development proposed

2.6.9 As stated above, our client considers that there is a demonstrable need for the type of development to ensure that there is a 'deliverable' supply of housing on adoption of the Local Plan, which reduces the reliance on new settlements.

2.6.10 Therefore, it is considered that these representations have demonstrated that there is a demonstrable unmet need for additional housing to support the Local Plan.

c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework

2.6.11 The Regulation 18 representations and the Vision Document demonstrate the sustainability of the Site, which should be read in conjunction with these representations. The current Local Plan Policy S/8 defines Cottenham as a Rural Centre, the largest, one of most sustainable villages in the District. Therefore, it should be considered as a future area to support growth in the emerging Local Plan. This can be achieved by upgrading it from a Minor Rural Centre to a Rural Centre, in line with existing Policy.

2.6.12 In summary, the Site is within easy walking distance of a number of services and facilities, including (inter alia) both Primary and Secondary Schools, shops, GP surgeries and restaurants. The Site is also located approximately 150m to the south-east a bus stop.

[6] https://www.gov.uk/government/statistics/local-authority-green-belt-statistics-for-england-2024-to-2025/local-authority-green-belt-england-2024-25-statistical-release

These provide twice hourly services to Cambridge, which takes around 45 minutes. It is crucial that there is steady growth within these settlements to support these services and facilities in the future.

2.6.13 The Site is in accordance with Paragraph 110 of the NPPF and Policy TR3 in the 2026 NPPF as it is a location which limits the need to travel.

d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below

2.6.14 The Site's response to the 'Golden Rules' is set out below.

a) Affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework or (ii) until such policies are in place, the policy set out in paragraph 157 below.

2.6.15 Paragraph 157 seeks a 50% affordable housing provision prior to the adoption of the new Local Plan. As the Site seeks to be an allocation in the emerging Local Plan, it should be considered against part (i).

2.6.16 Emerging Policy H/AH: Affordable Housing states that major sites should be providing 40% affordable housing. Table 6 of the emerging Local Plan provides the affordable housing tenures for developments of 15 or more dwellings.

2.6.17 Our client is committed to the provision of affordable housing as part of the overall housing delivery on the Site.

b) Necessary improvements to local or national infrastructure

2.6.18 Our client is committed to ensuring that the proposed development provides necessary improvements to local infrastructure and would be willing to discuss this with a number of stakeholders throughout the Local Plan process, including Greater Cambridge and Cambridgeshire County Council.

2.6.19 It is recognised that the development will generate a need for contributions in respect of (inter alia) healthcare, education, employment and skills and transport, and our client is committed to mitigating its impact having regard to the 'tests' set out in the NPPF and CIL Regulations.

2.6.20 Our client, therefore, considers that through discussions with stakeholders, it can contribute to improving local and/or national infrastructure and is therefore in accordance with part b).

c) The provision of new, or improvements to existing, green spaces, that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces

2.6.21 The Vision Document highlights the importance of providing open space not just to support new residents but the whole community of Cottenham.

2.6.22 The Illustrative Masterplan includes the provision of a green corridor along the northern edge, creating a green corridor with Brenda Gautrey Way. The Illustrative Masterplan also includes a new community orchard, which not only is beneficial to existing and future residents, but which also provides biodiversity enhancements. Children's play areas are also included throughout the development.

2.6.23 In addition, boundary planting has been enhanced and retained where possible to support biodiversity net gain and maintain the Site's containment. In total, the Illustrative Masterplan is providing 6.2 hectares of open space, which equates to 47% of the total site area.

2.6.24 Therefore, our client considers that the Site accords with part c) of the NPPF paragraph 156.

2.6.25 In conclusion, it is considered that the Site falls within the definition of the grey belt, as set out in the NPPF. Therefore, it should be allocated for residential-led development in future iterations of the emerging Local Plan, as the provision of 200 homes can strengthen the robustness of Greater Cambridge's proposed housing trajectory, particularly in the first five years following adoption.

3 Conclusion

3.1 Summary

3.1.1 In conclusion, our client considers that the Plan would currently be found unsound at Examination as it is not considered justified or effective when assessed against the relevant tests in the 2024 iteration of the NPPF.

3.1.2 Our client notes that the number of 'deliverable' sites has decreased in the updated 2026 Housing Trajectory, meaning that there are fundamental concerns that Greater Cambridge will not be able to meet its five year housing land supply on adoption.

3.1.3 The Addendum puts the five year supply at marginally above the minimum requirements. That position relies significantly on existing commitments, despite recent delivery falling below earlier forecasts, and provides limited resilience against further delays or reduced build-out rates.

3.1.4 The Plan also relies substantially on new settlements, which in turn are dependent on large pieces of infrastructure being delivered, such as CSET. Delays to that infrastructure could affect the commencement, phasing and rate of housing delivery. The allocation of additional small and medium-sized sites would diversify the supply and provide greater flexibility and resilience, particularly during the early years of the Plan period.

3.1.5 Our client is pleased that the updated evidence base considers that the Site falls within the definition of grey belt.

3.1.6 Land off Beach Road, Cottenham represents a suitable and deliverable additional allocation. It is adjacent to a sustainable settlement with access to a range of services and facilities, including primary and secondary schools. The Site is capable of contributing approximately 200 homes during the first five years following adoption (first completion estimated Q2 2029 with Site completed Q1 2033 (assumed rate of 1 completion per week)), thereby improving the flexibility, resilience and early delivery of the housing trajectory. Its allocation would assist in making the Plan justified and effective.

3.1.7 Our client requests that the Proposed Submission Local Plan be modified to allocate Land off Beach Road, Cottenham for approximately 200 homes, supported by an appropriate site-specific policy and corresponding amendment to the Policies Map.

3.1.8 Our client wishes to participate in the relevant hearing sessions at the Examination in Public to explain and develop the matters raised in these representations.

Appendix 1 Location Plan

Appendix 2 Response to Greater Cambridge Regulation 18 Consultation

Appendix 3 Vision Document (September 2026)

Office Locations

Edinburgh
1 Lochrin Square,
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EH3 9QA
01316 000319

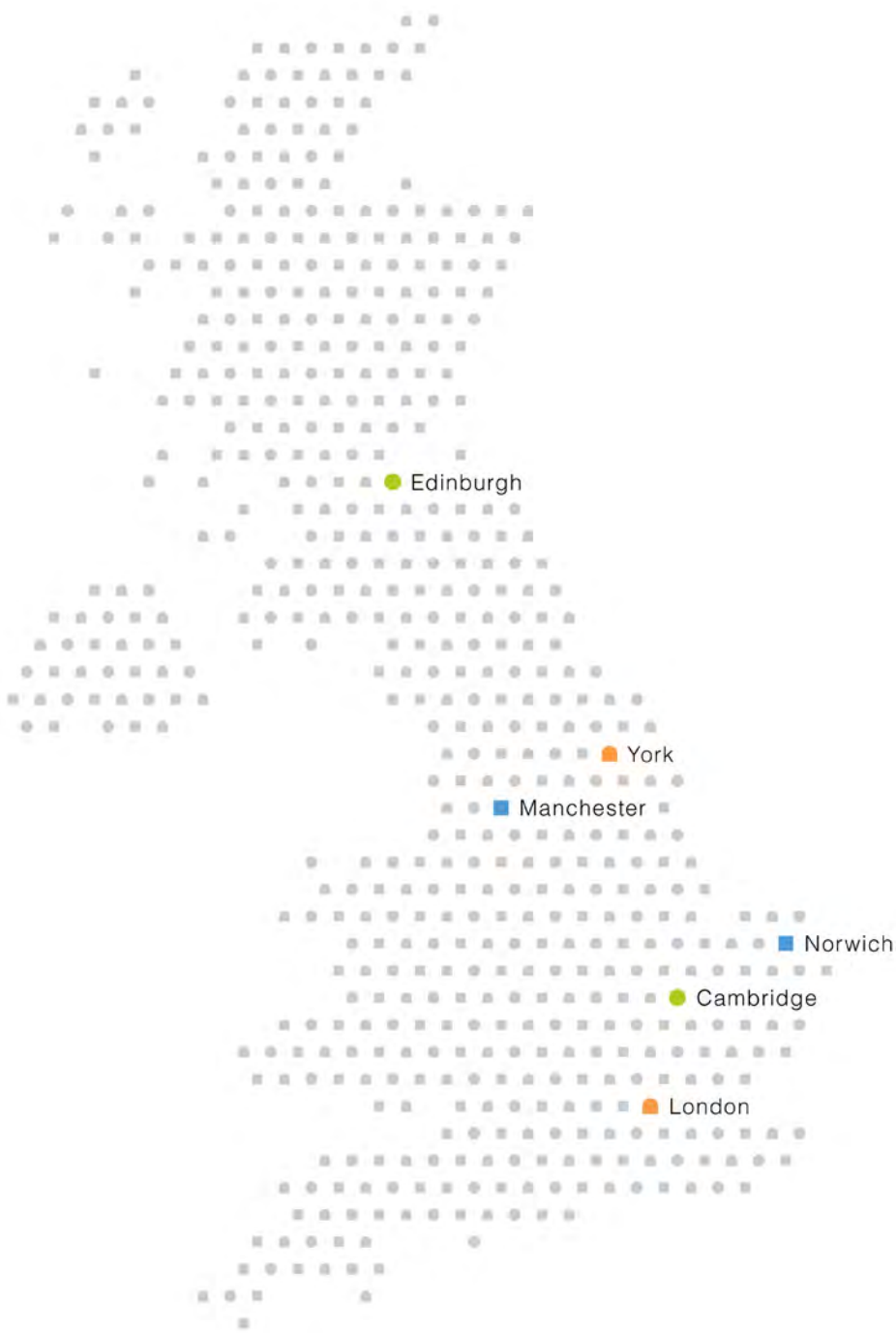
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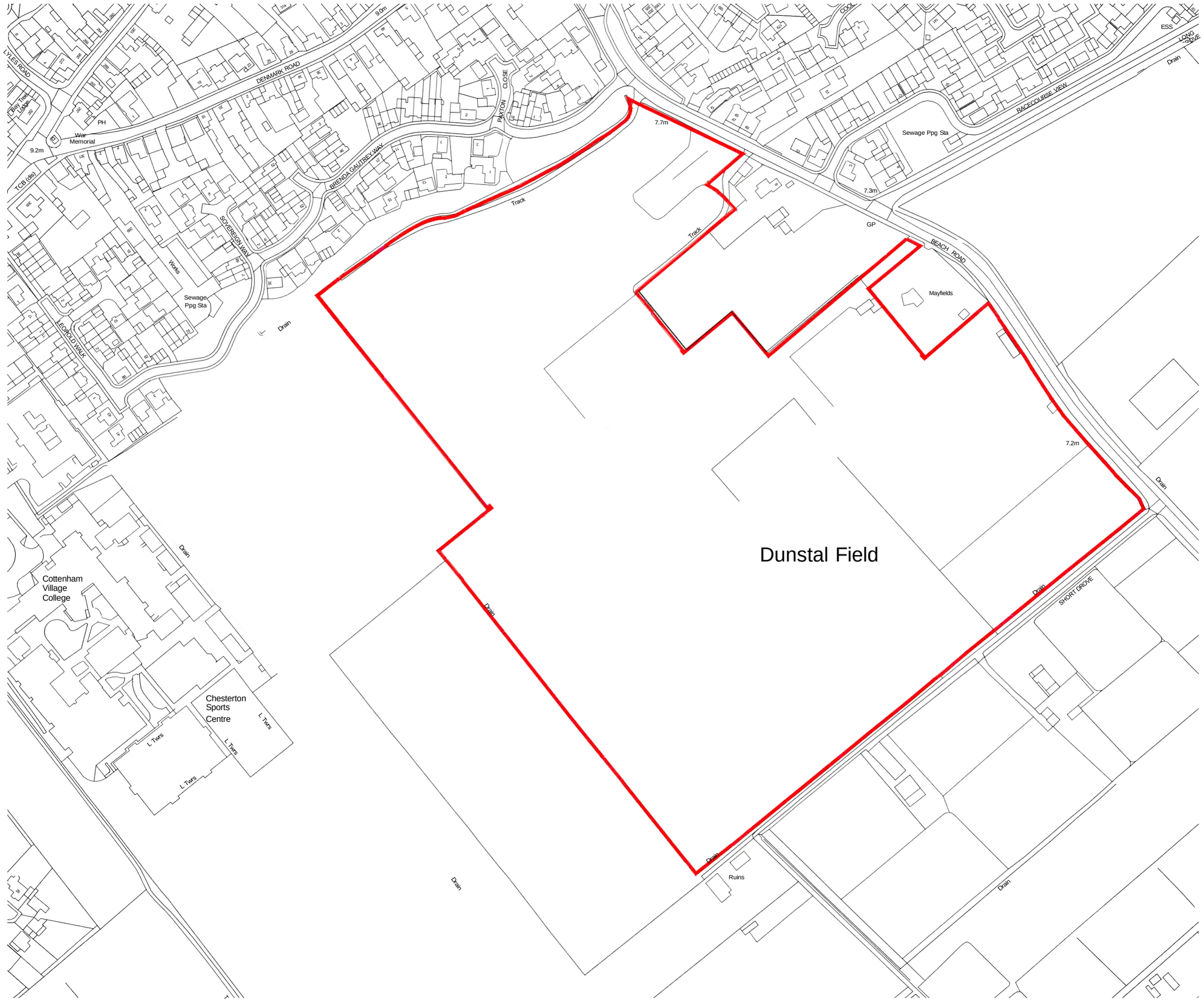
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Lanpro



croudacehomes

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Land at Beach Road, Cottenham

Cottenham - Entire Site

January 2025

1:2500 @ A3

0 20 40 60 80 100 Metres

Lanpro

4800 – Land off Beach Road, Cottenham, Cambridgeshire

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Land off Beach Road, Cottenham, Cambridgeshire

January 2026

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Issue Sheet

Document Prepared for: Croudace Homes

Representations to the Greater Cambridge Local Plan Consultation:

4800

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APPENDIX 1 **LOCATION PLAN**

APPENDIX 2 **A MASTERPLAN VISION: BEACH ROAD, COTTENHAM, CAMBRIDGESHIRE**

1 Introduction

1.1.1 These Regulation 18 representations have been prepared by Lanpro Services Ltd on behalf of Croudace ('our client'). The representations respond to the Greater Cambridge Local Plan Regulation 18's draft policies that relate to our client's Site at land off Beach Road, Cottenham, Cambridgeshire ('the Site'). A location plan of the Site is shown at **Appendix 1**, and a Masterplan Vision is contained in **Appendix 2**. These representations follow previous representations submitted on behalf of Croudace.

1.1.2 Our client can confirm that it is continuing to promote this area as part of the emerging Local Plan process for circa 200 dwellings, together with public open space, green corridors, and a new community orchard.

1.2 Croudace Homes

1.2.1 Croudace is a long-established, family-owned residential developer founded in 1946. Croudace builds high-quality homes that reflect local character and contribute positively to communities. Their strength lies in detailed internal and external design, quality materials, and thoughtful landscaping that enhances surroundings.

1.2.2 Croudace homes are expertly built by professionals, with attention to the social and environmental impact of its schemes. They include play areas, sports facilities, wildlife protection, and promote non-car travel. Community events and charity support reflect their commitment to creating desirable, socially vibrant places to live.

1.2.3 Croudace Homes is a responsible, high-quality house builder specialising in strategic land promotion across the South East and East of England. Projects range from 50-home schemes to large urban extensions of several hundred units. The company manages the planning process from promoting the site to building the development, working closely with local communities, planners, and stakeholders to deliver sustainable community-focussed development that benefit both new and existing residents.

1.3 Structure of Document

1.3.1 These representations to the Greater Cambridge Local Plan Regulation 18 consultation are structured as follows:

- Chapter 1: Introduction – This Chapter sets out the introduction to the representations and provides details of our client, Croudace, who are promoting the site for development.
- Chapter 2: Site Context – This Chapter sets out the site context for the Site and demonstrates why the Site should be allocated for development in the emerging Local Plan.

- Chapter 3: Response to Representations – This Chapter provides a response to the draft policies that are considered relevant to the Site. In this section we have followed the approach set out on the Greater Cambridge Shared Planning Service's portal to enable ease of access.
- Chapter 4: Conclusion – This Chapter concludes these representations.

2 Site Context

2.1 Site Context

2.1.1 The Site is located in the large village of Cottenham, which is currently designated as a Rural Centre in the adopted South Cambridgeshire Local Plan (2018). It is located approximately 9 kilometres north of Cambridge. Further detail about the site's context is contained within **Appendix 2: A Masterplan Vision**, which supports these representations and provides a visualisation of how the Site could be developed.

2.1.2 The Masterplan Vision sets out the wider context, providing the heritage and townscape context. It provides details of the site's connections and access to public transport, as well as providing additional detail on the extensive range of local services and facilities in the village. It provides a detailed baseline site analysis, and considers ecology, drainage, and flood risk. Finally, it draws on all this information to inform an illustrative masterplan, setting out details on green infrastructure and an open space strategy.

2.1.3 The Site, which covers an area of approximately 13.18 hectares is located on the south-eastern edge of Cottenham to the south-west of Beach Road. Existing residential development wraps around the Site to the north, with a mixture of arable farmland, paddocks, and orchards beyond the Site to the south and east. There is also a large area of woodland and scrub beyond the western boundary separating the site from Cottenham Village College (the local secondary school).

2.1.4 The main road running through the centre of the village is the B1049, which for most of its length is known as the High Street. The B1049 provides the principal route to Histon, Impington, the A14 Trunk Road (linking the area with the Midlands in the west, and the East Coast port of Felixstowe to the east), and Cambridge to the south, and the village of Wilburton and the A1123 to the north. The other key roads leading out of the village are Oakington Road, Rampton Road, and Beach Road, which abuts the site on its north-eastern boundary. The site is very close to the village centre where virtually all the village's shops, services, and facilities are located.

2.1.5 Cottenham is currently designated as a Rural Centre in the adopted South Cambridgeshire Local Plan, but the emerging Greater Cambridge Local Plan proposes to downgrade it to a Minor Rural Centre. Cottenham is one of the largest villages in Cambridgeshire and benefits from a wide range of shops, services, and facilities. These include a secondary school, primary school, special education school, sports centre, post office, pharmacy, GP surgery, vet, several public houses, restaurants and takeaways, estate agents, several independent businesses, including butchers, hairdressers, cafes, bakeries, newsagents, small supermarkets, and convenience stores.

2.1.6 The Site has very few constraints and none that would preclude it from coming forward for development. It is located within Flood Zone 1, according to the Environment Agency

(EA's) flood map for planning. It is located within the Cambridge Green Belt, which abuts the southern edge of the village.

2.1.7 The nearest bus stops are located approximately 200 metres from the site in the village centre and provide regular services to the nearby large villages of Histon & Impington, and Cambridge city centre. The Cambridgeshire Guided Busway has a stop at Oakington, approximately 4 kilometres south-west of the site providing rapid transit links between Huntingdon and St Ives to Cambridge North railway station, and Cambridge city centre. The closest railway station is Waterbeach, approximately 7 kilometres east of the site; a new replacement Waterbeach railway station is proposed approximately 2 kilometres north of the existing station to serve Waterbeach new town – the distance between it and the site would be broadly similar to the current railway station.

2.1.8 As the supporting Vision Document sets out, Cottenham has a rich history with designated heritage assets and a Conservation Area. There are 66 listed buildings within the village, of which 64 of them are located within the Cottenham Conservation Area. There is also a Scheduled Monument comprising a medieval moated enclosure. The Site's northern corner abuts the Conservation Area, and the nearest listed buildings are approximately 100 metres from the site.

2.2 Council Site Assessment

2.2.1 The Draft Greater Cambridge Local Plan Housing and Economic Land Availability Assessment (HELAA) (2025) does not appear to have fully assessed the site in its totality. However, the northern part of the site (2.2 hectares) has been assessed with a proposed residential capacity of 50 units. The site does not appear to have been assessed properly in its totality.

2.3 Land off Beach Road, Cottenham, Cambridgeshire

2.3.1 Following the publication of this version of the Greater Cambridge Local Plan, our client considers that considers that the Site is a suitable location for allocation as it provides high quality development in that can be delivered within five years of the Plan's adoption.

2.3.2 Given the increased need for residential dwellings across Greater Cambridgeshire, the Site could be an additional allocation to support sustainable growth. Cottenham is a sustainable settlement, with several services and facilities within the village itself, which include primary and secondary schools, shop, pubs and regular bus services.

3 Response to Representations

3.1.1 This Chapter sets out our client's response to the draft polices that are considered relevant to the Site.

3.2 Draft Policy S/JH: New Jobs and Homes

Position on this policy: Object

Do you consider the plan to be legally compliant? Yes

Do you consider the plan to be sound? No

Does it comply with the duty to cooperate? Yes

Main Comments

3.2.1 This draft policy sets out the level of needs for jobs and homes in Greater Cambridge over the plan period from 2024-2045, as well as dealing with specific groups such as Gypsies and Travellers, Travelling Showpeople, boat dwellers, and other caravan dwellers.

3.2.2 The policy meets objectively assessed needs for the Greater Cambridge area of 73,000 additional jobs, and a minimum of 48,195 new homes meeting the needs for the total population.

3.2.3 The Government's updated standard methodology for Greater Cambridge is 2,309 dwellings per annum (1,135 in Cambridge City and 1,174 in South Cambridgeshire).

3.2.4 It is noted that the number of dwellings per annum being provided by Greater Cambridge is 2,295, which is slightly fewer than the standard method. However, the draft Local Plan acknowledge that the total supply set out in Table 4 is 55,278 dwellings, which is from the current supply and new sites, including North East Cambridge. Therefore, the total number of dwellings that the Councils calculate will be provided across the emerging Plan Period is greater than the standard method, which our client supports.

3.2.5 However, it is considered that there may be potential for additional growth across Greater Cambridge. Both the previous and the current Governments recognised the potential of Cambridge to support national growth. The Government has set up the Cambridge Growth Company whose job is to work with local stakeholders to deliver "*high quality sustainable growth in Cambridge and its environs*[1]." Significant funding has been provided to the Cambridge Growth Company to enable and shape this growth.

3.2.6 The potential for additional growth to support the ambitions of the Cambridge Growth Company and by extension, the Government, should be incorporated into the draft Local Plan as a material consideration.

[1] https://thecgc.org.uk/

3.3 Draft Policy S/DS: Development Strategy

Position on this policy: Object

Do you consider the plan to be legally compliant? Yes

Do you consider the plan to be sound? No

Does it comply with the duty to cooperate? Yes

Main Comments

3.3.1 Draft Policy S/DS sets out the proposed strategy for the patterns, scale and design quality of places in Greater Cambridge, for the plan period to 2045 and beyond.

3.3.2 The Cambridgeshire & Peterborough Independent Economic Review (CPIER), which was published in September 2018 around the time of the adoption of the current Cambridge Local Plan and South Cambridgeshire Local Plan.

3.3.3 The CPIER recommended a blended spatial strategy being the most appropriate form of development. It considered densification, dispersal, fringe growth, and growth along transport corridors.

3.3.4 One element of this approach considers a dispersal strategy, which would bring new homes and jobs to towns and villages where populations are ageing, and new jobs and homes could bring new life to them. Cottenham is one of the largest settlements in Greater Cambridge and as set out in Section 2 of these representations has very few constraints to delivery.

3.3.5 While the CPIER report concluded that a dispersed approach should not be the main paradigm for development, it concluded a blended approach was the most appropriate options as none of the approaches on their own are likely to work. However, the balance of development set out in the Greater Cambridge Local Plan is unbalanced and the spatial strategy advance risks delivery of homes, particularly in the early part of the plan period.

3.3.6 The Councils are distributing 44% of growth across the Plan Period in new settlements (Figure 12 of the Local Plan). According to the Policy, these new settlements will seek to achieve 47,063 dwellings across the Plan Period.

3.3.7 The table below sets out the distribution of growth during the Plan Period across these new settlements and whether these have planning permission. **Appendix 4** sets out the proposed housing trajectory of the new settlements which do not currently have extant consent during the emerging Local Plan timeframe.

Table 3.1: Delivery of new settlements during the emerging Plan Period

Settlement	Number of Homes to be delivered in Plan Period	Total number of dwellings	Extant permission	Percentage of homes delivered

				during Plan Period
Northstowe*[2]	6,229	10,107	Yes	62%
Waterbeach New Town*	5,727	11,531	Yes	50%
Bourn Airfield	3,500	3,500	Yes	100%
North East Cambridge	3,950	3,975	No	50%
Cambridge East	3,950	4,050	No	49%
Cambourne North	2,550	10,450	No	20%
Grange Farm New Settlement	2,550	3,450	No	43%

*Northstowe has delivered 1,401 dwellings prior to this emerging Plan Period. Waterbeach New Town has delivered 556 dwellings prior this emerging Plan Period.

3.3.8 Our client does not consider that the delivery rates for these settlements are realistic, particularly regarding the new settlements which are yet to have been granted planning permission, which include:

- North East Cambridge.
- Cambridge East.
- Cambourne West.
- Grange Farm.

3.3.9 In the latest 'Start to Finish' Report, undertaken by Lichfields in 2024[3], it confirms that sites comprising over 1,000 dwellings will take, on average, five years to obtain detailed planning permission and then a further 1.3-1.6 years to deliver the first dwelling.

3.3.10 Indeed, for sites over 2,000 dwellings, it states that the median timescale from validation of the first planning application to the completion of the first dwelling is 6.7 years.

3.3.11 The Councils' Local Development Scheme anticipates that the emerging Local Plan will be submitted to the Secretary of State for examination in December 2026. In July 2024

[2] greater-cambridge-housing-trajectory-and-housing-land-supply-report-2025.pdf
[3] start-to-finish-3_how-quickly-do-large-scale-housing-sites-deliver.pdf

(after their General Election win), the new Minister for Housing, Matthew Pennycook, wrote to the Planning Inspectorate and noted that the average length of time for the completion of examination had increased from 65 weeks on average in 2016 to 134 weeks on average in 2022 (approximately 2 ½ years)[4].

3.3.12 Therefore, if the Plan were submitted to the Secretary of State in December 2026, then the earliest that the Plan could be adopted is May 2029, using the data above. That would be equivalent to 'Year 6' (2029/2030) in the proposed housing trajectory.

3.3.13 If these new settlements were to be approved in Year 6 (2029/30), then the earliest that the first house could be delivered according to the Lichfields 'Start to Finish' is in Year 12 (2035/2036). It is unrealistic to conclude that the first dwellings will be delivered in North East Cambridge and Cambridge East in 2032/33, and in 2034/35 in Cambourne North and Grange Farm. All these sites have significant infrastructure requirements, while the main housing trajectory does not rely on Cambridge North East (following the Government's recent announcement not to fund the relocation of the waste water treatment works from the existing site to Honey Hill, the delivery targets for the other three areas remain unrealistic. Cambourne North is reliant on East West Rail being delivered and a new railway station being brought forward at Cambourne, while Grange Farm is heavily reliant on the proposed CSET scheme.

3.3.14 Our client considers that the current housing trajectory figures are overly ambitious for new settlements, particularly considering recent delivery rates both within Greater Cambridge and in other parts of the UK. There would be a reduction in 3,000 homes across the Plan Period which would not be delivered on new settlements.

3.3.15 Therefore, in order to meet this shortfall, the Councils should focus on providing smaller and medium sized sizes in and adjoining existing settlements, especially ones that have a good range of shops, services and facilities, such as Cottenham. It has been demonstrated that the Site can easily accommodate circa 200 dwellings.

3.3.16 The Councils' housing trajectory also reliant on the new settlements delivering 350 dwellings per annum. This is equivalent to seven plots delivering 50 dwellings per annum, by several housebuilders.

3.3.17 The Lichfields 'Start to Finish' document also sets out the housing completions of large sites. The table below sets out the average delivery of sites which are for over 5,000 dwellings across the years.

Table 3.2: Table of average housing delivery on sites larger than 5,000 dwellings

Site Name	No of Dwellings	No of Years of Delivery	Average Delivery (rounded)
Former Alconbury Weald, Huntingdon	5,000	2	208

[4] Local Plan examinations: letter to the Chief Executive of the Planning Inspectorate (July 2024)

Priors Hall, Northamptonshire	5,200	11	135
North West Preston	5,300	8	290
East Kettering SUE	5,500	6	133
Sherford, South Hams	5,500	7	119
South Ashford Garden Community	5,750	2	75
Houlton (Rugby Radio Station)	6,200	3	139
The Hamptons (Peterborough)	6,320	25	224
Ebbsfleet	15,000	14	255

3.3.18 Therefore, the table above demonstrates that none of these new settlements achieved, on average, 350 dwellings per annum. For Greater Cambridge to have so many of these ty[pe of sites in one area, is particularly problematic for delivery. Therefore, there should be a greater focus on delivering the required housing across sustainable settlements, which includes Cottenham. The Site can help meet the needs of the emerging Local Plan, particularly on adoption of the Local Plan, and in the early part of the plan period.

3.3.19 Our client also has concerns about the principle of the development at North East Cambridge, Cambridge East, Cambourne North and Grange Farm, although our client notes that the Councils acknowledge that North East Cambridge may not be available due to the Government withdrawing funding for the wastewater treatment relocation.

3.3.20 Regarding Cambridge East (the existing Cambridge Airport), in October 2025, Marshall Group confirmed that they were not relocating to Cranfield Airport, in Bedfordshire, as it was considered "*no longer affordable*[5]".

3.3.21 There is nothing in the news, which sets out when Marshall Group intends to vacate the Site. Therefore, our client questions whether the emerging Local Plan can be reliant on these dwellings during the Local Plan period.

3.3.22 With respect to Cambourne North, the delivery of the settlement extension is principally reliant on the proposed new station that will be delivered as part of East West Rail.

3.3.23 Although our client acknowledges that in June 2025, as part of the spending review, the Government committed a further £2.5 billion for the continued delivery of East West Rail, there is far from certainty that this will be delivered. This Government is fully committed to the delivery of East West Rail but there are no guarantees that a future government would be as committed. Indeed, other political parties have suggested they could scrap such a

[5] https://www.bbc.co.uk/news/articles/c62l6gnvdygo

scheme. While Local Plans clearly cannot necessarily plan for all future potential scenarios, the emerging Local Plan should focus more growth in Rural/Minor Rural Centres such as Cottenham

3.3.24 Regarding Grange Farm, our client is concerned that there is not sufficient infrastructure to deliver this Site, particularly as this will be a sustainable new town, located at the heart of the Rural Southern Cluster. Once again, the Local Plan is placing far too much emphasis on the delivery of new standalone new settlements, which past experience demonstrates take a significant time to deliver.

3.3.25 The Deliverability Paper that was submitted as part of the previous 'call for sites' application for Grange Farm, confirms that 3,560 dwellings (market and affordable) can be delivered during the emerging Local Plan period with the first dwellings being delivered in 2030.

3.3.26 The Councils' housing trajectory states that only 2,550 dwellings can be during the Plan Period, so our client would question how accurate these figures are by both the Councils and the promoter for Grange Farm.

3.3.27 There is also a discrepancy between the number in the Housing Trajectory provided by the Council (up to 300 dwellings in 2040) and only 275 dwellings in the Housing Deliverability Note[6]. Therefore, our client has concerns that the Council will be able to deliver that number of dwellings across the Plan Period.

3.3.28 In order to help meet this shortfall, our client can provide a Site that is immediately deliverable at a sustainable location.

3.3.29 In total, as set out in Figure 12 of the emerging Local Plan above, new settlements will provide 44% of the total housing supply. Given the timings set out in the Lichfields 'Start to Finish' report, there is a severe risk of delay in delivering a significant number of Greater Cambridge's housing sites, which will mean that the Councils will not be able to meet their housing needs across the Plan Period. If the Councils cannot demonstrate a five-year housing land supply or has a housing delivery percentage of less than 75%, set out in the Government's Housing Delivery Test, then the Plan would be considered out of date. It would, therefore, be subject to paragraph 11 of the NPPF (2024) and attract speculative development.

3.3.30 In order to avoid this scenario and to ensure as far as possible a plan-led system can be successfully implemented and delivered, the Site can help the Council deliver a consistent and deliverable supply of housing across the Plan Period to reduce the risk of the Council not being able to meet its housing needs, thereby attracting speculative development.

3.3.31 The Site at land of Beach Road, Cottenham forms a natural extension to the growth of a large sustainable village, adjacent to the existing and proposed settlement boundary, and

[6] https://oc2.greatercambridgeplanning.org/form/59401

very close to the village centre with its shops, services and facilities, and secondary school.

3.3.32 The Site is immediately deliverable and could contribute towards the Council's increased housing needs to ensure that the required housing delivery numbers are maintained. A greater mix of smaller and medium sized sites would help to ensure that in future Greater Cambridge is able to demonstrate a five-year supply of housing land. smaller and medium sized sites typically come forward quicker that new large settlements which require significant infrastructure to support them. A good mix of these smaller sized sites also enables a wider range of house builders to enter the market providing a wider range in product and often leading to an increase in local employment, such as Cala Homes.

3.3.33 The Site is being promoted by Croudace, who are a high-quality housebuilder. They are committed to the delivery of the Site during the first five years of the emerging Local Plan.

3.4 Draft Policy S/SH: Settlement Hierarchy

Position on this policy: Object

Do you consider the plan to be legally compliant? Yes

Do you consider the plan to be sound? No

Does it comply with the duty to cooperate? Yes

Main Comments

3.4.1 Draft Policy S/SH: Settlement Hierarchy 'sets out the groupings of settlements into categories that reflect their scale, characteristics and sustainability, to ensure development is located in the most sustainable places. While this broad approach is support, the precise balance of development being attributed to different settlement types should be altered to ensure deliverability and sustainability.

3.4.2 Draft Policy S/SH: Settlement Hierarchy proposes to downgrade Cottenham from its previous role as a Rural Centre to a Minor Rural Centre. There is insufficient justification to justify this approach and as outlined in Section 2, Cottenham benefits from an excellent range of shops, services, and facilities.

3.4.3 Cottenham is one of the largest villages in Cambridgeshire and benefits from a wide range of shops, services, and facilities. These include a secondary school, primary school, special education school, sports centre, post office, pharmacy, GP surgery, vet, several public houses, restaurants and takeaways, estate agents, several independent businesses, including butchers, hairdressers, cafes, bakeries, newsagents, small supermarkets, and convenience stores.

3.4.4 Indeed, when comparing it against the other three Rural Centres that have not been downgraded (namely Histon & Impington, Great Shelford & Stapleford, and Sawston,

Cottenham performs as well and if not better against some sustainability criteria. Indeed, unlike Great Shelford & Stapleford, Cottenham benefits from a secondary school.

3.4.5 The supporting Development Strategy Topic Paper adds little but draws on the Settlement Hierarchy Review which was published in 2021. It states that *'Cottenham should be classified as a Minor Rural Centre reflecting a revision to the criteria for Rural Centres that they must all have high quality public transport in the form of a segregated public transport route such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway'*.

3.4.6 The Settlement Hierarchy Study Update 2025 includes a table showing the points awarded to different settlements in the hierarchy and uses it to downgrade each settlement.

Table 2: Points awarded to existing Rural Centres under each assessment category and total

Village	Parish Population (as at 2022)	Primary School and GP surgery	Shops and services (retained from 2021)	Secondary School	Job density	Transport	Total
Bourn Airfield (approximate points)	9,800*	2	8	4	1	3	18
Cottenham	6,555	2	7	4	2	0	15
Great Shelford and Stapleford	6,525	2	8	1	1	4	16
Histon and Impington	8,905	2	9	4	1	2	18
Sawston	7,595	2	10	4	1	3	20

* Expected population once built out – Bourn Airfield SPD (2019)

3.4.7 Cottenham's excellent range of shops, services, and facilities gives it an element of self-containment, and when combined with a regular bus service into Cambridge creates a sustainable settlement, that should be retained as a Rural Centre in the settlement hierarchy. Indeed, and while the presence of a secondary school has been acknowledged in the scoring its importance cannot be underestimated in reducing car journeys.

DRAFT

3.4.8 The scoring system attributes far too much weight to unfunded or major new infrastructure projects such as the Cambourne to Cambridge (C2C) and Cambridge South East Transport (CSET), which do not have certainty of delivery. The decision to afford no points at all to Cottenham's very well used existing bus service, while awarding other settlements high scores based on yet to be delivered major busways or railway lines. Furthermore, this apparent deficiency could be more easily remedied by a slight increase in bus frequency, which would be far more achievable, particularly given the forthcoming proposals for bus franchising. Even despite this flaw in the methodology, Cottenham still only receives 1 point fewer than Great Shelford & Stapleford in the assessment. It is therefore concluded that Cottenham should retain its status as a Rural Centre.

3.4.9 Finally, the Local Plan's unbalanced focus on continuing to focus on large new settlements risks overall delivery and will inevitably lead to the exclusion of many SME housebuilders from the market. Such housebuilders like Croudace can help to ensure delivery, competition in the market and a high-quality product.

3.5 Draft Policy S/GB: Green Belt

Position on this policy: Object

Do you consider the plan to be legally compliant? Yes

Do you consider the plan to be sound? No

Does it comply with the duty to cooperate? Yes

3.5.1 Draft Policy S/GB sets out the Green Belt policy for the area. Criterion 1c states that the Green Belt will be maintained around Cambridge with the specific purpose to 'prevent communities in the environs of Cambridge from merging into one another and with the city'.

3.5.2 Paragraph 143 of the National Planning Policy Framework (NPPF) states that the second purpose of the Green Belt is b) to prevent neighbouring towns merging into one another'. It is clear therefore that there is an inconsistency between criterion 1c and paragraph 143 of the NPPF, which refers to communities rather than towns

3.5.3 Paragraph 145 of the NPPF states that *'Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully justified through the preparation or updating of plans'*. It states that *'Strategic policies should establish the need for any changes to the Green Belt boundaries, having regard to their intended performance in the long term, so they can endue beyond the plan period'*.

3.5.4 Exceptional circumstances exist at a strategic level to justify amendments to the Green Belt by virtue of the need for the Greater Cambridge Local Plan to identify additional suitable and sustainable sites for development to meet identified needs, and subsequently directing appropriate growth to sustainable villages.

3.5.5 Paragraph 148 of the NPPF states that where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider 'Grey Belt' which is not previously developed, and then other Green Belt locations, to promote sustainable patterns of development.

3.5.6 In addition, it is to be noted that emerging national planning policy further states that the preparation of Local Plans should be informed by an assessment which identifies Grey Belt and informs any Green Belt boundary alterations (Draft National Development Management Policy GB2); and Green Belt boundaries should be altered through the Local Plan-making process where this would enable the development of land around stations (Draft National Development Management Policy GB3). There is therefore a clear expectation in current and emerging national planning policy for Local Plans to consider the role of Grey Belt in identifying suitable and sustainable sites to contribute towards identified development needs, and particularly near train stations. However, the draft Greater Cambridge Local Plan currently fails to give grey belt any consideration in informing the proposed Development Strategy.

3.5.7 Grey Belt is defined in national planning policy as:

> "*Land in the Green Belt comprising previously developed land and/or any other land that, in either case, d*oes not strongly *contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development"*

3.5.8 The Greater Cambridge Green Belt Assessment, which was undertaken in 2021, prior to the introduction of Grey Belt. The area of land within which land off Beach Road, Cottenham was located (comprises Parcel CH1 and CH2) was assessed against the five purposes of the Green Belt set out in paragraph 143 of the NPPF, which are :

a) To check unrestricted sprawl of large built-up areas;

b) To prevent neighbouring towns from merging into one another;

c) To assist in safeguarding the countryside from encroachment;

d) To preserve the setting and special character of historic towns; and

e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.5.9 Appendix B concluded *that 'Parcel CH1 makes a relatively limited contribution to maintaining and enhancing the quality of Cambridge's setting, and a relatively limited contribution to preventing communities in the environs of Cambridge from merging with one another. The additional impact on the adjacent Green Belt on the release of the parcel would be minor-moderate. Therefore, the harm resulting from its release, as an expansion of Cottenham, would be moderate high'*.

3.5.10 It also concluded that *'Parcel CH2 makes a moderate contribution to maintaining and enhancing the quality of Cambridge's setting, and a moderate contribution to preventing*

communities in the environs of Cambridge from merging with one another. The additional impact on the adjacent Green Belt of the release of the parcel would be minor. Therefore, the harm resulting from its release, as an expansion of Cottenham, would be moderate high'.

3.5.11 It is noted that the Greater Cambridge authorities have commissioned an update to the Greater Cambridge Green Belt Assessment (GCGBA, 2021) in order to respond to changes in national planning policy, particularly in response to 'Grey Belt'.

3.5.12 It is clear that the Greater Cambridge Local Plan needs to be informed by a full assessment of the Green Belt in light of the Government's introduction of grey belt. Given that the previous assessment of land off Beach Road, Cottenham concluded that it does *not* strongly contribute to any of purposes (a), (b), and (d), there is a strong case that the land should be designated as grey belt, and thus suitable for development.480

4 Conclusion

4.1.1 In conclusion, our client is client is continuing to promote the Site (land off Beach Road, Cottenham) for circa 200 dwellings that was previously submitted as part of the 2025 'call for sites'.

4.1.2 The Site could come forward immediately or following a review of the Cambridge Green Belt

4.1.3 It is considered that Cottenham should be retained at its current level in the settlement hierarchy given the excellent range of services and facilities that are located within the settlement, rather than being downgraded as proposed.

4.1.4 Once upgraded in the settlement hierarchy, the settlement should be able to accommodate an increased number of dwellings to support sustainable growth. The Site is ideally suited to meet this need. It is also located adjacent to the settlement boundary, meaning that it is within easy walking/cycling distance of the settlement's services and facilities, including Cottenham Village College (the local secondary school), and .

4.1.5 Although the Council is providing a greater number of dwellings per annum than what is set out in the Government's Standard Method, there are significant risks that upon adoption, the Council will not be able to maintain a five-year housing land supply. Therefore, it will be found 'unsound' at Examination as it will not comply with paragraph 72 of the NPPF, 2024.

4.1.6 Our client considers that there are fundamental issues with the distribution of housing across the Plan Period. There appears to be an overreliance on the delivery of new settlement sites that are larger than 2,000 dwellings. Independent research from Lichfields' 'Start to Finish' confirms that there is a protracted delay in large sites submitting a planning application to the first house being delivered, and this unbalanced approach is likely to see the Council in a situation where it is unable to maintain a 5-year supply of housing land in a short time following adoption.

4.1.7 Therefore, there should be an increase in the number of dwellings being allocated within other sustainable settlements. The Site is ideally placed to provide housing at the start of the Plan Period, reducing the reliance on larger sites and ensuring a wider variety of SME housebuilders into the market.

4.1.8 Finally, the client would like to draw the Council's attention that Government Planning Practice Guidance discourages the seeking of more than 10% biodiversity net gain. Therefore, the reference to 20% being actively encouraged should be removed.

Appendix 1 Location Plan

Appendix 2 A Masterplan Vision: Beach Road, Cottenham, Cambridgeshire

Lanpro


RTPI
Royal Town Planning Institute


RIBA
Chartered Practice


REGISTERED ORGANISATION
CIfA


HBF
HOME BUILDERS FEDERATION


Women in Property


IEMA
Transforming the world to sustainability


RIBA 2030
Climate
Challenge
Signatory


Bloom*
Opening up procurement
Accredited Supplier


Landscape Institute
Registered Practice


RSA


CONSTRUCTING EXCELLENCE
delivered with bre


LPDF


URBAN DESIGN GROUP
REGISTERED PRACTICE


smas
worksafe consultant
SSIP


QMS
ISO 9001 : 2015
REGISTERED


QMS
ISO 14001 : 2015
REGISTERED


QMS
ISO 45001 : 2018
REGISTERED


CYBER ESSENTIALS

BEACH ROAD, COTTENHAM, CAMBRIDGESHIRE

A MASTERPLAN VISION

croudacehomes

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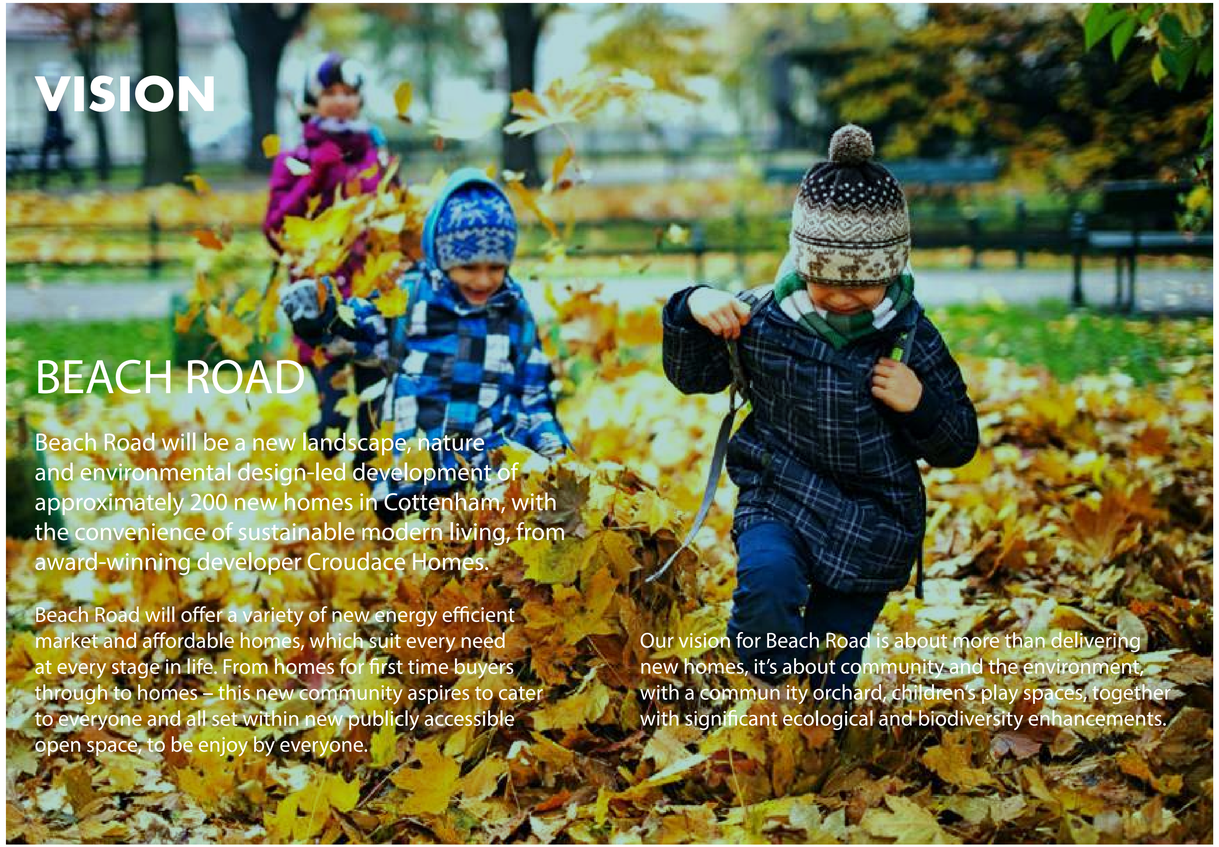
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croudacehomes



VISION

BEACH ROAD

Beach Road will be a new landscape, nature and environmental design-led development of approximately 200 new homes in Cottenham, with the convenience of sustainable modern living, from award-winning developer Croudace Homes.

Beach Road will offer a variety of new energy efficient market and affordable homes, which suit every need at every stage in life. From homes for first time buyers through to homes – this new community aspires to cater to everyone and all set within new publicly accessible open space, to be enjoy by everyone.

Our vision for Beach Road is about more than delivering new homes, it's about community and the environment, with a commun ity orchard, children's play spaces, together with significant ecological and biodiversity enhancements.

1. INTRODUCTION

1.1 CROUDACE HOMES

Croudace is a long-established, family-owned residential developer founded in 1946. They build high-quality homes that reflect local character and contribute positively to communities. Their strength lies in detailed internal and external design, quality materials, and thoughtful landscaping that enhances surroundings.

Croudace homes are expertly built by professionals, with attention to social and environmental impact. They include play areas, sports facilities, wildlife protection, and promote non-car travel. Community events and charity support reflect their commitment to creating desirable, socially vibrant places to live.

Strategic Land Promotion
Croudace Homes is a responsible, high-quality house builder specialising in strategic land promotion across the South East. Projects, range from 50-home developments to large urban extensions.

The company manages the planning process from promoting the site to building out the development, working closely with local communities, planners, and stakeholders to deliver sustainable, community-focused developments that benefit both new and existing residents.







1.2 SITE SUMMARY

The Site is located on the south-eastern edge of Cottenham, to the south west of Beach Road. Existing residential development wraps around the site to the north, with a mixture of arable farmland, paddocks, and orchards beyond the site to the south and east. There is also a large area of woodland and scrub beyond the western boundary.

The Site is flat and measures approximately 13.18 ha. The site is highlighted on the aerial photographs below and opposite.



Aerial view of proposed site



Aerial view of Cottenham Vvillage highlighting proposed site

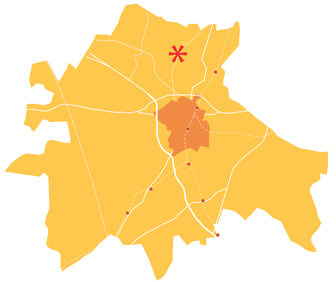
2. UNDERSTANDING THE CONTEXT

2.1 WIDER CONTEXT

A large and vibrant village, Cottenham is located towards the northern edge of the Greater Cambridge Shared Planning Boundary, within South Cambridgeshire District.

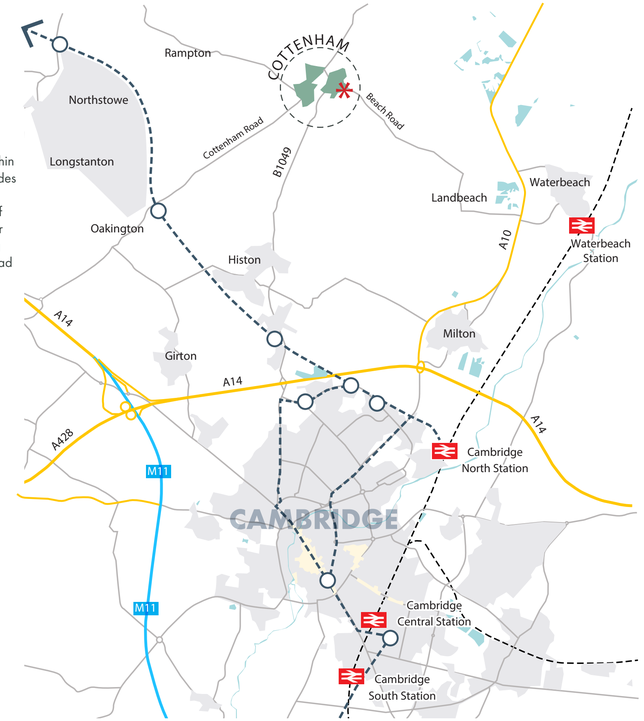
Cambridge is located to the south,with Cambridge City Centre just 9km away Neighbouring villages include Rampton, 2.6km to the west, Oakington, 4.9km to the south west and Landbeach, 3.6km to the south east. The village had an approximate population of 6,329 in 2021census, this may have risen subsequently as a result of recent housing developments.

The main road running through the centre of the village is the B1049, most commonly known within the village as the High Street. The B1049, provides the main route to Histon, Impington, the A14 and Cambridge to the south and to the village of Wilburton and the A1123 to the north. The other key routes connecting Cottenham to the outlying villages, include, Oakington Road, Rampton Road and Beach Road, which passes The Site.



The Site

Location of Cottenham withinin Greater Cambridge Local Plan area



Cottenham within the wider context

2.2 PLANNING POLICY CONTEXT

The South Cambridgeshire Local Plan was adopted on 27th September 2018 and runs to 2031. The draft Greater Cambridge Local Plan to which this Vision Document relates, has now been published and sets out the joint Local Plan for Cambridge and South Cambridgeshire for the period up to 2045.

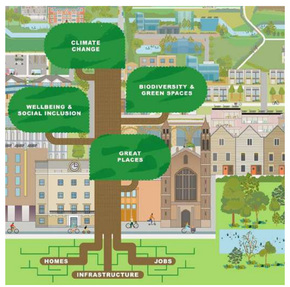
Within the adopted Local Plan, Cottenham is identified as one of five Rural Centres in South Cambridgeshire, 'the largest and most sustainable villages' within the District. The other Rural Centres, as identified through the Local Plan comprise; Cambourne, Great Shelford & Stapleford, Histon and Imping ton and Sawston. Rural Centres are considered the largest, most sustainable villages in the District with good access to a secondary school, employment opportunities, a variety of services and facilities and good public transport services to Cambridge. However, the draft Greater Cambridge Local Plan proposes to downgrade Cottenham's status reducing it to a Minor Rural Centre. Given that Cottenham is one of the largest, most sustainable settlements outside Cambridge within South Cambridgeshire, Croudace considers this downgrading to be inappropriate.

The Cottenham Neighbourhood Plan was 'made' in May 2021. The Plan identifies that to remain sustainable "a village should provide local homes and employment opportunities for current and future generations, with adequate education, health, leisure and recreation facilities within easy walking distance for most residents and good public transport link."

Upon adoption, the Greater Cambridge Local Plan will supersede the South Cambridgeshire Local Plan. It will seek to shape development across Cambridge City and South Cambridgeshire. The updated standard methodology in 2026 states that Greater Cambridge should be providing a minimum of 2,289 dwellings per annum.

On 23 July 2026, the Government established the Greater Cambridge Development Corporation. It is a new statutory delivery body covering Greater Cambridge. It has built on the foundations started by the Cambridge Growth Company. The six core objectives of the Development Corporation comprise:

- Achieving transformational economic growth.



- Delivering infrastructure-led development.
- Enabling innovative investment.
- Enhancing the environment and climate resilient communities
- Furthering inclusion and opportunity
- All enabled through local representation, participation and transparency.

The Government has confirmed its intention to grant the Development Corporation planning powers, which need to be laid before Parliament before they come until force. It is anticipated that the Development Corporation will have development management powers for developments over 250 homes and 5,000sqm of commercial space from 2027.

The draft Cambridge Local Plan has been published for Regulation 19 pre-submission consultation in August 2026". The majority of the housing growth throughout the new Local Plan period (2024-2045) is to be delivered on existing and new settlements, such as Waterbeach, Northstowe, Cambourne North, Cambridge East and Grange Farm. There are concerns over the overreliance on new settlements to support housing growth as these rely on the provision of significant pieces of infrastructure, such as the Cambridge South East Transport (CSET) Phase 2 Scheme to support Grange Farm.

There are particular concerns about the supply of 'deliverable' homes as defined by the National Planning Policy Framework (NPPF) on the adoption of the Local Plan (expected 2028). Therefore, it is crucial that smaller sites that are adjacent to existing settlements are delivered to ensure that Greater Cambridge can demonstrate a five year housing supply on adoption, thereby making the Plan 'sound' as defined in the NPPF.

The continuing decision to downgrade Cottenham from a Rural Centre to a Minor Rural Centre fails to consider the excellent public access and a range of shops and services in Cottenham. It remains a sustainable location for future development. To summarise:

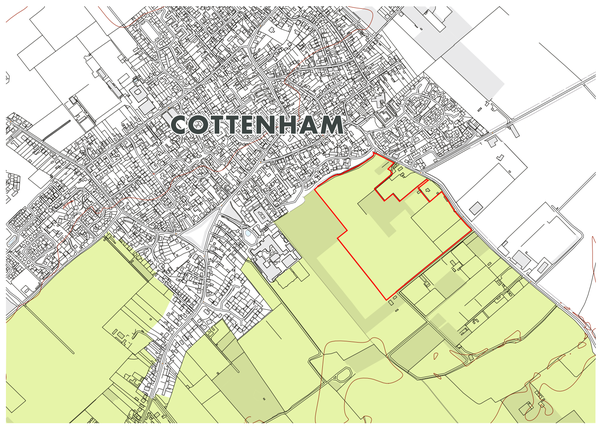
- Cottenham continues to offer good access to a secondary school, primary school, employment opportunities, a variety of services and facilities and have good public transport services to Cambridge.
- In terms of population, amenities and services, Cottenham is comparable to the other

Rural Centres (indeed even with what Croudace's representations conclude was a flawed scoring system, Cottenham scored just a single point lower than Great Shelford & Stapleford, which the draft Local Plan continues to include as a Rural Centre. It is concluded that Cottenham's sustainability credentials make it an entirely appropriate location to accommodate further growth.

- The Neighbourhood Plan (May 2021) identifies a desire locally to consolidate and enhance existing services and amenities. Key issues highlighted in the plan include limitations on education, medical, leisure and recreational facilities. However, aspirations in the Plan point to the retention of Cottenham as a Rural Centre.

The Site adjoins but falls outside of the settlement framework of Cottenham. Currently, the Site comprises a series of fields. The Site is classified as Green Belt. Policy S/4 (Green Belt) of South Cambridgeshire's current Local Plan states Green Belt will be maintained around Cambridge. It adds that new development in the Green Belt will only be approved in accordance with Green Belt policy set out in the National Planning Policy Framework.

Development of this Site will not impinge on the Green Belt around Cambridge itself. A review of the Site has been undertaken, which concludes that the Site should be classified as grey belt as it does not 'strongly contribute' to the purposes of the Green Belt as defined in the NPPF. The latest Green Belt updated published by the Council (July 2026) concludes that the Site should be considered grey belt as it only moderately contributes to purpose d)." In addition, a Landscape Visual Impact Assessment has been prepared for the Site.



Site within the Cambridge Green Belt

It notes that the Site is within a transitional area at the edge of the Fen Edge Village and bordered by a series of orchards, hedges and trees to the southeast, by (mostly modern 2-storey brick) housing on Brenda Gautrey Way to the north of and further residential areas to the west. To its northeast and eastern edge, the Site fronts Beach Road and includes a number of dwellings on the road frontage, with further estate development beyond. The development of the Site could be delivered sensitively to be read as part of the existing settlement and minimise any impacts on the local landscape.

Adopted South Cambridgeshire Local Plan Policy HQ/1 (Design Principles) seeks to achieve high quality development. It requires development to make a positive contribution to the local and wider context and to:

- Create an environment that feels safe and has a strong community focus.
- Include high quality landscaping and public spaces that integrate the development with its surroundings.
- Protect the health and amenity of occupiers and surrounding development that is overlooking, overbearing or results in a loss of daylight or development, which would create unacceptable impacts, such as noise, vibration, odour, emissions and dust.
- Provide a harmonious integrated mix of uses that contributes to the creation of inclusive communities.

The Masterplan proposed hereby demonstrates the ability these objectives through the development of the Site

2.3 HERITAGE CONTEXT

Cottenham has a rich history with designated heritage assets and a Conservation Area. There are 66 listed buildings in total within the village, with 64 of them within the Conservation Area. There is also a Scheduled Monument, comprising a medieval moated enclosure.

Only a very small section of the Conservation Area adjoins the northern corner of The Site. The nearest listed building is the Grade II listed Olde Thatch property on the corner of Denmark Road and Beach Road, which is approximately 140m from the northern corner of the site and screened by existing residential properties.

The heritage assets within Cottenham are highlighted on the plan opposite. The photographs illustrate the variety of listed buildings found within the village.



Grade II Listed - Rose Villa, High Street



Grade II Listed - 332, High Street



Grade II Listed - Olde Thatch



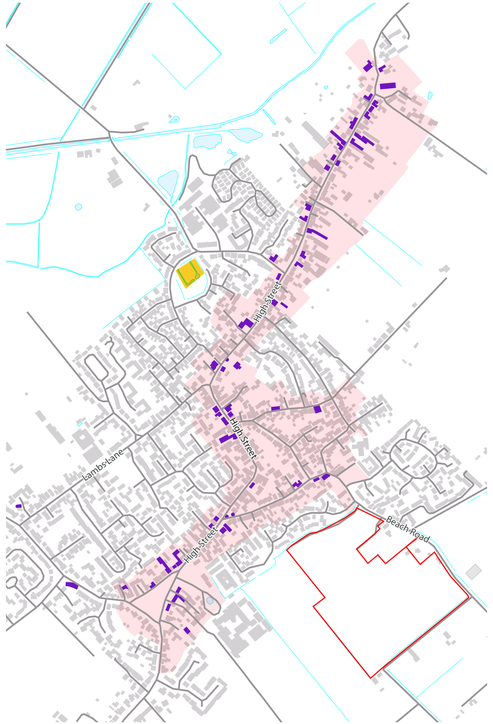
Grade II Listed - 226 & 228, High Street



Grade II Listed - 279, High Street



Grade II Listed - 86, High Street



2.4 TOWNSCAPE CONTEXT

Running through the centre of the village, the High Street defines the village's historic linear settlement pattern, and is where you will find the majority of the remaining historic buildings, many of them listed.

More than a mile long, the High Street is landmarked by the Village Green to the south and All Saints Church to the north. There is a mix of property types and architectural styles throughout the historic core of the village from small terraces, semi-detached houses, through to large, detached villa properties. The streetscape provides a mix of both wide and narrow fronted properties. The properties are mostly two-storey with some three-storey, such as the Hop Bind PH and The Tall House.

The pepper-potting of business and retail with residential dwellings creates a more active and vibrant environment along the majority of the High Street, which is further enhanced by the on-street parking. Detached properties with rear yards and parking, accessed by narrow passageways are common.

The majority of the properties along the High Street hug the back of the pavement, with some of the larger properties having small set-back behind dwarf brickwork walls, railings or grass verges.

The predominant material used in the village is the local buff brick, which is commonly combined with slates tiles on pitched roofs, resulting in a subtle and muted colour palette. However, painted render and brickwork, black timber boarding tiles, and thatched roofs can also be found, adding to the variety and richness to the character of the village. Architectural detailing is rich throughout the village but often simple and understated, such as timber casement windows and dormers. Chimneys are prominent to both the street and roofscape.

Permeating out from the High Street is a network of finer-grain streets and lanes leading to the post-war and later 20th century developments on the edge of the village. Detached and semi-detached properties are prevalent, with some short terraces. Parking to the side or within the rear curtilage of properties behind timber gates is also a common feature throughout the village.

In bringing forward proposals for The Site, the design will aim to incorporate and reflect the existing context and character, to create a new, well designed and vibrant place, which integrates into the existing fabric of Cottenham.



Examples of the subtle and muted colour palette found on the more historic buildings around the Cottenham.



Brick detailing over doors and timber sash windows is a common archtectural features found in the village on both larger villa properties and former worker cottages.



Chimneys are a prominent architectural feature to both the street and roofscape of the village. Parking to the site or within the rear curtilage of the property behind timber gates is also a common feature throughout the village.



The majority of the properties along the historic High Street abut and hug the back of the pavement creating active frontages.



Some properties are set-backs behind dwarf brickwork walls and or railings creating definition between the public and provide realm.



Small planted green spaces woven into the fabric of the village townscape.



The local buff brick with a slate roof covering is the predominant material found on buildings within the village.



Painted brickwork is also found on a number of buildings within the village.



Painted brickwork is also found on a number of buildings.



Examples of the original agricultural buildings in weatherboarding. Some with clay tiles (pictured) or metal corrugated roofs.

2.5 STRATEGIC CONNECTIONS

Cottenham is able to provide high levels of connectivity and accessibility, with access to regular and high quality public transport helping to reduce current and future dependency on journeys undertaken by car.

Cambridge Guided Busway

Cottenham benefits from easy access to the Guided Busway from the nearby Oakington station, just 4km (2.5 miles) away from the centre of Cottenham. The Guided Busway provides regular, quick and convenient links to Cambridge City Centre, Cambridge Train Station, Cambridge Science Park, Addenbrooke's Hospital, St. Ives and Huntington.





thebusway

Greater Cambridge Greenway Network

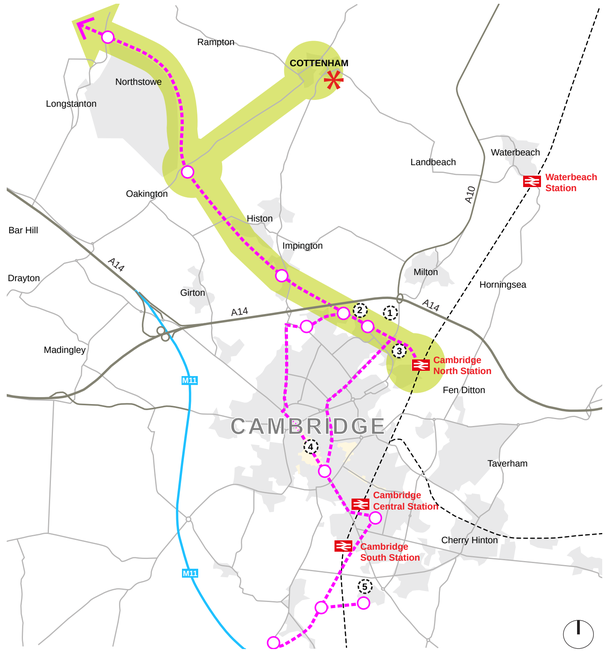
In addition to the public transport network, Cottenham will also benefit from being linked to the Greater Cambridge Greenways network. This network of Greenways will make it easier both to travel in a pleasant and sustainable way into and out of Cambridge and to enjoy the countryside for leisure purposes.

The plan provides details of the strategic and local connections and routes accessible to Cottenham.





Greater Cambridge Greenways



Strategic public transport links to Cottenham

The Site
Guided Busway & stations
Greater Cambridge Greenways
Train lines & stations

1 Cambridge Science Park
2 Cambridge Regional College
3 Cambridge Business Park
4 Cambridge City Centre
5 Addenbrooke's Hospital

2.6 ACCESS TO PUBLIC TRANSPORT

In addition to strategic public transport connections, Cottenham also benefits from good local public transport services.

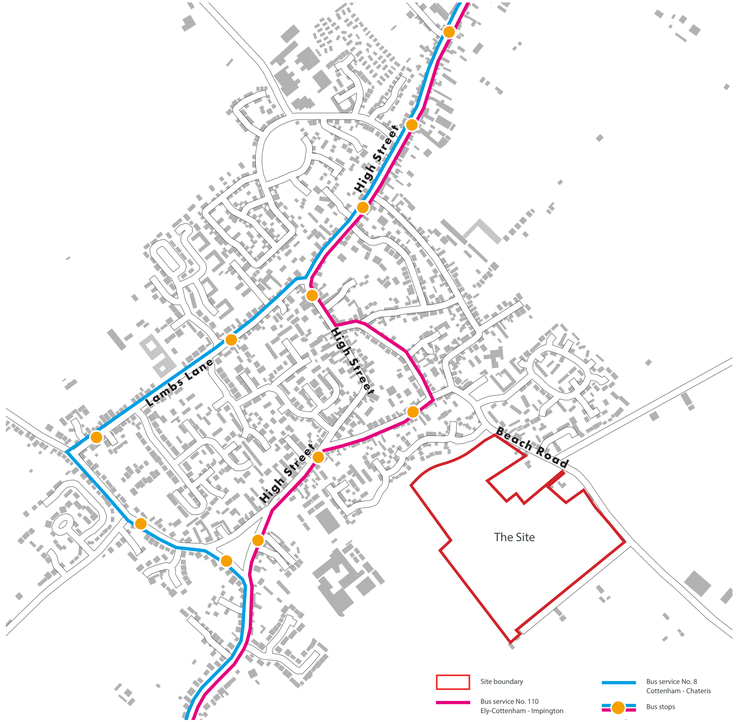
Cottenham is served by a regular local bus services. The 110 Cottenham to Ely service and the No.8 Cambridge to Chatteris service. Both services provide links to neighbouring villages.

The nearest bus stop on Denmark Road is just a 3 minute walk from The Site.

The plan provides details of the strategic and local connections and routes accessible to Cottenham.



Cottenham High Street - No. 8 bus service to Cambridge



Bus routes and bus stops

2.7 LOCAL SERVICES & FACILITIES

Cottenham is one of the largest villages in the area, the historic core of the village is found on either side of the High Street (B1049). The High Street creates a linear or ribbon townscape through the village, with housing punctuated by local services and facilities, particularly to the southern half of the High Street. The village green is also located on the southern end of the High Street. Most of the growth of the village has happened since the 1960's.

Cottenham boasts a wealth of local community services and facilities. The site's location means that new sustainable development can be delivered that is able to take full advantage of the local services and facilities available on its doorstep. New development will maximise the opportunities these services offer and through population growth, help play its role in supporting and maintain these important local amenities for the future.

The services and facilities within Cottenham include:

- **3 supermarkets/convenience stores**
- **News agent**
- **Pubs**
- **Takeaways/restaurants**
- **Estate agent**
- **Numerous independent businesses - Butchers, hairdressers, cafés & bakery....**

In addition to the retail offer, Cottenham also benefits from a number of key community facilities, which include:

- **Secondary school**
- **Primary school**
- **Special education school**
- **Sports centre**
- **Post Office**
- **Pharmacy**
- **GP surgeries**
- **Vets**

All the primary services and facilities are within easy walking and cycling distance of the site. The plan opposite highlights these services. The approximate walking and cycling times to some of the key community services are also highlighted.



9. Cottenham CoOp supermarket


5. Cottenham Pharmacy



17. Building Society & independent Cafe


1. Cottenham Village College & Centre School



10. Premier Express Convenience Store



8. Cottenham Library


20. Estate Agent


2. Cottenham Primary School



7. Cottenham Convenience Store and Post Office


26. Village Hall



21. Hairdressers



24. Chestnut Nursery School


4. Cottenham GP Surgery



18. Fish & Chip shop & Newman's Barbers shop


22. Community Centre / The Coffee Shop

1. Cottenham Village College
   The Centre School & Sports Centre
   14 min. walk - 4 min. cycle
2. Cottenham Primary School
   17 min. walk - 5 min. cycle
3. Firs GP surgery
   4 min. walk - 1 min. cycle
4. Cottenham GP surgery
   12 min. walk - 4 min. cycle
5. Pharmacy
   10 min. walk - 3 min. cycle
6. Dental Practice
   13 min. walk - 3 min. cycle
7. Post Office/Convenience store
   12 min. walk - 3 min. cycle
8. Library
   8 min. walk - 2 min. cycle
9. CoOp supermarket
   9 min. walk - 3 min. cycle
10. Premier Expresss Convenience store
    7 min. walk - 2 min. cycle
11. The Chequers PH
    7 min. walk - 2 min. cycle
12. Wagon & Horses PH
    9 min. walk - 2 min. cycle
13. The Cottenham Club
    9 min. walk - 3 min. cycle
14. The Hop Bind PH
    11 min. walk - 3 min.
15. Curry Palace Indian Resaurant
    11 min. walk - 3 min. cycle
16. Butchers
    7 min. walk - 2 min. cycle
17. Building Society / Bakeed Cafe
    8 min. walk - 3 min. cycle
18. Fish & Chip Shop / Barbers Shop
    8 min. walk - 3 min. cycle
19. Not Just Baguettes - Sandwich shop/Bakery
    13 min. walk - 4 min. cycle
20. Estate Agent
    12 min. walk - 4 min. cycle
21. Hairdressers
    7 min. walk - 2 min. cycle
22. Community Centre / The Coffee Shop
    8 min. walk - 3 min. cycle
23. Village Vet Practice
    8 min. walk - 3 min. cycle
24. The Chestnut Nursery
    19 min. walk - 5 min. cycle
25. King Georges Playing Fields
    19 min. walk - 5 min. cycle
26. Cottenham, Village Hall
    19 min. walk - 5 min. cycle


23. Village Vet Practice



19. Independent Sandwich shop and Bakery


11. The Chequers Public House



14. The Hop Bind Public House



15. Curry Palace Indian Restaurant


25. King Georges Playing Fields - Recreation Ground and Sports Pitches

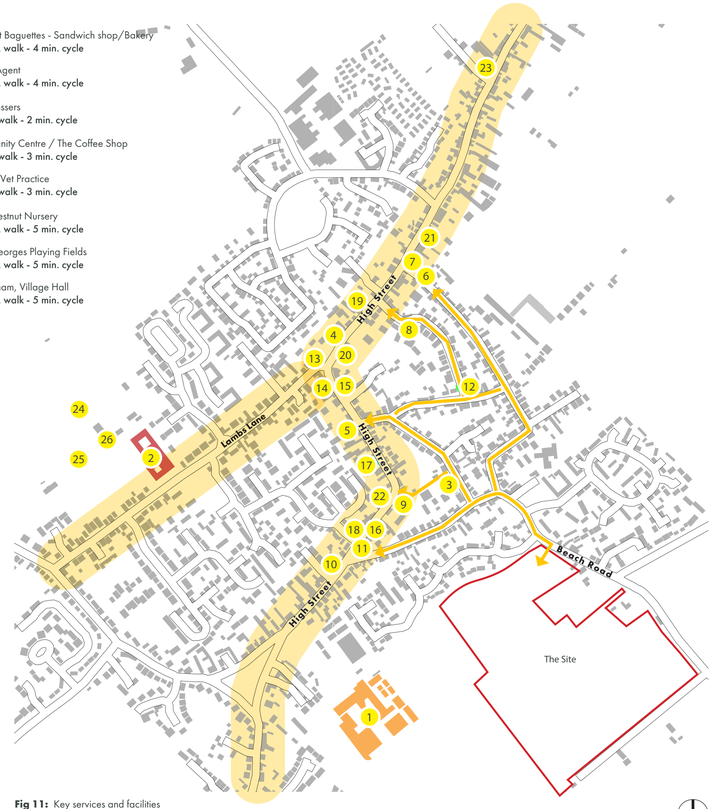


Fig 11: Key services and facilities

2.8 BASELINE SITE ANALYSIS

The site itself is flat with the majority of the land comprising of arable fields.

The Site borders the south-eastern edges of the village of Cottenham. A drainage ditch and mature hedgerow planting forms the north-western boundary, with an existing woodland areas forming the boundary to the north-western corner of the site. Beach Road forms along the majority of the north-eastern boundary, with the remainder formed by private paddocks and gardens. To the immediate south of the Site lie medium-sized arable fields interspersed with gappy tree belts and small blocks of woodland.

The site itself is flat with the majority of the land comprising of 2 arable fields. The central portion of the site contains two blocks of neglected orchard. Overhead power lines run north-east to south-west across the centre of the site.



1: Existing farm access into northern field



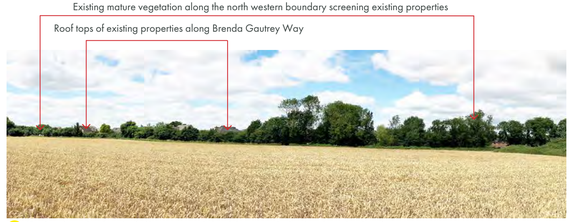
2: Looking north-west along Beach Road and the mature boundary edge.



3: View along the Projected Village Amenity green space and properties on Brenda Gautrey Way



1 View looking north east towards Beach Road.



2 View from the southern boundary looking across towards the existing mature planting along the northern boundary.



3 View looking towards the heavily screened south western site boundary.

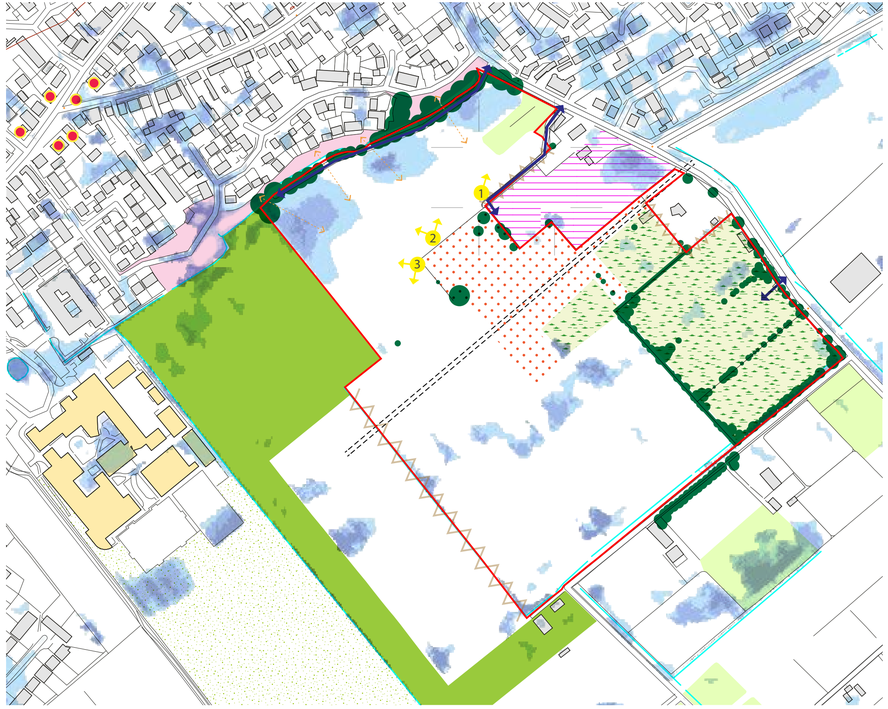


Fig 11: Baseline site analysis

2.9 LANDSCAPE , VISUAL AND GREEN BELT ASSESSMENT

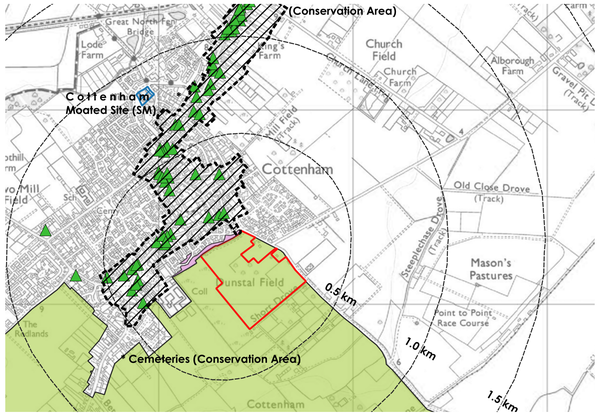
CSA Environmental prepared a Landscape and Visual Overview and Green Belt Assessment for the site and is summarised within the section.

Site Context and Description
The site is located on the south-eastern edge of Cottenham and is characterised by its agricultural use and surrounding landscape. The site is bordered by arable fields, woodland, and residential areas.

The Site lies on the outer edge of the Cambridge Green Belt. The narrow strip of green open space running immediately to the north west of the Site along Brenda Gautrey Way is designated as a Protected Village Amenity Area

The site contains no statutory designations for landscape quality and is not covered by Tree Preservation Orders.

The designations are highlighted on the plan opposite.



Designations and Local Plan Extract Plan

Site boundary

Designations

Heritage

Conservationn Areas

South Cambridgeshire Adopted Policy

Green Belt (Policy S/4))

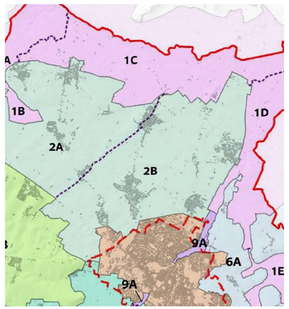
Protected Village Amenity Area (Policy NH/14)

Landscape Character Area
The Site and its surroundings lie within Landscape Character Area ('LCA') 2B: Cottenham Fen Edge Claylands identified in the Greater Cambridge Landscape Character Assessment.
Key characteristics of the LCA are:

- 'Well settled rural landscape comprising a number of large villages with historic linear cores located on elevated "islands"
- Pockets of remnant parkland alongside orchards, hedgerows and shelterbelts create a distinctive, localised vegetation pattern in proximity to the village
- Urban influences associated with the urban

The landscape is predominantly arable, with medium-sized fields and occasional waterbodies.

The area has a medium-low landscape quality and medium landscape value.



Extract from Greater Cambridge Landscape Character Types and Areas Plan

2: FEN EDGE CLAYLANDS
2A: Longstanton Fen Edge Claylands
2B: Cottenham Fen Edge Claylands

The Site

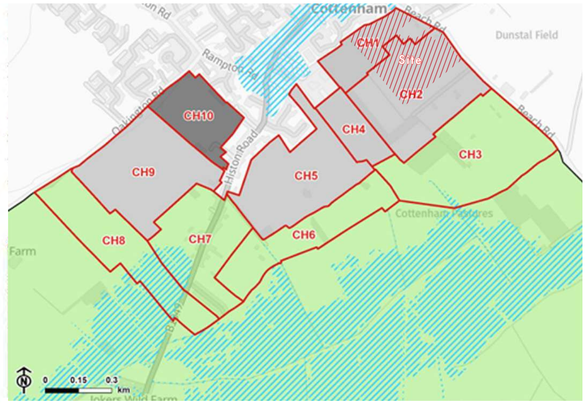
Visibility
The Site is visually well-contained to the north, east and west in middle and long-distance views by built form within Cottenham and by blocks of woodland and belts of vegetation.

Due to the very limited visual envelope of the proposed development, visual effects on the wider landscape would be very limited.

The Green Belt
The Cambridgeshire Green Belt surrounds Cambridge, extending around 3 to 5 miles from the edge of the City and incorporates many of South Cambridgeshire's larger and most sustainable villages.

The Green Belt abuts the southern edge of Cottenham. The Site itself forms the northern most extent of the Green Belt, illustrated on the Designations Plan on page 20.

Parcel CH1 corresponds to the arable part of Parcel A and the block of woodland to the southwest which lies outside the Site. Parcel CH2 comprises the neglected orchard in the southeastern corner of Parcel A, along with Parcels B and C and the strip of land south of South Drove, west of Beach Road and east of Cottenham Village College.



Cottenham Grey Belt Map, Greater Cambridge Green Belt Assessment (July 2026)

Local Authority
Cottenham parcel
Neighbouring parcel
Green Belt
Grey Belt



Updated National Planning Policy Framework
In December 2024 the NPPF was updated, including an amendment to the Green Belt Policy. This is relevant to this assessment as it post-dates the Greater Cambridge Green Belt Assessment 2021.

The updated NPPF introduces the concept of the Grey Belt. Annex 2 of the NPPF defines Grey Belt as previously developed land or land which 'does not strongly contribute' to Green Belt purposes: a (to check the unrestricted sprawl of large built-up areas); b (to prevent neighbouring towns merging into one another) or d (to preserve the setting and special character of historic towns) within the NPPF.

In relation to Purpose a: To Check the Unrestricted Sprawl of Large Built-Up Areas, Cottenham does not constitute a Large Built-Up Area. The Site makes No Contribution to this purpose.

In relation to Purpose b: To Prevent Neighbouring Towns Merging into One Another this purpose is not applicable as Cottenham is a village and not a town. Irrespective of that, the Site only occupies a small part of a wide gap between Cottenham and the hamlet of Landbeach with substantial separating features. Development on the Site will therefore not result in any towns or villages merging. The Site makes No Contribution to this purpose.

In relation to Purpose d: To Preserve the Setting and Special Characterof Historic Towns, the Site has some rural character but lies adjacent to modern residential development on two sides and is some distance from historic parts of Cambridge. The Site makes Little or No Contribution to this purpose.

From our assessment of the Site in relation to Green Belt purposes, we consider that the Site constitutes Grey Belt land, given that it does not contribute strongly to purpose a, b or d of Paragraph 143 of the NPPF.

Greater Cambridge updated their Green Belt Assessment in July 2026, to reflect the changes to national planning policy. It considered the parcels of land against Purpose d) of the NPPF (preserving the setting and special character of historic towns). The Assessment analysed whether parcels 'strongly contributed' to purpose d). If not, then these sites were designated as grey belt, as per the 2024 NPPF definition.

The updated Greater Cambridge Green Belt Assessment in July 2026 concluded that both Parcels CH1 and CH2 only contributed 'moderately' towards purpose d). Therefore, there were reclassified as grey belt, in line with Croudace's representations sent to Greater Cambridge as part of the January 2026 Regulation 18 Draft Local Plan consultation.

Parcel Ref	Release Scenario	Harm	Purpose D Contribution	Provisional Grey Belt?
CH1	Release of land as an expansion of Cottenham.	Moderate High	Moderate	Yes
CH2	Release of land as an expansion of Cottenham.	Moderate High	Moderate	Yes

Table 1.1: Conclusions on Parcels CH1 and CH2 – Greater Cambridge Green Belt Assessment (July 2026)

Conclusion on Development Impact
The Site borders the village of Cottenham to the north east and northwest. To the immediate south of the Site lie medium-sized arable fields interspersed with intermittent tree cover on the field boundaries and small blocks of woodland in areas that historic mapping shows were occupied by orchards. The wider landscape is mostly composed of larger arable fields arranged geometrically in relation to the hierarchy of fen drainage channels.

The Site lies on quite flat land and is visually well-contained to the north, east and west on account of existing development in Cottenham and by areas of woodland and belts of vegetation in the neighbouring countryside.

Development of the Site would allow the restoration and enhancement of neglected orchards on Site. The vast majority of the mature trees and undergrowth on the Site boundaries have the potential to be retained.

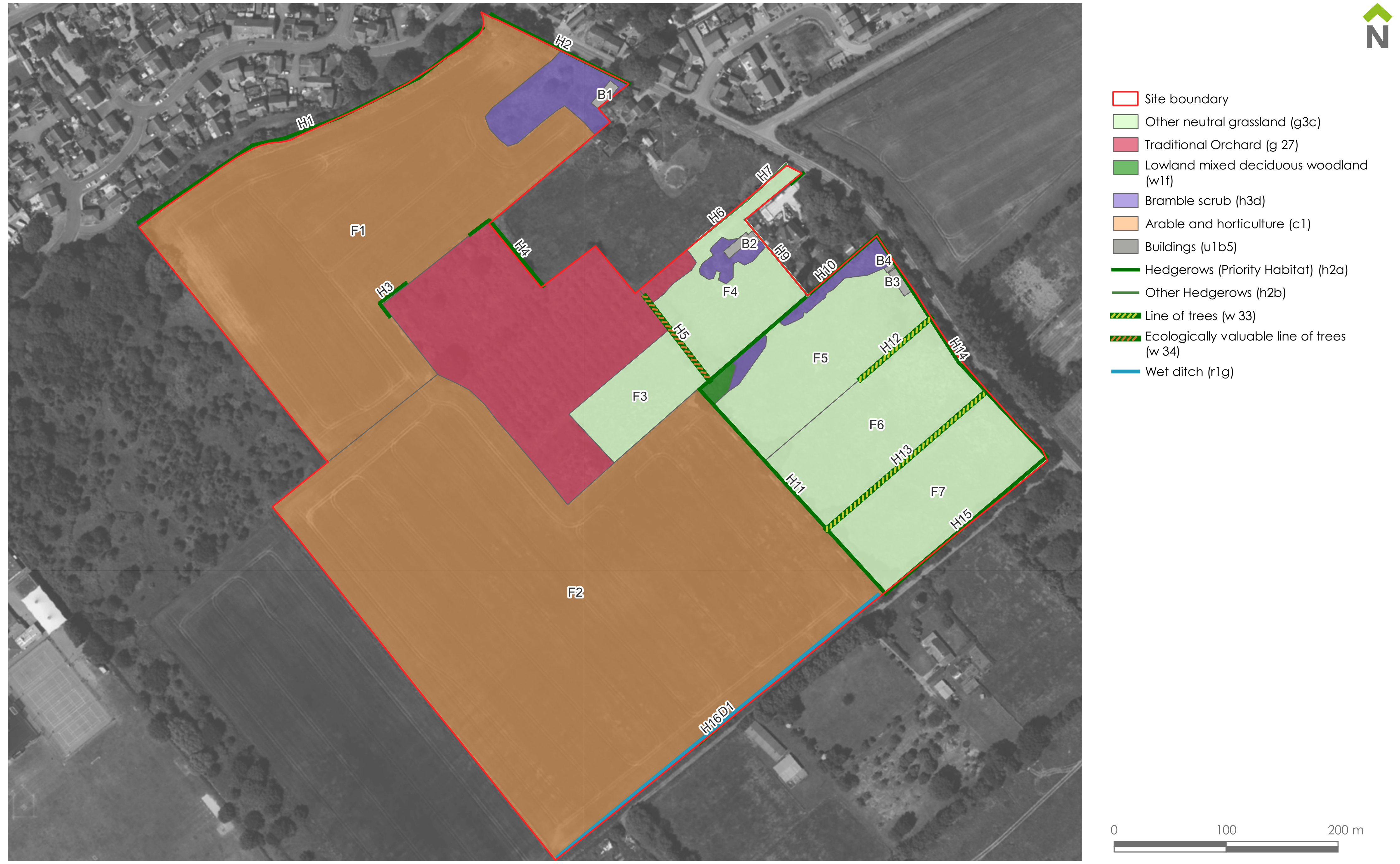
The Site is capable of accommodating development without resulting in material harm to the surrounding countryside or the objectives and purposes of the wider Cambridge Green Belt

We are pleased that Greater Cambridge in its updated Green Belt Assessment (July 2026) has determined that the Site constitutes grey belt. It is therefore considered a suitable location for future housing development.

2.10 ECOLOGY

CSA Environmental have undertaken a Preliminary Ecological Appraisal (PEA) of the Site. As part of this PEA, a desk study and field survey of the Site were undertaken in December 2024, including a UK Habitat Classification survey.

No nature conservation designations cover the Site or adjacent land. The Site comprises mostly arable habitat of negligible ecological importance. Habitats with greater ecological interest include neutral grassland, scrub, traditional orchard and a small area of deciduous woodland, as well as the native boundary hedgerows, lines of trees and wet ditches. The traditional orchard, deciduous woodland and native hedgerows are Section 41 Habitats of Principal Importance and of significant ecological importance. These habitats should be retained, protected, and wherever possible, enhanced.



Cottenham within the wider context

2.11 DRAINAGE & FLOOD RISK

The site is located in Flood Zone 1 and has been assessed as being a low to moderate risk from all other sources. Surface water flooding within the site is associated with the watercourses located in the vicinity of the site and rain falling directly on the site itself, so appropriate mitigation has been proposed, therefore the site passes the Sequential Test. It is at overall very low or negligible risk of flooding from other sources, subject to confirmation by a site-specific Flood Risk Assessment.

Runoff generated from the development parcels can be feasibly managed using a SuDS-based approach that is cognisant of local conditions and constraints.

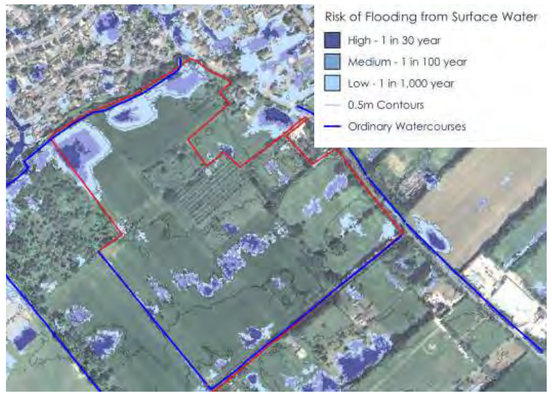
Surface water runoff generated from the development is proposed to be managed by two infiltration basins located in the north and the south of the site. The basins have been sized to accommodate the 1 in 100 year + 40% climate change event and provide additional capacity for exceedance events.

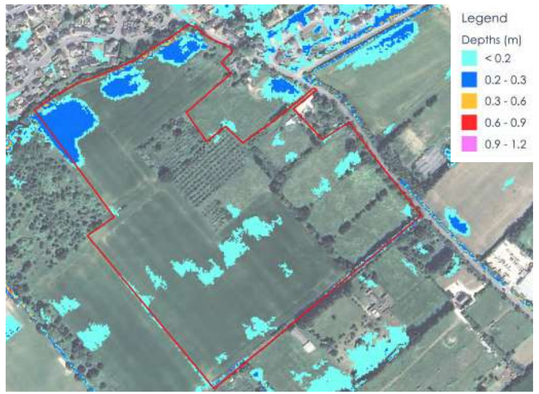
Surface water flooding is predicted to be shallow, less than 200mm for much of its extent and not expected to exceed 0.3m in depth.

As shown in the Framework Development Plan, proposed development has been located outside of surface water extents in the northern, southern and western parts of the site as a precaution, but this should be revisited during more detailed assessments.

Outside of the watercourses, the only other parts of the site predicted to be inundated are in the centre, where the surface water extents are generated from water falling on the site itself. These areas would therefore be mitigated by the drainage strategy.

As a result of the above, the site has been assessed as being at a Low risk of surface water flooding.





Surface water runoff generated from the development is proposed to be managed by two infiltration basins located in the north and the south of the site. The basins have been sized to accommodate the 1 in 100 year + 40% climate change event and provide additional capacity for exceedance events.

As the masterplan emerges additional SuDS measures will be included within the designs that would provide additional cleansing of water and multiple benefits as well as likely reduce the storage requirement of the strategic storage basins.





3. DESIGN

3.1 VISION AND OBJECTIVES

Our vision is to create a new high-quality sustainable place in Cottenham that is landscape, nature and environmentally design led, delivering new energy efficient homes that meet the needs of existing and future residents; with multi-functional open spaces that deliver new spaces to relax and play and the opportunity to create new habitats and biodiversity enhancements, including the restoration of lost fruit orchards.

The evolving masterplan is set around the principles of an environmental and placemaking design approach, that delivers a development that responds and reflects positively to the context and opportunities of the site and its surroundings.

DESIGN OBJECTIVES

- Positive identity, creating a high-quality, sustainable and cohesive development with a strong connection and sense of place within the existing community.
- Viable and sustainable place, which contributes positively to the long-term economic and sustainable growth of Cottenham.
- Delivering best practice in development, which is responsive to existing landscape and environmental features of Cottenham and creates new features that continue to enhance the ecological and biodiversity of the village.

The primary design objectives are described below and illustrated on the plan opposite.

- A walkable and cyclable place, which links and integrates with the existing village, providing access to wide range of existing local services and facilities including open space, leisure, primary and secondary education, local retail and public transport in Cottenham.
- Create a healthy and sustainable new living environment, which promotes an active lifestyle and sense of wellbeing.
- New energy efficient homes of a range of type, size and tenure to meet local need, including affordable.



Opportunities plan

3.2 ILLUSTRATIVE MASTERPLAN

The concept masterplan opposite has been produced to provide an idea of how the site could be developed to deliver a sustainable and coherent development that delivers a range of much needed new homes and public open space.

The development is designed around a series of perimeter blocks, creating outward facing development, which frame and overlook areas of public realm such as the streets and open spaces, as well as active frontages and informal surveillance.

A large new area of informal, semi-natural green space is provides the heart of the development, together with a linear green corridor along the northern boundary. The open spaces will be multi-functional, providing space for leisure and for environmental, ecological and biodiversity enhancements. The new spaces will also accommodate sustainable ponds and basins, children's play spaces and mix of new native planting.

The concept promotes a pedestrian friendly environment, with a network of pedestrian routes and links throughout the development. Materials, textures, landscape and colour will all play their part in defining and reinforcing the pedestrian priority nature of the development. Landscaping features will act as traffic calming measures, in addition to creating a verdant and attractive living environment.

The primary access into the development will be via Beach Road in the north western corner of the site. A secondary emergency access is also proposed further along Beach Road.

Further details on the design approach for the scheme are provided within this section.



Illustrative concept masterplan

1. **Primary access** proposed from Beach Road with homes setback behind a soft landscaped frontage.
2. **Pedestrian/cycle connection** to existing footpath network linking to village centre, services and facilities.
3. **Green Corridor -** Extend linear Public Open Space along northern edge to create a green corridor with Brenda Gautrey Way
4. **New Community Orchard** will create a new public space for existing and new residents as well as important new habitat and biodiversity enhancements.
5. **Sustainable Drainage Systems (SuDS) - Opportunity** to incorporate SuDS as part of an overall landscape and environmental design strategy.
6. **Informal Public Open Space** with new native planting linked by a network of new informal paths.
7. **Boundary planting** to be retained and enhanced where possible to project existing ecological, habitat and biodiversity assets and maintain screening and the green edge character of the site.
8. **Material and colour palette** that reflecting the existing townscape character of the village.
9. **Secondary access** proposed from Beach Road.



3.3 GREEN INFRASTRUCTURE AND OPEN SPACE STRATEGY

The landscape strategy is for the new development to be set with a semi-formal, naturalistic landscape, which incorporates Blue/Green corridors (Greenways) with native planting, reflecting the rural character edge of the site and its and surroundings.

Existing trees and hedgerows along the boundaries are maintained and enhanced wherever possible. This will provide an immediate landscape setting to the scheme, maintain the visual containment of the site and more importantly maintain these important ecological, habitat and biodiversity assets.

Sustainable Drainage Systems (SuDS), in the form of ponds are also being considered as part of delivering a sustainable and biodiversity response to long-term water management and climate change.

The landscape strategy for the development will play its part in encouraging a more active and sustainable lifestyle and is also one which is healthy for the environment.

The current illustrative masterplan delivers approximately 6.2 hectares of open spaces, which is in excess of the requirements set out in Policy SC/7.

The open space areas are as follows:

- **Informal open space = 5.2ha**
- **Community orchard = 1.0ha**
- **Attenuation ponds = 0.41ha***

All areas are approximate only and subject to possible change at the detailed design stage.

* Excluded from open space calculation.











Landscape framework plan

Restored Community Orchard

Provide habitats for various wildlife, including birds, insects and mammals and also enhance soil health. It will also provide a space for community interaction and education.



Wildflower and Meadow Panting

A variety of native meadow flowers and grasses supporting insects and pollinators - bees, butterflys, beetles.



New Tree Plating

New native tree planting including Oak, Common Beech and Field Maple providing food and nesting opportunties for wildlife.



Existing Trees and Hedgerows

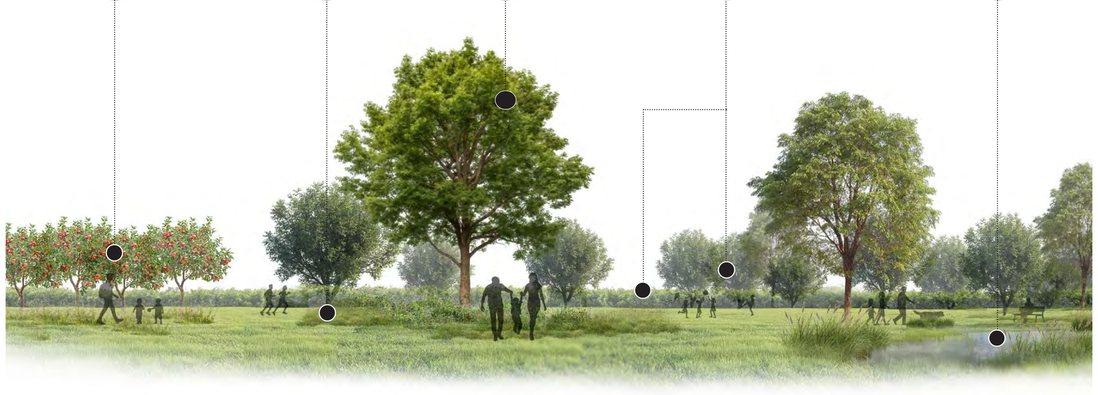
Retained and enhanced trees and hedgerow protecting existing wildlife habitats.



Pond Life

On site attenuation ponds will also create new habitat and biodiversity opportunities supporting amphibians, ground frogs, toads, dragonflies and birds etc.





A biodiverse landscape tapestry.

3.4 WORKING WITH NATURE - ECOLOGY AND BIODIVERSITY

Being outside is fun and having access to open spaces, nature and wildlife on our doorstep has major benefits to our physical and mental health and sense of wellbeing. The scheme has been designed to deliver a rich, natural environment that's woven through and around the development.

Existing and new landscape features have been incorporated that will benefit and encourage wildlife and strengthen the local ecological and biodiversity eco-systems.

PONDS AND BASINS
Sustainable Urban Drainage Systems (SuDS) in the form of ponds and basins are being considered. Although usually dry for the majority of the time, during periods of wetter weather, ponds provide an environmentally friendly and efficient method for dealing with surface water run off, and the opportunity for creating new habitats and biodiversity and an attractive landscape setting.





TREE PLANTING
New native tree planting, including fruit trees will be incorporated throughout the development, within areas of open space and along the streets. Trees can help to manage surface water, benefit wildlife and create an attractive and pleasant environment for everyone.



WILDFLOWER AND GRASSLAND PLANTING
Areas of species-rich meadow planting within open spaces will provide for substantial gains in biodiversity and encourage pollinators such as bees, beetles, butterflies and moths.



BAT AND BIRD BOXES
Bat and bird boxes will be installed on homes and other locations around the site.



COMMUNITY ORCHARD
The development will include the restoration of an existing derelict orchard into a new community orchard, creating a new community space and new habitat and biodiversity opportunities.



HEDGEHOG HIGHWAYS
Sadly, hedgehog populations are falling, particularly in rural areas. Simple measures such as gaps and holes in fencing and gates will provide a network of hedgehog highways, allowing them to roam and access spaces to forage for food, build nests and hibernate.



3.5 A SPACE TO RELAX AND PLAY - HEALTH AND WELLBEING

This landscape-led development will open up new areas of publicly accessible green spaces that can be enjoyed by everyone.

The theme underpinning the proposal is a healthy and sustainable living environment. The development will provide a variety of attractive semi-natural open spaces for all ages, with the emphasis on nature, wildlife and the creation of new habitats and biodiversity.

The community will be able to partake in a healthy, active lifestyle that facilities exercise and interaction with wildlife and each other.

Open spaces will complement and connect with the existing network pedestrian routes, encouraging people to walk and cycle to nearby local facilities.

A new network of pedestrian greeway routes will criss-cross the development, providing safe and convenient access throughout the entire development.









Spaces for children to play and have the opportunity for social interaction is an important element in the social, mental and physical development and wellbeing of children. They also play an important role in creating places and fostering a lasting sense of community.

Open spaces within the development will provide a range of play opportunity for children, including 'Play on the Way' and natural play spaces, created using natural materials, promoting imaginative and active play for children of all ages.



Being within walking and cycling distance of Cottenham Sports Centre means residents will be able to enjoy indoor and outdoor fitness and sports facilities.

The open space strategy will encourage and promote wildlife, biodiversity, active lifestyle choices and establish a real sense of community and wellbeing.



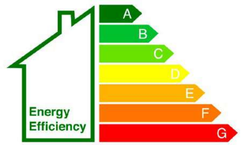


3.6 ENERGY EFFICIENT HOMES

Courdace Homes is committed to delivering new homes and communities that incorporate new low carbon technologies. New homes will be designed and built to ensure that the whole development is set on a rapid trajectory towards zero emissions, with all homes built to the **Future Homes Standard**.

This will minimise the impact of development on our changing climate and significantly reduce energy costs for residents and building owners.

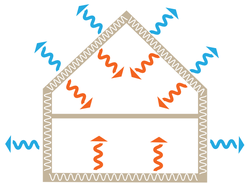
Homes will incorporate the following design features.



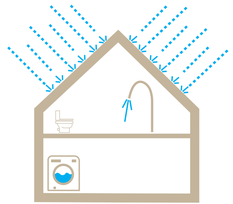
EV CHARGING
Every new home with a driveway or allocated parking space will have an EV car charging point – this is essential in supporting the rapid transition to a cleaner, more sustainable transport system.



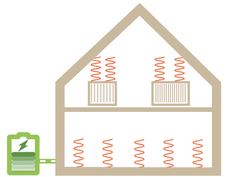
THERMALLY EFFICIENT HOMES
All new homes will be designed and built to minimise heat loss through all construction elements – walls, floors, windows and roofs - minimising energy demands and reducing energy bills for residents.



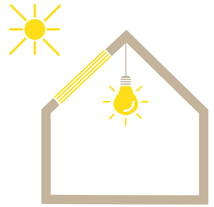
ENERGY EFFICIENT APPLIANCES
All electric and water-related appliances, where installed, will be of the highest possible efficiency to further reduce both energy and water consumption within the home.



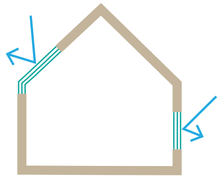
HEAT PUMPS
Air source heat pumps will provide heat and hot water and are a highly efficient, low carbon technology for new buildings. Orders of magnitude more efficient than gas boilers, they will benefit from a de-carbonising grid, are well suited to thermally efficient homes, and mean the dwellings will not need to be retrofitted to meet climate targets in the future.



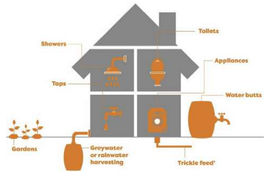
INTEGRATED SOLAR PANELS
Solar photovoltaic panels will appear on homes, and be roof integrated to fit seamlessly into the roofscape.Solar technologies complement the heat pump solution resulting in a properly integrated, long term, sustainable energy supply solution for the community.



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



3.7 WATER EFFICIENCY



The development incorporates a highly water-efficient design to minimise water consumption and protect local water resources, aligning with Policy CC/WE (Water Efficiency in New Residential Developments of 100 or More Dwellings).

Potable water consumption from hot and cold water systems will not exceed 80 litres per person per day. This target will be achieved by incorporating low-flow sanitaryware, eco-friendly sanitary fittings, rainwater harvesting for irrigation, and greywater reuse into each property's design

Client to confirm the proposed measures for Energy and Water efficiency.

4. CONCLUSION

4.1 SUMMARY OF THE PROPOSALS

Through this Vision Document it has been demonstrated that the site can accommodate new housing in an environmentally sensitive, sustainable and responsible manor. This scheme can deliver up to 200 new homes, offering opportunities across a range of house types, sizes and tenures including an appropriate proportion of affordable housing and open space.

These initial proposals have been derived from an approach including analysis, assessment and best practice. The proposals would deliver new high-quality homes, open space and biodiversity enhancements in a sustainable and deliverable location; with access to essential local services and facilities, employment, public transport, education and leisure.

The primary objective is to create a long-lasting environmentally sustainable place by:

- **Designing responsively and in context to the landscape setting of the site and its surroundings.**
- **Designing with local ecology in mind to maintain and enhance the relationship between development and nature.**
- **Provides access to essential local services, facilities and public transport - all within walking and cycling distance of the ite.**
- **Delivering a range of much needed high-quality housing for all ages, in a highly sustainable location.**
- **New development of an appropriate scale that is available, sustainable, and deliverable.**

COMMUNITY & ENVIRONMENT BENEFITS WOULD INCLUDE:



Circa **200** new high quality, energy efficient homes



New **Affordable homes** for the community



Modern, **energy efficient low carbon homes**



EV car charging to new homes



New **habitat and biodiversity** across the site, including restored community orchard



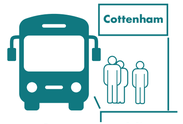
Links to existing **Public Right of Way** and wider **countryside**



New area of **public open spaces** & **blue/green infrastructure**



Within walking and cycling distance of school and local services and facilities



Access to public transport



On-site **children's play space**



BEACH ROAD, COTTENHAM - A Masterplan Vision 40

Lanpro

1A Clifton Court, Clifton Road, Cambridge, Cambridgeshire, CB1 7BN