


30 January 2026  
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The Savills logo consists of the word "savills" in a lowercase, red, sans-serif font, positioned on a yellow rectangular background.

Greater Cambridge Shared Planning Service  
South Cambridgeshire Hall  
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A series of black rectangular redaction boxes covering the contact details of the Greater Cambridge Shared Planning Service.

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Dear Sir/Madam

**RESPONSE TO THE REGULATION 18 DRAFT GREATER CAMBRIDGE LOCAL PLAN CONSULTATION  
LAND SOUTH EAST OF HATTONS ROAD, LONGSTANTON**

Savills (UK) Ltd is instructed by Hallam Land in relation to Land South East of Hattons Road, Longstanton. This submission is made in response to the Regulation 18 Draft Greater Cambridge Local Plan consultation which runs until 5pm 30<sup>th</sup> January 2026.

Hallam Land has a strong track record of facilitating the delivery of new homes across the UK and is widely recognised for securing planning consents that enable swift and efficient delivery. Where required, the team has delivered strategic infrastructure - including highways, primary and secondary schools, utilities, and fully serviced land parcels - addressing key infrastructure requirements to enable the coordinated and timely delivery of new homes and community facilities. Most recently, Hallam Land has delivered homes across several major locations within the region, including:

- **Brooklands, Milton Keynes** – 2,500 homes, three schools, employment space, local centres and extensive acoustic and landscape infrastructure.
- **Eastern Green, Coventry** – 2,400 homes, 52 acres of employment land, new A45 grade-separated junction, primary substation and strategic access roads.
- **Market Harborough** – 924 homes as part of a wider strategic development area, including a new link road and a new bridge over the Grand Union Canal.
- **Kettering East** – 720 homes forming part of a 5,000-home urban extension, with Hallam delivering a standalone access solution and independent S106 agreement.
- **Great Wilsey Park, Haverhill** – 2,500-home mixed-use urban extension including two primary schools, new employment space, two local centres and a substantial country park, supported by strategic transport improvements, new access from the A143 and Chalkstone Way and extensive green and SuDS infrastructure.





Greater Cambridge is an area whose potential has been consistently recognised by successive governments, reflecting both its established strengths and its capacity to make an even greater contribution to the national economy. Hallam Land, with its proven track record in delivering strategic growth, is well placed to play a key role in realising this potential.

At the time the Cambridge Local Plan and South Cambridgeshire Local Plan were adopted, the Councils committed to an early review of the Plans to address the concerns raised in the Inspectors' Report, including the use of the latest Government household projections. It is important to avoid a repetition of these issues. The new Local Plan must therefore provide a robust strategy for the entire plan period. To achieve this, the Councils need to fully consider and respond to all the issues raised in these representations.

The Greater Cambridge Local Plan is the mechanism through which these ambitions must be shaped and delivered. It is therefore incumbent on the Councils to ensure that the Local Plan provides a clear, positive, and sufficiently ambitious framework for long-term growth. The Councils' Development Strategy Update (January 2023) marked an important step towards planning for this future. However, the Draft Local Plan steps back from that direction and needs to look further ahead—indeed, further than even the 2023 strategy proposed—for the reasons set out below. Ensuring that the Draft Local Plan supports and enables growth at the right scale is essential if Greater Cambridge is to fulfil its potential as a driving force of the national economy.

Recognising the importance of the Greater Cambridge area, the Government set up the Cambridge Growth Company (CGC). As Matthew Pennycook MP, Minister of State for Housing and Planning, states as the purpose of the Cambridge Growth Company, *"The economic growth of Cambridge has been a phenomenal success and the city's strengths in knowledge-intensive businesses within its unique innovation ecosystem are well documented, with strong connections between investors, researchers, businesses and local government. We know that Greater Cambridge has the potential to make an even greater contribution to the UK economy and the government is determined to make this happen. I have therefore appointed Peter Freeman to Chair the Cambridge Growth Company (CGC), which will work with local partners to develop and start to deliver an ambitious plan for bringing forward high-quality sustainable growth in Cambridge and its environs."* It is important that the Councils continue to engage with the CGC, and the Local Plan is a real opportunity to express and plan for that ambition. The CGC will seek to develop a long-term strategy for housing, employment space and infrastructure, informed by a robust evidence base. The CGC will take forward the government's growth ambitions by building on those the local authorities set out in the emerging Greater Cambridge Local Plan and will, in due course, have regard to a Spatial Development Strategy to be prepared by the Mayor. The plan will, over time, enable the CGC to unlock the infrastructure necessary for nationally significant growth.

Hallam Land has previously engaged during the plan-making process, submitting the Site through the Greater Cambridge Call for Sites in March 2025. The Site remains available, suitable, and achievable within the plan period and presents a sustainable, deliverable opportunity to help meet the identified housing need for Greater Cambridge.

**It is Hallam Land's position that the Draft Local Plan does not currently provide sufficient land to meet the housing requirement, and that Land South of Hattons Road, Longstanton is best placed to help meet that additional requirement.** This covering letter makes representations in relation to Policy S/JH: New Jobs and Homes and Policy S/DS: Development Strategy & Key Diagram as it is important that they are read holistically together.

These representations are accompanied by a wider submission of supporting and technical information, as listed below:

- Vision Document – inclusive of Illustrative Masterplan and Vision Concept Plan
- Land South of Longstanton Technical Delivery Report (Stantec) – Inclusive of:
  - Transport and Highways – Inclusive of separate General Arrangement and Active Travel Sheets (x3)
  - Flood Risk
  - Surface Water Drainage
  - Foul Drainage
  - Acoustics
  - Air Quality
- Landscape and Visual Technical Review Report (Stantec)
- Heritage and Archaeology Technical Note (Orion Heritage)
- Ecological Constraints and Opportunities Note (FPCR)

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

The Regulation 18 Draft Plan aims to meet the objectively assessed needs between 2024-2045 for 73,300 jobs and a minimum of 48,195 new homes. We support the increase in jobs being planned for in the Draft Local Plan to around 73,300 additional jobs, up from the 66,600 jobs referenced in the Greater Cambridge Local Plan: Development Strategy Update (Regulation 18 Preferred Options) January 2023 and the 58,500 included in the Greater Cambridge Local Plan (Regulation 18: Preferred Options 2021). It is critical that the housing supply is correspondingly increased to meet this need.

It is clear that the housing land identified in the Draft Local Plan is insufficient to meet the real-world need in and around Cambridge for two further key reasons: the continuing reliance on in-commuting; and the reliance on strategic sites. The latter point is expanded upon under the S/DS: Development Strategy & Key Diagram heading below.

When compared to the First Proposals Draft, Greater Cambridge are proposing 8.5% more homes annually, however this is in the context of a significantly increased Standard Methodology figure for Greater Cambridge, and less than the Councils recognised was required in their Greater Cambridge Local Plan: Development Strategy Update in 2023. The Plan proposes around 25% more jobs across the plan period, meaning there is an increasing disparity between the jobs target and the housing target.

Hallam Land is supportive of the acknowledgement that the proposed employment figures outlined in the First Proposals were insufficient, albeit they would highlight that the true need is likely greater still than the 73,300 jobs in the Regulation 18 Draft. Greater Cambridge should be pursuing a corresponding increase in housing delivery because anything else jeopardises the continued economic success of Cambridge. The current Government is clear that they intend to capitalise upon the previous success of the region with Matthew Pennycook confirming in August 2024 that “We believe that the recent focus on Cambridge and its untapped economic potential are entirely warranted” and “there remain significant barriers to realising the area’s full potential”. The Local Plan and the CGC can, and need to, address those barriers.

In terms of in-commuting:

As the Councils’ Development Strategy Topic Paper recognises, “a critical assumption informing the relationship between the number of jobs and homes - is imperfect.” Whilst it is understood why the 2021 census information is not considered robust as it was influenced by the COVID-19 pandemic, it is not robust to use “Census 2011 commuting assumptions applied up to the population supported by the standard method, and 1:1 commuting assumptions above this” as the basis for justifying the housing requirement. Previous commuting patterns are as a result of historic under-delivery of housing relative to jobs growth, rather than a coherent justification for this approach moving forward. Using previous commuting assumptions will result in increased numbers of workers commuting into the area. Whilst some will use public transport, this will inevitably result in an increased number of workers using Greater Cambridge’s constrained road system. The proper planning of the area would see a greater housing requirement identified, and that requirement being met by sites such as Land South East of Hattons Road, Longstanton, which can readily access existing public transport and cycle links (the Guided Busway in this instance) and proposed new employment opportunities (Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm) in this instance). The proposed (inadequate) identified housing requirement risks increasing strain on key infrastructure whilst also driving up property values due to a shortage of supply relative to demand. As evidenced within the Case for Cambridge report, it is already the case that economic growth in the region is being held back by a lack of adequate housing supply relative to demand, which is evident when considering that South Cambridgeshire has one of the highest house price-to-earnings ratios in the Country. ONS data confirms that the median house price reached £425,025 in 2024, equating to 9.5x median earnings, compared to a median house price of £290,000 (7.7x median earnings) across England as a whole.

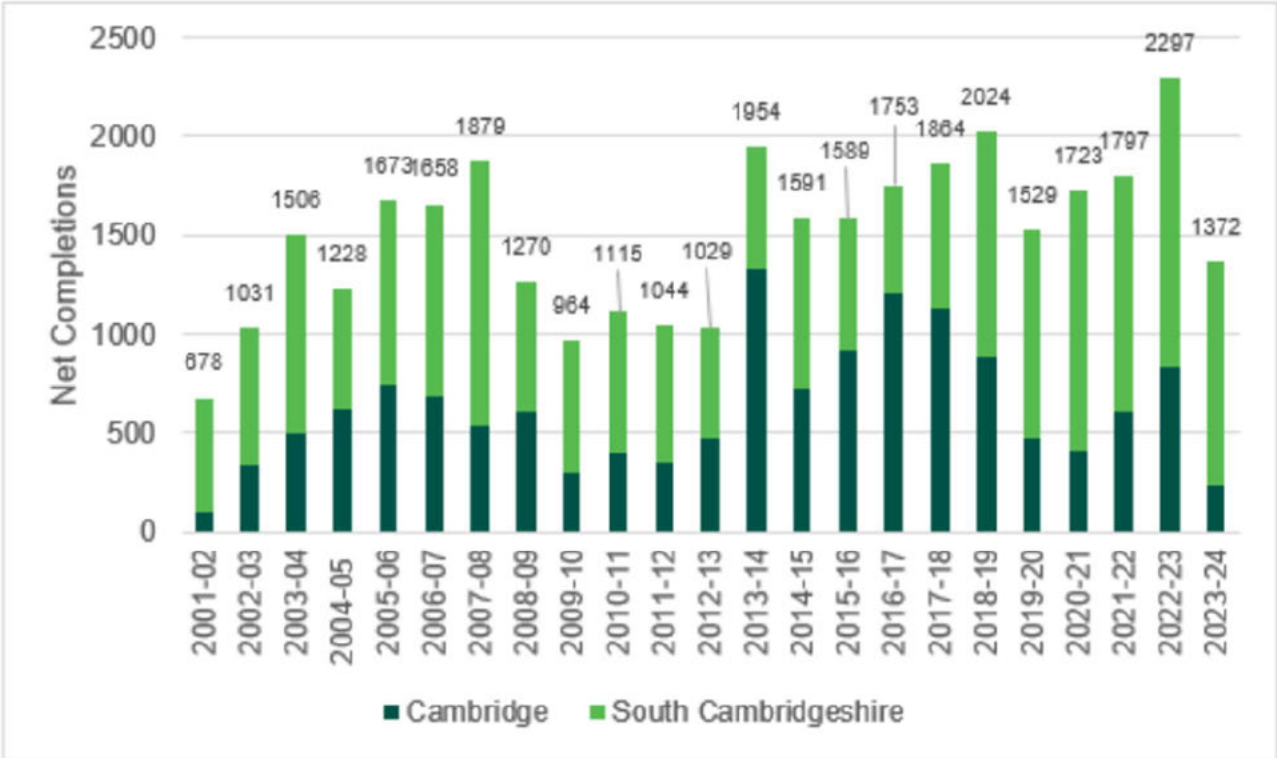
**Policy S/DS: Development strategy**

A strategy that includes a particular focus, and reliance, on strategic sites in Greater Cambridge is logical and supported in principle. This does though lead to the conclusion that Greater Cambridge needs to adopt a much more substantial housing supply buffer than the 6.5% currently proposed. At the very least, a higher housing supply buffer would provide flexibility of delivery and market choice and ensure a robustness of supply. The current buffer of 6.5% (excluding any potential delivery at the former Waste Water Treatment Works site which the Councils acknowledge cannot be relied upon) is insufficient and fails to recognise the delivery challenges which have historically held back early delivery on the large-scale strategic sites within Greater Cambridge. As a result, it is Hallam Land’s clear view that Greater Cambridge should employ a housing land supply buffer of

over 10% and preferably circa 15-20% above the identified requirement which, for the reasons set out under the Policy S/JH: New Jobs and Homes heading above, also needs to be higher than the Standard Methodology figure.

Moreover, the reliance on strategic sites, and the new infrastructure required to deliver them, has led the Councils themselves (in the Greater Cambridge Housing Delivery Study Addendum 2025 Update) to recognise that these new sites will not begin to be delivered until later in the Plan period – 2033/34 in the case of Cambridge East and 2034/35 in the cases of Cambourne North and Grange Farm. Even this will be challenging in relation to the latter. Grange Farm (Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm) is a new strategic allocation dependent on, amongst other new infrastructure, the Cambridge South East Transport scheme which is not due to even be at public inquiry until later this year. This raises questions over its deliverability. There also remain continued uncertainty around Marshall's relocation, and thereby the delivery and delivery timing of Cambridge East, particularly within the timeframes identified in the Greater Cambridge Housing Delivery Study Addendum 2025 Update.

Furthermore, as the graph below demonstrates, the Councils' proposed supply of 51,328 dwellings (excluding North East Cambridge) in the Draft Local Plan, which equates to 2,444 dwellings a year, has not been achieved in any of the past 23 years. The Councils' supply over the 6 years 2018/19 – 2023/24 since Cambridge and South Cambridgeshire Local Plans were adopted equates to 1,790 dwellings a year, and with supply in 2023/24 actually falling to 1372. In addition to our position that the housing requirement is higher than the Councils have identified, the proposed additional allocations and the proposed measures to accelerate delivery, it is clear that even this will remain extremely challenging.



Source: ONS Data and Council Monitoring Data (since 2012)

All of this leads to the inevitable conclusion that additional sites, and sites that would utilise existing infrastructure in particular and can therefore deliver in the shorter term, need to be included in a robust (and greater) housing land supply to meet the housing requirement. The following sets out the case for Land South of Hattons Road, Longstanton being allocated to help meet that additional requirement and deliver during the early years of the plan period.

## Site Context and Background

Land South East of Hattons Road sits to the south of Longstanton. The Site comprises 54.5Ha of arable agricultural land to the south east of Hattons Road, Longstanton approximately 4.7km to the north of Cambridge.

Within the adopted South Cambridgeshire Local Plan (2018) and the emerging Draft Local Plan Longstanton is classified as a 'Group Village'. The draft Local Plan defines Group Villages as *"As Group villages are generally less sustainable locations for new development than Rural centres and Minor rural centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the settlement. All Group villages have at least a primary school and limited development will help maintain remaining services and facilities and provide for affordable housing to meet local needs. In Group villages, development will not be permitted on sites capable of accommodating scheme sizes significantly larger than 8 dwellings, or exceptionally up to 15."*

However, Hallam consider Longstanton benefits from the following community facilities and services alongside those proposed within the Site, which lift Longstanton above that of a standard group village and therefore capable of hosting additional new dwellings: Hatton Park Primary School; Recreation Ground which consists of a large open space with football pitches (home to Longstanton Football Club), cricket pitches, tennis courts, bowls green and club house; a village hall; a local centre inclusive of a co-op food shop, restaurants / takeaway and a nursery; a Premier convenience store is located at the southern end of Longstanton; medical facilities (GP Surgery and Dental Practice); veterinary clinic; and a Pub. This being said, Hallam ask the Council to re-visit the classification of Longstanton as a group village, with consideration given to the settlements existing services and infrastructure as well as the potential growth Longstanton is capable of hosting within the plan period, in conjunction with the neighbouring growing settlements.

Beyond the village of Longstanton is the new settlement of Northstowe. Longstanton and Northstowe are well connected by sustainable means including bus provision and existing and planned walking and cycling routes, this is described further below in this Covering Letter. Northstowe includes a range of existing higher order facilities such as The Pathfinder Church of England Primary School, Northstowe Secondary College, and Northstowe Tap and Social Public House. Upon completion of Northstowe, further services and community facilities will be available and accessible in a sustainable manner.

The Site is also well positioned in relation to the existing public transport network and highway network with links to the A14 and M11. In addition, the site has direct access to the B1050, making Bar Hill and the north of Longstanton directly accessible.

The Site is located to the south of the existing settlement boundary of Longstanton as identified on the adopted Local Plan Policies Map (2018) and the draft Local Plan policies map (Longstanton, Longstowe, Madingley Insert). The land to the north of the site, 'Land north of Hattons Road, up to the bypass' is allocated for employment use (B1, now E(g)) in the adopted Local Plan (2018) at Policy E/4(1). It is noted within the 'Greater Cambridge Local Plan - First Proposals Regulation 18 Consultation Document' (November 2021) that the Council proposed to amend the existing allocation, limiting development to the east of Home Farm Road, reducing the overall area and changing the proposed land use from employment use to residential but still seeking to retain provision for extension to the existing recreation ground. This allocation is not retained in any form in the Draft Local Plan.

The Site falls within the extent of the Northstowe Area Action Plan (July 2007) (AAP) however the Site is not subject to any designation within the Action Plan, nor does it fall within the Green Belt surrounding Cambridge City.

The Northstowe AAP provides a policy framework for the delivery of Northstowe. Policy NS/4 within the AAP seeks to protect the village character of Longstanton and Oakington through the use of 'green separation'. The proposal at the Site acknowledges this existing requirement and seeks to maintain and enhance the green separation between the Site and Longstanton in the east, compliant with of the aspirations of the AAP.

To the South of the Site is draft allocation Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm) proposed for employment uses (B2, B8 and supporting amenities to meet the needs of staff).

### **Previous Representations**

The Site was most recently submitted to the Call for Sites in March 2025 for approximately 1,000 dwellings and was accompanied by a covering letter prepared by Savills, Illustrative Masterplan and Constraints Plan.

The previous representation emphasised:

- The Site's ability to contribute to the increased minimum local housing need figure for Greater Cambridge,
- The opportunity to deliver market and affordable housing early in the Plan period,
- Strong public transport connectivity, including to the Guided Busway and Park & Ride,
- The Site's compatibility with the Northstowe Area Action Plan, particularly in maintaining green separation between settlements such as Oakington.

### **HELAA Assessment (October 2025) Review**

Since the CFS submission in March 2025, Hallam have been progressing the technical work necessary to further support the promotion of the Site. These technical reports support this submission and are summarised against the Councils' HELAA assessment (October 2025) below. The technical reports should be read in conjunction with this covering letter.

## **Adopted Development Plan Policies – Amber**

The HELAA identifies some policy constraints but recognises that these are capable of being addressed through the planning application process. The technical reports submitted as part of these representations also address key constraints.

## **Flood Risk – Red**

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.”*

The Stantec Technical Note confirms the following. There is a risk of fluvial flooding to the Site from the ordinary watercourse (known as Longstanton Brook) flowing south-west to north-east through the Site. The data within the current Environment Agency (EA) Flood Map for Planning 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 which provide mitigation for the extent of flooding. As such the extent of flooding indicated on EA Flood Mapping is considered to be overstated.

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 the surface water drainage infrastructure delivered as part of the development, providing betterment to both existing areas of on-site flood risk and to downstream receptors.

Hallam can confirm that:

- 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;
- A site-specific Flood Risk Assessment (FRA) will accompany any planning application;
- A surface water drainage strategy which includes SuDS features designed in accordance with LLFA guidance and the CIRIA SuDS Manual (C753)

On this basis, the 'Red' designation within the Draft Local Plan HELAA is not considered to be reasonable and Hallam ask the Council to re-consider.

## **Landscape – Red**

*The assessment states “Landscape character will be affected by the proposals. Negative impacts on wide ranging views both inwards and outwards. Isolated from both Longstanton and the development at Northstowe. The site is an open part of the wider rural field structure of the area. It is considered that development will be incongruous with the rural character of that area.”*

The HELAA assessment fails to account for a robust landscape strategy that will maintain the separation of Longstanton and Northstowe, as such reducing the harm and the likelihood of the Site's assessment of 'red' (under landscape) being retained. The Stantec Technical Note states *"A robust landscape separates Longstanton and Northstowe, maintaining the characters of the individual settlements. There is potential for development upon the Site to follow this approach, to have its own settlement character, separated from Longstanton by high-quality and robust green infrastructure. Maintaining a robust green space between the western edge of Longstanton and the edge of development within the Site would minimise effects of the development upon the Conservation Area and would reflect the pattern of green space from small field parcels in the Conservation Area to the eastern Longstanton settlement edge."*

The landscape strategy and design approach can be summarised as:

- Ensure the development reflects local settlement character, following a linear or rectangular pattern.
- Maintain key green view corridors through the site towards All Saints Church spire.
- Incorporate views towards Wilson's Bridge as intentional design features within the layout.
- Locate green / green-blue infrastructure in the northeastern part of the site to support the scheme and reinforce green separation from Longstanton's western edge.
- Strengthen the southeastern boundary along Wilson's Road bridleway with appropriate tree and structure planting, while using additional planting across the site to integrate and soften views without creating unnatural screening. Allow selective views into the development from the B1050 and the B1050/Northstowe Avenue junction.
- Set development within a strong green infrastructure framework to maintain separation and distinct identity between the three nearby settlements.
- Explore the opportunity for a gateway feature near the B1040 / Northstowe Avenue junction.
- Use organic-shaped woodland or structure planting in the northeastern area, with more geometric planting forms elsewhere within the site.
- Provide new footpath and cycle connections to the existing PROW network, including Wilson's Road bridleway.
- Introduce or restore hedgerow planting along peripheral road edges to assist with landscape integration.

This landscape strategy can be visualised within the submitted Illustrative Masterplan, whilst the detailed design will be retained for any subsequent planning application. The submitted technical information provides sufficient evidence that the categorisation of the Site as 'red' within the HELAA should be re-assessed and consideration given to the proposed strategy.

### **Biodiversity and Geodiversity – Amber**

The assessment states *"A development of the size and scale described would not provide any specific ecological risks to statutory or non-statutory designated sites. However, this does not remove the likelihood of protected and priority species being impacted, nor that a development of the type described would likely be eligible for mandatory biodiversity net gains."*

In addition, the Biodiversity and Geodiversity Guideline Comments (2025) state *“Development of the site may have a detrimental impact on a designated site, or those with a regional or local protection, but the impact could be reasonably mitigated or compensated.”*

The submitted Ecological Constraints and Opportunities Note agrees with the HELAA assessment that *“the development will not affect the conservation value of any statutory or non-statutory designations”* and is capable of delivering a net gain of biodiversity. The Note adds that the majority of the Site is of low ecological importance comprising arable land.

The following species have been identified as potentially being present:

- Great crested newts and reptiles may be present in the wider environment. The Site does not currently provide a significant resource to the local populations.
- The site is unlikely to provide a recourse for the local bat population.
- Regarding breeding and overwinter bird species a small population of ground-nesting species would not be considered to be a significant ecological constraint to development.
- The presence of water vole and otters has been identified along the watercourse to the west of the Site.

The Note summarises that whilst these species have been identified the Site is capable of providing the necessary mitigation and significant benefits to identified local populations as necessary, through the significant green infrastructure corridors and buffer zones which will be identified by further ecological survey work which would support a planning application. These provisions will also contribute to the aspiration of the Cambridgeshire and Peterborough Nature Recovery Strategy.

### **Policy – Green**

The HELAA recognises that the Site is not subject to protected open space designations and any impacts are considered capable of mitigation.

### **Historic Environment – Amber**

The HELAA assessment states *“There are long views to the site from School Lane and Longstanton Lane on the edges of the CA. the density and potential scale of the proposed development would need to be carefully assessed in relation to these views to avoid harm to the setting of the CA. Development of the site could have a detrimental impact on a designated or non-designated heritage asset or the setting or non-designated heritage asset, but the impact could be reasonably mitigated.”*

The submitted Heritage and Archaeology Technical Note (Orion, January 2026) describes that *“To mitigate the potential impacts on built heritage assets, the northern edge of the development includes a soft vegetated buffer. The aesthetic design principles should consider and harmonise with those identified as key characteristics within the Conservation Area Appraisal to minimise the visual impact to the settings.”*

With reference to the Landscape section of the Stantec Technical Note, any proposed landscape strategy will involve the *“Maintaining a robust green space between the western edge of Longstanton and the edge of development within the Site would minimise effects of the development upon the Conservation Area and would reflect the pattern of green space from small field parcels in the Conservation Area to the eastern Longstanton settlement edge.”*

Hallam ask that the Council review the submitted technical information and re-assess the categorisation of Amber, taking into consideration the proposed mitigation measures.

### **Archaeology – Red**

The HELAA states *“The site is located in a landscape of extensive Iron Age and Roman activity. Settlement and enclosures of probable Iron Age date are located in the area. Further information would be necessary to determine the suitability of this site for development.”*

The submitted Heritage and Archaeology Technical Note (Orion, January 2026) summarise:

- There are no statutory archaeological designations (Scheduled Monuments, Registered Battlefields, World Heritage Sites) within or adjacent to the site or within a 1km radius.
- HER data indicates:
  - Very high potential for Prehistoric and Roman archaeology (likely of regional significance).
  - High potential for medieval and post-medieval remains (likely agricultural and of local significance).
  - Low potential for modern archaeology, potentially related to RAF Oakington (local significance).
- Proximity to former RAF Oakington, creating potential for unexploded ordnance (UXO).

Given the very high archaeological potential of the site, a geophysical survey is recommended as the first step to clarify the presence, nature and extent of any buried remains and to guide appropriate mitigation. Should archaeology be identified, further investigation, such as targeted trial trenching and, if required, archaeological excavation would be undertaken in accordance with the NPPF.

Evidence from neighbouring sites with comparable archaeological potential demonstrates that such mitigation strategies can be implemented successfully and that archaeology does not represent a constraint to development. Early engagement with the Local Planning Authority archaeologist will form part of this process. In parallel, UXO investigation will be carried out due to the site’s proximity to RAF Oakington, ensuring that any risks are mitigated to allow archaeological works and development to proceed safely.

Hallam ask that the Council review the submitted technical information and re-assess the categorisation of Red, taking into consideration the proposed mitigation measures, further technical work and consultation which will come forward at the planning application stage.

### **Accessibility – Amber**

The HELAA states *“adequate accessibility to key local services, transport and employment opportunities. Proposed development would not require delivery of accompanying key service.”*

As described above Longstanton benefits from the following community facilities and services alongside those proposed within the Site, which lift Longstanton above that of a standard group village and therefore capable of hosting additional new dwellings: Hatton Park Primary School; Recreation Ground which consists of a large open space with football pitches (home to Longstanton Football Club), cricket pitches, tennis courts, bowls green and club house; a village hall; a local centre inclusive of a co-op food shop, restaurants / takeaway and a nursery; a Premier convenience store is located at the southern end of Longstanton; medical facilities (GP Surgery and Dental Practice ); veterinary clinic; and a Pub. This being said, Hallam ask the Council to re-visit the classification of Longstanton as a group village, with consideration given to the settlements existing services and infrastructure as well as the potential growth Longstanton is capable of hosting within the plan period, in conjunction with the neighbouring growing settlements. This view is somewhat already shared by the Council in the Site’s accessibility HELAA assessment.

In addition, the submitted Vision Document, Illustrative Masterplan and Stantec Technical Note Transport section demonstrates the accessibility the Site is capable of, connecting its residents to Longstanton and Northstowe and vice-versa. *“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.”* The proposal also provides enhancements to the B1050 corridor, to enhance active travel connectivity. This will provide a significant benefit to the connectivity of the wider area and proposed new developments south of the Site. These additions are best delivered in conjunction with this Site.

Hallam ask the Council to re-consider the Sites accessibility assessment in light of the identified services and facilities and submitted supporting information.

### **Site Access – Amber**

The HELAA states *“The site is acceptable in principle, subject to further detail and consultation. A significant level of infrastructure will be required outside the site boundary to encourage more sustainable transport links. It is unclear whether these sustainable transport links can be achieved within the local available constraints.”*

Hallam welcome the Councils conclusion that the site is acceptable in principle. The submitted Vision Document, Illustrative Masterplan and Stantec Technical Note Transport section should provide the Council with the further detail to re-assure them that the access is deliverable.

*This supporting information summarises that 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, creating a high-quality cycle route. 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.”*

Hallam have engaged with Cambridgeshire County Council, the Local Highway Authority. CCC were content with the proposed Site access (Appendix A of Stantec Technical Note), subject to further technical work which will come forward at the planning application stage.

Hallam ask the Council to re-consider the Sites access assessment in light of the submitted supporting information.

### **Transport and Roads – Amber**

*The HELAA states “any potential impact on the functioning of trunk roads and / or local, roads could be reasonably mitigated. The development would need to provide mitigation to reduce the vehicle impact and encourage active travel and public transport use. A transport assessment and a travel plan will be required. A vehicle trip budget for the development of this site is expected to be required.”*

*The submitted Stantec Technical Note, Transport section states “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 also 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 additional coverage to Bar Hill, Willingham, and Swavesey, 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."*

The technical note adds that there are clear benefits for residents, employers and staff:

- **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.
- **Recruitment Advantage:** Excellent transport links broaden the catchment area for residents that supports workers and employment opportunities.

#### **Noise, Vibration, Odour and Light Pollution – Amber**

The HELAA states *"given the proximity to the newly opened dual carriageway it is likely that some adverse noise would be experienced but it is acceptable in principle, subject to appropriate detailed design considerations and mitigation."* The newly opened dual carriageway is Northstowe Avenue.

The submitted Stantec Technical Note, Acoustics section details a review of the technical submission to application S/2011/14/OL (Development of Phase 2 of Northstowe) - Environmental Statement Vol 3: Noise and Vibration (Chapter 6) Figure 6.2), which 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." The relevant chapter of the Environmental Statement of application S/2011/14/OL can be found in Appendix D of the Stantec Technical Note. The note states *"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."*

Whilst this assessment reflects positively on the baseline of the Site, a detailed environmental sound survey and acoustic assessment will be undertaken to support the development of the masterplan and any planning application.

#### **Air Quality – Amber**

The HELAA states *"given its location and the scale of the scheme, inherent / intrinsic designed-in air quality mitigation measures and conditions will be necessary to offset impacts on designated Air Quality Management Areas (AQMA)."*

The Stantec Technical Note states *"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 emissions for heating and hot water provision built into development design. Construction phase measures would be outlined within a future Construction Environmental Management Plan to control dust and noise emissions from construction vehicles and equipment.*

*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.”*

Hallam agree that at the planning stage this measures and conditions can be agreed.

#### **Contaminated Land – Amber**

The HELAA states “*potential for historic contamination. The site is likely to be capable of being developed after appropriate mitigation or remediation of contamination / ground stability issues.*”

Hallam consider that appropriate mitigation or remediation of contamination / ground stability can come forward at the planning application stage.

#### **Availability – Amber**

The promoter has confirmed the Site is available for development in the short term (0–5 years) as recognised in the HELAA. Planning permission has already been granted for Agricultural access to land East of Hattons Road with associated swing gate (23/04353/FUL).

Hallam Land has included as an Appendix a realistic delivery programme and trajectory which demonstrates first occupations in Q4 2029 and the 1000<sup>th</sup> completion in 2040/41, all within the Draft Local Plan’s proposed period.

#### **Achievability – Green**

The HELAA assesses the Site economically viable with a reasonable prospect of delivery. We can confirm that this is the case regarding viability, and the landowner and Hallam Land are committed to delivery of the Site.

#### **Other Considerations**

##### **Utilities and Infrastructure**

A preliminary review confirms that the Site is well placed to connect to existing infrastructure networks within its immediate vicinity. The Longstanton Primary Substation lies adjacent to the Site's southwestern boundary, providing convenient access to local electrical capacity. Existing known water mains have been incorporated into the Concept Plan, and the necessary utility connections can be delivered without abnormal constraints. Foul water connection requirements are addressed in the accompanying Stantec Technical Delivery Note, which confirms that an achievable strategy for wastewater disposal is being actively explored.

On this basis, the Site has limited upfront infrastructure requirements and is capable of being delivered early in the plan period. Engagement with the relevant utilities providers will continue as the project progresses, and further detail will be supplied as it becomes available.

### **Wider Development Concept**

The submitted Vision Document, Vision Concept Plan and Stantec Technical Note also indicate how this Site could potentially form part of a wider development concept including adjacent land. There is clear value in the Council planning early for this wider growth location. Hatton's Road represents a logical and deliverable first phase that can help establish the structure for future growth. Considering it alongside adjacent land at this stage will avoid piecemeal outcomes and secure the wider benefits of a coordinated spatial approach. Crucially, the proposals are designed so they do not prejudice any future growth options in this sustainable and strategically important location.

### **Conclusion**

In summary:

- Greater Cambridge is an area where successive Governments have been committed to unlocking the potential of the area, and its ability to make an even greater contribution to the national economy.
- Hallam Land has the experience and track record to play a key part in the delivery of this potential.
- The Greater Cambridge Local Plan is a key part of the planning framework that can deliver this, and it is incumbent on the Councils to ensure that the Local Plan does indeed ensure that this is the case.
- The Local Plan needs to make provision for more housing land than currently proposed in the Draft Local Plan to meet the needs arising from the proposed additional jobs, to avoid an exacerbation of in-commuting into the area and to provide an adequate buffer;
- It is clear that the assumptions made to inform the Draft Local Plan, and in particular the assumption that previous commuting patterns should be applied to any part of the housing need, is flawed and would not deliver a sustainable pattern of growth in Greater Cambridge. It is also clear that a greater buffer than the 6.5% proposed is required;
- Land that would utilise existing infrastructure and can therefore deliver in the shorter term, needs to be included in a robust (and greater) housing land supply to meet the housing requirement.
- Land south east of Hattons Road, Longstanton is outside the Green Belt and in a sustainable location that would utilise existing infrastructure;
- All planning matters, including flood risk, landscape and archaeology, can be satisfactorily addressed;
- The Site is suitable, available and deliverable within the next 5 years; and
- As part of a robust, sustainable housing supply to meet the needs of all of Greater Cambridge, sustainable deliverable sites including Land south east of Hattons Road, Longstanton need to be allocated as part of a blended development strategy to ensure that dwellings are delivered throughout the Plan period to meet all needs.



These representations set out a clear case as to why Land South East of Hattons Road, Longstanton is best placed to be part of the required additional housing land supply.

We would welcome the opportunity to discuss further with you how the site can help meet the needs in advance of the finalisation of the Proposed Submission Consultation (Regulation 19) scheduled for Summer / Autumn 2026.

Yours faithfully



**Appendix 1 – Delivery Programme and Trajectory**

**Headline Milestones (Q4 2027 submission)**

- Commence preparation of outline application: **Q4 2026**
- Submit outline application: **Q4 2027**
- Committee Determination: **Q2 2028**
- Outline permission (post-S106): **Q4 2028**
- First RM approval: **Q2 2029**
- First occupation: **Q4 2029**

<b>Year</b>	<b>Annual Completions</b>	<b>Cumulative Completions</b>
2029 / 30	50	50
2030 / 31	100	150
2031 / 32	100	250
2032 / 33	100	350
2033 / 34	100	450
2034 / 35	100	550
2035 / 36	100	650
2026 / 37	100	750
2037 / 38	100	850
2038 / 39	100	950
2040 / 41	50	1,000