

Your ref: SITE ID: 115482
Our ref: Land at Bannold Road, Waterbeach
DD: [REDACTED]
E: [REDACTED]
Date: 23/01/2026

Greater Cambridge Shared Planning
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge CB23 6EA

Dear Sir / Madam,

REGULATION 18-DRAFT GREATER CAMBRIDGE LOCAL PLAN CONSULTATION

LAND AT BANNOLD ROAD WATERBEACH - HEELA SITE ID: 115482

These representations have been prepared by Bidwells on behalf of our client Bellway Strategic Land (hereafter “Bellway”) in response to the Greater Cambridge Local Plan Regulation 18 Consultation (2026). These representations relate to land at Bannold Road, Waterbeach (hereafter “the Site”). This representation considers the wider spatial strategy proposed by the Council, before focussing on Bellway’s interests at the Site (HEELA Site ID: 115482).

The remainder of this letter is set out as follows:

- **Response to the Greater Cambridge Local Plan:**
 - Spatial Strategy
 - Development Management

- **Land at Bannold Road, Waterbeach:**
 - HELAA Addendum (2025) Response
 - Grey Belt
 - Development Opportunity

- **Summary**

Response to the Greater Cambridge Local Plan

Spatial Strategy

S/JH: New Jobs and Homes

Bidwells raise concern over the quantum of jobs and homes proposed to be delivered across the plan period is too conservative and does not reflect the aspirational targets for growth in Cambridge mandated by national, regional and local government.

In the first instance, planning for only 10,330 homes through new allocations across the plan period (2024-2045) is insufficient (remaining balance consisting of existing allocations / permissions). Significantly more



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housing land should be allocated to ensure a plan-led approach to the sustainable growth of Greater Cambridge.

The identified overall need of 48,195 new homes across the plan period (2024 – 2045) is underpinned by the “Greater Cambridge Employment and Housing Needs Update 2024 – 2045” (September 2025) (hereafter the “EHNU”) prepared by Icen Projects.

The Report concludes at paragraph 3.55 that various scenarios modelled indicate a need between 67,600 and 90,900 additional jobs over the plan period. This compares to between 66,600 and 75,800 additional jobs modelled under the previous 2023 results. This significant increase in the upper end of the modelling indicates that economic growth expectations have strengthened exponentially, not diminished.

Rightly the EHNU draws a relationship between job growth and housing need, on the basis that greater job growth in the region will generate a derived demand for housing, creating an interdependency between the two. The adoption of the preferred ‘central growth scenario’ for job growth (73,300 additional jobs) gives an output need for 48,132 dwellings across the plan period which translates a ‘central scenario’ for an annual need of 2,292 dwellings per annum (almost identical to the Standard Method requirement of 2,295). This is considered problematic.

The ‘central growth scenario,’ as outlined within the EHNU, builds in assumptions of slower periods of growth, contractions, and economic shocks. Inherently both the number of jobs and homes proposed within the Draft Local Plan are conservative rather than reflective of the full growth potential of the Greater Cambridge economy.

‘Supercharged growth’ in Cambridge remains a priority for the government, heightening the urgency for increasing job creation and housing supply and result in a step-change in the wider policy framework within which the Draft Local Plan must be considered and must respond to. On 23rd August 2024 Matthew Pennycook reaffirmed the Government’s commitment to Cambridge stating: *“The economic growth of Cambridge has been a phenomenal success and we should seek to maximise the potential contribution that Greater Cambridge could make to the UK economy.”* Pennycook goes on to say; *“Greater Cambridge has a vital role to play in this Government’s mission to kickstart economic growth”*. Pennycook’s commitment to Cambridge was further reinforced on 23rd October 2025 where the ambition to ‘supercharge growth’ within the Oxford-Cambridge Corridor and realise the full potential of Greater Cambridge was set out. This statement was accompanied by the announcement of £400 million worth of funding for the Cambridge Growth Company (CGC) to establish a centrally-led development corporation which will be informed by its own evidence base, which whilst unknown at present, is anticipated to exceed that currently envisioned by GCSP.

Furthermore, Greater Cambridge has been, and continues to be, the location of strategic infrastructure investment that will continue to drive upwards increases in the need for new jobs and homes. This includes the proposed East West rail station as well as the proposed public transport improvements for the Cambourne to Cambridge Corridor (C2C) and the Cambridge Eastern Access Corridor.

When considering the above, the decision to use the ‘central growth scenario’ for the identification of jobs and homes which, by Icen’s admission, builds in assumptions of periods of slower growth, contractions and economic shocks, and is hence a conservative approach, is not considered to respect the growth agenda envisioned for Cambridge.

Specifically with regards to housing, an annual requirement that is almost identical to the Standard Method figure (which does not take into account the unique circumstances and growth envisioned for Cambridge) is condemning of the Draft Local Plan’s lack of ambition in this regard.

The EHNU acknowledges a 'High' and 'High Sensitivity' scenario, whereby growth would meet or exceed the 2010–2020 trajectory. This high level of growth is feasible in Cambridge and would support the Government's direction of travel. It is therefore important to recognise that higher-growth outcomes remain credible and should not be ruled out by policy. This requires revision to the proposed policy wording. Should the 'central growth scenario' be progressed it considered these must be identified as a minimum level of growth, not a ceiling.

For these reasons, the Local Plan should consider utilising more optimistic and realistic figures for job and housing numbers and include explicit support for higher-growth scenarios. Without these changes, Policy S/JH risks being unsound and inconsistent with national policy objectives to support sustainable economic growth and productivity. As discussed below, GCSP should consider the allocation of additional sites in Greater Cambridge, such as Bannold Road, Waterbeach, to assist in realising a greater level of growth.

S/DS: Development Strategy

Bidwells are concerned the draft Development Strategy (draft Policy S/DS) relies heavily on allocating a significant majority of dwellings to meet the identified housing needs across the plan period within a few large-scale strategic sites. These sites rely on the timely provision of strategic scale infrastructure which often leads to significant lead in times to deliver and often delays when reviewed against the Council's delivery trajectories.

The proposed new strategic allocations at Cambourne North new settlement (13,000 dwellings) and Grange Farm (6,000) dwellings raise particular concern with regards to their deliverability, relying on the a new railway station with East West Rail and significant improvement works to the A505 and delivery of South East Transport (hereafter "CSET") Phase 2 Guided Busway on the adjacent side of the A505 respectively.

Whilst Bidwells do not object to the principle of seeking to deliver a large number of new homes at scale, it is considered that this approach sets the Council on a path of over-reliance on these sites to deliver and does not embed resilience into the Local Plan should these sites stall in delivery.

A review of historic Annual Monitoring (AMR) Reports indicates that large strategic sites allocated within the adopted Development Plan, whilst some may now be delivering at anticipated rates, faced considerable delays to delivery at first; in some cases, several years later than originally envisioned and did not deliver quickly once first completions were achieved.

A Housing Delivery Study has been prepared by Bidwells and is located in **Appendix 1** of this submission. The study interrogates recent delivery of housing at strategic sites across Greater Cambridge against the Council's delivery assumptions, the key findings of this report are below:

- With the exception of Waterbeach, strategic sites have taken longer to deliver their first dwelling than the Council anticipated, often considerably later;
- Once homes are delivered, often, homes are delivered at a slower rate than anticipated;
- Some sites have been in the pipeline for with no indication on when applications and delivery will commence, notably North East Cambridge and Cambridge East following Marshall's cancelled move to Cranfield Airport.

Overall, the Report identifies by virtue of the complex nature of strategic sites delivery is often significantly delayed when compared to the Council's anticipated trajectory for these sites.

It is therefore considered an over reliance on large scale sites threatens the deliverability of the Local Plan, particularly should these sites (notably Cambourne North and Grange Farm) face delays in delivery as anticipated give the above commentary. As such, the Council ought to consider allocating additional smaller sites which face shorter lead in times, kickstart the delivery of housing in the early years of the plan period in the interim whilst strategic sites progress with the delivery of relevant infrastructure and provide greater resilience to the delivery of new homes.

Bidwells recommend that additional sites ought to be considered to address the concerns outlined above. To ensure the Local Plan is effective, justified and positively prepared Bidwells recommend additional non-strategic sites are allocated in sustainable locations. Such sustainable locations are likely to be on the edge of existing settlements, with strong transport links and proximity to transport nodes where new sites can be developed to contribute to and enhance the existing offer. For instance, and as set out in the following section we believe that the existing Waterbeach settlement should be moved up the settlement hierarchy, and as such, the existing settlement is a logical location to facilitate appropriate levels of growth alongside the redevelopment of the barracks.

Therefore, the Site represents a logical opportunity to locate sensitively designed and considered development on the edge of an existing settlement with good public transport connections including train stations and services and facilities undergoing significant expansion and improvement, such as Waterbeach, which by virtue of the Site's size will be able to deliver homes early in the plan period.

S/SH: Settlement Hierarchy

Bidwells object to the settlement hierarchy with regards to separating 'Waterbeach New Town' and 'Waterbeach' being identified as Town and Minor Rural Centre respectively.

'Waterbeach New Town' rather than being a 'New Town' represents a major strategic extension to the existing settlement of Waterbeach and once development is completed it would be viewed as one complete settlement - 'Waterbeach Town'.

The ambition is for both the existing settlement and forthcoming 'New Town' to operate as one holistic, sustainable settlement and as such should be reflected within the Development Plan. Bidwells hence advocate that 'Waterbeach' should be moved up from Minor Rural Centre to Towns to reflect intention for an interconnected settlement between the existing built form of Waterbeach and the forthcoming urban extension whilst also reflecting the access to the moved and improved train station. Given the focus on train station development in the emerging NPPF it would be wholly sensible to allocate additional development at Waterbeach.

S/GB: The Cambridge Green Belt

The *Development Strategy Topic Paper (2025)* states GCSP consider the identified need for 73,300 jobs and 48,195 new homes across the plan period can be delivered without necessitating the allocation or release of Green Belt land within the authority area. However, given the largest change to Green Belt policy in several generations in the form of Grey Belt was introduced in the NPPF 2024, and fundamental changes regarding the Green Belt since the LUC Green Belt Assessment (2021) we now understand that a revised Green Belt Assessment will be completed and published after the Regulation 18 Consultation closes. It is argued the revised Green Belt Assessment should have informed the Draft Local Plan and been published as part of and the Regulation 18 Consultation. It is noted, that GCSP's consultants (LDA) are currently considering the process of examining Grey Belt issues and possibly Grey Belt sites across Greater Cambridge. Officers have stated at various committees that Grey Belt sites are not required to accommodate housing allocations and the Draft Local Plan 'is not configured for this'. Nonetheless a consideration of Grey Belt within the Local Plan is supported and needs to form one of the considered development scenarios in the Sustainability Appraisal.

As outlined above, Bidwells consider GCSP are not planning for sufficient levels of growth and as such require additional allocations to meet a more aspirational level of growth for housing and jobs. In turn it is argued full weight cannot be given to the Green Belt and the possibility that the Council cannot meet its needs without Green Belt release must be considered. In such event in accordance with the sequential approach set out paragraph 148 of the NPPF the release of Grey Belt land will need to be prioritised for release. It is advised the potential for Grey Belt release needs to be considered via the Sustainability Appraisal that accompanies the Regulation 19 Consultation.

Paragraph 146 (NPPF, 2024) identifies that one of the exceptional circumstances in which Green Belt boundaries can be altered is where an authority cannot meet its identified need for homes, commercial or other development through other means. It is therefore noted that GCSP may require a further Green Belt review and consider the additional release of land from the Green Belt to accommodate a higher growth scenario should the Council not be able to accommodate additional growth on non-Green Belt sites.

The omission of any reference to 'Grey Belt' within the Draft Policy S/GB is challenged. The NPPF (2024) introduced a clear duty for Grey Belt land to be identified when undertaking Green Belt Assessments for the purposes of determining applications; reinforced within the Planning Practice Guidance (PPG) (Para 001 ref.001 64-001-20250225).

The direction of travel towards authorities being required to identify Grey Belt land within local plans is further evidenced within the forthcoming Consultation Draft NPPF (2025) (GB2[3]) and at Appendix E where the criteria for undertaking Green Belt Assessments is outlined. Hence, regardless of whether the Draft Local Plan can meet the identified needs for growth without Green Belt release, the relevant Plan Policy (S/GB) should include explicit reference to Grey Belt (consistent with the NPPF) and the identification of Grey Belt land within Greater Cambridge. To ensure the longevity of the Local Plan, it is recommended the revised Green Belt Assessment is undertaken regarding Appendix E of the NPPF 2025.

Identifying Grey Belt land within the revised Green Belt Assessment and Draft Local Plan is hence both a policy requirement and crucial to ensuring the Local Plan promotes sustainable patterns of growth (as required by the NPPF) and is robust and flexible in providing a sufficient supply of suitable land in order to meet the 'supercharged growth' mandated for the Greater Cambridge by Government.

Overall, it is considered that Draft Policy S/GB is not consistent with national policy, does not reflect a positively prepared plan and is not justified. Pertinent to ensuring the Plan is sound will require:

- The publication of a revised Green Belt Assessment to support the Local Plan,
- A consideration of higher growth targets and subsequent review of the Green Belt / Grey Belt where necessary,
- The identification and inclusion of the Cambridge Grey Belt within the Local Plan to guide development to sustainable Grey Belt sites.

Development Management Policies

In December 2025 the Government published the NPPF Consultation Draft (2025). Bidwells acknowledge that until formally adopted the Consultation Draft will have no weight, however once adopted GCSP may need to give weight to some aspect of the policy.

On the basis of paragraphs 4 and 8 in Annex A of the Consultation Draft the Greater Cambridge Local Plan will be examined against the NPPF (2024) it is worth noting that for the purposes of decision-making Annex A also states that from the date the new NPPF is published local plan policies that are "*...any way inconsistent with national decision making policies in this Framework should be given very limited weight, except where they have been examined and adopted against this Framework*". As such it is advocated

that should the Consultation Draft be adopted unchanged that the Council may need to have regard to the national policies. Any inconsistency would render policies within the Local Plan that are not consistent with the new NPPF as redundant as soon as the Plan is adopted.

Policy CC/DC: Designing for Climate Change

Bellway support the principle of Policy CC/DC which sets clear, design-led criteria to ensure high quality, sustainable and inclusive places in order to respond to the climate crisis. However, we seek clarification on Point 3 within the policy to ensure it is flexible and achievable for future developments.

Point 3 of the policy states that *“All new dwellings shall be designed to benefit from cross ventilation where possible.”* While the inclusion of the phrase *“where possible”* is welcomed and introduces an appropriate degree of flexibility, the supporting text goes on to state that *“single aspect dwellings should be avoided for all schemes as effective passive ventilation can be difficult or impossible to achieve.”*

This supporting text is overly restrictive, and the rigid application of dual-aspect requirements can reduce significantly the number of homes capable of being built within developments, limit density or lead to an undesirable trade-off with habitable space. The policy also does not sufficiently recognise site-specific constraints that may make cross-ventilation or dual-aspect layouts inappropriate or unachievable. In particular, the following circumstances may impact delivery of dual aspect units:

- proximity to railway lines or major roads, where openings may exacerbate noise or air quality impacts;
- heritage assets or conservation areas; and
- constrained urban sites.

All of the above may reasonably necessitate single-aspect dwellings as part of a well-considered design solution. It is therefore requested that the policy and supporting text more clearly acknowledge that the appropriateness of cross ventilation and single-aspect dwellings should be assessed on a case-by-case basis, informed by site-specific constraints and design-led discussions, rather than applying a blanket presumption against single-aspect dwellings.

Policy CC/NZ: Net Zero Carbon New Buildings

Bellway object to policy CC/NZ. The policy goes above and beyond existing sustainability benchmarks without proper consideration for impacts on viability and deliverability. This impact is considered within the Local Plan Viability Report (2025) which states construction requirements that exceed Part L 2021 of the Building Regulations will have a direct impact on construction costs.

It is noted that it is anticipated included measures such improved heating and insulation provision (reducing energy use) will be reflected in sales values. However, Bellway identify this cannot be assumed and such assumption does not take into account the varied conditions of individual sites as well as market conditions. As such the implementation of these requirements may have a significant impact on development viability.

Whilst Bellway welcome the ambition to ensure that all buildings help to meet zero-carbon targets, it needs to be consistent with the approach to Building Regulations to prevent creating different standards across the country. This is supported by the direction of travel established the Consultation Draft NPPF which must be considered. Policy PM13(1) sets a clear requirement that quantitative standards set through development plan policies should be limited to infrastructure provision, affordable housing requirements, parking and design, placemaking and where this will provide clarity and a high degree of certainty about the requirements that development proposals are expected to meet.

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Significantly PM13 (1b) is clear that such standards should not cover matters addressed within the Building Regulations other than in relation to accessibility standards or water efficiency. Its further worth noting the Consultation Draft proposes to amend the Planning and Energy Act (2008) in relation to the setting of local energy efficiency standards that go beyond the Building Regulations to make clear that local plans should not set higher energy efficiency standards for residential development. As such in order to remain consistent with the direction of emerging policy the Policy CC/NZ should remain consistent with the Building Regulations.

Case Law is clear on the level of justification needed for policy to set out requirements beyond that within the Building Regulations. *R (Rights: Community Action Ltd) V SSHLG [2025] EWCA Civ 990 (CA)* set the precedent that a Local Planning Authority may set standards exceeding building regulations where locally justified and supported by robust evidence and viability. It is not considered the evidence base provides robust justification for exceeding these requirements.

With regard to Part A, all new dwellings and non-domestic buildings are expected to achieve a space heating demand of 15-20 kWh per meter squared per year. This figure is in line with Climate Change Committee, LETI Net Zero definition and Passivhaus standard, which are higher than other national standards and therefore placing unrealistic expectations on developers.

With regard to Part B, the EUI targets are split between uses. For residential dwellings, the targets are set at 35 kWh per meter squared per year which is aligned with LETI Net Zero definition and the National Grid Future Energy Scenarios. The policy once again goes above and beyond national standards.

It is also understood that the Building Regulations Part L 2025 update/Future Homes Standard is due to include specific EUI targets once published. As EUI targets will be published in this legislation, it is suggested they are removed to ensure that the draft policy complies with NPPF consultation draft policy PM13 (Setting Standards) and the now withdrawn PPG 1, which states that planning policies should not replicate matters already addressed by Building Regulations.

Furthermore, the table below compares the 2025 and 2040 EUI targets set out in the UK Net Zero Carbon Buildings Standard and demonstrates that the EUI requirements exceed existing targets, with no flexibility to allow dwellings to benefit from a transitional period ahead of 2040.

Use	Draft Local Plan	2025 EUI Target	2040 EUI Target
Dwellings (Flats)	35 kWh/sqm/year	40 kWh/sqm/year	35 kWh/sqm/year
Dwellings	35 kWh/sqm/year	45 kWh/sqm/year	35 kWh/sqm/year

Table 1. EUI Targets in UKNZCBS versus draft local plan.

Finally, it is also noted that all other uses include a requirement to meet the UK Net Zero Carbon Buildings Standard 2030 targets. The pilot study published in 2025 did not include any information on EUI targets noting that these would be added once sufficient data is collected. We are therefore unable to comment on these targets without clarity on what they may be.

Policy CC/WE: Water Efficiency in New Developments

Bellway object to the proposed wording of draft Policy CC/WE. With regards to potable water, the policy applies a stricter internal water-use requirement to developments of over 100 dwellings.

Whilst the aim of reducing water consumption is supported, it is unclear why development size alone justifies a higher standard. Internal water use is largely determined by occupant behaviour and individual

dwelling specifications, rather than the overall scale of a development. Residents cannot reasonably be expected to use less water simply because they live in a larger scheme.

It is not considered the policy meets the justification water efficiency targets as established by the Planning Practice Guidance (PPG) which states the tightest optional requirement of 110 /litres/person/day (Paragraph 014 Reference ID: 56-014-20150327). As drafted, the policy risks being arbitrary and may fail the tests of justification and effectiveness. It should either apply a consistent, evidence-based standard across all residential development or provide clear evidence explaining why a higher requirement is appropriate only for larger schemes.

Policy BG/BG: Biodiversity and Geodiversity

The proposed requirement to uplift the mandatory minimum to 20% BNG for major development is considered unsound, as it is not adequately justified and is inconsistent with national policy. The uplift is not supported by robust evidence and does not sufficiently demonstrate that it is proportionate or deliverable across all sites.

The national BNG framework provides clarity and certainty for plan-making and decision-taking. Any local requirement exceeding the statutory minimum must therefore be clearly justified, flexible, and grounded in site-specific ecological capacity and viability.

Policy BG/BG risks undermining policy certainty by imposing a fixed uplift beyond the national framework without adequate justification. Any BNG delivered above the mandatory 10% requirement should be treated as a material benefit in the planning balance, rather than a fixed policy requirement.

Policy BG/TC: Improving Tree Canopy Cover and Tree Population

Bellway object to Policy BG/TC. The statutory requirement to deliver a minimum 10% Biodiversity Net Gain already provides a robust, outcome-based mechanism for securing ecological enhancement. This framework is flexible, evidence-led and capable of responding to site-specific circumstances.

The proposed tree canopy requirement appears to duplicate or cut across the BNG regime, without sufficient justification, and risks prioritising a single ecological metric over a balanced planning judgement.

Chapter 11 of the National Planning Policy Framework (2024) is clear that planning policies should promote the effective use of land in meeting the need for homes and other uses, particularly in sustainable locations. The need for making an effective use of land is further strengthened through the direction of travel set out in L2 of the reformed NPPF, supporting densification.

The requirement for major development to demonstrate a minimum of 30% tree canopy cover on site risks introducing an inflexible and prescriptive constraint that could undermine development capacity, density and viability and would not result in an efficient use of land. It also fails to consider the different requirements for different land uses. As such, it is not aligned with national planning policy or with the Government's stated ambition for growth.

The policy and supporting text state that canopy cover should be calculated using a Council-approved calculator or metric. However, neither the policy itself nor the Biodiversity and Green Spaces Topic Paper identifies what calculator or methodology is intended to be used. In the absence of a defined and agreed approach, the policy lacks clarity and certainty.

Policy WS/NC: Meeting the Needs of New and Growing Communities

Bellway object to Policy WS/NC. Specifically, point 4 states that proposals for residential developments of 200 or more dwellings (or multiple smaller sites that cumulatively exceed this threshold), must be informed by detailed assessments of community needs and include strategies to address those needs.

It is understood that these assessments should be prepared by the Council as part of their Infrastructure Delivery Plan, and the responsibility should not fall on developers to determine which community needs a development should meet.

Further, Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) set out the clear tests required for obligations to be applied to planning permission, these are as follows:

- (a) necessary to make the development acceptable in planning terms;*
- (b) directly related to the development; and*
- (c) fairly and reasonably related in scale and kind to the development*

It is not the responsibility of new development to address existing need, and the policy is ambiguously worded, creating uncertainty that may impose an additional burden on development through an approach that is inconsistent with CIL Regulation tests. If the Council is to pursue this policy it needs to be clear that development only needs to address matters which meet the CIL Regulations tests set out above.

Policy J/AL: Protecting the Best Agricultural Land

Bellway object to Policy J/AL. The current wording of criterion (1)(b) places an unduly onerous burden on land promoters and landowners, particularly where sites contain Grade 1, 2 or 3a agricultural land.

Whilst the policy appropriately reflects the principle that the irreversible loss of high-quality agricultural land should be avoided where possible, the requirement to demonstrate that “the development cannot be located on areas of poorer quality land” is overly prescriptive. This goes beyond national policy, which states at footnote 65 of the National Planning Policy Framework that, where significant development of agricultural land is necessary, areas of poorer quality land should be preferred, rather than requiring proof that no alternative location exists.

As drafted, the policy effectively introduces an agricultural land sequential test, similar to that applied in flood risk policy. This approach is not supported by national guidance and places a disproportionate evidential burden on applicants. The policy should therefore be amended to better align with national policy with the loss of best and most versatile agricultural land to be balanced against wider sustainability and development objectives through the planning balance.

Policy H/AH: Affordable Housing

Bellway support the GCSP’s ambition to ensure the Local Plan supports the delivery of affordable housing, however, wish to make the following comments. It is noted that viability testing is mentioned at point 9.15 of the supporting text.

Bellway consider that the appropriateness of viability tested route should be explicitly mentioned within the policy wording, rather than the supporting text. This will carry greater weight in decision making rather than being perceived as guidance or an aspiration, and will provide greater clarity for developers, especially in light of the increased % requirements for medium scale sites.

Policy H/CB: Self and Custom Build Homes

Bellway object to the mandatory requirement for 5% self-build homes as part of any development. Such a blanket approach across all developments is unjustified and self-build provision should only be sought on sites where there is a demonstrable need. This would be inconsistent with the Self-build and Custom Housebuilding Act, which focuses on demand registers, not quotas.

According to the Greater Cambridge Self Build Register as of January 2025 there were 23 people added to the Register between 31 October 2024 – 30 October 2025. The general trend since 2018 has displayed a continual downwards trajectory of new additions to the Register over the last 8 years with planning permissions over the same period steadily increasing. As such the need for 5% self-build homes for all

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development proposals is not considered to represent the current position in terms of demand and is hence not justified.

The current wording of the policy requires that even flatted developments must provide 5% custom-build units. While the supporting text clarifies that self-build flats would be delivered as custom-finish units, these are often already incorporated by developers as part of standard delivery models. As such, the requirement does not result in any meaningful additional benefit but instead places an unnecessary and disproportionate burden on developers, particularly in higher-density schemes where viability and deliverability already constrained.

Policy I/ID: Infrastructure Delivery

Bellway object to policy I/ID as currently worded.

The policy makes continual reference to Community Infrastructure as a way to ensure that schemes are acceptable in planning terms (in addition to policies Policy I/ST: Sustainable transport and connectivity and Policy: WS/NC: Meeting the needs of new and growing communities). As CIL has not been adopted in the Greater Cambridge Area, this mechanism for securing contributions via CIL does not yet existing and therefore it is premature to reference this in policy. It is recommended that the policy instead only refers to planning obligations or contributions via S106 agreements. This will ensure that the policy is clear, justified, and effective as outlined within the NPPF.

The policy seeks to ensure sufficient infrastructure capacity to support new development, requiring developers to deliver or fund infrastructure, including via Section 106 or CIL. While the objective of adequate infrastructure is supported, the policy should not allow objections from utility providers, such as water companies, to unreasonably delay or prevent development.

Development should not be halted solely on the basis of current capacity constraints where mitigation or phased delivery is feasible. Appropriate conditions and/or obligations should allow for capacity issues to be overcome to ensure that do not unduly restrict housing delivery or the timely delivery of development.

It is therefore requested that the policy and/or supporting text be revised to make clear that objections from water companies cannot automatically prevent development, and that development should proceed where reasonable mitigation or planning mechanisms can address infrastructure requirements.

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In the context of the representations outlined above Land at Bannold Road, Waterbeach represents a suitable, deliverable and achievable site to address the acute need for housing within Greater Cambridge.

The Site benefits from supporting infrastructure (including a new railway station) being delivered as part of the 'Waterbeach Urban Extension' and would represent a logical extension to the existing settlement of Waterbeach, rounding off and providing a defined urban boundary to the settlement.

Delivery of residential development at the Site would allow for the benefits of economies of scale associated with the expansion of Waterbeach in terms of services and facilities including the new railway station which will be located approximately 1.5km to the north of the Site. Further development of the Site would also facilitate the effective delivery of the safeguarded pedestrian and cycle link as detailed within Policy WAT02 of the Waterbeach Neighbourhood Plan (2022) that runs on a north – south axis between the existing Waterbeach Village Railway Station and the forthcoming relocated railway station (Waterbeach Neighbourhood Plan, 2022, Map 6.2).

The below commentary sets out a response to the HELAA Addendum (2025) assessment of the Site and considers the merits of the Site alongside a consideration of the transformed context of national policy since the 2021; most notably the NPPF.

Response to HEELA Addendum (2025)

Bidwells acknowledge the Site was assessed within the HELAA Addendum (2025) (Site ID ref. 115482). Commentary on the assessment is set out below and a revised rating is provided in line with the HELAA Methodology set out within Annex 1 of the HEELA Addendum (2025):

		HEELAA ADDENDUM (2025) RANKING	BELLWAY REGULATION CONSULTATION COMMENTS	REVISED RATING
Suitable				
Adopted Development Policies	Plan	Amber	Any policy constraint could be overcome as part of the Planning Application	Amber
Flood Assessment	Risk	Amber	Sequential approach to layout of site along with appropriate mitigation (drainage strategy) could overcome any flood risk concern.	Amber
Landscape Assessment		Amber	We have identified the Site as Grey Belt, and makes limited contribution to the purposes of the Green Belt and the Cambridge Green Belt as a whole.	Amber
Open Space		Green	~	Green
Biodiversity and Geodiversity		Amber	Opportunity to deliver on site BNG as part of any future development proposals enhancing the ecological value of the Site.	Amber
Policy		Green	~	Green
Historic Environment Assessment		Green	~	Green
Archaeology Assessment		Amber	Trail trenching to establish the archaeological value of the Site could take	Amber

		place during the determination of a future application or secured via an appropriately worded condition	
Accessibility Assessment	Green	~	Green
Site Access	Amber	Previously proposed site access noted as being acceptable in principle and would be demonstrated through a future application. As such, the Site should score green.	Green
Transport and Road	Amber	Site would benefit from locational proximity to both the existing and relocated train station. Submitted Vision Document outlines opportunity for local interconnectivity and permeability with the existing settlement and forthcoming expansion. There are no identified detrimental impacts to roads or highways, and development potentially results in net benefits.	Green
Noise, Vibration, Odour and Light Pollution Assessment	Amber	HELAA notes acceptable in principle subject to detailed design and mitigation. Specific assessments would accompany a future application.	Amber
AQMA (Air Quality) Assessment	Amber	Located outside any AQMA and given the scale of proposed development highly unlikely to impact	Green

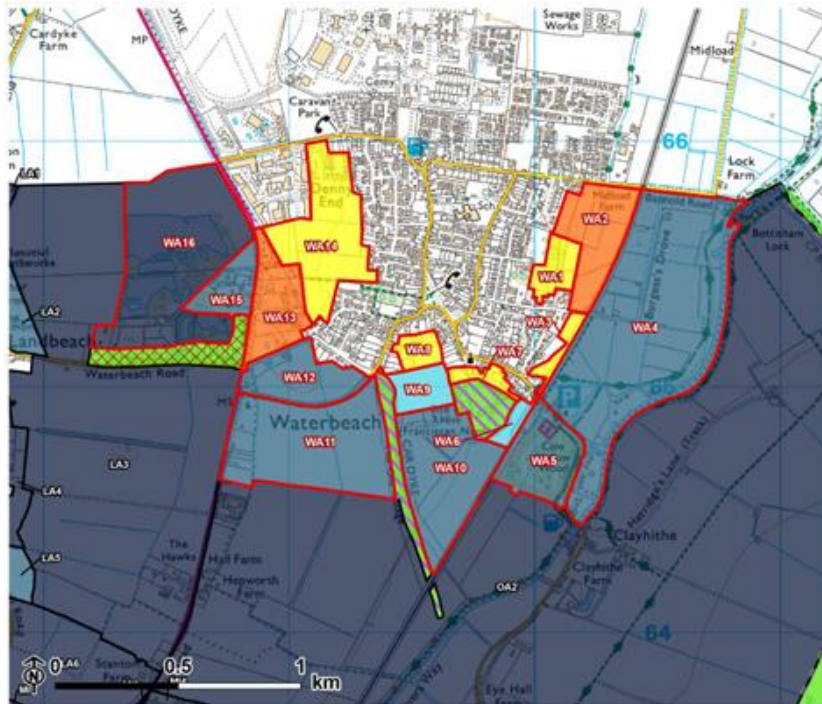
			negatively in this regard.	
Contaminated Land Assessment	Amber		Potential for contamination due to historic uses noted. Contamination Reports and subsequent remediation scheme would accompany future application and appropriate remediation scheme secured via condition.	Amber
Overall Suitability Score	Amber		Demonstrated above there are no technical considerations that could not be mitigated or should preclude development of the Site.	Green
Available				
	Green		Site remains under agreement with the landowner. Single ownership with intention to develop.	Green
Achievable				
	Green		Viable for residential development	Green

As outlined above the Site is suitable, available and achievable for residential development to contribute to the acute identified needs of Greater Cambridge to deliver housing.

The Site: Green Belt and Grey Belt

The NPPF (2024) introduced the concept of Grey Belt which is defined as: “land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143”, it is noted that Grey Belt excludes land where the application of policies relating to areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

The Site was assessed within Green Belt Assessment (2021) which supported the “First Proposals” consultation (2021) and consisted of parcels WA1 and WA2.



- - - Local Authority
 - Waterbeach parcel
 - Neighbouring parcel
 - No openness
 - Green Belt
 - Absolute constraint(s)
- Harm rating**
- Very high
 - High
 - Moderate high
 - Moderate
 - Low



As shown above the release of parcels WA1 and WA2 were assessed as resulting in ‘Low’ and ‘Moderate’ harm respectively. The below considers the findings of the Green Belt Assessment (2021) against the definition of the Grey Belt to determine that both parcels, and hence the Site, constitutes Grey Belt land.

WA1:

NPPF PURPOSE	GREEN BELT ASSESSMENT (2021) FINDINGS	ASSESSMENT
<p>a) To check the unrestricted sprawl of large built-up areas</p>	<p>~</p>	<p>Parcel does not extend past existing built form of Waterbeach to the north and south of the Site. Development of the Site would square off the boundary of Waterbeach logically.</p> <p>Limited to no contribution.</p>
<p>b) To prevent neighbouring towns from merging into each other</p>	<p>Assessed as making limited to no contribution to Cambridge Green Belt Purpose 3 (to prevent communities in the environs of Cambridge from merging into one another and with the city).</p> <p>No contribution</p>	<p>Site lies in a wide gap between Waterbeach and the next nearest settlement (Lode). Development of the Site would not lead to coalescence with any neighbouring settlement.</p> <p>No contribution</p>
<p>d) To preserve the setting and special character of historic towns</p>	<p>~</p>	<p>Development of the site would fit the existing settlement pattern, and development would not comprises the setting of the town.</p> <p>No contribution.</p>

As such given the limited to no contribution W1A makes to Green Belt purposes a), b) and d) it is considered parcel WA1 is considered by definition to be Grey Belt.

WA2:

NPPF PURPOSE	GREEN BELT ASSESSMENT (2021) FINDINGS	ASSESSMENT
<p>a) To check the unrestricted sprawl of large built up areas</p>	<p>~</p>	<p>The Site is bound to the east by the railway line (Fen Line) which runs adjacent to the site north to south, providing a clear boundary for development and restricting sprawl.</p> <p>Limited to no contribution</p>

<p>c) To prevent neighbouring towns from merging into each other</p>	<p>Land is open and lies in a wide gap between Waterbeach and Lode with the River Cam as a significant separating feature.</p> <p>Relatively Limited</p>	<p>Open land with a significant gap between the Site and the next settlement of Lode, acknowledged release would slightly close this gap.</p> <p>Relatively Limited</p>
<p>d) To preserve the setting and special character of historic towns</p>		<p>The Site is bound by residential development on northern, southern and western perimeters. Considerate development at the site would be in keeping with residential nature of Sites surroundings, preserving its existing setting and character.</p> <p>Relatively Limited</p>

Overall, the Site is hence considered by definition to comprise Grey Belt land in accordance with the NPPF (2025). It should therefore be strongly considered for release as part of the emerging Local Plan via the review of Grey Belt sites by LDA.

The Development Opportunity
Waterbeach Expansion

Waterbeach is currently undergoing a significant urban extension following the granting of planning permissions at Waterbeach Airfield (S/0559/17/OL) and Waterbeach Barracks (S/2075/18/OL) consenting a total of 11,000 homes across the two sites to the north of the existing village of Waterbeach. The expansion includes significant infrastructure works and upgrades including the relocation of the existing train station, a new guided busway and associated travel hub and enhanced cycle and pedestrian routes to Cambridge.

The Site represents the opportunity to add additionality to the committed expansion of Waterbeach. As a standalone site within close proximity to urban expansion the Site is of a scale which is deliverable early on in the plan period (free from the constraints of strategic sites) to address delivery concerns outlined above.

Further, by virtue of the Site’s proximity to forthcoming proposals for 11,000 homes and supporting infrastructure the development of the Site will benefit from the enhanced services and facilities, notably key transport nodes, which will enhance and secure the sustainability credentials of the Site and Waterbeach as a whole for the future.

The Waterbeach Neighbourhood Plan 2020 – 2031 (2022) outlines a safeguarded route for a pedestrian and cycle route that runs on a north – south axis between the existing Waterbeach Village Railway Station and the forthcoming relocated railways station (Policy WAT2, Map 6.2). A significant section of the safeguarded route runs through the Site along the eastern boundary. Allocation and future development of Site would ensure the safeguarded route is effectively delivered and would provide the opportunity for the route to be designed to be both safe and useable. As detailed within the submitted Vision Document the safeguarded route would form part of future development proposals which would realise this important

active transport corridor ensuring urban permeability through the Site to key transport nodes. The delivery of the pedestrian / cycle route through the Site would also assist in meeting the Golden Rules set out within the NPPF (2024) where paragraph 156(b) requires development to contribute to necessary improvements to local infrastructure.

The opportunity to locate additional development at the Site would hence accord with the ambition established by GCSP to commit to the expansion of Waterbeach established by the continued draft allocation of the Waterbeach sites (ref. Draft Policy S/WNT) and would deliver additionality to Waterbeach.

The Site

The accompanying Vision Document prepared by Bidwells and submitted in support of these representations details the unique opportunity of the Site to deliver a high-quality neighbourhood that will integrate seamlessly with the existing built form and character of Waterbeach with a landscape led approach to deliver significant benefits in terms of ecology and biodiversity.

Whilst Environment Agency mapping indicates approximately 36% of the Site is within Flood Zone 3 (high risk) and 13% within Flood Zone 2 (medium risk) the flooding is located in the east of the Site where it is proposed no built form would be placed. The portion of land within areas at risk of flooding would host landscaping, informal public open space and areas for ecological and biodiversity net gain enhancement. Built form within the Site would align with the existing built development to the north and south of the Site in turn providing a logical neat boundary to the existing settlement of Waterbeach. In locating development in the western section of the site would also ensure a landscape led approach is adopted with regards to ensuring there is no impact on Green Belt land to the east of the Site, allowing for an appropriate transition between built form in Waterbeach to Green Belt.

In terms of location the Site's sustainability is well documented within the Vision Document which identifies a range of services and facilities within 1km of the Site, including Waterbeach Train Station, Waterbeach Community Primary School, a host of shops, pubs and restaurants and a GP Surgery.

Considering the direction of travel established within the Consultation Draft NPPF (2025) the Site responds well to location and transportation requirements set out within the Draft NPPF. Draft Policy GB3(1) under limb (a) notes that for the purposes of local plan updating and preparation Green Belt boundaries should be altered where this would enable the development of land around stations. The existing Waterbeach Train Station is located <1km to the south of the Site and as such is considered highly accessible to and well related to the existing train station. Furthermore, the relocated train station, proposed to be located approximately 1.5km to the north of the Site, will be well related to the Site in terms of access and permeability given the safeguarded pedestrian / cycle route that runs through the Site and can be delivered through development of the Site. In considering the governments intentions to promote land around stations for development, including Green Belt land, the Site should be considered for allocation by GCSP in order to be compliant with forthcoming national policy.

The key benefits allocation, and in turn, development of Land off Bannold Road, Waterbeach is summarised as follows:

- Effective use of sustainable Grey Belt land;
- Delivery of much needed housing;
- Delivery of Biodiversity Net Gain;
- Providing additionality to a settlement undergoing significant expansion and improvement to infrastructure and the public realm which the Site would both benefit from and contribute to;
- Enhanced connectivity within Waterbeach providing a sustainable and safe access route to the relocated train station in line with the safeguarded route within the Neighbourhood Plan which will enhance the permeability and active travel connections within Waterbeach;

Land off Bannold Road, Waterbeach, Cambridge

- A landscape led scheme that responds sensitively to the environmental considerations of Green Belt and flood risk to deliver an attractive and appropriate development;
- Providing a rounded off logical boundary to the existing village of Waterbeach.

Summary

These representations have offered a response to Draft Local Plan pursuant to the Regulation 18 consultation. Bidwells raise considerable concern with the current growth targets set out within the Draft Local Plan and stress that in order to realise the potential of Cambridge as mandated by government these targets must represent a minimum and not a ceiling. It is considered that the Council should revisit their identified needs and plan for a more ambitious level of growth.

Throughout these representations the Site has been demonstrated to comprise sustainable Grey Belt land which by virtue of its size is readily available and deliverable for residential development. Locationally, the Site will provide additionality to the expansion of Waterbeach, which in turn will provide a high calibre of enhanced infrastructure and transportation which the Site will benefit both benefit from and contribute to.

It is hence recommended that Land at Bannold Road, Waterbeach is:

- Identified as Grey Belt within the Local Plan and supporting forthcoming Green Belt Assessment
- Allocated within the Local Plan for residential development of approximately 80 dwellings.

Should you require any further information regarding the Site or these representations please do not hesitate to contact me.

Kind regards,

██████████
██████

Appendix 1 – Technical Note on Delivery of Strategic Housing Sites Within Greater Cambridge: January 2026

TECHNICAL NOTE ON DELIVERY OF STRATEGIC HOUSING SITES WITHIN GREATER CAMBRIDGE: JANUARY 2026

This Technical Note has been prepared by Bidwells LLP to assess the timescales on the planning process and delivery rates of historic strategic housing sites across Greater Cambridge.

The emerging Draft Greater Cambridge Local Plan will entirely replace the current adopted plans for South Cambridgeshire and Cambridge City and cover the 21- year period up to 2045, fourteen years beyond the current adopted Plans.

It is therefore important to understand how strategic residential allocations have historically performed given the proposed emerging development strategy of the Draft Greater Cambridge Local Plan to rely on a large number of strategic site allocations to meet the majority of the development needs to 2045 and beyond. This comprises carrying forward a number of allocations from the adopted plans, together with two new allocations (Cambourne North and Land adjacent to A11 and A1307 at Grange Farm).

The analysis undertaken in this report has relied as fully as possible upon data within publicly available Annual Monitoring Reports and Housing Land Supply reports of Cambridge City Council and South Cambridgeshire District Council. **A key trend that has been identified is that the Councils have consistently anticipated housing delivery on the large strategic residential sites to be sooner than has proved to be the case and at a delivery rate higher than has been the case.**

There are nine sites reviewed within this Note. Seven of the sites have delivered housing completions but, on average, there has been a delay of 4.9 years from when the Planning Authority first anticipated housing completions and when they actually happened. This leaves two sites that have not delivered any housing completions (Darwin Green Phases 2 and 3 and Bourn Airfield) despite them both forming allocations in respective local plan documents as far back as 2006 and 2018.

Darwin Green is one such example therefore that highlights the over optimism that has been set into historic plan making in Greater Cambridge. Further commentary on this particular site is summarised below. Full analysis of all of the other strategic sites are provided at **Appendix 1**.

Darwin Green

It has been a long-held objective of both Cambridge City Council and South Cambridgeshire District Council to propose a new sustainable urban extension of Cambridge on land between Huntingdon Road and Histon Road (now known as Darwin Green). This first dates back to the Cambridgeshire and Peterborough Structure Plan (adopted in **2003**) which identified land between Huntingdon Road and Histon Road as suitable for release from the Green Belt for housing and mixed-use development, under Policy P9/2c.

That part of the area between Huntingdon Road and Histon Road which falls within the jurisdiction of Cambridge City was released from the Green Belt in the Cambridge Local Plan (adopted in 2006), under Policy 9/8 (also known as 'Darwin Green Phase One'). The allocation was followed through to the subsequent, and current, Cambridge Local Plan adopted in 2018, under Policy 20.

The remaining land within the jurisdiction of South Cambridgeshire was first allocated in the South Cambridgeshire District Council Site Specifics Policies Development Plan Document (DPD) (adopted in 2010), under Policy SP/2 North West Cambridge Huntingdon Road to Histon Road (also known as 'Darwin Green Phase Two'). The allocation was

followed through to the subsequent, and current, South Cambridgeshire Local Plan adopted in 2018, under Policy SS/2.

Darwin Green Phase One was granted Outline Planning Permission in 2013 (following submission in 2006), benefits from six subsequent reserved matters approvals and is partly occupied, with the remaining parcels under construction. Darwin Green Phases Two and Three secured Outline Planning Permission in 2024, with work currently underway on discharging conditions and preparing the initial reserved matters applications.

Darwin Green Phase One first appeared in the Cambridge City Council Annual Monitoring Report (AMR) in 2010/2011 and this anticipated the first completions to be in 2013/14. However, delivery was later than expected and the City Council AMR from 2018/2019 confirmed that the first completions were not actually delivered until 2019 – **up to 6 years later** than first expected and representing a **13-year period between the outline planning application being submitted and delivery of the first completions**. According to the Greater Cambridge Housing Trajectory and Housing Land Supply Report (April 2025) only the Local Centre RMA (114 dwellings) and Parcel BDW1 (173 dwellings) have been completed (pursuant to the outline planning permission of 1,593 dwellings).

Similar levels of delay can be seen when reviewing the delivery of Darwin Green Phases Two and Three. Phases Two and Three first appeared in the South Cambridgeshire Annual Monitoring Report (AMR) in 2008/2009 and this anticipated the first completions in 2014/2015. However, no completions have yet been delivered on Site, with the Greater Cambridge Housing Trajectory and Housing Land Supply Report (April 2025) estimating the first completions in 2028/29 – **up to 14 years later** than first expected.

Therefore, in summary, a strategic site that was first proposed for release from the Green Belt in 2003 (23 years ago) and has been carried forward to form allocations in consecutive local plans ever since (with an estimated capacity for circa 2,700 dwellings in total) has only delivered 287 dwellings to date.

Summary

Whilst in principle a strategy of seeking to deliver a large number of new homes at scale within the Plan is supported, an over reliance on too few strategic sites is not supported. The development strategy set out within the emerging Draft Greater Cambridge Local Plan sets out such a strategy and relies too heavily on allocating significant levels of growth on just a small number of very large sites. A number of these large sites also rely on the timely provision of strategic scale infrastructure which must be in place before they can be constructed. For example, the Cambourne North new settlement (13,000 dwellings) relies upon a new railway station and complicated works to the A428, and Land adjacent to A11 and A1307 at Grange Farm (6,000 dwellings) relying on works to the A505. The draft Plan requires the two sites to deliver 5,100 dwellings between them by 2045. We believe this is highly unlikely based upon our review of historic delivery of strategic sites in Greater Cambridge.

An over optimistic approach to housing delivery is set again into the emerging Local Plan. The over reliance on too few sites to deliver so much of the housing need, embedded within the consistent over optimism in housing delivery, forms a housing delivery strategy that is primed to fail.

A combination of approaches to the distribution of spatial growth are considered likely to be necessary in order to allow for sufficient flexibility when considering the locations and scale of new housing and employment development in the Greater Cambridge area. This is necessary to ensure that the Local Plan supports sustainable communities and sustainable patterns of growth.

Appendix 1 : Analysis of Strategic Housing Sites within Greater Cambridgeshire

North West Cambridge

North West Cambridge effectively comprises two sites that straddle the local authority boundary:

- Darwin Green (NIAB), which is within the control of Barratt David Wilson Homes and the North West Cambridge Consortium of Landowners; and
- Eddington, which is being brought forward by the University of Cambridge and Hill Residential.

Darwin Green was allocated in the adopted South Cambridgeshire Local Plan for 1,000 dwellings (SS/2) and within the Cambridge City Local Plan for 1,696 dwellings (R43) meaning the whole allocation was envisioned to deliver 2,696 dwellings. Eddington was envisioned to deliver 3,000 dwellings as outlined within the North West Cambridge Area Action Plan Document. However, this is now proposed to increase to 5,500 dwellings in the emerging Plan to reflect the additional 2,500 homes anticipated to be delivered under Phase 2.

Both sites are addressed in turn below.

Darwin Green

Darwin Green, also referred to as National Institute of Agricultural Botany (hereafter 'NIAB') comprises two main elements:

1: Darwin Green 1 (Also known as NIAB Main), which achieved outline planning permission in 2013 for 1,593 dwellings and achieved first completions in 2018/19. According to the GC HLS Report 2025, the site is planned for completion in 2031/2032 which we have calculated would equate to an average rate of 114 dpa since first completions.

2: Darwin Green 2/3 (also known as NIAB 2 and 3), which achieved outline planning permission in 2024 for up to 1,000 dwellings, with the first RMA yet to be submitted. According to the GC HLS 2025, the anticipated first completions are due to take place in 2028 with a predicted delivery rate of 120 dpa.

Therefore, the overall Darwin Green development is considered, in total, to deliver circa 2,593 dwellings.

Darwin Green 1 / NIAB Main

Darwin Green 1/NIAB Main first appeared in the Cambridge City Council ('CCC') Annual Monitoring Report ('AMR') in 2010/2011 and was identified in the Local Plan (2006) as an area of major change under 9/8 Land between Huntingdon Road and Histon Road. This anticipated the first housing deliveries in 2013/2014.

However, the CCC AMR from 2018/2019 confirmed that the first housing completions happened February 2019, which is 5/6 years after the first report had expected housing.

Outline planning permission was granted for Darwin Green 1 in 2013 (LPA Ref. 07/0003/OUT), totalling a 7-year determination period for outline planning permission. After a further 2 years, the first RMA was submitted (LPA. 15/1670/REM) and approved in May 2016, with first deliveries in 2019. This represents a 13-year period between outline planning submission and first completions.

Furthermore, the table below compares the five-year period 2019/20 to 2023/24 in terms of anticipated deliveries and actual completions for Darwin Green 1. For clarity, anticipated deliveries are taken from the 2019 GC 5YHLS and Actual Deliveries are taken from the 2025 GC 5YHLS.

For Darwin Green 1/NIAB Main, this shows a considerable shortfall against the predicted levels of delivery set out in 2019, compared to the 2025 position. Of the overall 934 dwellings anticipated for completion from 2019 to 2024, only 316 homes have been delivered which equates to only 34% of the total anticipated completions.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED FIRST DELIVERY	YEAR OF FIRST DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
1,696 dwellings	2013/2014	2019	7 years	2 years	Anticipated	154	180	200	200	200
					Actual	100	103	0	86	27
					Difference	-54 / 65%	-77 / 57%	-200 / 0%	-114 / 43%	- 173 / 13.5 %

Darwin Green 2 and 3 / NIAB 2 and 3

Darwin Green 2 and 3/NIAB 2 and 3 first appeared in the South Cambridgeshire AMR in 2008/2009 and was identified in the Local Plan (2006) as an area of major change under 9/8 Land between Huntingdon Road and Histon Road. This report anticipated the first housing deliveries in 2014/2015, whilst the later Site-Allocations DPD (2010) confirmed anticipated deliveries from 2016.

The Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply 2025 confirmed that there had been no housing deliveries on the Site as of 2025 and predicts that the first completion will occur in 2028/2029. This would be 14 years after the first trajectory had expected housing.

Outline planning was submitted in May 2022 and permission was granted for Darwin Green 2 and 3 in September 2024 (LPA Ref. 22/02528/OUT). No reserved matters applications have been submitted as of 2026.

As a result of the above, the Five-Year Housing Land Supply 2025 report outlines that the delivery position has significantly worsened with first completions now anticipated in 2028/2029. The table below compares the period from 2014/2015 to 2023/2024, in terms of anticipated deliveries and actual completions for Darwin Green 2 and 3. For clarity, anticipated deliveries are taken from the South Cambridgeshire AMR 2008/2009 which predicted 630 homes and actual deliveries from the GC 5YHLS 2025.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	YEAR OF FIRST DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD
1,000 dwellings	2014/2015	Not yet delivered a dwelling	2 years, 4 months	Not yet submitted

DELIVERY – ANTICIPATED VS ACTUAL	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
Anticipated	270	360	360	110	0	0	0	0	0	0
Actual	0	0	0	0	0	0	0	0	0	0
Difference	- 270	- 360	- 360	- 110	-	-	-	-	-	-

Eddington

Eddington is a housing-led mixed-use development located on the northwestern edge of Cambridge. The Site was originally allocated within the Cambridge Structure Plan (2006) for 1,150 dwellings and then updated in the North West Cambridge Area Action Plan ('AAP') (2009) for dwellings approximately 3,000 dwellings.

Outline planning permission was granted for the entire Northwest Cambridge Area in February 2013 for up to 3,000 dwellings. Following the grant of outline planning permission in 2013 (LPA Ref. S/1886/11 and 11/1114/OUT), the first RMA submission came forward in 2013 (LPA Ref. 13/1748/REM) and was approved in 2014, with first deliveries in 2016. This represents a 5-year period between outline submission and first completions.

However, it must be noted that the original outline planning permission has now expired and as a result, there is a current outline application for the Site (LPA Ref. 25/03753/OUT) which is under assessment and proposes to increase the total number of dwellings to 3,800 dwellings to increase scheme density.

For clarity, the wider outline area of Eddington comprises the following elements, known as 'Lots' which are individual reserved matters that have been submitted:

- Lots M1 & M2 – (240 dwellings) which achieved detailed planning permission in 2015 and was built out between 2017 and 2024 at an average rate of 32 dpa according to the GCSP 5YHLS Report 2019.
- Lot M3 - (106 dwellings) which achieved detailed planning permission in 2017 with first deliveries planned for 2025/2026 at a predicted rate of 106 dpa according to the GCSP 5YHLS Report 2025
- Lots M4 & M5 - (160 dwellings) which achieved detail planning permission in 2023 with first deliveries planned for 2025 and completion in 2028/2029 at a predicted rate of 40 dpa according to the GCSP 5YHLS Report 2025.
- Lots S1 & S2 – (373 dwellings) which achieved detailed planning permission in 2022 with first deliveries planned for 2024/2025, according to the GCSP 5YHLS Report 2025
- Lot S3 - (186 dwellings) which achieved detailed planning permission in 2019 with first delivery in 2022/2023 and completed in 2023/2024 at an average rate of 93 dpa, according to the GCSP 5YHLS Report 2025
- Lot 1 - (117 dwellings) which received detailed planning permission in 2014 and was built out in 2017 at a rate of 117 dpa, according to the GCSP 5YHLS Report 2019.
- Lot 2 - (264 dwellings) which received detailed planning permission in 2015 and was built out in 2018/2019 at a rate of 264 dpa, according to the GCSP 5YHLS Report 2019.
- Lot 3 - (232 dwellings) which received detailed planning permission in 2014 and was built out in 2017/2018 at a rate of 232 dpa, according to the GCSP 5YHLS Report 2019.
- Lot 4 - (88 dwellings) which received detailed planning permission in 2022 with first deliveries planned for 2024/2025, according to the GCSP 5YHLS Report 2025
- Lot 8 - (73 dwellings) which received detailed planning permission in 2014 and was built out in 2016/2017 at a rate of 73 dpa, according to the GCSP 5YHLS Report 2019.

Future Lots – Pursuant to 11/1114/OUT with requirements for 1,152 remaining dwellings (590 dwellings for Cambridge and 562 for South Cambridgeshire) planned for delivery from 2028/2029, according to the GC HLS Report 2025.

Reserved Matters Applications have approved for a total of 1,839 dwellings pursuant to the outline application for 3,000 dwellings. However, as the outline permission has now expired and the amended outline application seeks to increase housing to 3,800 dwellings, this leaves 1,961 dwellings to be delivered.

It is also important to consider that Eddington first appeared in the South Cambridgeshire Annual Monitoring Report in 2007-2008 and Cambridge City AMR 2010 . Both anticipated the first housing deliveries in 2013/2014 and predicted

that all dwellings would be completed by 2021/2022 at an average rate of 375 dpa. However, the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply (2019) confirmed that the first housing completions happened in 2016/2017 in Cambridge, which is 3 years after the first trajectory had expected housing.

Furthermore, the table below compares the period from 2016/2017 to 2023/24 in terms of anticipated deliveries and actual completions for all sites within the North West Cambridge Action Plan Area/Eddington. For clarity, the anticipated deliveries have been taken from the South Cambridgeshire Annual Monitoring Report in 2007-2008 and Cambridge City AMR 2010. Actual deliveries have been taken from the GC 5YHLS 2025.

This shows that since 2016 46% of the predicted housing has been delivered, with an over delivery in 2020/2021 and 2022/2023 but no completions in 2021/2022. The lack of completions in 2021/2022 was due to all RMAs at lots M1, M2, 8, 4, 3, 2 and 1 being completed with completions on Plot S3 then starting again in 2022/2023 following the grant of planning permission in 2019.

Although there has been over delivery in recent years, it must be noted that initial predictions estimated that the development would be completed by this time and this must be viewed with the history of significant underdelivery in mind.

Overall, of the 1,839 dwellings benefiting from detailed planning permission, 1,121 have been delivered, representing approximately 60% of the total as of 2025, despite original predictions of all dwellings being completed by 2017/2018.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	YEAR OF FIRST DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD
3,000 dwellings	2013/2014	2016	2 years	0.5 years

DELIVERY – ANTICIPATED VS ACTUAL	16/1							
	7	17/18	18/19	19/20	20/21	21/22	22/23	23/24
Anticipated	400	645	615	550	215	30	0	0
Actual	73	353	409	22	35	0	142	87
Difference	- 327	- 293	- 206	- 528	- 180	+30	+142	+87

North East Cambridge

North East Cambridge is a mixed-use development on the northern edge of Cambridge including land both within Cambridge City and South Cambridgeshire.

The general area was first allocated for development in the Cambridge Local Plan 2006, the continued delay in preparation of the site-specific AAP has meant that predictions for first deliveries have been absent from all AMR's until the Greater Cambridge Housing Trajectory and Housing Land Supply Report (2025). with first delivery planned for 2028/2029. At the time of writing, this strategic site cannot therefore be considered to demonstrate delivery. The land within Cambridge City was allocated in the Cambridge Local Plan (2018) for employment focused mixed use development with the number of dwellings not specified. The land within South Cambridgeshire was safeguarded for a

railway station and interchange facility in the Site-Specific Policies DPD (2010) and has been carried forward into the South Cambridgeshire Local Plan 2018 as an allocation for employment focussed mixed use development.

Consultation on a site-specific SPD, known as North East Cambridge Area Action Plan ('NECAPP') began in 2015 and the Council's agreed NECAPP subject to further consultation once the DCO for the Waste Water Treatment Plant ("WWTP") relocation had been approved. It was envisioned 8,350 homes would be delivered of which 5,550 would be on the WWTP site.

The Government removed the proposed funding following approval of the DCO application in August 2025¹.

The Site Allocations Topic Paper (2025) submitted in support of the draft Plan outlines that if the treatment plant remains in situ, this scenario would result in a very different vision for overall development.

It states that the number of homes to be delivered would be dramatically reduced with only 90 units across the whole North East Cambridge Area (inconsistent with the 425 consented under 22/02771/OUT). Despite the Central Government decision not to fund the new treatment plant in August 2025, the draft allocation notes the delivery of the maximum 8,350 homes. As a result, the reliance on this number of homes coming forward under the draft Local Plan is considered to be entirely unrealistic.

Despite this, North East Cambridge is now included as a comprehensive site allocation within the draft Cambridge Local Plan (2025) rather than taking forwards a separate Area Action Plan. The original 2006 Local Plan housing trajectory is not available online and we can find no record as to a firm date first housing was expected. However, clearly 20-years have passed since the City Council allocated the general area for development, and in this period no homes have been delivered.

Cambridge East

Cambridge East is allocated for major mixed-use development on the edge of Cambridge, including land within Cambridge City and South Cambridgeshire.

Outlined with the relevant Annual Monitoring Reports and 5YHLS Reports, Cambridge East effectively comprises 3 elements as part of the wider Cambridge East Area Action Plan as follows:

- **Land North of Cherry Hinton** – (1,200 homes) which is within the control of Bellway Homes.
- **Land North of Newmarket Road** (also known as WING or Marleigh) – (1,300 dwellings) which is within the control of Hill Marshall LLP. allocated within the South Cambridgeshire Local Plan for 1,300 dwellings (SS/3).
- **Land at Coldham's Lane** – (57 dwellings) which is within control of Weston Homes.
- **Land south of Worts Causeway** – (230 dwellings) which is within the control of Eddeva Park and Hill.
- **Land North of Worst Causeway** – (200 dwellings) being constructed by Cala homes.

Land at Coldham's lane, south and north of Worts Causeway have been discounted from this note. Land at Coldham's Lane is now completed and all sites are of much smaller scale of development and has therefore not been considered for the purpose of this note.

It must also be noted that the Cambridge East AAP was adopted in 2008 by both Cambridge City and South Cambridge. The plan set out a vision for 10,000 to 12,000 dwellings in the area despite the main landowner, Marshall of Cambridge, announcing in April 2010 that the relocation of Cambridge Airport would not happen before 2031 at the

¹ [Government decision not to fund Cambridge Waste Water Treatment Plant relocation - Cambridge City Council](#)

earliest, as there were currently no suitable relocation options. Within the latest GC 5YHLS (2025) report, it therefore only identifies the allocations outlined above which falls short of the initial expectations of 10,000+ dwellings.

Land north of Cherry Hinton

Land North of Cherry Hinton is allocated within the South Cambridgeshire Local Plan for 420 dwellings (SS/3) and the Cambridge Local Plan for 780 dwellings (R47), comprising 1,200 dwellings.

Outline planning permission for up to 1,200 homes was submitted in 2018 and granted in 2020 (LPA Ref. 18/0481/OUT). The first RMA was approved in 2023 (LPA Ref. 22/05018/REM) and first deliveries on Site in 2024. This represents an ongoing 6-year period from submission of the outline consent to first completions.

The Site is being marketed as ‘Springstead Village’ and is split into the following phases:

- **First Phase (known as RMA3)** – (351 dwellings) achieved detailed planning permission in 2023 with first completions in 2024 and predicted completion of all dwellings by 2027, according to the GCSP 5YHLS Report 2025
- **Second Phase (known as RMA4)** – (136 dwellings) achieved detailed planning permission in 2024 with first completions planned for end of 2026 and predicted completion of all dwellings by 2027, according to the GCSP 5YHLS Report 2025
- **Third Phase (known as RMA5)** – (292 dwellings) achieved detailed planning permission in 2025 and first completions are planned for early 2027, according to the GCSP 5YHLS Report 2025
- **Forth Phase (known as RMA6)** – (295 dwellings) to be submitted spring 2026 with first completions predicted end of 2027, according to the GCSP 5YHLS Report 2025
- **Remainder of the site** - (713 dwellings) benefitting from outline planning permission and associated RMA’s to be submitted by 2028, according to the GCSP 5YHLS Report 2025.

The first mention of delivery of the Site can be found within the Annual Monitoring Report 2012/2013 and with estimated first completions in 2021/2022. The Greater Cambridge Housing Trajectory and Housing Land Supply Report (2025) confirmed that the first housing completions actually happened in 2024, which is 3 years after the first trajectory had expected housing.

Furthermore, the table below compares the five-year period 2019/20 to 2023/24 in terms of anticipated deliveries and actual completions at land north of Cherry Hinton. This shows that since the first anticipated deliveries in 2022/2023, 39 dwellings have been completed compared to an anticipated 295 dwellings which equates to only 13.5% of total anticipated dwellings delivered. This demonstrates a significant shortfall in the number of anticipated dwelling completions.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	YEAR OF FIRST DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
1,200 dwellings	2022/2023	2024	2 years	2 years	Anticipated	0	0	0	95	200
					Actual	0	0	0	0	39
					Difference	-	-	-	- 95 / 0%	- 161 / 19.5 %

Cambridge East – North of Newmarket Road

Land north of Newmarket Road is allocated as Phase 1 within the wider Cambridge East AAP and is allocated within the South Cambridgeshire Local Plan (2019) for 1,300 dwellings.

Outline Planning permission was submitted in 2013 and granted in 2016 (LPA Ref. S/2682/13/OL) with subsequent RMA submission being granted in 2019 (LPA Ref. S/1096/19/RM) and first completions taking place in 2020. This represents a period of 7-years from submission of the outline planning application to first completions.

The Site is being marketed as 'Marleigh Village' and is split into 3 phases as follows:

- **Phase 1a** – (239 dwellings) achieved detailed planning permission in 2019 with first delivery in 2020/2021 and 187 dwellings complete by March 2024 at a rate of 47 dpa, according to the GC 5YHLS Report 2019
- **Phase 1b** – (308 dwellings) achieved detailed planning permission in 2020 with first deliveries in 2021/2022 and 141 dwellings complete by March 2024 at a rate of 47 dpa, according to the GC 5YHLS Report 2019
- **Phase 2** – (421 dwellings) achieved detailed planning permission in 2021 with first deliveries in 2022/2023 and 55 dwellings completed in March 2024 at a rate of 27.5 dpa, according to the GC 5YHLS Report 2019.
- **Phase 3** - (423 dwellings) split between an RMA for 332 dwellings and a full application for 91 dwellings with anticipated first completions in 2027, according to the GC 5YHLS Report 2025.

This site first appeared in the South Cambridgeshire and Cambridge City Annual Monitoring Reports in 2013/2014. Both reports anticipated the first housing deliveries in 2018/2019. The Greater Cambridge Annual Monitoring Report 2020/2021 confirmed that the first completions took place in 2020/2021 for Phase 1A which is 2 years after originally anticipated.

Furthermore, the table below compares the five-year period 2019/20 to 2023/24 in terms of anticipated deliveries and actual completions for land north of Newmarket Road. This shows that since the first anticipated deliveries in 2018/2019, 383 dwellings have been completed compared to an anticipated 705 dwellings, which equates to only 54% of the total anticipated dwellings having been delivered.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	YEAR OF FIRST DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
1,300 dwellings	2018/2019	2020	3 years	3 years	Anticipated	0	110	160	225	210
					Actual	0	62	84	108	129
					Difference	-	- 48 /56 %	- 76 / 52.5 %	- 117 / 48%	- 81 / 61%

Northstowe

Northstowe is a new settlement of up to 10,000 dwellings to the north west of Cambridge, adjacent to the villages of Longstanton and Oakington.

Northstowe is allocated within the adopted South Cambridgeshire Local Plan for 10,000 dwellings (SS/5) and prior to this was allocated in the Northstowe AAP adopted in 2007. The AAP took 2 years from initial consultation to adoption.

The site was first allocated in the 2003 Cambridgeshire and Peterborough Structure Plan which does not provide confirmation as to first deliveries, instead these were outlined in the 2007/2008 AMR.

The wider allocation/site is comprised of several phases as follows:

- Phase 1 – Outline permission was submitted in 2012 and granted in 2014 (LPA Ref. S/0388/12/OL) for up to 1,500 dwellings, with the first RMA approved in 2016 and first completions in 2016. This represents a period of 2-years from submission of outline planning to first completions. Phase 1 is being delivered by 5 housebuilders under the following parcels:
 - Parcel H1 – (92 Dwellings) being brought forward by Bloor Homes with construction taking place from 2016 to 2019 at a rate of 31 dpa, according to the GC 5YHLS Report 2025
 - Parcel H2 – (135 Dwellings) being brought forward by Barrats/David Wilson Homes with construction taking place between 2017 and 2021 at a rate of 34 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H3 – (40 Dwellings) being brought forward by Taylor Wimpey with 33 dwellings completed between 2017 and 2019 and planned completion in 2025 at a rate of 5 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H4 – (84 Dwellings) being brought forward by Bovis Homes with construction taking place between 2017 and 2020 at a rate of 28 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H5 & H6 – (240 Dwellings) being brought forward by Bovis Homes with 167 dwellings completed between 2019 and 2023 and final completions planned for 2025/2026 representing a delivery rate of 33 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H7 – (115 Dwellings) being brought forward by Barrats/David Wilson Homes with construction taking place between 2018 and 2024 at a rate of 20 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H8 – (73 Dwellings) being brought forward by Barrats/David Wilson Homes with construction taking place between 2020 and 2023 at a rate of 25 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H9 – (130 Dwellings) being brought forward by Barrats/David Wilson Homes with construction taking place between 2021 and 2023 at a rate of 65 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H10 – (76 Dwellings) being brought forward by Taylor Wimpey with construction taking place between 2020 and 2023 at a rate of 26 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H11 – (152 Dwellings) being brought forward by Taylor Wimpey with construction taking place between 2017 and 2021 at a rate of 51 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H12 – (271 Homes) being brought forward by Linden Homes with construction taking place between 2017 and 2024 at a rate of 39 dpa, according to the GC 5YHLS Report 2025.
 - Parcel H13 – (92 Dwellings) being brought forward by Taylor Wimpey with 73 completions between 2022 and 2024 and final completions planned for 2024/2025 representing a delivery rate of 25 dpa, according to the GC 5YHLS Report 2025.
- Phase 2 – Outline planning permission was submitted in 2014 and granted in 2017 for up to 3,500 dwellings with the first RMAs granted in 2018. Phase 2 is being delivered alongside Homes England and the following Housebuilders:
 - Phase 2a – (406 Dwellings) Homes England remarketing for preferred bidder, with 43 completions between 2020 and 2024 and next completions due to take place in 2027, presenting a delivery rate of 58 dpa, according to the GC 5YHLS Report 2025

- Phase 2b – (300 Dwellings) being brought forward by Keepmoat Homes with 36 dwellings completed in 2023/2024 and the parcel due for completion by 2029 representing a delivery rate of 50 dpa, according to the GC 5YHLS Report 2025.
- Phases 2D1, 2C and TC1 – 2,794 remaining dwellings pursuant to the outline planning permission with associated RMA's anticipated for 2028, according to the GC 5YHLS Report 2025.
- Phase 3 – as a whole is anticipated to provide approximately 5,000 dwellings. Phase 3a has outline planning permission for 4,000 homes submitted in 2020 approved in March 2022 with associated RMA's to be submitted in 2027/2028, according to the GC 5YHLS Report 2025.

The wider Northstowe site first appeared in the South Cambridgeshire Annual Monitoring Report 2007/2008. This report anticipated the first housing deliveries in 2011/2012. The AMR of 2016/2017 confirmed the first housing completions actually happened by March 2017, which is 5/6 years after the first trajectory had expected housing.

Furthermore, Appendix 1 compares period 2001/2012 to 2023/2024 in terms of anticipated deliveries and actual completions at Northstowe. This shows that since 1049 dwellings have been completed compared to an anticipated 1084, this equates to circa 97% of all dwellings having been completed.

However, it is noted that it is anticipated that 2,834 dwellings are due to be delivered in remaining Phases by 2031. Due to the delay in finding a delivery partner on Phase 2 and based on the average year period from outline consent to deliver housing for phase 1, it is considered that the anticipated delivery of the remaining homes within the plan period may no longer be possible.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	FIRST YEAR OF DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD
10,000 dwellings	2011/2012	2016	2.3 years on average	1.5 years average

DELIVERY – ANTICIPATED VS ACTUAL	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
	Anticipated	150	400	600	650	650	650	650	650	650	650	650	650
Actual	0	0	0	0	0	13	140	278	243	258	219	237	92
Difference	-150	-400	-600	-650	-650	-637	-510	-372	+83	+44	+1	-5	-158

Waterbeach

Waterbeach New Town is within the South Cambridge Local Plan for 8,000 to 9,000 dwellings (SS/6).

The wider site is split between the Western and Eastern Parcels as follows:

- Western parcels – (6,500 dwellings). Outline Planning Permission was granted in 2019 following submission in 2017 (LPA Ref. S/0559/17/OL) with the first approved RMA in 2021 and first completions in 2024.
- This represents 7-years from submission of outline to first completions. The Site being brought forward by Urban & Civic as Master Developer split further into the following phases:

- Key Phase 1 – permission for landscape, highways, earthworks and surface/foul drainage infrastructure approved 2020.
- Northern Woods – (89 Dwellings) being brought forward by Stonebond with detailed planning permission approved in 2021. 13 dwellings completed in 2024 and final dwellings anticipated for completion in 2025 representing a built out rate of 45 dpa, according to the GC 5YHLS Report 2025.
- Eastern Woods Parcel P2.1 – (111 Dwellings) being brought forward by Cala Homes, with detailed planning permission approved in 2021. 12 dwellings have completed as of 2024 and final dwellings anticipated for completion in early 2026 representing a build out rate of 37 dpa, according to the GC 5YHLS Report 2025.
- Eastern Woods Parcels P5.1, P5.2 and P5.3 – (90 dwellings) first completions anticipated late spring 2026, according to the GC 5YHLS Report 2025.
- Eastern Woods Parcels P4 and P4.3 – (178 dwellings) RMA awaiting submission and first completions anticipated summer 2026, according to the GC 5YHLS Report 2025.
- Eastern Woods Parcels P2.2. and P3.2 – (198 dwellings) RMA awaiting submission following named housebuilder and completion anticipated for summer 2026, according to the GC 5YHLS Report 2025.
- Eastern Parcels – outline planning permission for up to 4,500 dwellings approved in 2024 and being brought forward by RLW Estates. Anticipated delivery of 150-250 dwellings per year with first completions anticipated 2028 to 2030, according to the GC 5YHLS Report 2025.

The wider Waterbeach New Town site first appeared in the South Cambridgeshire Annual Monitoring Report 2012/2013. This first anticipated the first housing deliveries in 2026/2027. The Greater Cambridge AMR of 2024 confirmed when the first housing completions happened by March 2024, which is 2 years before initially anticipated.

Despite delivery being earlier than predicted, the table below sets out the five-year period 2019/20 to 2023/24 in terms of anticipated deliveries and actual completions at Waterbeach. This confirms that the anticipated delivery was updated in 2019, compared to when Waterbeach first appeared in 2012. In 2019, it was anticipated that 650 homes would be delivered between 2021 and 2024. However, only 25 homes have been delivered as of 2024 which equates to 3.8% and represents a significant shortfall in the anticipated quantum of homes planned for delivery.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	YEAR OF FIRST HOUSING DELIVERY	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
8,000 to 9,000 dwellings.	2021	2024	2 years	2 years	Anticipated	0	0	150	250	250
					Actual	0	0	0	0	25
					Difference	-	-	-150 / 0%	-250 / 0%	-225 / 10%

Bourn Airfield New Village

Bourne Airfield New Village is allocated in the South Cambridgeshire Local Plan (2018) for a new village of approximately 3,500 dwellings and is subject to a site-specific Bourn Airfield New Village Supplementary Planning Document (SPD) adopted in 2019, following a 6-month consultation.

Outline planning permission was granted for 3,500 dwellings in July 2024 following submission in 2018. As of 2025, there have been no starts on Site and the agent has advised that a housebuilder is currently being onboarded to deliver the first 500 dwellings and expects the first RMA for 150-180 dwellings to be submitted in Q1 2026 with the first dwellings completed in Q2/3 2027, according to the GC 5YHLS Report 2025. This represents a potential 9-year period from submission of the outline application to first completions.

Despite the lack of progress on the Site, Bourn Airfield first appeared in the South Cambridgeshire AMR 2012/2013. This anticipated first housing delivery in 2022/2023. The latest position set out within the 2025 5YHLS report confirms that the delivery of the first units has now been significantly delayed until 2027/2028. The table below demonstrates that there have been no completions over the plan period. This represents a delay of 6 years after completions were initially anticipated.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	FIRST DELIVERIES	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
3,500 dwellings	2020/2021	N/A	6 years	Ongoing 2 years	Anticipated	0	0	25	100	150
					Actual	0	0	0	0	0
					Difference	-	-	-25	-100	-150

Cambourne

Cambourne is a planned new settlement to the west of Cambridge, originally approved in 1996 for 3,300 new homes. The village is comprised of Lower, Great, West and Upper Cambourne. The first dwellings were delivered in Great and Lower Cambourne before the current plan period and are therefore not included within this note.

Cambourne West is allocated within the South Cambridgeshire Local Plan for 1,200 dwellings (SS/8).

Of relevance to the up-to-date housing supply position are the following sites as part of the wider Cambourne new village:

- West Cambourne – outline planning permission for 2,350 dwellings approved 2017 (LPA Ref. S/2903/14/OL) with first RMA in 2020 (LPA Ref. S/4537/19/RM) and first completions in 2021. This represents 7 years from submission of outline to first completions. West Cambourne is comprised of the following parcels:
 - Parcels 1.1a and 1.1b – (200 Dwellings) being brought forward by Vistry, with 190 dwellings completed between 2021 and 2024 with the remaining dwellings to be completed in 2025 representing a delivery rate of 50 dpa, according to the GC 5YHLS Report 2025.
 - Parcels 1.2 - (190 Dwellings) being brought forward by Taylor Wimpey with 157 dwellings completed between 2021 and 2024 with the remaining to be completed in 2025 representing a delivery rate of 47.5 dpa, according to the GC 5YHLS Report 2025.
 - Parcels 1.3a and 1.3d – (150 Dwellings) being brought forward by Vistry Group with 141 dwellings completed between 2021 and 2024 and the remaining to be completed by 2025 representing a delivery rate of 37.5 dpa, according to the GC 5YHLS Report 2025.
 - Parcels 1.3b, 1.3c, 1.3e, 1.4a and 1.4b (286 Dwellings) being brought forward by Taylor Wimpey with 128 dwellings completed between 2021 and 2023 representing a delivery rate of 64 dpa, according to the GC 5YHLS Report 2025.

- Parcels 1.5 – (41 Dwellings) being brought forward by Taylor Wimpey with planned completion 2026, according to the GC 5YHLS Report 2025.
- Parcel 2.1 – (118 Dwellings) being brought forward by Vistry with planned completion 2026, according to the GC 5YHLS Report 2025.
- Parcel 2.2b – (120 Dwellings) being brought forward by Taylor Wimpey with planned first completions 2026, according to the GC 5YHLS Report 2025.
- Parcel 3.2b – (122 Dwellings) being brought forward by Vistry with planned first completions by 2026, according to the GC 5YHLS Report 2025.
- Land within Business Park – (256 Dwellings) being brought forward by Hill and planned first completions by 2026 according to the GC 5YHLS Report 2025.
- Remaining parcels 2.3 and 3.2a – 203 Dwellings in Parcel 2.3 and 11 Dwellings in Parcel 3.2a with planned first completions in 2028, according to the GC 5YHLS Report 2025.

West Cambourne first appeared in the South Cambridgeshire Annual Monitoring Report in 2012/2013. This first anticipated housing deliveries in 2016/2017. Following this, the 2022 Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply report confirmed that the first housing completions actually happened in 2021. Which is 6 years after initially anticipated.

Furthermore, the table below compares the five-year period 2019/20 to 2023/24 in terms of anticipated deliveries and actual completions for West Cambourne as Cambourne 950 is now complete. This shows that there has been a significant over delivery on West Cambourne from 2021 to 2024.

SIZE OF ALLOCATION	ORIGINALLY ASSUMED DELIVERY	DELIVERY OF FIRST DWELLING	OUTLINE DETERMINATION PERIOD	RESERVED MATTERS PERIOD	DELIVERY – ANTICIPATED VS ACTUAL	19/20	20/21	21/22	22/23	23/24
2,350 dwellings	2016/2017	2021	3 years	3 years	Anticipated	0	25	130	150	344
					Actual	0	93	263	200	588
					Difference	-	+68	+133	+50	+ 244