# Land South of Longstanton

## Technical Delivery Report

Stantec UK Limited
Hallam Land
331610059-STN-GEN-LST-RP-C-0100
13 January 2026

# Revision Record

| Revision | Description | Author | Date | Quality Check | Date | Independent Review | Date |
|---|---|---|---|---|---|---|---|
| P01 | First Issue | BB | 30/01/26 | MH | 01/2026 | NF | 30/01/26 |
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# Executive Summary

Stantec have prepared this supporting Technical Delivery Report, forming part of the wider Vision Document for the proposed development south of Longstanton. In line with regional growth targets and industry best practice, this report sets out the overall strategy to deliver a well-connected, sustainable community, across the below disciplines:

### Highways and Transport

Stantec was appointed by Hallam Land to prepare preliminary designs for a site access as part of the proposed development, within the Northstowe growth area, to the south of Longstanton. The proposals aim to deliver safe and efficient connectivity while promoting sustainable travel in line with national and local planning policies, including the NPPF, the Cambridgeshire and Peterborough Local Transport Plan, and the Northstowe Area Action Plan. The strategy features a primary access via an on-site roundabout and a Left-in/Left-out junction connecting to a new 'boulevard' gateway from the B1050, alongside integrated pedestrian and cyclist facilities to encourage Active Travel.

In addition to the main access, a secondary route is proposed along the western boundary by converting an existing farm track into a 4-metre-wide shared-use path with removable bollards for emergency access. Enhancements to the B1050 corridor are also planned to enhance active travel connectivity. This approach ensures compliance with policy objectives while supporting sustainable transport and providing flexibility for future improvements.

The site will adopt a transport approach most appropriate for the land available for development. A Standalone strategy shall ensure both accessibility and resilience without reliance on third-party land, featuring an on-site mobility hub-style bus stop . Combined with strong links to the Guided Busway, Park and Ride, and emerging neighbouring employment hubs, the strategy aims to reduce car dependency and supports sustainable living in the long term.

### Flood Risk

The site is primarily within Flood Zone 1, with limited areas in Zones 2 and 3 near the ordinary watercourse, though Environment Agency flood risk mapping likely overstates risk as it excludes existing balancing ponds constructed as part of mitigation works instructed by Gallagher Longstanton Ltd. Surface water flood risk is also considered overstated due to outdated terrain data, with most risk arising from on-site rainfall ponding in low-lying areas, manageable through strategically located attenuation features.

Built development will follow a sequential approach, avoiding high-risk areas except for the access route, which will require a clear span bridge or large culvert, and flood storage compensation. Additional mitigation includes maintaining an 8 m undeveloped corridor along watercourses and designing for climate change allowances. Opportunities exist for flood risk betterment through measures such as watercourse realignment, two-stage channels, or additional storage integrated into public open spaces.

### Surface Water Drainage

The proposed development site slopes from southwest to northeast and is to incorporate low and high density housing, a primary school, a local centre, and sustainable drainage features to manage rainwater. At present, water drains through ditchcourses and ponds to the west of the Site which serve

the River Great Ouse. As there is no public drainage network, surface water will be stored on-site and released gradually to mimic existing drainage conditions. This approach outlined approximately between 2.1 to 3.4 hectares of land for attenuation, which has been incorporated into the masterplan to ensure effective long-term flood prevention. Further SuDS are to be implemented to manage surface water runoff at-source, as well as enhancing biodiversity and supporting ecological connectivity.

### Foul Water Drainage

Early engagement has been had with Anglian Water, and the identified WRC at Over currently lacks the required capacity to serve the development. However, Stantec are actively in engagement with Anglian Water to determine an appropriate solution.

### Acoustics

CCC's Housing and Employment Land Availability Assessment (HELAA) has given the proposed development site an Amber rating for acoustics. Desktop analysis suggests road traffic from Northstowe Avenue and the B1050 are the main sources of noise pollution. ProPG guidance outlines that the site would be at a low to medium noise risk, with predicted daytime levels of 55–63 dB LAeq,16hr near the southern boundary and below 55 dB elsewhere. The Site is suitable for development in this regard, and will address any acoustic constraints at the planning application stage. Stantec are exploring effective noise level mitigation strategies such as strategic masterplanning, building orientation, and using outer housing rows as noise shields. Use of bunds and noise barrier techniques should be confirmed through acoustic modelling prior to being implemented into the emerging masterplan.

### Air Quality

CCC's HELAA has given the proposed development site an Amber rating for Air Quality, with the officer comment stating that '*designed-in air quality mitigation measures and conditions will be necessary to offset impacts on designated Air Quality Management Areas (AQMAs).*' Baseline monitoring confirms that air quality at the Site is acceptable for the proposed development. While no significant air quality issues are anticipated, DEFRA guidance requires minimisation of PM2.5 exposure and emissions through design. Setbacks from nearby roads and inclusion of green infrastructure should therefore be incorporated.

Any potential emissions during construction and operation can be controlled through standard measures, including active travel and low-emission heating provisions, and construction dust and machinery management via a future Construction Environmental Management Plan.

Overall, with these proportionate design and management measures, air quality impacts are expected to remain insignificant.

# Glossary

| Term | Definition |
|---|---|
| The Site | Area enclosed by the site boundary |
| The [Proposed] Development | Area(s) within the site allocated for their respective land uses |
| Gateway feature | A standout piece of infrastructure acting as an entrance to a distinct area such as a village or a new development |
| Greenfield Runoff Rate | The discharge rate into existing watercourses required to mimic pre-development drainage conditions and flows |
| Attenuation | Storage of runoff surface water prior to discharge. |
| Cascade | The sharing of volume of two or more attenuation features |

# 1 Introduction

This supporting report forms part of the wider Vision Document for the proposed development south of Longstanton. It sets out a coordinated approach to delivering a sustainable and well-connected community, underpinned by robust strategies across transport, drainage, and environmental considerations. The development aims to create a place where movement is safe and inclusive, with strong links to public transport and active travel networks that reduce reliance on private vehicles and support healthier lifestyles.

Flood risk and water management will be addressed through integrated solutions that work with natural systems to provide resilience and protect the environment. Essential infrastructure, including surface and foul drainage, will be planned to ensure long-term reliability and alignment with regional growth. Acoustic design principles will help shape a comfortable living environment, mitigating external noise and enhancing the quality of public and private spaces.

Together, these measures provide a strong technical foundation for a development that is forward-thinking, resilient, and designed to meet the needs of future generations while supporting the wider objectives of sustainable growth.

## 1.1 Background

South Cambridgeshire District Council (SCDC) and Cambridge City Council are currently consulting on the draft Greater Cambridge Local Plan between December 2025 and January 2026.

The Site known as ‘Land South East of Hatton’s Road, Longstanton’ (Site ID. 115256, HELAA Site ID. 200801) was submitted for consideration within the South Cambridgeshire District as part of the Call for Sites (CfS) process carried out in 2025.

The covering letter sent by Savills (on behalf of Hallam Land) on 7th March 2025 confirms that the Site is promoted for the following:

- Residential development of approximately 1,000 dwellings;
- Primary school;
- Local centre;
- Public open space;
- Play facilities;
- Biodiversity enhancements; and
- Associated infrastructure.

A preliminary concept layout plan (ref. HLM091-007_Illustrative_Materplan_07_March_2025) showing the proposed developable area on Site also accompanied the covering letter.

The Greater Cambridge Housing and Employment Land Availability Assessment (HELAA) site assessments were published 1st December 2025.

# 2 Transport and Highways

## 2.1 Introduction

Land South of Longstanton offers an exceptional opportunity to deliver a modern, residential-led community that complements the ongoing growth across Greater Cambridge and within the Northstowe growth cluster. With strong transport infrastructure already in place and significant housing and employment planned nearby, this site is ideally positioned to create a sustainable neighbourhood that meets local needs and supports the region's ambition for inclusive, high-quality living.

This vision aligns with the Greater Cambridge Local Plan, prioritising connectivity, accessibility, and best-practice design principles. The development will provide much-needed homes alongside enhanced active travel routes, improved public transport integration, connectivity to the existing guided busway, and a high-quality environment that fosters community wellbeing and long-term sustainability.

## 2.2 Site Context and Connectivity

The site benefits from excellent strategic connectivity. It is located adjacent to the dual carriageway link road between Longstanton and Northstowe and close to the upgraded A14 junction at Bar Hill, offering direct access to regional and national routes. The B1050 corridor will serve as the main access point, and presents an opportunity for targeted improvements to support future growth and ensure resilience.

Public transport provision is strong, with the Cambridge Guided Busway and Longstanton Park & Ride providing fast, reliable links to Cambridge and St Ives. Existing Stagecoach East bus routes (5 and 5a) run along the B1050, and there is potential to enhance connectivity through shuttle services or extended routes. Service planning will be informed by data to maximise accessibility for residents.

Active travel will be a core feature of the development. A bridleway will be upgraded to LTN 1/20 standards, capitalising and enhancing planned or existing active travel measures brought forward as part of the Northstowe New Town. Existing cycle lanes will be extended, and connections to Northstowe Avenue and the new pedestrian / cycle bridge linking Bar Hill to Northstowe will ensure seamless integration.

## 2.3 Overall Vision-Led Transport Strategy

The vision is to create a connected, future-ready residential community that integrates with surrounding infrastructure and promotes sustainable living. This development will:

- Deliver approx. 1,000 high-quality homes to meet regional housing demand.
- Provide independent access and movement solutions for early deliverability without reliance on third-party land.
- Enhance and prioritise active travel and public transport networks, reducing car dependency and supporting sustainability goals.
- Create a vibrant sense of place with a boulevard-style access road, and internal loop road to improve circulation, resilience of access and community identity.

## 2.4 Site Access

The site will be served by a single point of vehicular access from the B1050 (Hatton's Road). This access will be designed as a 'boulevard-style' entrance leading to an internal junction and loop road. This arrangement provides a strong sense of arrival, improves internal circulation, and ensures resilience of access for residents and visitors.

A separate 4m wide emergency access would be provided direct to the B1050 Hatton's Road via the proposed footway / cycleway track along the existing site access track. Emergency access will be incorporated in line with best practice and regulatory standards.

The above site access strategy was discussed with Cambridgeshire County Council (CCC) Highways in November 2024 as part of pre-application advice being sought. CCC were content with the principles of this approach subject to further detailed technical work.

The site access proposals are shown in Figure 2.1 below. General Arrangements for the Site Access can be found in **Appendix A**.

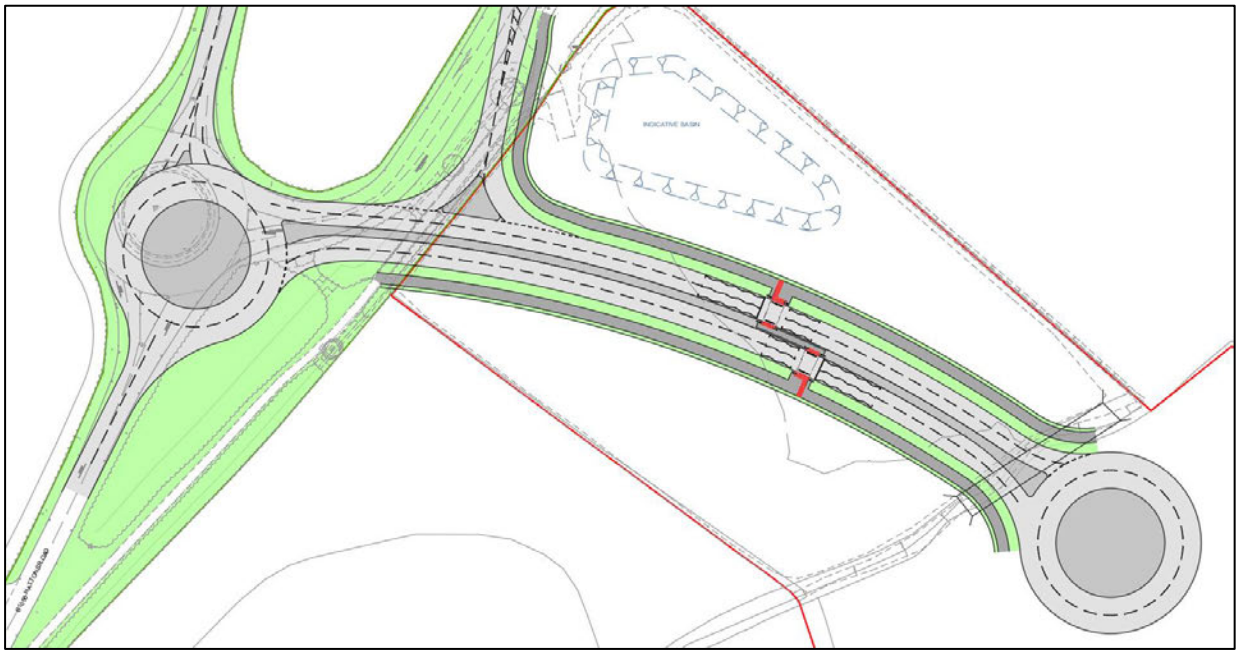


*Figure 2.1 - Proposed Site Access*

## 2.5 Pedestrian / Cyclist Connectivity

In line with local and national guidance and best practice, it has been conceptualised early in the masterplan's development that a large part of the transport infrastructure to be proposed on-site is to consist of various active travel facilities; consisting of shared use facilities for cyclists and pedestrians through the site.

The development will deliver a comprehensive active travel network, designed to integrate seamlessly with existing and emerging infrastructure in Longstanton and Northstowe. The existing bridleway along the south-east boundary (Wilson's Track) is to be upgraded to a high-quality cycle route meeting LTN

1/20 standards, as part of Phase 2 works for the Northstowe development. This upgraded bridleway will provide a powerful connection point to the nearby Active Travel infrastructure.

Connections to Wilsons Track will extend to the new pedestrian / cycle bridge south of the site (Wilson's Bridge), linking Bar Hill to Northstowe and Longstanton, creating a strategic east-west route for walking and cycling. Integration with Northstowe Avenue's footway/cycleway track will provide direct access to Northstowe's town centre, schools, and community facilities. Local Amenities plans are provided in **Appendix D**.

Journey times and outreach for both walking and cycling from the development are shown in the Walk/Cycle Isochrones in Figure 2.2 and 2.3 below:-

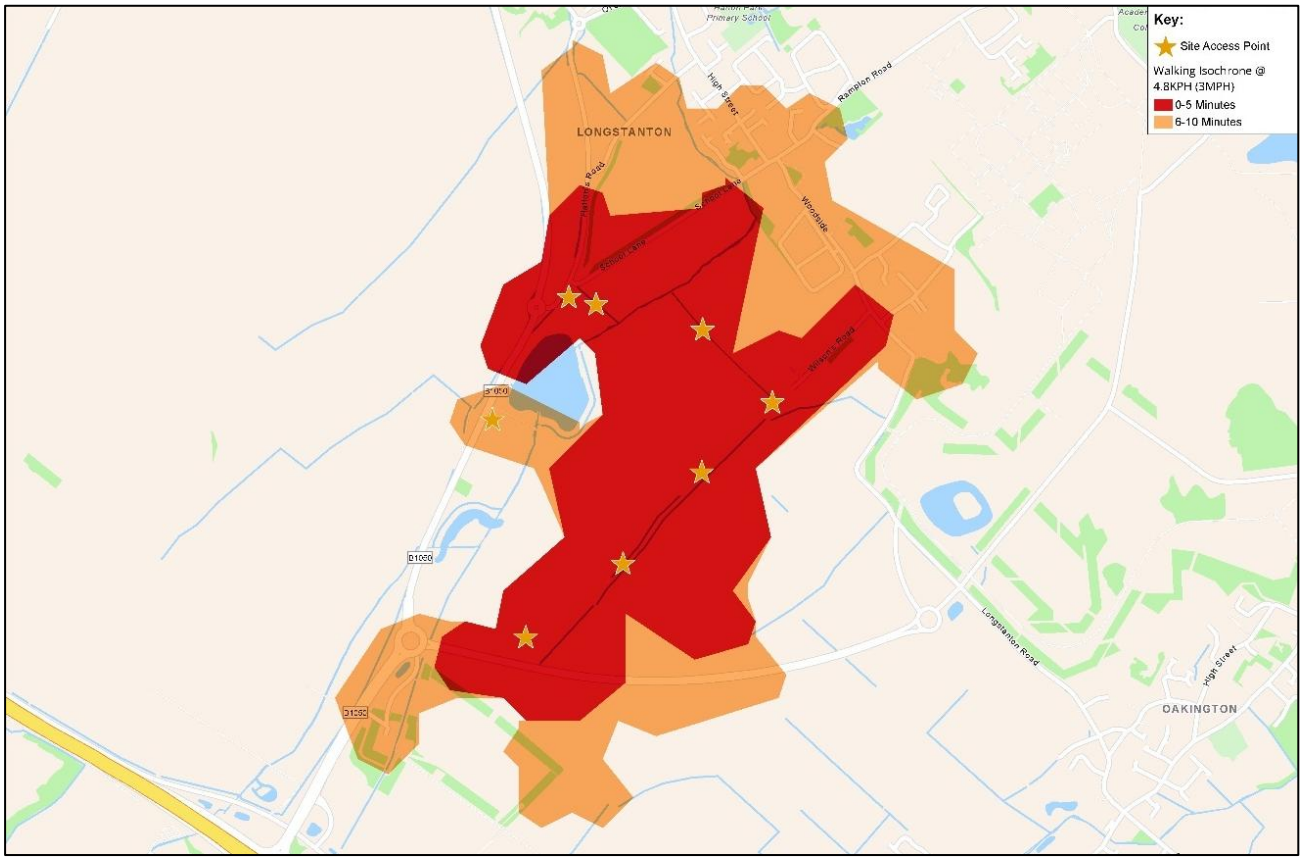



*Figure 2.2 - Walking Isochrone*

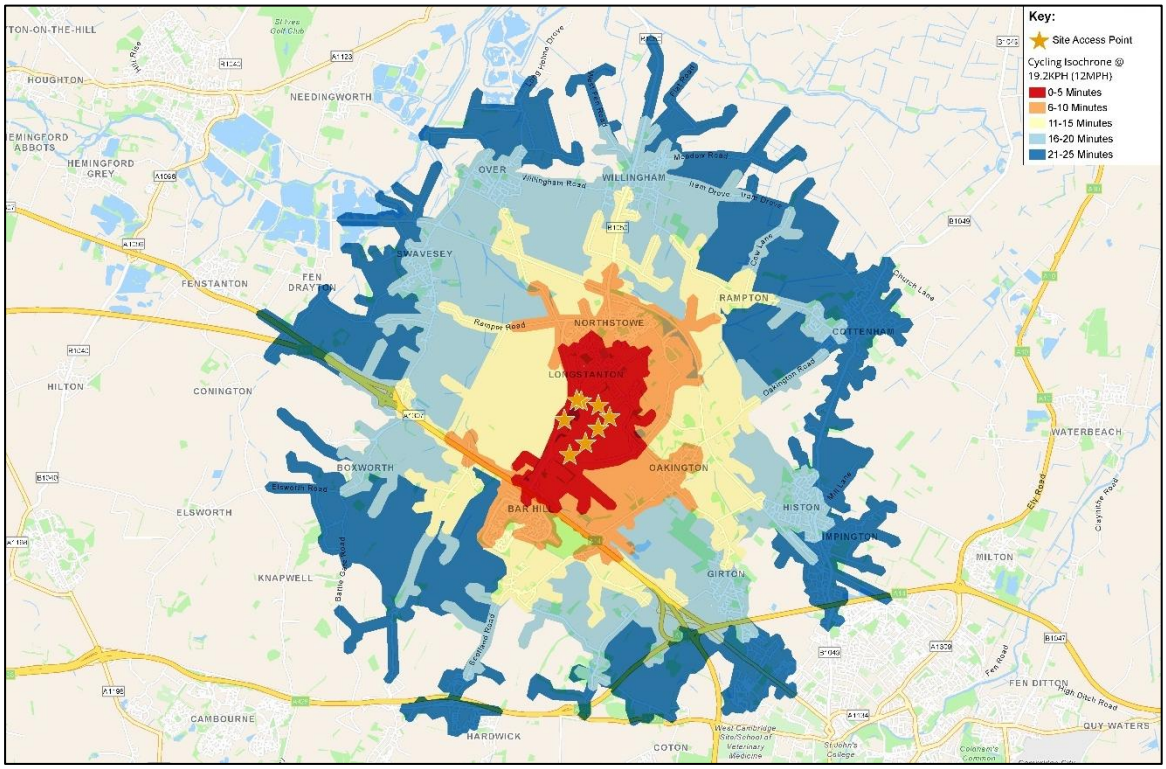



*Figure 2.3 - Cycling Isochrone*

Currently, off-road cycle lanes on the B1050 terminate south of the roundabout with Home Farm Road, presenting an opportunity to extend these routes and create continuity. Paired with connections to the Wilson's Track enhancements, the proposed development will provide the missing cycle link between Longstanton and the new Northstowe Avenue cycle facilities.

Refer to Stantec Drawings '331610059-STN-HGN-LST-DR-CH-0100' to '…0102' in **Appendix A** for Active Travel Proposals.

The development will also link to the Guided Busway cycle track via Longstanton Road, which offers a high-quality, segregated route into Cambridge and St Ives and part of NCN 51. There is also a mobility hub that will enable onward sustainable access to the existing guided busway. These improvements will encourage sustainable travel, reduce car dependency, and support Greater Cambridge's ambition for low-carbon growth.

Active Travel routes have been implemented with the aim of promoting:

- Safe, direct walking and cycling routes to improve accessibility for local residents; and
- Health and wellbeing.

## 2.6 Existing Public Transport Setting

Public transport links are strong, with Stagecoach services connecting Longstanton Park & Ride to Bar Hill and Cambridge city centre, and the Cambridgeshire Guided Busway providing fast, frequent services to Cambridge North Station in around 14 minutes. These sustainable travel options—walking,

cycling, and reliable public transport—ensure excellent connectivity to jobs, schools, retail, and community facilities, reinforcing the site's role as a sustainable and well-served location.

Stantec have liaised with Stagecoach East, the local bus operator, regarding potential route extensions and future routing to meet anticipated demand from residents, ensuring that services evolve alongside the development.

Existing bus services, including Stagecoach East routes 5 and 5A, operate along the B1050 east of the site. Route 5 runs every 30 minutes on weekdays and Saturdays, with operating hours from approximately 05:40 to 21:30, and Sunday services every 60–204 minutes. Route 5A or the additional guided busway provides further coverage to Bar Hill, Willingham, Swavesey, and St Ives, offering flexibility for staff and visitors.

There is potential to enhance these services through extended routes or shuttle connections from the site to the Park & Ride and Guided Busway stops. Real-time data from Bustimes.org will inform service planning and reliability improvements. Future-proofing measures, such as electric bus compatibility and mobility hubs, will be considered to align with emerging best practice.

Site Benefits :

- Reduced Travel Times: Fast, frequent busway services mean staff can reach Cambridge city centre in under 25 minutes.
- Reliable Connectivity: High-frequency services and Park & Ride facilities reduce dependency on private cars.
- Mobility Hub point: providing connectivity from the site to the guided busway.
- Recruitment Advantage: Excellent transport links broaden the catchment area for residents that supports workers and employment opportunities.

## 2.7 Emerging Employment Opportunities

The proposed site will create a well-connected residential cluster with excellent access to employment and amenities.

The strategy also allows for future connectivity to emerging adjacent employment hubs. Tritax Big Box is approximately 3 km away (35–40 minutes on foot or 10–12 minutes by bike), while Slate Farm is closer at 1.5–2 km (20–25 minutes walking or 5–8 minutes cycling).

## 2.8 Standalone Transport Strategy

The proposed development will adopt a clear and deliverable transport strategy that ensures early accessibility and resilience without reliance on third-party land. This approach focuses on creating a safe, efficient, and sustainable movement network for all modes of travel.

### Emergency Access

A separate emergency access route will be provided directly to the B1050 via the proposed footway/cycleway track along the existing site access track. This secondary site access, located along

the western boundary, would be designed to repurpose the existing farm track into a 4-metre-wide shared use route for pedestrians and cyclists. To prevent unauthorised vehicular entry, the access would incorporate removable bollards, which would restrict general traffic while allowing emergency vehicle access when required.

An outline design for this secondary emergency access can be found on Stantec drawing '331610059-STN-HGN-LST-DR-CH-0101' found in **Appendix A.**

### Active Travel Connectivity

The wider vision includes enhanced pedestrian and cycle access from the Northstowe Avenue Roundabout, linking to active travel corridors and employment areas. Stantec have outlined such as additional shared use facilities, as well as a staggered Toucan Crossing, in order to link up with existing Active Travel infrastructure along Northstowe Avenue. Upgrades adopt LTN 1/20 standards, ensuring safe, direct, and attractive routes for walking and cycling.

Refer to **Appendix A** for further information on potential connectivity to the Northstowe Active Travel network.

### Public Transport Integration

Following discussions with Stagecoach East, bus access will be facilitated through the main site entrance, with a short 'spur' extending into the development and terminating at the internal roundabout. This location will serve as a mobility hub-style stop, designed to accommodate buses and provide facilities for passengers. This arrangement is in line with Stagecoach's 'Bus Services and New Residential Development' Second Edition January 2025.

The majority of homes will be located within 800 metres of this bus stop, ensuring convenient access to public transport.

## 2.9 Wider Vision Transport Strategy

The long-term vision for the site builds upon the standalone strategy to create a fully integrated, future-ready transport network that supports sustainable living and regional growth objectives, aligning with the Greater Cambridge Local Plan and prioritising connectivity, accessibility, and best-practice design principles while also considering potential additional development opportunities to the north and east.

The proposed development would be planned to safeguard and enable onward access should further growth come forward in this location, ensuring it does not constrain wider opportunities. From the outset, proposals would establish strong movement and connectivity patterns, including seamless integration with local and regional bus services, and direct connections to nearby employment areas.

The site will provide strong connection points to adjacent active travel networks such as Northstowe and emerging developments, providing an extensive, uninterrupted, and attractive route for pedestrians and cyclists.

Together, these measures would support job creation, improve access to workplaces, and reduce the need for long-distance commuting, helping to deliver a coherent and sustainable vision for growth in this well-established location.

# 3 Flood Risk

## 3.1 Background

The Greater Cambridge Housing and Employment Land Availability Assessment (HELAA) site assessments were published 1st December 2025 and included an assessment of the Site with respect to flood risk.

The HELAA site assessment includes a Flood Risk RAG Assessment (2025) which provides a 'Red' designation for the Site, on the following basis:

*"Flood Zone: Partly in Flood Zone 2 (3%) Partly in Flood Zone 3 (9%); Surface Water flooding: 9% lies in a 1 in 30 year event, 5% lies in a 1 in 100 year event and 11% in a 1 in 1000 year event."*

## 3.2 Fluvial Flooding

There is a risk of fluvial flooding to the site from the ordinary watercourse flowing south-west to north-east through the site. The data within the Flood Map for Planning (*Figure 3.1*) shows the majority of the site lies within Flood Zone 1 (land having a less than 0.1% (1 in 1000) annual probability [AP] of flooding), with areas of Flood Zone 2 (between 0.1% - 1% (1 in 1000 and 1 in 100) AP of flooding) and Flood Zone 3 (at a 1% (1 in 100) or greater AP of flooding from rivers) associated with the ordinary watercourse and immediate surrounding low-lying land. However, the EA Flood Zones do not account for the two balancing ponds along Hattons Road - as such the extent of flooding is considered to be overstated. Stantec will investigate to the impact of these basins on the as-published flood mapping to more accurately determine the existing hydrological setting of the site, which will in-turn inform the optimum mitigation strategy to take forward.

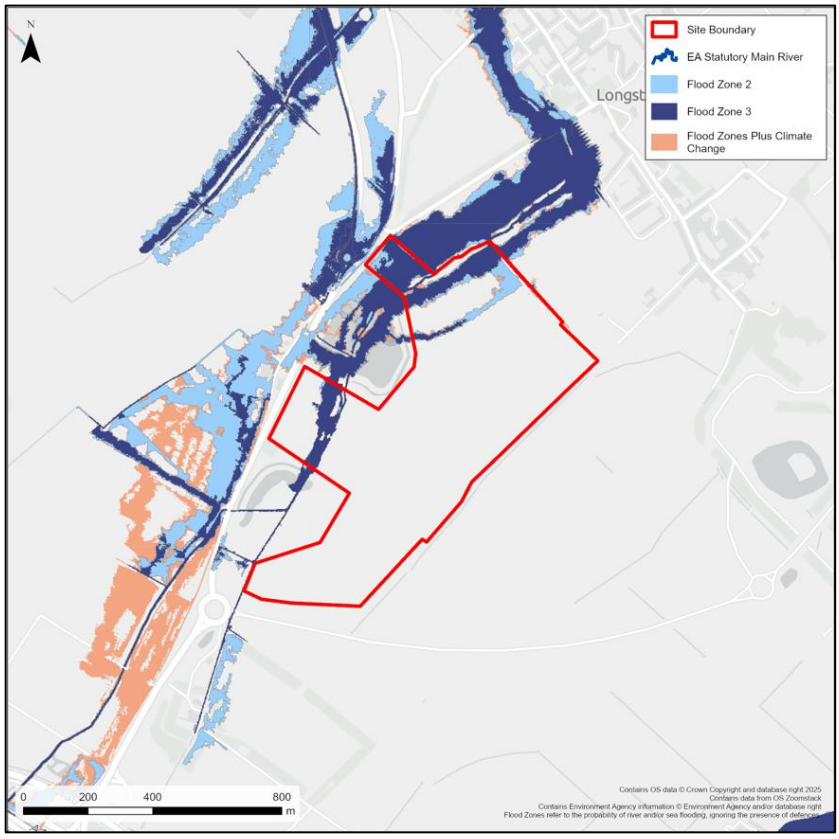



*Figure 3.1: Flood Map for Planning December 2025 (approximate site boundary indicated)*

The Flood Map for Planning (Figure 3.1) shows the 'present-day scenario', and makes no allowance for any flood defences. As such, these maps do not include representation of the balancing ponds between Hatton's Road and the site. These maps are therefore conservative, and the risk to the site, assuming defences operate as designed, will be lower than shown. On-site flood mitigation via a robust surface water drainage strategy, alongside the inclusion of the two existing basins in published flood mapping will provide a strong resistance to flooding events in and around the proposed development, as well as Longstanton further afield.

## 3.3 Surface Water Flooding

At this time, it is considered that the most appropriate data set to understand surface water flood risk to the site is that shown on the EA Risk Of Flooding from Surface Water (RoFSW) mapping in Figure 3.2

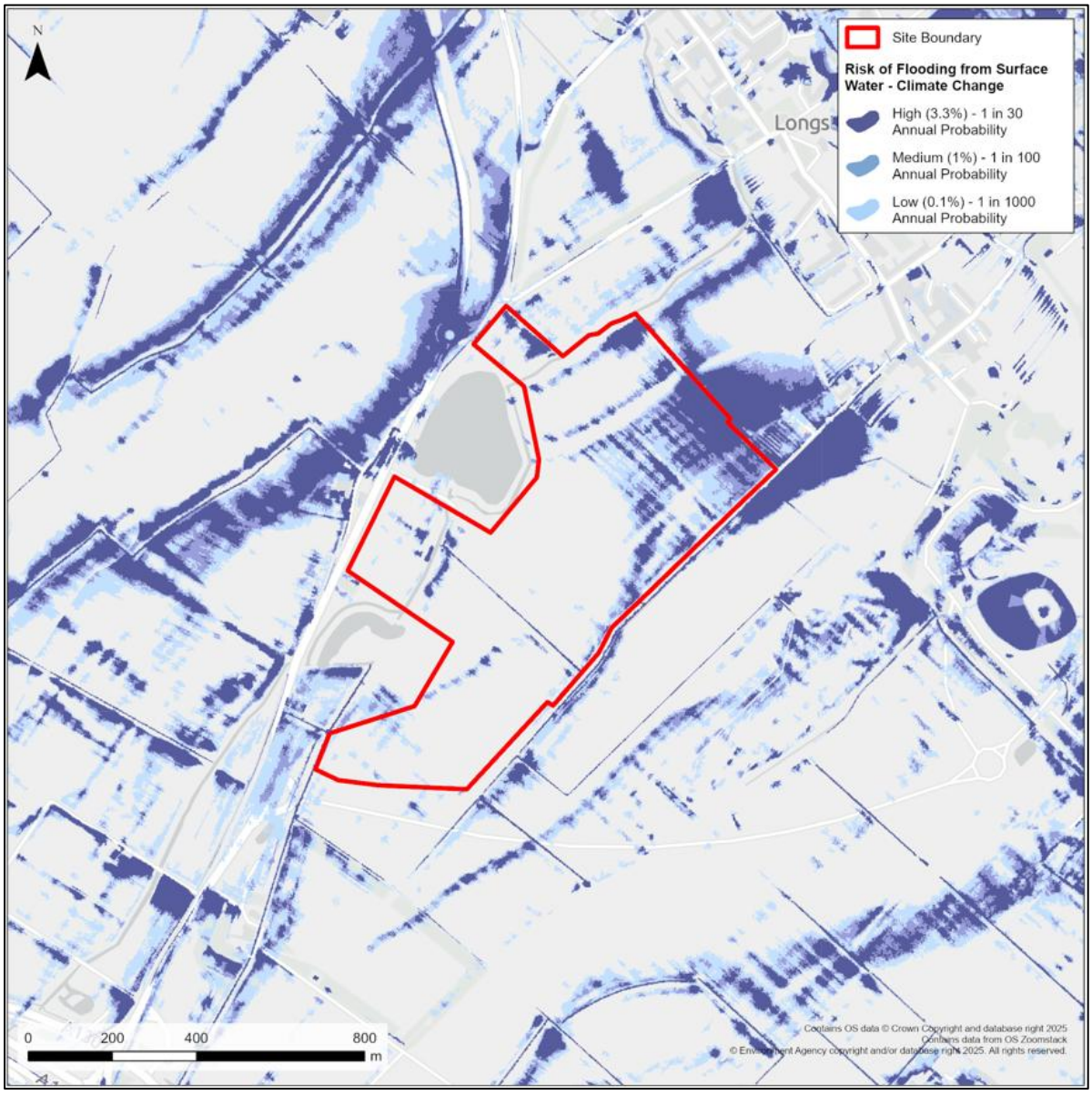



*Figure 3.2 - RoFSW Mapping (December 2025), (indicative site boundary in red)*

Based on the results, it appears that the digital terrain model (DTM) for this national mapping predates the construction of the two balancing ponds, and thus the flooding on the site and within Longstanton is likely to be overestimated.

As shown in Figure 3.2 above, the surface water flood risk on the site appears to be predominantly caused by rainfall falling within the site alone and ponding in lower lying areas. Post development, this would be managed by any surface water drainage strategy (**Section 4**).

The emerging layout does not propose built development within areas at higher risk of surface water flooding, aside from the access route which is considered essential infrastructure.

As outlined in the covering letter accompanying the CfS submission:

"*The concept plan located development away from the areas of flood risk. Further hydrological modelling will be undertaken to define the actual extents of Flood Zone within the site as the Flood Risk Map for planning does not account for flood defences and therefore does not include the mitigation effects of the balancing ponds between Hattons Road and the site. It is considered that through a comprehensive sustainable urban drainage design the flood risk associated with the site can be mitigated onsite, and reduce the risk of flooding downstream. A detailed Flood Risk Assessment and Drainage Strategy will be provided to demonstrate this*".

## 3.4 Sequential Approach & Mitigation

A sequential approach would be applied across the site so that all built development would be at the lowest risk of flooding, as demonstrated on the emerging masterplan.

Mitigation measures for the proposed development include, but are not limited to the following:

- The highest risk of flooding to the site is adjacent to the watercourse in the north-east, close to the proposed access. The proposed access will need to cross the watercourse, and a clear span bridge or a large culvert would be required to cross the watercourse so as not to restrict the flow.
- Compensation flood storage on a 'level for level' and 'volume for volume' basis would be provided, through local earthworks, to replace any lost volume through the construction of the road.
- The road itself would need to be above the 1 in 200 annual probability of flooding level including allowance for climate change, and the soffit of the in-channel structure would need to have a soffit 600mm above this flood level. This is in accordance with the DRMB requirements.
- Across the wider site, all built development should be located in areas at low flood risk post-development. The relevant design standard for the wider development, beyond the access, would be the 1 in 100 annual probability event, including allowance for climate change.
- An undeveloped corridor of ~8m width adjacent to all watercourses and ditches would be required by the South Cambridgeshire (for Awarded Watercourses) and Cambridgeshire County Council as the LLFA for Ordinary Watercourses.

There may be opportunities to provide flood risk betterment within the site, over and above what is provided by the two existing balancing ponds. Such flood management measures could be located in the formal and informal public open space on the emerging masterplan and might include watercourse realignment, the construction of a two stage channel to contain out of bank flows, or further flood storage areas. These measures could be designed in such a way to provide multiple benefits – for example with regard to BNG or enhancing the informal public open space.

Moreover, the development proposals will also ensure the following:

- There will be no built development within the functional floodplain, Flood Zone 3b, unless it is categorised as 'water compatible';
- All built development, including 'highly vulnerable', 'more vulnerable' and 'less vulnerable' uses, will be limited to Flood Zone 1;
- A sequential approach will be applied to the site layout to ensure that there is no built development located within 'high' risk flooding areas, from any source (including surface water flood risk);

- A site-specific Flood Risk Assessment (FRA) will accompany any planning application and be carried out to a suitable standard with, when required, full consultation with the Local Planning Authority (LPA), Lead Local Flood Authority (LLFA), Environment Agency (EA), Anglian Water (AW) and Cambridge Water (CW);
    - The site-specific FRA will be submitted in line with the local plan, SFRA and National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG); and
- A surface water drainage strategy which includes SuDS features designed in accordance with LLFA guidance and the CIRIA SuDS Manual (C753)
- Natural flood management techniques can also be incorporated.

On this basis the 'Red' designation within the Draft Local Plan HELAA is not considered to be reasonable, and the Site should continue to be given due consideration as a potential draft allocation, as the proposed development layout would comply with all local, regional and national planning policies.

# 4 Surface Water Drainage

This section provides high-level commentary and background on the existing hydrological setting of the Site, as well as outlines an approximate land take required for attenuation of runoff surface water arisen from the proposed development.

## 4.1 Background

The Site is envisaged to comprise of the following land uses:

- Residential Development (35-40 dwellings per hectare);
- High Density Residential Development (40-45 dwellings per hectare);
- Primary School; and
- Sustainable Drainage Systems (SuDS) such as attenuation ponds and swales strategically located through the Site.

Information on the location and indicative land uses are indicated on the scheme illustrative masterplan (DLA drawing HLM091/010 – **Appendix B**).

## 4.2 Site Topography

A review of satellite imagery reveals that the Site falls from approximately 16 mAOD on the southwest, to approximately 10 mAOD on the northeastern boundary. There is a consistent fall to the site, with surface water assumedly draining to the northeastern corner of the site.

## 4.3 Existing Hydrological Setting

The Site is bordered along the western edge of the site by a series of ditchcourses collecting surface water runoff from the Site and adjacent farmland. These ditchcourses are culverted at existing farm access points located to the northwest, and west of the site. It is assumed that these ditchcourses outfall to 2no. existing attenuation ponds located to the west and southwest of the site. These ponds seem to be cascaded, and outfall to an existing tributary to the River Great Ouse.

As per the Environment Agency's Catchment Data Explorer, the Site is situated inside the active catchment area 'Swavesey Drain' serving the River Great Ouse. As such, the Site is likely to outfall to a tributary serving this catchment. Special consideration is to be given to any specific storm events the Environment Agency may require to be tested for this catchment.

## 4.4 Provision of SuDS

The proposed development will incorporate Sustainable Drainage Systems (SuDS) to manage surface water runoff arising from the Site. Therefore, it is beneficial at this time whilst the masterplan is emerging to highlight that the overarching principle of SuDS design is that surface water runoff should be managed for maximum benefit.

In line with the most recent National Standards for Sustainable Drainage Systems, surface water drainage systems shall be designed with the purpose of mimicking existing drainage conditions, as well as managing surface water runoff as close as is practicable to its source.

Some examples of SuDS which could be utilised on-site to maximise biodiversity, water quality, and amenity, are:-

- At-source water treatment methods such as Filter Drains, Rain Gardens and Rainwater Harvesting features;
- Roadside Swales to capture and convey runoff surface water from the Spine Road; and
- Attenuation Basins/Ponds to store runoff surface water on-site prior to discharge into the existing ditchcourses.

## 4.5 Surface Water Management

As required by current policy and guidance, including the Building Regulations 2010: Approved Document H Drainage and Waste Disposal (2015 Edition), and the revised National Planning Policy Framework (NPPF), surface water must discharge into the following, listed in order of priority:

1. To ground in an adequate soakaway or some other adequate infiltration system;
2. To a watercourse;
3. To a surface water sewer, highway drain or any other drainage system;
4. To a combined sewer system.

Information gathered as part of the British Geological Survey indicates that the site is underlain by the West Walton Formation, the Ampthill Clay Formation, as well as the Kimmeridge Clay Formation. The clayey ground beneath the site possesses low permeability.

Table 25.1 from CIRIA C753 'The SuDS Manual' - Typical Infiltration Coefficients based on Soil Texture indicates that, given the BGS information available, there is limited infiltration possible across the site due to the low permeability of the underlying soil layers. To determine the appropriate method of managing surface water, there will be a strong commitment to ground investigation and soakaway testing ahead of any planning application to validate ground conditions.

As the site is served by a network of existing ditchcourses and no sewers are present on-site serving the wider surface water drainage network in the area, it is possible for surface water runoff arisen from the development to be attenuated on-site at strategically located stormwater control features on-site and discharged at the existing greenfield runoff rate to the existing watercourses.

An existing Greenfield Runoff Rate (Qbar) of 3.61 litres per second per hectare has been calculated using the Interim Code of Practice for SuDS. This rate will require agreement with the Environment Agency and the Lead Local Flood Authority (CCC).

An outline impermeable area has been determined based on anticipated land uses indicated on the illustrative masterplan. For the purposes of determining an outline land take for attenuation, the site has been assumed to be 65 percent impervious (35.43ha of impermeable area)

It has been determined through high-level hydraulic modelling, alongside the latest rainfall data for the Site, that proposed attenuation features are to collectively store approximately 19,700$m^3$ of water to discharge at greenfield rates. This equates to a land take requirement of between 2.1 and 3.4ha to be allocated for attenuation, which has been provided in the illustrative masterplan to the north of the proposed development site.

# 5 Foul Drainage

## 5.1 Foul Feasibility Study

An enquiry was made to Anglian Water to establish an appropriate connection point into the existing foul sewer network for the disposal of foul water flows from the site.

Anglian Water have identified that both the existing foul sewer network and the Over Water Recycling Centre do not currently have capacity to receive flows from the proposed development.

We will work with Anglian Water to identify an appropriate solution for the disposal of foul water off-site, and it is anticipated that Anglian Water's investment in the existing foul network in AMP9 and beyond will deliver the much needed infrastructure upgrades to create capacity for the proposed development, as well as wider planned and windfall growth in the region.

The potential to treat foul water flows on-site is being explored, and Hallam Land will work with both Anglian Water and an appropriate NAV body to identify an appropriate solution.

# 6 Acoustics

## 6.1 Background

As part of the Draft Local Plan submitted for the proposed development, CCC have prepared Housing and Employment Land Availability Assessment (HELAA). The HELAA sets out the Councils' assessment of the site in relation to all aspects of the site up for consideration as part of this technical note. As part of their assessment, the site has been given an Amber rating in terms of Acoustics. As such, a high-level review of the existing acoustic setting of the site is required and is provided below.

A detailed acoustic study has not been undertaken at this stage but based on a desktop review of the site and surroundings it is likely that the dominant sound source on the development site is vehicular movements on Northstowe Avenue to the south and the B1050 to the west.

## 6.2 Existing Acoustic Setting

A review of relevant technical submissions for the Northstowe New Town planning application (Ref: S/2011/14/OL - Environmental Statement Vol 3: Noise and Vibration (Chapter 6) Figure 6.2) indicates that daytime sound levels associated with the operation of the road (2031) are likely to be in the region of 55-63 dB $L_{Aeq,16hour}$ within the southern part of the site (i.e within approximately 500 m of Northstowe Avenue), and below 55 dB $L_{Aeq,16hour}$ within the rest of the site. Chapter 6 of the Environmental Statement can be found in **Appendix C**.

## 6.3 Noise Risk

With reference to ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise - New Residential Development published in May 2017 by the IOA, ANC and Chartered Institute for Environmental Health, these levels are considered to be a low to medium noise risk in areas closest to the surrounding road network and a low risk in all other areas.

With respect to low-risk areas, the guidance states *"At low noise levels, the site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed and is demonstrated in an Acoustic Design Statement (ADS) which confirms how the adverse impacts of noise will be mitigated and minimised in the finished development."*

In medium risk areas, the site is likely to be less suitable from a noise perspective but provided a future planning applications is supported by an ADS confirming how adverse impacts of noise will be mitigated and minimised the site would still be expected to be suitable for residential use. Night-time sound level data is not available however it is expected that the noise risk would remain the same as indicated by the predicted daytime levels.

## 6.4 Acoustic Design Principles

Good acoustic design is a holistic design process combining both consideration of objective acoustic design standards with the subjective human experience of a space or place. It seeks to address noise and vibration issues with wider consideration of scheme design as a whole and not in isolation.

In order to best influence the acoustic environment in and around the development, the following noise mitigation measures will be explored:

- Masterplan layout;
- Building location, design, orientation and room layout;
- Buildings as noise shields;
- Noise barriers, mounds, bunds, screens and fences; and
- Building elements.

In this instance, it is expected that the greatest acoustic benefit would be achieved by ensuring that the masterplan and site massing responds to noise from vehicular movements on the nearby road network. In particular this is likely to involve the use of the outer row of houses to acoustically screen both private amenity areas and the rest of the development from the nearby road network. Based on the known noise constraints and mitigation options outlined, subject to modelling and a final layout it is not considered that noise poses a constraint on development and that there is a deliverable solution.

Stantec will provide support to DLA through delivering a detailed environmental sound survey and acoustic assessment, which will allow us to best assess the existing acoustic setting, and to determine any noise mitigation measures which will be incorporated within the emerging masterplan.

# 7 Air Quality

## 7.1 Background

CCC's HELAA has given the proposed development site an Amber rating for Air Quality, with the officer comment stating that 'designed-in air quality mitigation measures and conditions will be necessary to offset impacts on designated Air Quality Management Areas (AQMAs).' As such, a high-level review of the existing air quality conditions at the Site has been undertaken. An air quality assessment assessment would be prepared to accompany any future planning application for the Site.

## 7.2 Existing Air Quality Conditions

SCDC has investigated air quality within its administrative area as part of its responsibilities under the Local Air Quality Management (LAQM) regime. SCC does not currently have any declared AQMAs following revocation of the A141 Milton to Bar Hill AQMA in 2022.

All local authorities in England are required to publish a local air quality strategy. The Greater Cambridge Air Quality Strategy, adopted in April 2024, sets out the approach for maintaining and improving air quality across Greater Cambridge.

The SCDC 2025 Air Quality Status Report (ASR) includes 2020 - 2024 air quality monitoring data from monitoring locations in both Northstowe and Longstanton. Measured concentrations of NO2 were below the statutory national air quality objectives for the duration of the monitoring period presented in the ASR. Particulate Matter (PM10 and PM2.5) concentrations are also measured at the Northstowe automatic monitoring station; measured concentrations of PM10 and PM2.5 were well below the national air quality objectives for the duration of the monitoring period presented in the ASR. Measured annual mean NO2, PM10 and PM2.5 concentrations at the closest and most representative monitoring locations to the Site have also been below the Interim Target Levels set out in the Greater Cambridge Air Quality Strategy in the most recent year for which data is provided for in SCDC's 2025 ASR.

## 7.3 Air Quality Mitigations

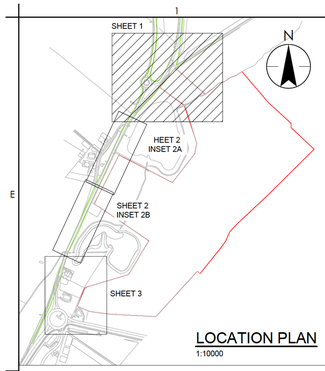
The baseline monitoring data suggests that air quality is not an issue within the Site, and the Site is likely to be acceptable for the proposed end-use without the need for further mitigation. However, DEFRA's PM2.5 Targets: Interim Planning Guidance requires exposure to PM2.5 and emissions of PM2.5 to be minimised through the development design process. Therefore, it is recommended that setbacks from the surrounding road network are included within the Site and green infrastructure is incorporated through strategic masterplanning.

The potential risk of increased emissions from the Site will also be mitigated at the operational and construction phases of the development.

Operational measures would include measures outlined the Greater Cambridge Air Quality Strategy, including provision of high-quality active travel and public transport facilities to reduce single private car use, alternatives to combustion-based heating and hotwater provision built into development design. Construction phase measures would be outlined within a future Construction Environmental Management Plan to control construction dust emissions and emissions from non-road mobile machinery (NRMM) and construction traffic.

Based on the above, it is considered that air quality is not of concern in the vicinity of the Site and with appropriate mitigation in place air quality impacts would not be significant.

# Appendix A Revised Site Access and Active Travel Proposals (Stantec, 2026)



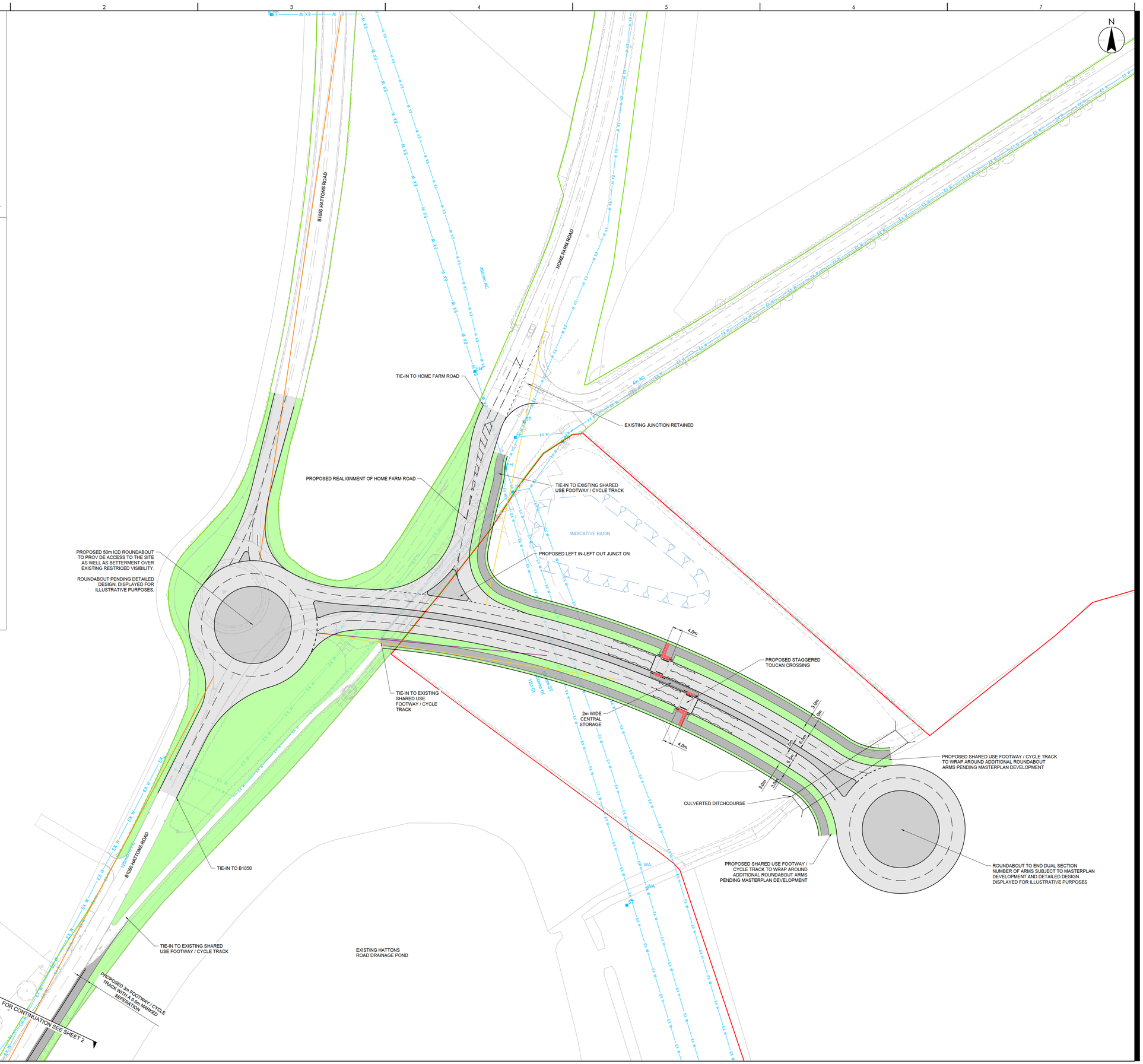

## LOCATION PLAN
1:10000

KEY:-

- HALLAM LAND OWNERSHIP BOUNDARY
- HIGHWAY BOUNDARY (APRIL 2024)
- PROPOSED CARRIAGEWAY
- PROPOSED SHARED USE FOOTWAY / CYCLE TRACK
- PROPOSED TRAFFIC ISLANDS
- PROPOSED VERGE
- PROPOSED RED BLISTER TACTILE PAVING AT CONTROLLED CROSSINGS
- PROPOSED SIGNAL HEADS AT TOUCAN CROSSINGS
- APPROACH VISIBILITY OVER A DISTANCE OF 215m
- APPROACH VISIBILITY OVER A DISTANCE OF 120m
- APPROACH VISIBILITY OVER A DISTANCE OF 90m
- EXISTING CAMBRIDGE WATER POTABLE WATER MAINS
- EXISTING CAMBRIDGE WATER FIRE HYDRANT
- EXISTING CAMBRIDGE WATER VALVE
- EXISTING CAMBRIDGE WATER WASHOUT VALVE

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HALLAM LAND MANAGEMENT

LAND SOUTH OF LONGSTANTON

Title

GENERAL ARRANGEMENT AND ACTIVE TRAVEL

SHEET 1 OF 3

| Project No. | Scale |
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| Revision | Drawing No. |
|---|---|
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FOR CONTINUATION SEE SHEET 1

EXISTING POND MAINTENANCE ACCESS RETAINED

EXISTING HATTONS ROAD DRAINAGE POND

B1050 HATTONS ROAD

PROPOSED EMERGENCY ACCESS SEE INSET 2A.1 FOR FURTHER INFORMATION

PROPOSED 3m FOOTWAY / CYCLE TRACK WITH A 0.5m MARKED SEPERATION

12in AC

4in AC

## INSET 2A
1:500

FOR CONTINUATION SEE INSET 2B

FOR CONTINUATION SEE INSET 2B

PROPOSED 3m FOOTWAY / CYCLE TRACK WITH A 0.5m MARKED SEPERATION

12in AC

4in AC

B1050 HATTONS ROAD

## INSET 2B
1:500

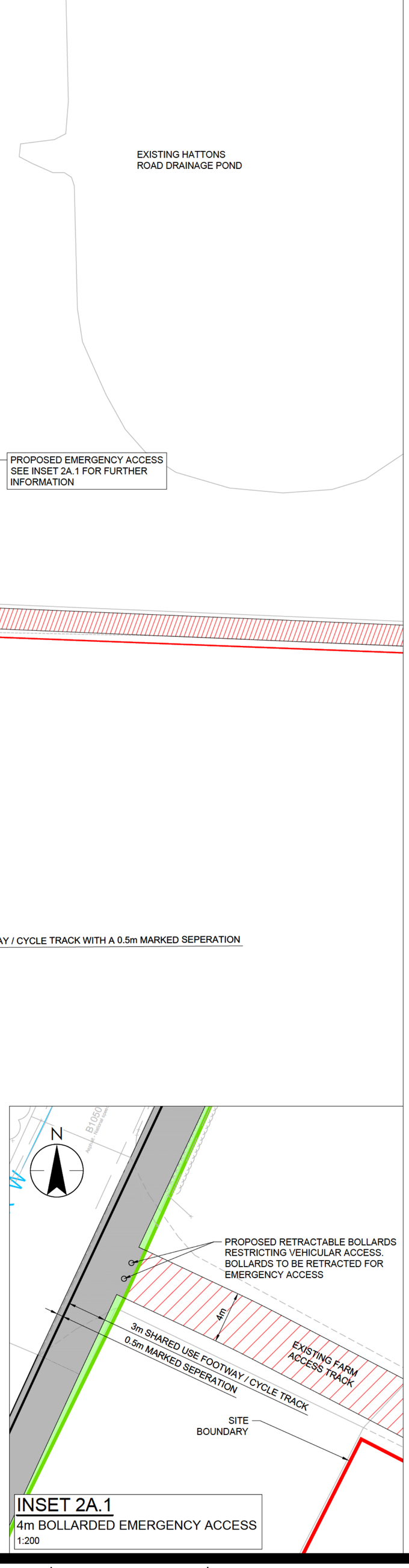
FOR CONTINUATION SEE SHEET 3

2.9m WIDE AT PINCH POINT (HIGHWAY BOUNDARY CONSTRAINT)

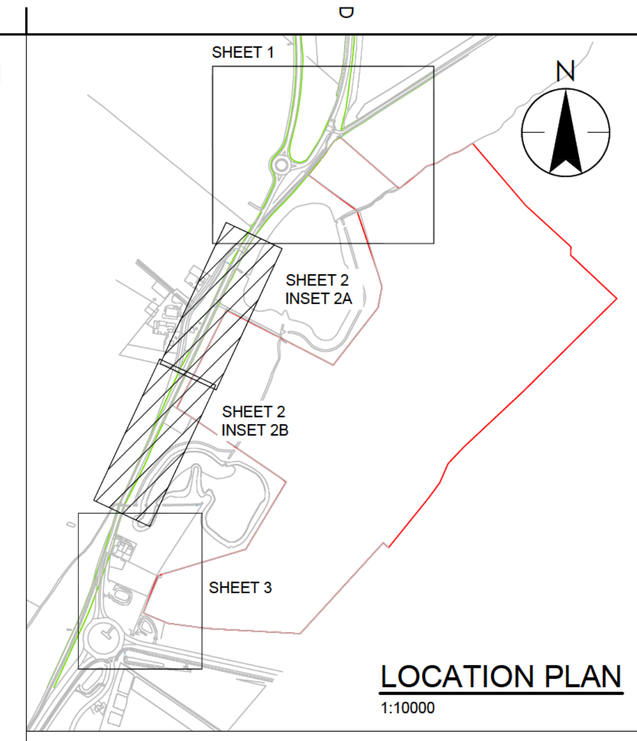
APPROX. 42m LENGTH OF RESTRICTED WIDTH DUE TO HIGHWAY BOUNDARY CONSTRAINT (MIN. 2m, MAX 2.9m)

2.0m WIDE AT PINCH POINT (HIGHWAY BOUNDARY CONSTRAINT)

EXISTING HATTONS ROAD DRAINAGE POND




## INSET 2A.1
4m BOLLARDED EMERGENCY ACCESS
1:200




## LOCATION PLAN
1:10000

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- PROPOSED VERGE
- EMERGENCY ACCESS CORRIDOR ALONG EXISTING RIGHT OF ACCESS CONTROLLED BY LANDOWNER
- APPROACH VISIBILITY OVER A DISTANCE OF 215m
- EX W — EXISTING CAMBRIDGE WATER POTABLE WATER MAINS
- FH — EXISTING CAMBRIDGE WATER FIRE HYDRANT
- ST — EXISTING CAMBRIDGE WATER VALVE
- WA — EXISTING CAMBRIDGE WATER WASHOUT VALVE

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Project No.: 331610059

Title
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SHEET 2 OF 3

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Revision: P01

Drawing No.: 331610059-STN-HGN-LST-DR-CH-0101

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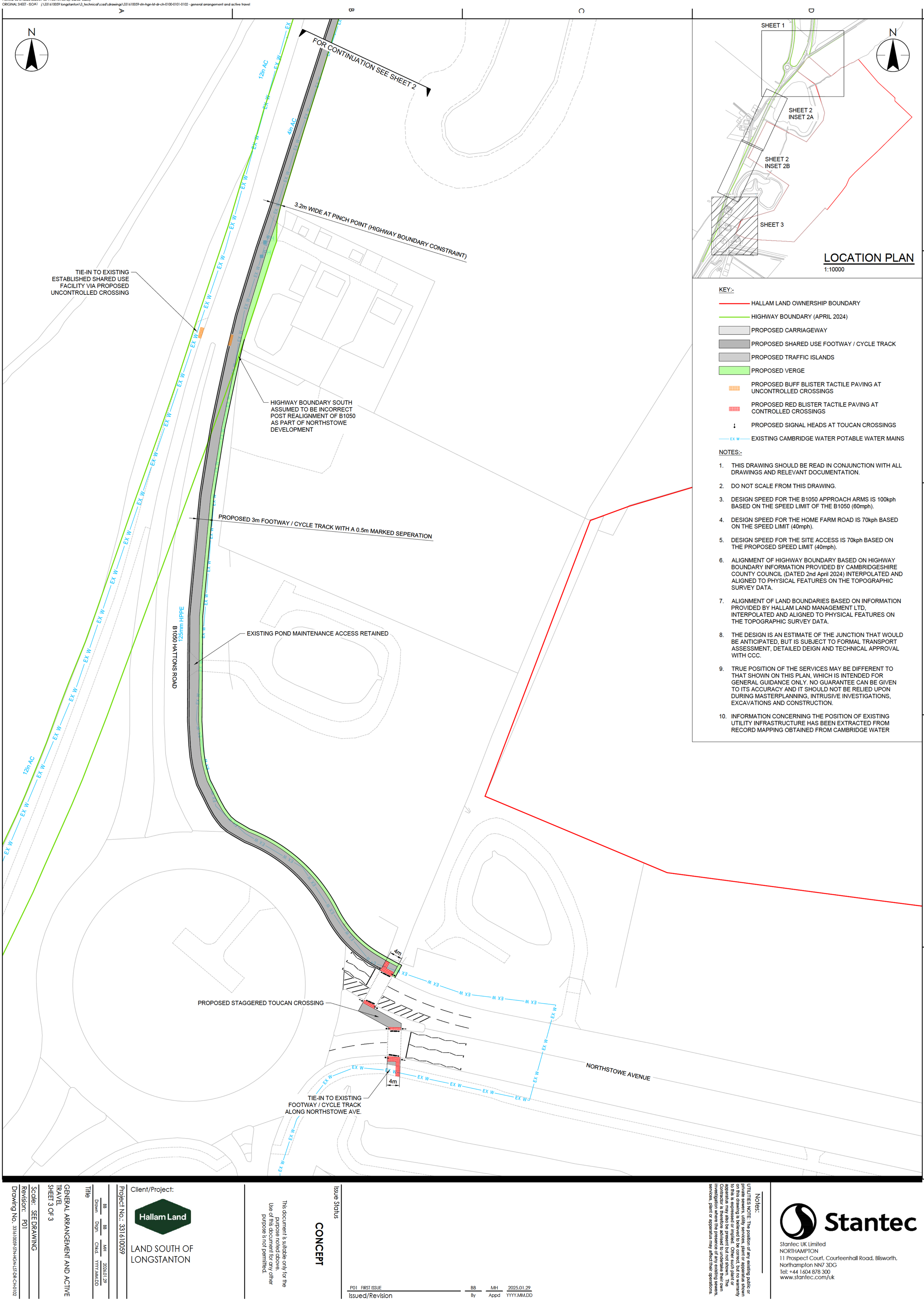
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1:10000

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# Appendix B Site Wide Illustrative Masterplan (DLA, 2026)




- Mixed use local centre
- Residential development
- Primary school (2FE)
- Site access
- Primary active travel routes (existing and proposed)
- Public open space
- Play spaces
- Structural planting
- Drainage features

1. Site access including highway improvements
2. Sports pitches
3. Emergency access
4. Primary street
5. All Saints Church
6. St Michael's Church
7. Wilson's Bridge
8. A14 active travel bridge

| Rev | Description | Date |
|---|---|---|

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Client: Hallam Land — PART OF HENRY BOOT

Hatton Road, Longstanton

**Emerging Illustrative Masterplan**

| Scale@A3: | Drawn: | Designed: | Approved: |
|---|---|---|---|
| 1:10,000 | IW | IW | IW |

0m — 400m

| Drawing Number: | Revision: | Date: |
|---|---|---|
| HLM091-011 | - | 08/01/2026 |

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01908 666276 mail@davidlock.com **davidlock.com**

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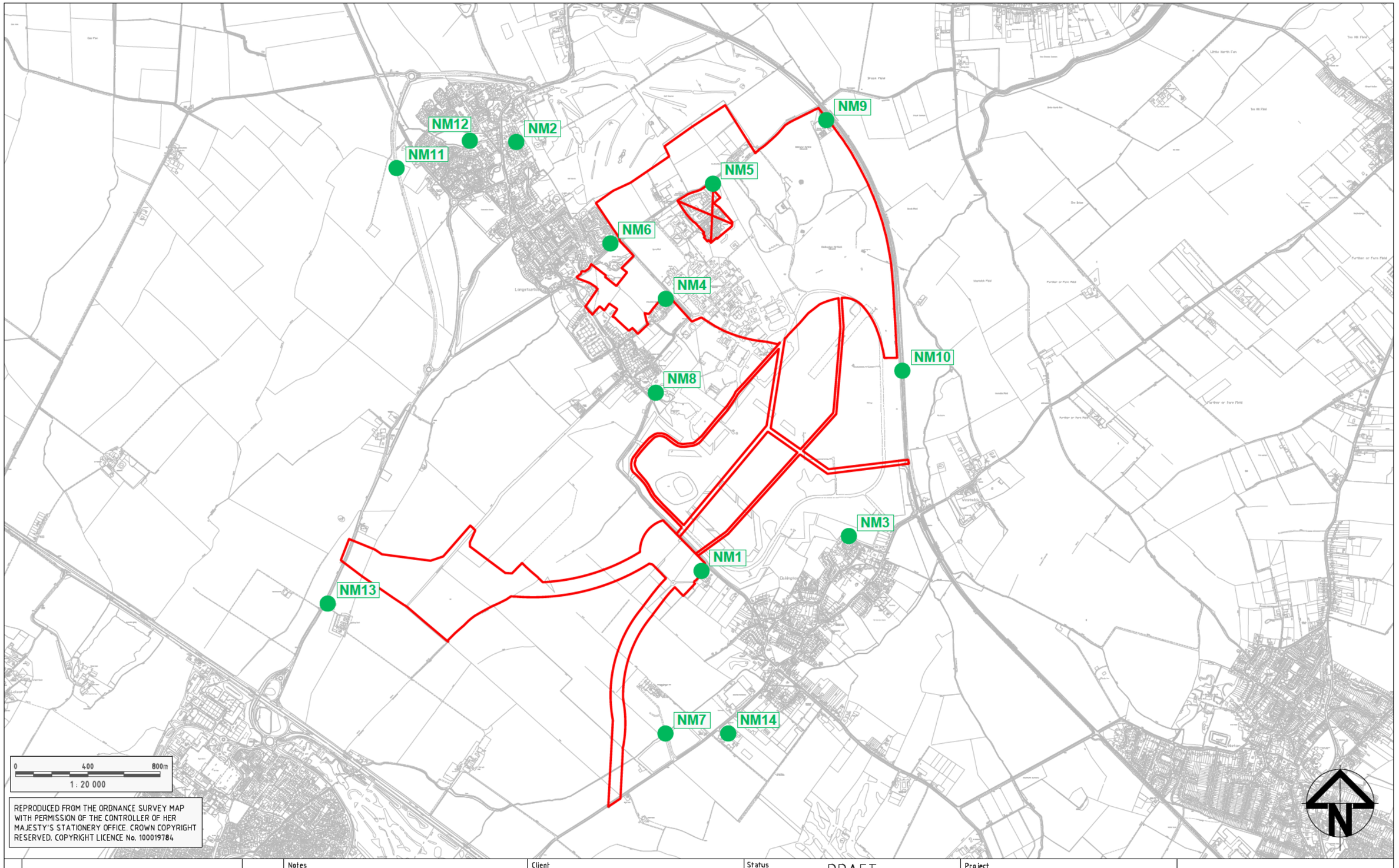
# Appendix C Environmental Statement, Chapter 6 (Homes and Communities Agency)

# NORTHSTOWE
# PHASE 2 PLANNING APPLICATION

## Environmental Statement (Volume III)
## Noise and Vibration (Chapter 6) Figures

August 2014

Homes & Communities Agency




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50mm on Original

Notes

REDLINE BOUNDARY

NM1 NOISE MONITORING LOCATIONS

Client

Status: DRAFT

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|---|---|---|---|
| Scales | 1:20,000 | Current Issue Signatures | |
| | | Author J.NORMAN | |
| Original Size | A3 | Checker M.VANDERMERWE | |
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| Grid | GRID | © Copyright reserved | |
| Filename: | 6.1-UA006156-UE31D-01-BASE.DWG | | |

Project

NORTHSTOWE
PHASE 2

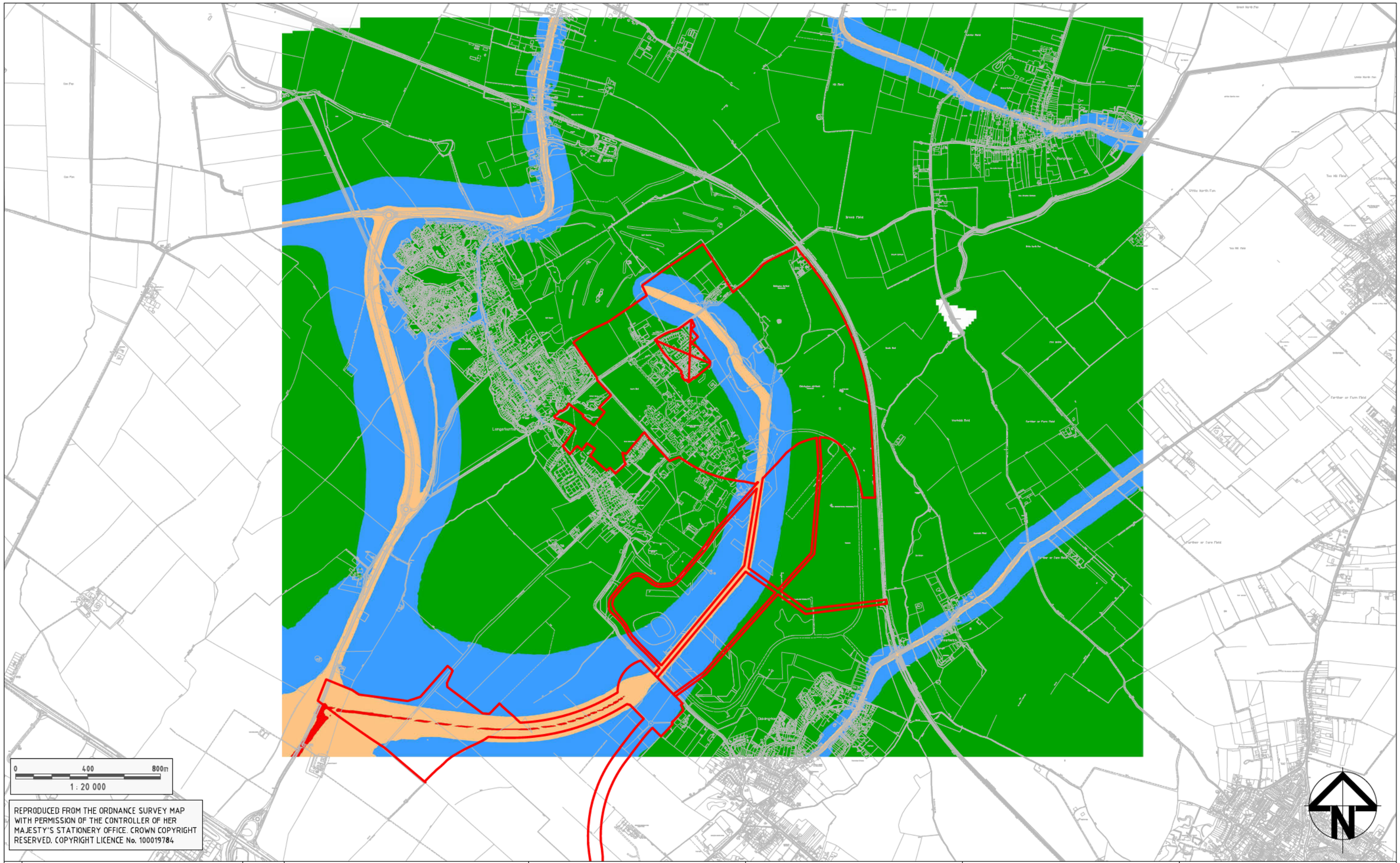
Title

FIGURE 6.1
BASELINE NOISE
MONITORING LOCATIONS

Hyder Consulting (UK) Limited
Manning House
22 Carlisle Place
Warrington
SW1P 1JA
Tel: +44 (0)20 3014 9000
Fax: +44 (0)20 7828 8428

| Drawing No. | Project No. | Issue |
|---|---|---|
| Fig 6.1 — | UA006156 — | 01 |

Plot Date: 18/Jul/2014 2:16:59 PM File Location: K:\PROJECTS\UA006156-NORTHSTOWE\E-OUR-DRAWINGS\6.1-UA006156-UE31D-01-BASE.DWG V1




REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. COPYRIGHT LICENCE No. 100019784

| Issue | Description | Date |
|---|---|---|
| 01 | | 14 JUL 14 |

50mm on Original

Notes

REDLINE BOUNDARY

Day
NEC: Road Traffic LAEQ, Day dB

| | | |
|---|---|---|
| A | <55 |
| B | 55 - 63 |
| C | 63 - 72 |
| D | >72 |

Client

Status: DRAFT

| | | | |
|---|---|---|---|
| Scales | 1:20,000 | Current Issue Signatures | |
| | | Author J.NORMAN | |
| Original Size | A3 | Checker M.VANDERMERWE | |
| Datum | DATUM | Approver J.HUGHES | |
| Grid | GRID | © Copyright reserved | |
| Filename: | 6.2-UA006156-UE31D-01-DOSOME.DWG | | |

Project
NORTHSTOWE
PHASE 2

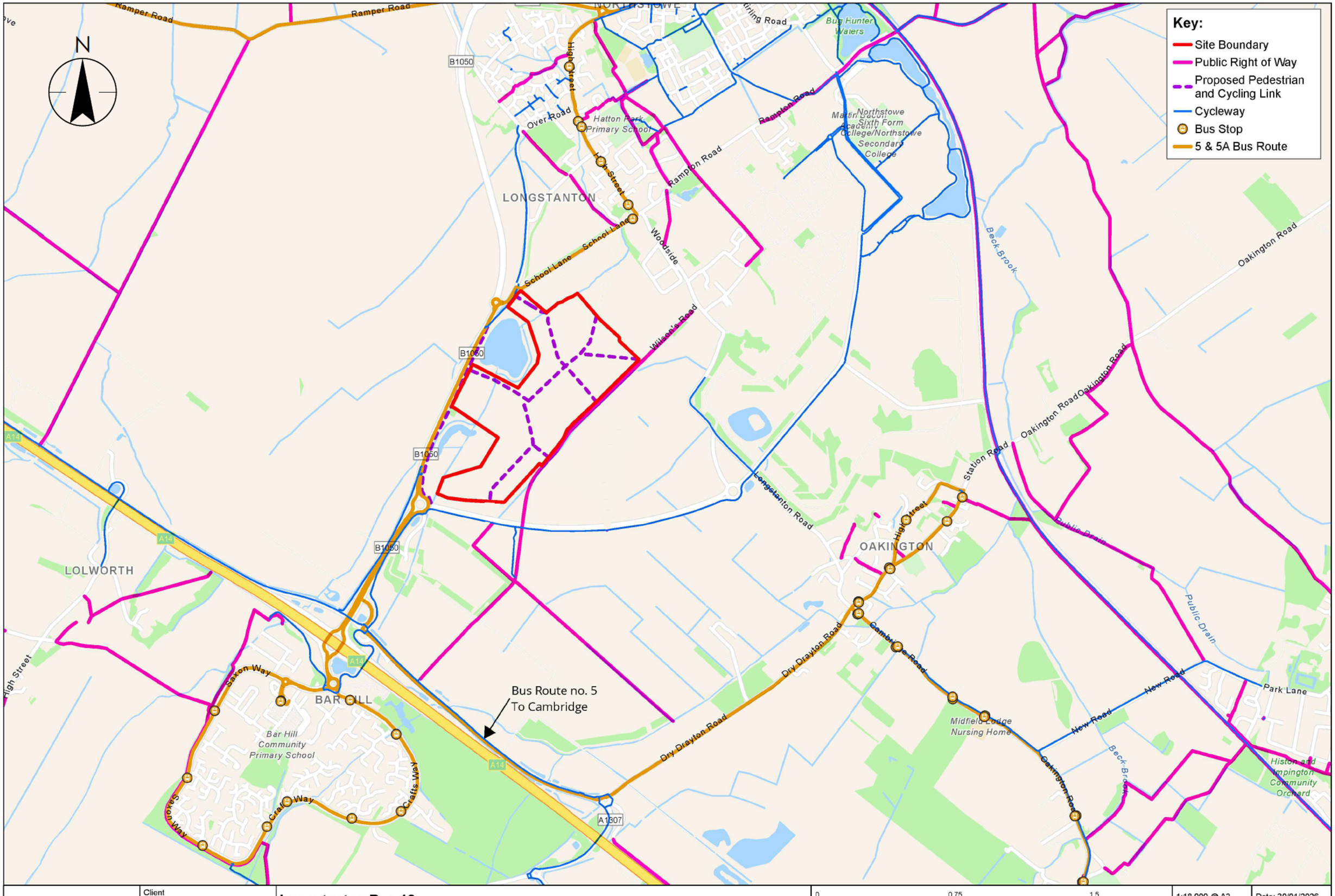
Title
FIGURE 6.2
DO SOMETHING
NOISE CONTOURS (2031)

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| Drawing No. | Project No. | Issue |
|---|---|---|
| Fig 6.2 — | UA006156 — | 01 |

Plot Date: 18/Jul/2014 2:19:31 PM File Location: K:\PROJECTS\UA006156-NORTHSTOWE\E-OUR-DRAWINGS\6.2-UA006156-UE31D-01-DOSOME.DWG V1

# Appendix D Amenities and Active Travel Routes (Stantec, 2026)




Stantec

Client: Hallam Land (Part of Henry Boot)

**Longstanton Reg 18**

Strategic Accessibility Plan

0 0.75 1.5 KM

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

| | |
|---|---|
| 1:18,000 @ A3 | Date: 30/01/2026 |
| Drawn: BK | Checked: GH |
| Figure: XX | Rev: A |

Document Path: C:\Users\bkennard\Live Projects\Longstanton\Longstanton Isochrones.aprx

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.