



A VISION FOR
Hatton's Road
LONGSTANTON

Cambridgeshire has a long legacy of well-planned growth. The investment made by the Councils in considering strategic scale and long-term growth to meet its development needs is now paying dividends as new communities are being built, emerging alongside and settled within the established settlement pattern of the area.

The new local plan for Greater Cambridge provides an opportunity to continue this legacy, considering how existing and emerging new communities can support future growth, making best use of infrastructure investment already made and reinforcing sustainable patterns of development already established.

Land at Hatton's Road represents one such opportunity. Located between Bar Hill and Longstanton, development here would support the infrastructure investment in Northstowe New Town and create a new neighbourhood to the west of the original village, contained by existing infrastructure but capable of being well connected on foot or bike around, through and into Northstowe and the Guided Busway to the east.

This document sets out our emerging thinking and draft proposals. It explains how development here can respond positively to its local context and deliver a range of benefits alongside meeting local housing needs.

Importantly in the Greater Cambridge context, we demonstrate how development at Hatton's Road can happen in the first part of the local plan period without prejudicing the wider ongoing growth considerations of the Cambridge Growth Company and Greater Cambridge authorities.

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Hallam Land

The UK has an urgent need for new homes and places to work. To deliver those homes and jobs takes investment, knowledge and time. Hallam Land, as a strategic land promoter, have been making those investments, devoting our skills and experience for over 35 years, creating future communities in the most sustainable locations.

Hallam Land balance the need for new homes alongside the need for infrastructure and the changes development brings to the local community and environment.

We have an honest, collaborative, and personal approach, forming close partnerships with landowners, key stakeholders and communities. Through our skills and commitment, we aim to deliver positive and sustainable benefits for local communities and the environment. We are where great places start.

Working closely with landowners and partners, Hallam Land deliver high-quality, well-designed places where people want to live. We create sustainable communities that bring together great places to work, green spaces for people to enjoy, improved transport links and the everyday facilities that help neighbourhoods flourish.

“We are where great places start.”

Our proactive team has the experience to ensure that each of our developments is well planned, enhances the character and qualities of each unique site and meets local needs and ambitions for growth.

As part of the Henry Boot Group, we're proud to play our part in looking after the environment and the communities we work with. The people and partners we work alongside trust our reputation, respect our expertise and value our forward-looking outlook.



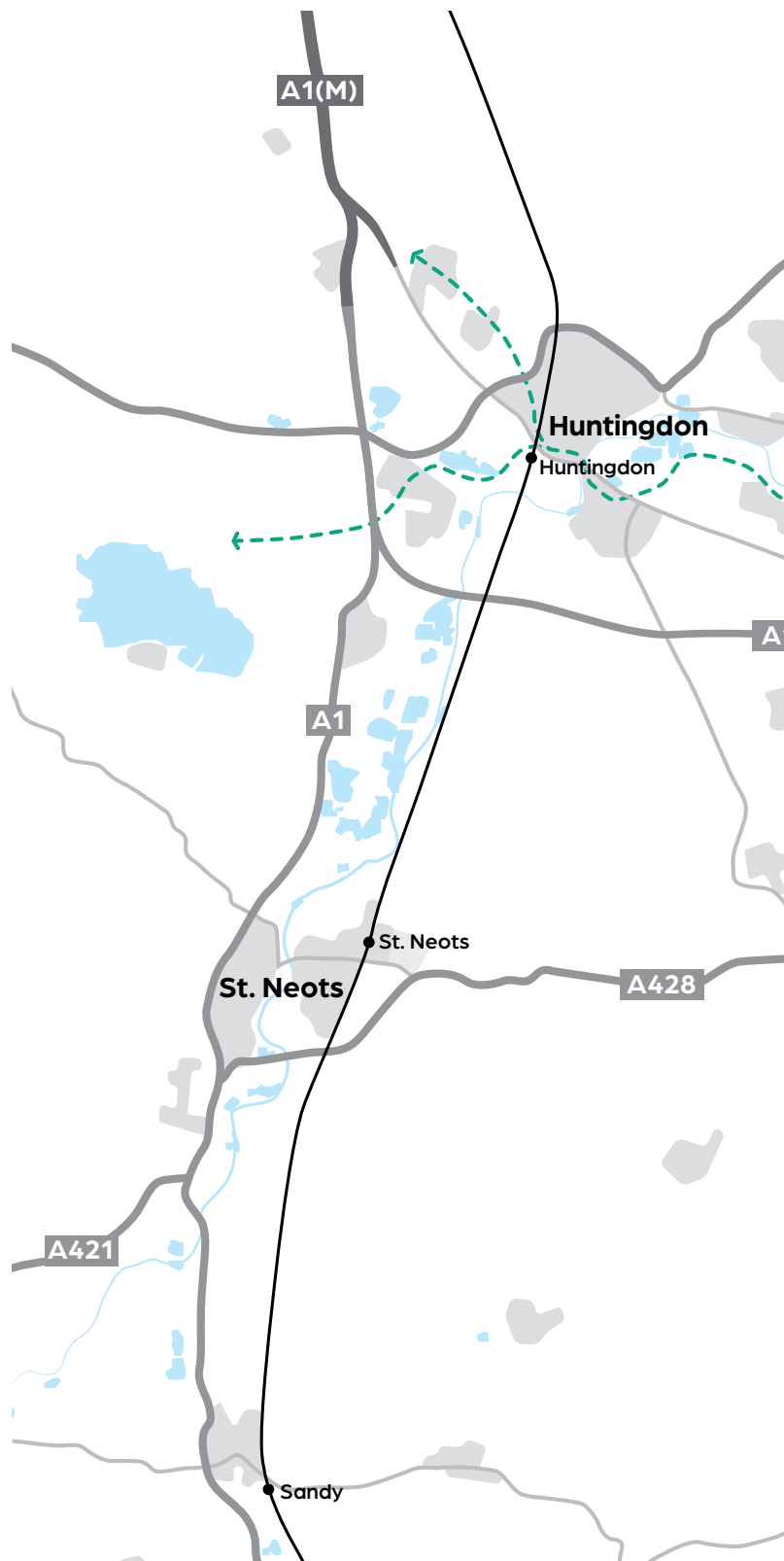
Strategic context

The Vision for Greater Cambridge is structured around seven themes, focusing on accommodating growth at sustainable locations to support a *“decrease in our climate and environmental impacts; [secure] the continued flourishing of our internationally significant innovation economy and a big increase in the quality of everyday life for all our communities”*.

The development strategy for planned growth to 2045 seeks to deliver on the above objectives by directing development to *“where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live”*.

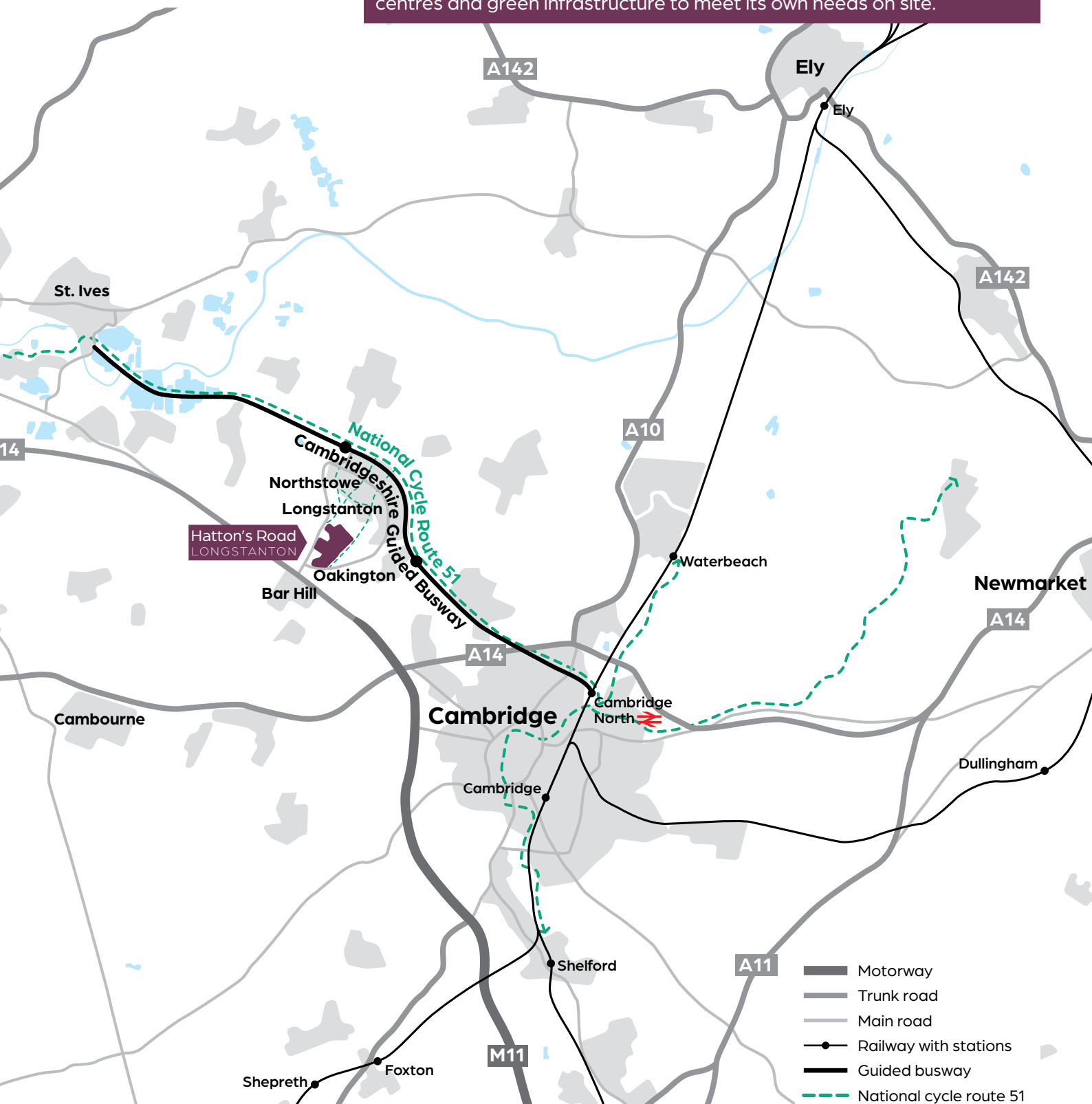
New settlements are an established growth typology in Greater Cambridgeshire. They continue to be an important facet of the local plan approach to meeting growth needs as one of the four identified locations where development is to be accommodated. Northstowe New Town is one of these new settlements.

Although the local plan focuses on the period to 2045, one of its purposes is to *“deliver a longer-term vision”* beyond this period. The Plan is explicit that *“planning early for sites alongside infrastructure that will continue to deliver will help use maintain land supply for homes and jobs, and reduce the need for development in less sustainable locations”*, and that having a long term plan *“will also help project the Cambridge Green Belt by ensuring an ongoing supply of land that does not rely on further green belt release”*.



Land at Hatton's Road sits within a logical growth cluster, sitting outside the Cambridge Green Belt in a location well related to Northstowe New Town, and which does not undermine the existing and planned settlement pattern within Greater Cambridge.

Growth here aligns with the Council's vision objectives, and would support investment in existing infrastructure and planned development which is already committed. Development would complement and link sustainably to existing and planned growth of homes and jobs, whilst providing a sufficient scale of development to support schools, local centres and green infrastructure to meet its own needs on site.





This Vision document sets out how land at Hatton's Road could come forward as a sustainable neighbourhood in its own right. However, the concept plan shown here illustrates how Hatton's Road could also support and form part of a wider growth opportunity west of Northstowe New Town in a coordinated and well-designed way, both within and beyond the current plan period.

Within this wider framework, land at Hatton's Road represents an appropriate and deliverable early phase. Development here can establish the movement, landscape and placemaking structure needed for later stages while ensuring that future options for growth are not constrained or prejudiced.

Land at Hatton's Road

Longstanton

Ramper Road

B1050

High Street

School Lane

A14

Proposed Tritax Park Employment Development

Swavesey Junction

Buckingway Business Park

Proposed Newlands Park Employment Development

South of Cambridge Services Employment Allocation

Wilson's Bridge

Northstowe

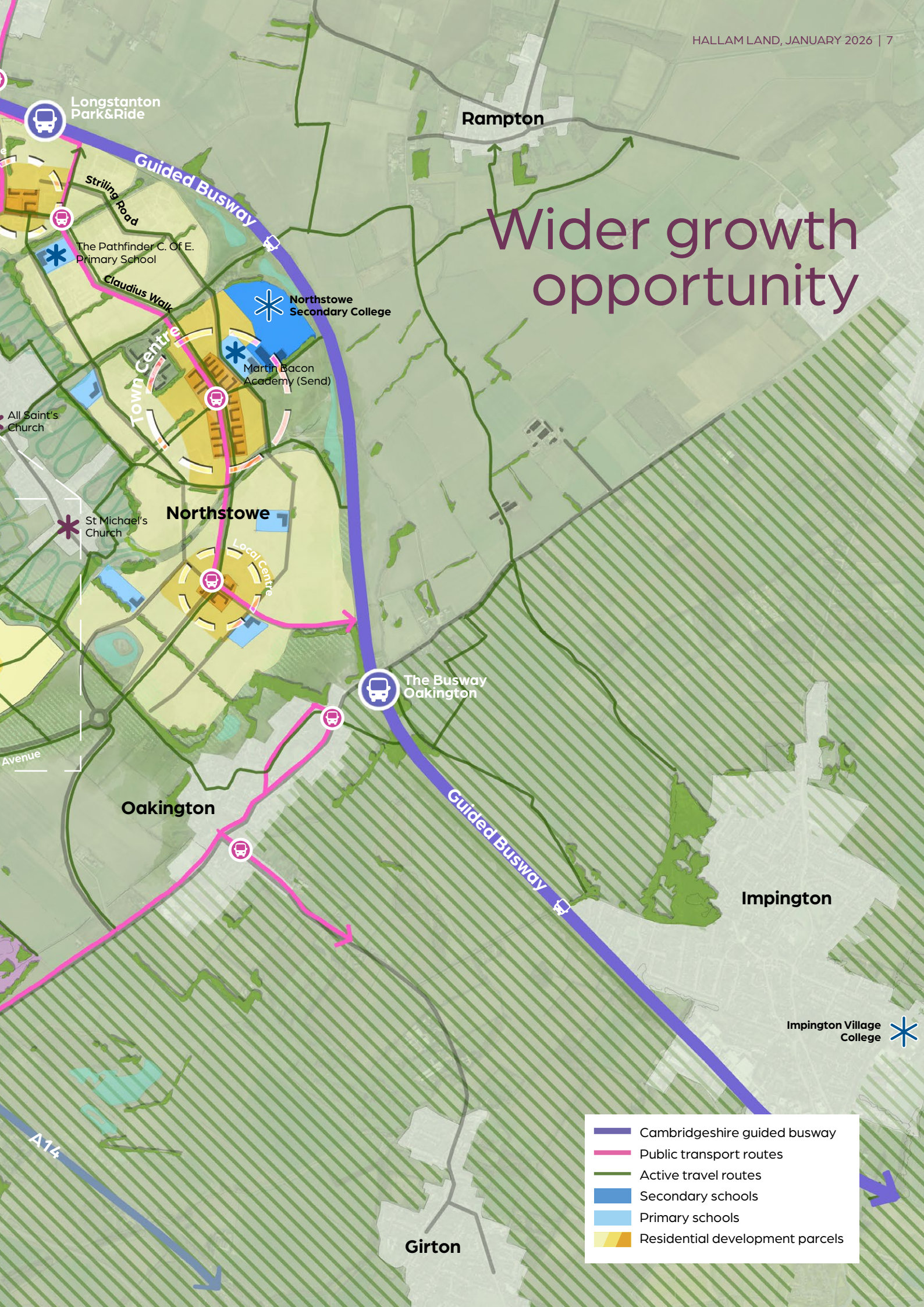
Bar Hill Junction (J25)

A14 Active Travel Bridge

Bar Hill

Slate Hall Farm Employment Allocation

Wider growth opportunity



- Cambridgeshire guided busway
- Public transport routes
- Active travel routes
- Secondary schools
- Primary schools
- Residential development parcels

Proposals for Hatton's Road

The masterplan for Hatton's Road is shaped by a number of key design drivers:

- **Sustainable connectivity:** active travel, bus-ready streets, mobility hub(s) at the heart of the development.
- **A resilient place:** blue-green infrastructure, flood resilience, biodiversity net gain.
- **High-quality environment:** landscape-led and heritage sensitive design, built form integrated with the landscape, development edges which respond sensitively to existing context.
- **A compact, legible and walkable neighbourhood:** well-designed streets, varied typologies and adaptable homes.
- **Connections to jobs and services:** connected by active travel means to both higher order Northstowe facilities and to proposed employment development to the south, particularly to the south of the site related to the emerging employment cluster around Bar Hill

COMMUNITY SPORTS FACILITIES



ACTIVE TRAVEL LINKS



AROUND 1,000 NEW HOMES



PROPOSED TRITAX PARK
EMPLOYMENT DEVELOPMENT

B1050

SLATE HALL FARM
EMPLOYMENT ALLOCATION

Development components



COMMUNITY SPORTS FACILITIES

Designed to bridge the gap between the existing attenuation ponds to strengthen the green infrastructure corridor between Longstanton and Bar Hill and encourage active lifestyles, an area of formal open space/sports pitches with changing facilities.



ACTIVE TRAVEL LINKS

Extending existing active travel links in the area to link key destinations within and outside the site to the north, south and east, and to prioritise active travel over vehicular trips for local journeys.



BUS ACCESS

Bus services accommodated on site through designing 'bus ready' infrastructure from the outset with an internal network to increase patronage for existing services. Potential for bus gate / futureproofing of land within the site for bus only access to Northstowe Avenue roundabout.



CONNECTIVITY TO GUIDED BUS

Ensuring active travel routes provide legible and direct connections to the CGB stops at Oakington, Longstanton and local public transport services.



NEW PRIMARY SCHOOL (2FE)

Co-located with local centre and mobility hub centrally within the neighbourhood, phased to align with the growth in pupils from the development and designed at the centre of a walkable catchment.



AROUND 1,000 NEW HOMES

On approx 26ha, homes of mixed size and tenure, with a range of densities and typologies to support a balanced community and reflect the visual sensitivity of parts of the site relative to existing communities and features.





MIXED USE LOCAL CENTRE

With flexible ground floor uses designed to meet a range of local retail and service provision to create a focal point for activity and interaction. Uses would be tailored to meet identified shortfalls in local provision at the point the site comes forward.



MOBILITY HUB(S)

Providing a first phase Hub towards the north of the development area to intercept existing bus services from Northstowe along the B1050; with a second Hub Integrated within the mixed use Local Centre to maximise bus permeability through the site as development is built out.



ACCESS

Vehicular access from an improved B1050 roundabout at Home Farm Road, with access for emergency vehicles off the B1050 opposite Bar Farm via existing access.



GREEN INFRASTRUCTURE AND OPEN SPACES

Variety of open spaces within a connected network, incorporating view corridors within the development to heritage features.



DEVELOPMENT EDGES

Low key, informal 'soft edges' towards Longstanton, with more formal and structured development edges and built frontages to Northstowe Avenue.



SUDS

Integrated within the wider landscape and with naturalised rather than engineered edges, with potential renaturalising of the existing watercourse. Capable through considered design of creating benefits for flood risk mitigation, improved water quality and ecological diversity.

The site

The site shown opposite extends to some 54.6ha to the south west of Longstanton, lying between the B1050 Hatton's Road and Wilson's Road running south west from St Michaels towards Bar Hill.

The site is generally flat and is in existing agricultural use for arable farming. There are limited distinguishing visible features on site other than intermittent perimeter hedgerows and a minor watercourse running along the western boundary of the main site.

Adjacent uses includes Bar Farm buildings to the north of the B1050 and a small static caravan park 100m to the north east. A water main traverses the site from south to north, and two large surface water attenuation ponds to serve Northstowe. These were constructed in the last decade, and include ecological enhancements and wildflower planting around their margins.

Development Context

The area has been subject to considerable change over the last 10–15 years.

- **Northstone New Town** – adopted in 2003 and under construction with 1,661 completions (2016–2025)
- **Cambridge Guided Busway (CGB)** – opened in August 2011, with two Busway stops within 3km from the site to the north and east respectively

The construction of the Cambridge Guided Busway route running from the north west around Longstanton and Oakington settlements – plus the upgrades to the A14 trunk road network at Bar Hill and the construction of the Northstowe link road circling the site to the south – have altered the rural nature of the area, the character of the landscape and have materially improved the connectivity of this area both locally and strategically.

The site lies outside the Cambridge Green Belt and is not subject to any protected open space, landscape, ecological or heritage designation. The village of Longstanton and its Conservation Area lie around 500m to the northeast.



Longstanton Park & Ride

Cambridgeshire Guided Busway

Northstowe

Longstanton

B1050

School Lane
All Saints Church

Hatton's Road
LONGSTANTON

Proposed Tritax Park
Employment Development

Oakington
Busway Stop

Oakington

Northstowe Avenue

Slate Hall Farm
Employment Allocation

Bar Hill

A14

Dry Drayton Road

— Vehicular connections
- - - Public rights of way

Overarching design principles

The site is not currently proposed for allocation in the draft local plan but its suitability and availability for development has been considered as part of the Council's Call for Sites process.

The Council's Housing and Economic Land Availability Assessment (HELAA) indicates that the site is viewed as positive (Green) from a planning policy perspective, noting the proximity to key local services transport and employment (including draft allocations for proposed employment land in the surrounding area between the site and Bar Hill/Cambridge services junctions).

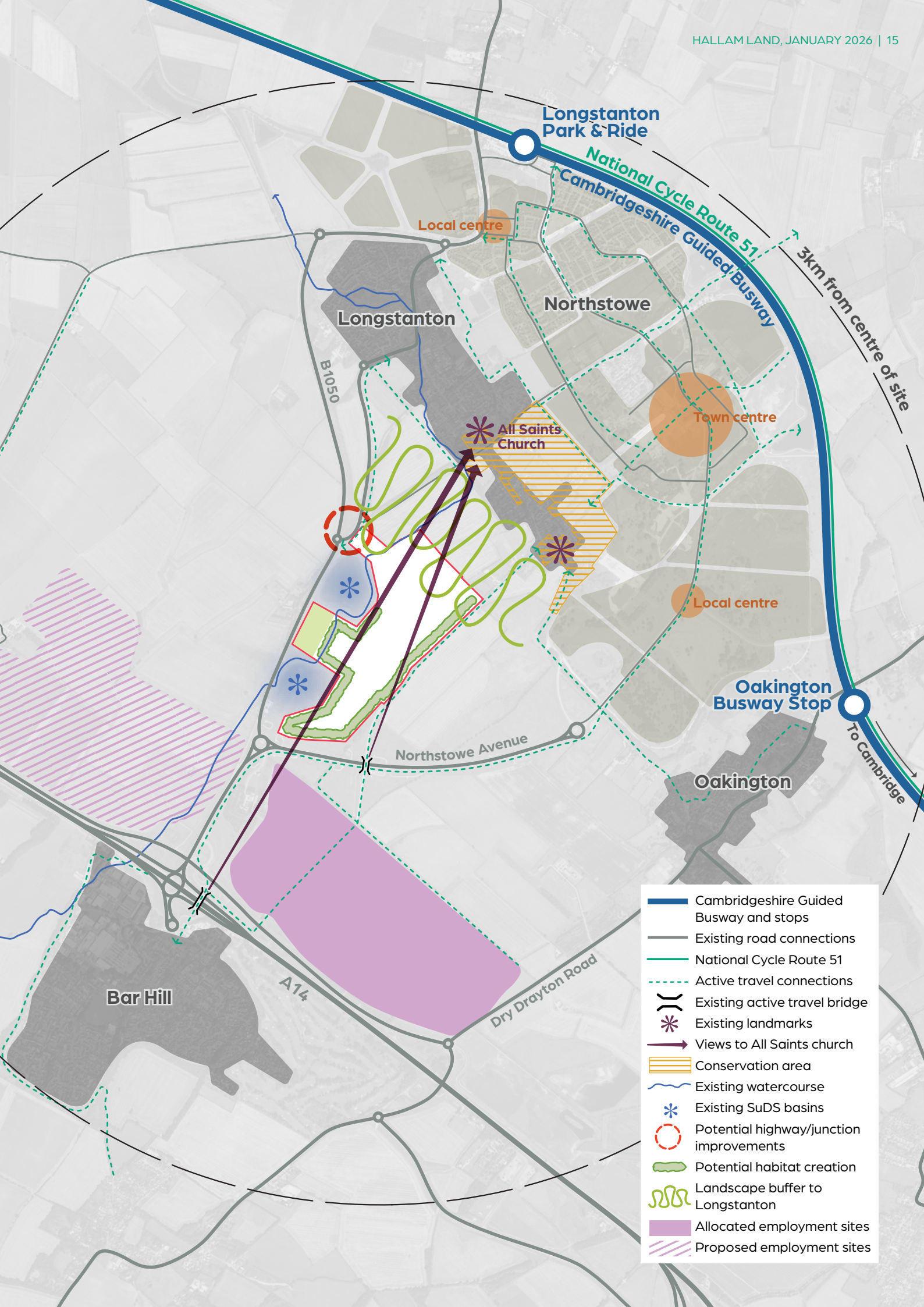
A number of potential constraints were noted in respect of specific site characteristics relating to flood risk, heritage context, key views and relationship and connectivity with the existing village.

Whilst these do not rule out the site's acceptability for development, the HELAA assessment commentary alongside technical analysis undertaken by our team has been instrumental in shaping our vision and emerging development concept for the site.

Land at Hatton's Road sits within a potential development area between Northstowe Avenue and the B1050 west of the existing village which could form a 'rounding off' of the new town, balancing and complementing the committed New Town growth to the east and contained by newly constructed infrastructure (see diagram opposite).

The overarching approach to the extent and orientation of new development at Hatton's Road is to follow the recognised spatial principles already evident at Northstowe:

- Following the pattern of development within Northstowe, with compact, legible and walkable neighbourhoods.
- Maintaining and enhancing permanent and generous landscape separation between the western edge of the existing village and new development.
- Connectivity with the existing village and key services within Northstowe limited to active modes (walking and cycling only), with vehicles moving around the edges along new and planned infrastructure.
- Diversion and phased integration of existing bus services into and through the development.
- Achieve positive visual integration whilst protecting key views and offsets, orientating development and green space around key view corridors such as to St Michael's church.
- Flood risk managed via SUDs and integrated within generous and well-designed open space.
- New facilities within the site – primary school, mobility hub, local centre and community sports – at the centre of a walkable neighbourhood.
- Taking key design cues from the Fen landscape and historic linear core of villages, celebrating the presence of occasional vertical features on the skyline and integrating wide hedgerows, copses and shelterbelt planting
- Archaeology and heritage integrated into design and interpretation features.



- Cambridgeshire Guided Busway and stops
- Existing road connections
- National Cycle Route 51
- Active travel connections
- Existing active travel bridge
- Existing landmarks
- Views to All Saints church
- Conservation area
- Existing watercourse
- Existing SuDS basins
- Potential highway/junction improvements
- Potential habitat creation
- Landscape buffer to Longstanton
- Allocated employment sites
- Proposed employment sites

Managing constraints, maximising benefits

We take the approach that many constraints can be framed as placemaking opportunities. The masterplanning for Hatton's Road has taken account of the technical analysis undertaken by our team and is able to respond positively to the technical comments raised through the HELAA to develop an integrated approach to mitigation strategies, including:

Flood Risk managed via SUDS and Open Space

Limiting built development to Flood Zone 1 and managing any surface water flood risk in lower lying parts of the site through the positive design of open space and surface water drainage infrastructure (SUDS) within the development, providing benefit to both existing areas of on-site flood risk and to downstream receptors.

Landscape softened with buffers and green corridors.

Setting development within a strong green infrastructure framework to maintain separation and distinct identity between the three nearby settlements. New tree and structural planting strengthening the southeast site boundary line of trees and located sympathetically within development to integrate, filter and soften views of new buildings, and using green/blue infrastructure to enhance the separation between proposed development and the western edge of Longstanton.

Archaeology integrated into design and interpretation.

First, through undertaking geophysical survey and analysis to clarify the presence of any buried remains and guide appropriate mitigation and further investigation as needed, and to devise strategies for effective integration within design and interpretation features.

Below is a summary of the benefits which bringing forward development at Hatton's Road could deliver:

Effective and Timely Housing Delivery

Being suitable, available and deliverable within the next 5 years the site could make an early and meaningful contribution to housing delivery within the early part of the plan period without prejudicing longer term growth considerations and decisions

Economic and Social Benefits

Being of a neighbourhood scale in itself, thereby supporting the provision of on-site facilities and services within walking distance of residents. New homes located close to planned employment allocations to maximise the benefits of having homes close to jobs, and the two connected by active travel and public transport infrastructure without the need for substantial upfront additional physical infrastructure provision.

Deliverable and Viable

Being in the control of a single landowner with a proven track record of development delivery.

Early delivery within a holistic context

One of the main benefits of Hatton's Road is that it can come forward independently and at an early stage within the Plan period for development, without prejudicing any decisions or wider growth considerations which the authorities may wish to pursue.

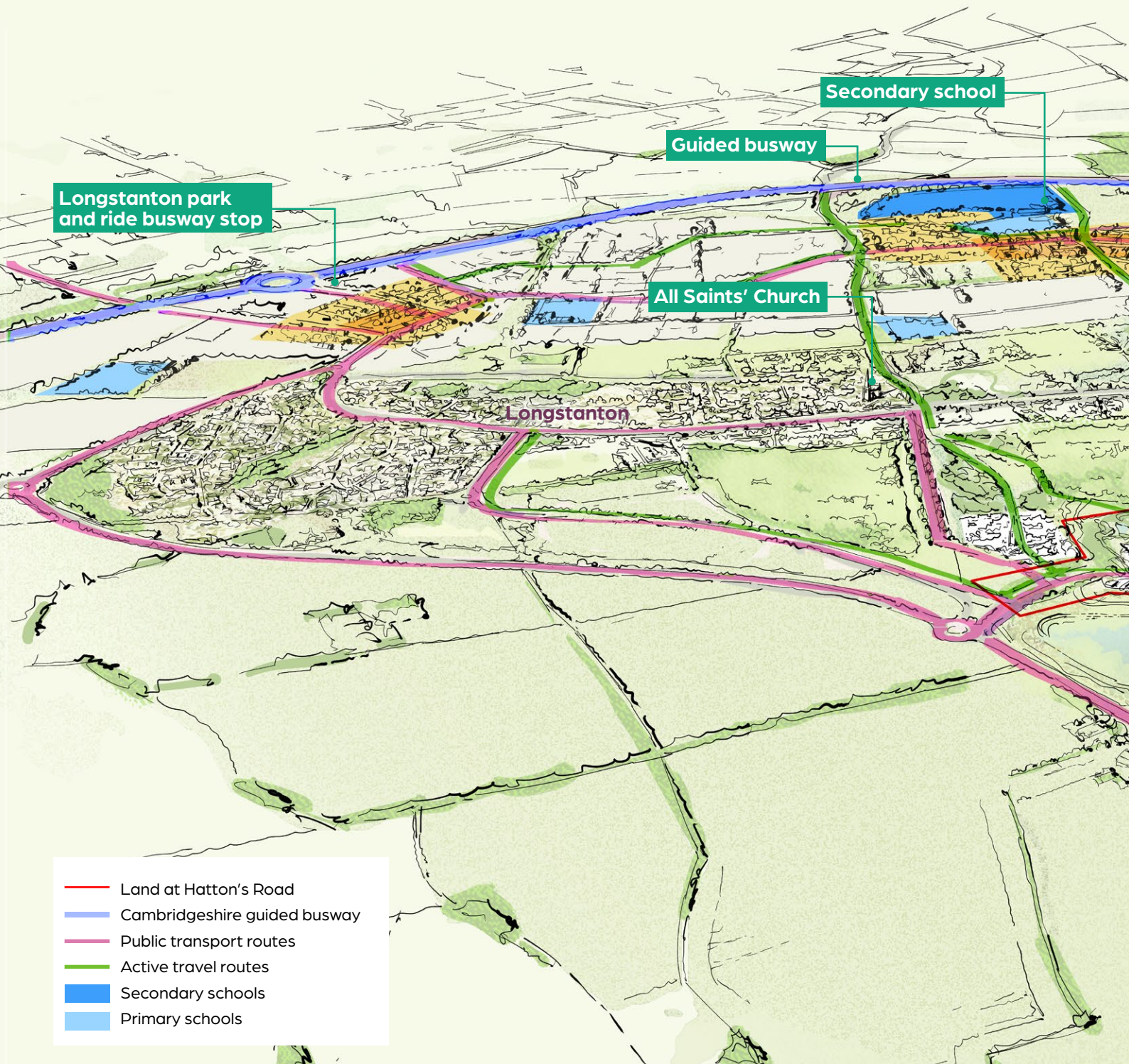
Hallam Land control the Hatton's Road site (land to the north of Wilsons Road), including land up to the public highway off B1050 to deliver access into the site, and active travel access onto Wilsons Road and thereby to the existing ped/cycle and bridleway network to the north and south. The scale of development is sufficient to support a good level of on-site facilities – including a primary school, local centre and mobility hub – as well as meeting formal and informal open space needs. The masterplan includes generous landscape and green and blue infrastructure capable of appropriately mitigating on-site impacts in relation to flood risk, maintaining separation of settlements and screening of views.

Land to the south of Wilsons Road is being separately promoted for development and has previously been put forward as part of the Call for Sites process. An application for a solar farm and battery energy storage system on this land has recently been lodged with the planning authority for determination.

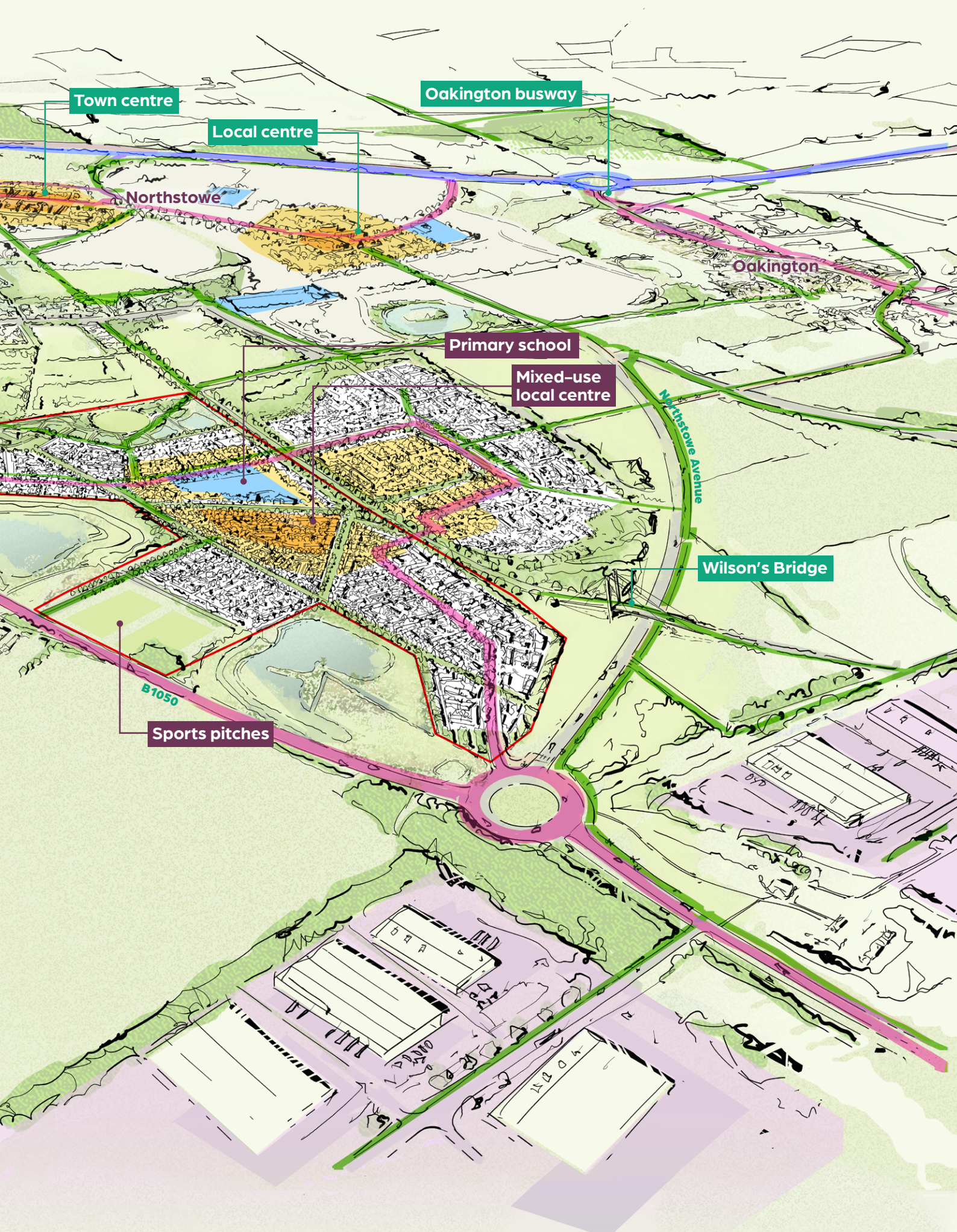
In drawing up and testing masterplan proposals for Hatton's Road, we have been cognisant of the potential for future development south of Wilsons Road. Our emerging concept shows how the two sites could work alongside and complement each other to create a new sustainable neighbourhood with priority to active travel connectivity to the guided bus network and wider employment development and local facilities.

Land at Hatton's Road can capitalise on the infrastructure already delivered and can come forward without the need for further strategic infrastructure beyond that required at a site level.

We consider that there is clear value in the Council considering the benefits of planning holistically within this particular growth location. In doing so, the Hatton's Road site can be viewed as a logical and deliverable first phase, with development here helping to establish a coherent structure for future growth. Considering the site alongside adjacent land interests at this stage would help avoid piecemeal outcomes and ensure that the wider benefits of a comprehensive spatial masterplanning approach – across transport, landscape, employment and community infrastructure – can be fully realised. Importantly, the proposals for Hatton's Road are designed so they do not prejudice any future growth options in this sustainable and strategically significant location.



“As the local plan is considered, we would welcome dialogue with Greater Cambridge Shared Planning, local stakeholders, and delivery partners to refine our vision and ensure it meets the area’s aspirations for sustainable growth.”



Town centre

Local centre

Oakington busway

Northstowe

Oakington

Primary school

Mixed-use local centre

Northstowe Avenue

Wilson's Bridge

B1050

Sports pitches

Prepared by
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on behalf of
Hallam Land

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