Representations to Greater Cambridge Local Plan Regulation 19 Consultation

Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire

September 2026

Site Address: Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire

Project Number: 4646

Client's Name: PX Land Ltd

September 2026

Cambridge Office
1A Clifton Court
Clifton Road
Cambridge
CB1 7BN

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P01	22.09.26	First issue	Victoria Yeandle	Tom Pike	Tom Pike

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1 Introduction

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

1.1.2 These representations build on those submitted by our client in response to the Regulation 18 Local Plan Consultation. As set out in those earlier representations, our client is the sole landowner of Scotland Farm, Scotland Road, Dry Drayton, Cambridgeshire ('the Site'). The Site forms part of the wider Scotland Park proposal and is referred to on that basis throughout these representations. A location plan of the Site is shown at **Appendix 1**.

1.1.3 Alongside the response to the Regulation 18 Consultation, the Site has been promoted by PX Land Ltd during the Calls for Sites process. Scotland Park was promoted as a new sustainable settlement comprising:

- 10,000 new homes (market and affordable housing).
- 160 hectares (ha) of public open space.
- 10ha for a town centre hub.
- Scotland Farm Sustainable Transport Hub to support the Cambourne to Cambridge Busway.
- 26ha for a business hub; and
- 20ha for education purposes (comprising one secondary school and up to four primary schools).

1.1.4 Since the publication of the Regulation 18 representations in January 2026, the Cambourne to Cambridge Busway was approved in September 2026[1]. This includes the provision of the Scotland Farm Sustainable Transport Hub, which is within the boundary of the Scotland Park new settlement.

1.1.5 These representations follow on and supplement the representations submitted as part of the Regulation 18 Consultation. For completeness, the submitted representations are provided at **Appendix 2**. Details on the Site physical and planning context and PX Land is set out in the Regulation 18 representations; these have not been repeated as part of these representations for brevity.

1.1.6 However, our client is currently in discussion with a number of delivery partners for both housing and commercial sectors. They are also in contract with a motorway service

[1] cambourne-to-cambridge-decision-letter.pdf

station provider. Our client in conjunction with these partners is investigating suitability of the delivery of early parcel within the new settlement. They have also had interests from renewable energy providers due the ability of these providers to be able to easily plug into the existing infrastructure.

1.2 Regulation 19 Consultation

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

1.2.2 For the Plan to be 'sound', it must meet the criteria set out in Paragraph 36 of the 2024 National Planning Policy Framework (NPPF). Whilst a revised NPPF was published in August 2026, it is understood that the Greater Cambridge Shared Planning Service intends to submit the emerging Local Plan to the Inspectorate in December 2026. Accordingly, and having regard to Appendix A of the 2026 NPPF, our client accepts that the Plan will be assessed against the 2024 NPPF.

1.2.3 Paragraph 36 states that a Local Plan must be:

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

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

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

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

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

1.2.5 Notwithstanding the above, the 2026 NPPF is clear at Appendix A that it is a material consideration, which must be taken into account in decision-making from the date of its publication. In this context, our client strongly contends that the direction of the 2026 NPPF should be reflected within the emerging Local Plan, specifically in relation to proposals that assist with housing delivery and achieving a strong and effective economy.

1.3 Structure of Document

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

- Chapter 1: Introduction – This Chapter sets out an overview to these representations.
- Chapter 2: Response to consultation – This Chapter provides a response to the Greater Cambridge Pre-Submission Local Plan.
- Chapter 3: Conclusion – This Chapter summarises these representations.

2 Response to Consultation

2.1.1 This Chapter sets out our client's response and considers issues that are relevant to the proposed development in the context of the Regulation 19 Pre-Submission Local Plan.

2.1.2 Our client has examined the housing delivery forecast that has been calculated as part of the AECOM 2026 Addendum[2] against the previous forecast provided as part of the Regulation 18 consultation in January 2026[3] and has concerns about the Plan being able to ensure constant delivery throughout the Plan Period.

2.1.3 Our client has also analysed the evidence base behind the proposed allocations for employment uses to support Greater Cambridge's Employment Needs. Our client does not consider that Greater Cambridge has allocated a sufficient amount of commercial land to support Greater Cambridge's ambitions for growth, particularly with regard to Mid Tech accommodation.

2.2 Overreliance on New Settlements that lack Strategic Infrastructure

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

2.2.2 The Addendum further states that new allocations will be phased from 2033/34 onwards following completion of the Grafham Water Supply Transfer and the delivery of other supporting infrastructure. Whilst our client acknowledges the position, it has concerns regarding the extent to which both allocations can be relied upon given their dependence on the timely delivery of key pieces of infrastructure. These allocations are considered in further detail below.

Grange Farm New Settlement

2.2.3 The Addendum states that the Grange Farm new settlement will seek to deliver 2,550 dwellings within the Plan Period, with first completions anticipated in 2034/35, contributing an annual delivery of up to 300 dwellings (paragraph 3.2.62). The Addendum acknowledges that one of the key pieces of infrastructure to unlock the Site for

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

development is the delivery of the Cambridge South East Transport (CSET) Phase 2 Scheme.

2.2.4 CSET would provide a new busway between a new A11 travel hub and Cambridge Biomedical Campus.

2.2.5 The delivery of CSET is reliant on third party land. The Addendum acknowledges that the timescales for the delivery of CSET are yet to be determined and, therefore, a "*timely delivery of the CSET extension…for early phases will determine whether the full build-out will be able to align with the typical assumptions or not*" (paragraph 3.2.67). Therefore, our client considers that first completions in 2034/35 is unrealistic, as significant infrastructure is required to be in place prior to delivery of new homes. Any delay in the delivery of CSET, or other associated sustainable transport infrastructure projects, will inevitably delay the delivery of housing completely or limit the number of new homes in the initial phase.

2.2.6 In contrast, Scotland Park includes the sustainable travel hub, which has been located to support the Cambourne to Cambridge Busway (C2C), which is in PX Farms ownership. Scotland Park was chosen as the appropriate location for a Travel Hub given its easy access to the A428 and its low environmental sensitivity, despite it being located in the Cambridge Green Belt.

2.2.7 The Travel Hub has been designed to accommodate 2,000 car parking spaces, 300 cycle parking spaces and other facilities, such as a building and specialised LED lighting. Once completed, it is anticipated that there will be buses every 10 minutes from Cambourne to Cambridge.

2.2.8 C2C has been granted a Transport and Works Act Order (TWAO). It is anticipated that construction will be completed between January 2027 and December 2030. As the Order has already been approved, fully funded by the Greater Cambridge Partnership, it is considered that the delivery of a new settlement at PX Farms is a preferable location than the proposed new settlement at Grange Farm.

2.2.9 Paragraph 77 of the NPPF (2024) states:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements…provided that they are well located and designed and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes"

2.2.10 Our client also notes that the delivery of Bourn Airfield is limited to 500 dwellings until C2C is delivered. Although the circumstances at Grange Farm are not identical, this further illustrates dependencies in the Council's spatial strategy on strategic transport that have not been approved, which consequential implications for the timing and scale of housing delivery. The uncertainty surrounding the delivery of CSET, therefore, represents a

material risk to the assume delivery of 2,550 dwellings at Grange Farm during the Plan Period.

2.2.11 As C2C has already been granted consent through the TWAO, Scotland Park is considered to meet the criteria set out in 2024 NPPF Paragraph 77, unlike Grange Farm. The TWAO also includes new and enhanced public rights of way, leading into Cambridge, thereby providing a genuine choice of transport modes for future residents, in line with the NPPF.

2.2.12 Scotland Park therefore represents a credible and sustainable location for future growth which benefits from a higher degree of certainty regarding the delivery of key strategic transport infrastructure. Given that C2C is expected to be operational in advance of first occupations, the Site has the potential to support housing delivery earlier in the Plan period and with less reliance on the future delivery of major infrastructure projects. In this regard, Scotland Park represents an opportunity to strengthen the resilience and flexibility of the emerging Local Plan's development strategy and should be allocated for mixed-use development in future iterations of the Local Plan.

Cambourne North

2.2.13 Cambourne North is reliant on the delivery of two key pieces of transport-related infrastructure, namely C2C and East West Rail. As stated above, our client acknowledges that C2C has been approved. However, it is understood that the Highways Authority does not consider the delivery of East West Rail to be an automatic prerequisite to the commencement of housing development at Cambourne North, and as a minimum would require certainty on the timeframe for opening of the station. Our client therefore questions whether the allocation of Cambourne North is appropriate, especially given that C2C is also required to support the allocation in the current Local Plan of West Cambourne (2,350 additional homes granted in 2017 under Council reference: S/6438/07/O).

2.2.14 As highlighted in our client's Regulation 18 representations, there are no guarantees that a future government would be as committed to East West Rail as the current incumbent. Therefore, and to ensure resilience in its spatial strategy and housing delivery, the emerging Local Plan should identify growth at locations which benefit from committed strategic transport projects, including at Scotland Park.

2.2.15 In summary, the delivery assumptions for the two new settlements are considered to be optimistic and are subject to significant infrastructure and timing risks. Whilst our client does not suggest that these locations will not come forward, the degree of reliance placed upon them introduces a level of delivery risk within the housing trajectory. In this context, Scotland Park should be considered as an additional allocation within the emerging Local Plan. Benefitting from the approved C2C scheme and associated Sustainable Transport Hub, the Site has the potential to provide a more immediate and infrastructure-led growth opportunity, thereby strengthening the resilience, flexibility and effectiveness of the Local Plan's overall development strategy. It is also adjacent to existing infrastructure, off the

A428 Junction and has other infrastructure capabilities that can be utilised immediately, such as power. Therefore, Scotland Farm is considered to be more deliverable than the other proposed new settlements as it can be delivered without relying on the delivery of significant infrastructure. The Site's location also means that it can take advantage of the Government's emphasis on the Oxford to Cambridge Corridor.

2.3 Concerns over the delivery of proposed allocations contributing to the Local Plan Headroom

2.3.1 The 2026 Addendum has calculated that the housing trajectory provides for headroom of 8.2% (paragraph 3.2.72). The Addendum continues to state that the size of the headroom should reflect the risk of delays during the Plan Period, especially regarding the new settlements that have been allocated (paragraph 3.2.76).

2.3.2 The headroom figure is reliant on the delivery of the new settlements, which are delivered later in the Plan Period, once the infrastructure is provided, such as CSET. Therefore, it is considered that additional housing should be provided to ensure resilience and that the headroom is maintained.

2.3.3 The 2026 Addendum further states that by the end of the Plan period, Grange Farm and Cambourne North are proposed to deliver up to 300 dwellings per annum and Cambridge East, up to 350 dwellings per annum.

2.3.4 Our client's Regulation 18 representations noted that the average housing delivery on sites of 5,000 dwellings or larger was substantially below 300 dwellings per annum, as set out in the latest Lichfields Start to Finish Report (2024)[4]. Therefore, our client maintains that an assumed delivery figure of 200 dwellings per annum would be much more realistic. Although, this level of delivery would only be once the required infrastructure is established.

2.3.5 Therefore, if 200 dwellings per annum were to be delivered at the three new settlements, as opposed to 300 dwellings per annum assumed in the 2026 Addendum, then it would result in a shortfall of 2,850 dwellings – this is significant. In addition, Greater Cambridge already acknowledge that there is a shortfall of housing delivery at the end of Plan Period (p63 of the 2026 Addendum) against the standard methodology figure. The Addendum notes that this shortfall will likely be offset against over delivery in previous years, but as stated in these representations, there is a significant concern that the over delivery will simply not materialise.

2.3.6 Accordingly, Scotland Park has the potential to form part of a more robust and resilient spatial strategy, helping to address any shortfall that may arise. As noted above, Scotland Park is anticipated to be capable of delivering approximately 200 dwellings per annum

[4] start-to-finish-3_how-quickly-do-large-scale-housing-sites-deliver.pdf

once the C2C infrastructure is established, thereby making a meaningful contribution to housing supply during the Plan period. Alongside the C2C it has existing infrastructure, meaning that housing can be delivered more quickly.

2.3.7 The provision of another additional new settlement, which benefits from the sustainable transport hub due to C2C, will ensure that the Local Plan can deliver the amount of housing required to ensure a consistent supply during the entire Plan Period thereby making the Plan 'sound' as per the NPPF definition. Accordingly, Scotland Park should be identified as an additional allocation in the Local Plan.

2.4 Provision of Additional Space for Employment Uses to support Greater Cambridge's Employment Needs

2.4.1 Emerging Policy S/JH states that development will meet the objectively assessed needs in Greater Cambridge between 2024-2045 for 73,300 additional jobs to support Greater Cambridge's knowledge intensive sectors.

2.4.2 Part of the evidence to support Greater Cambridge's emerging Local Plan is the Greater Cambridge Warehouse and Industrial Space Needs (prepared by Iceni in March 2025)[5]. The conclusions of the Report note that there is a need for additional industrial and warehousing floorspace and that these locations should be adjacent to the Strategic Road Network (M11, A14 and A428), which provide the "*optimum locations*" (paragraph 7.21).

2.4.3 To meet its immediate needs for industrial floorspace and local needs for logistics floorspace, the Regulation 19 Local Plan proposes two new allocations in the A14 corridor, with longer term provision at an expanded Cambourne. The Regulation 19 Local Plan also proposes land at several mixed-use allocations for general industrial space.

2.4.4 Policy J/NE continues to explicitly state that there is a presumption against proposals for large-scale warehousing and distribution facilities providing for national or regional needs, unless in specific instances.

2.4.5 Notwithstanding the above, Scotland Park is ideally located to support commercial, warehouse and logistic uses, as illustrated in the Vision Document which allows for a 26ha for Business Hub. There is already an existing B8 use on the Site, which can act as a catalyst to bring in more commercial uses. These commercial uses can help to open up the Site more sustainably.

2.4.6 Scotland Park is adjacent to the Strategic Road Network, benefits from on access directly to the A428, has an appropriate access road within the Site and, therefore, is considered to be an optimum location as set out in the Report. It is noted that the accessibility of the Site is likely to be further enhanced with the current upgrades to the A428 at Black Cat to

[5] EBGCLPIWSSMar25v1Mar25_0.pdf

Caxton Gibbet (due to be open in 2027)[6], contributing towards the government's increasing emphasis on the Oxford to Cambridge Corridor. The delivery of an early phase of employment generating uses is considered appropriate and would act as a catalyst for the wider site to come forward.

2.4.7 The proposed allocations for industrial growth are focused on the accessibility to the A14, yet Greater Cambridge's own evidence points to the A428 as being an appropriate location, particularly as it is within the Oxford to Cambridge Corridor. The 2026 NPPF (which Greater Cambridge should consider) has several policies on building an effective economy. Policy E2 states that specific locational requirements should be met. As stated above, the focus from Greater Cambridge is on provision along the A14. However, our client considers that the Council has not sufficiently demonstrated that the geographical distribution of the allocations meet future occupiers' locational requirements. The Site adjacent to the A428 provides a suitable alternative, particularly with the completion of the Black Cat to Caxton Gibbet improvements.

2.4.8 Policy E3 considers the suitability for freight and logistics. It states that development should have good access to transport networks and be sited and designed to limit environmental impacts. The Site is adjacent to the Strategic Road Network and can be designed to mitigate any impacts on existing settlements and future residents of Scotland Park.

2.4.9 Therefore, the Site should be considered favourably for employment uses, as part of the overall Scotland Park development.

2.4.10 The Needs Assessment also states that there is a clear need for Mid Tech. Mid Tech comprises a mix of Class 'B' uses with larger office space. These types of uses support Greater Cambridge's knowledge intensive sectors (principally life sciences and IT). Therefore, there is a growing need to provide these spaces during the emerging Local Plan period.

2.4.11 The Emerging Local Plan states that Mid Tech is an "*emerging need*" (paragraph 2.69). Mid Tech growth will be provided at Eddington and Cambridge East, with Cambourne delivering in the longer term (paragraph 2.69). However, these allocations do not alleviate the need to provide Mid Tech uses in the early years of the Local Plan.

2.4.12 Paragraph 7.22 of the 2025 Needs Assessment states:

"An additional edge of centre location with closer city proximity and links would be preferable, or ensuring enhanced connectivity to current and future proposals"

2.4.13 The Needs Assessment adds that the new phase at Eddington meets this requirement for Mid Tech. However, the recent approval granted at Committee for Eddington Phase 2 has sought to provide flexibility employment floorspace for Classe E(g) and sui generis

[6] A428 Black Cat to Caxton Gibbet improvements - National Highways

(Greater Cambridge reference: 25/037456/OUT)[7]. This does not include a full complement of Mid Tech uses, which also comprise B2 and B8 uses.

2.4.14 Therefore, it is not considered that the proposed employment at Eddington meets the criteria set out in the 2025 Report, and it is crucial that alternative provision is made to support these Mid Tech uses. Scotland Park fully complies with Paragraph 7.22 of the 2025 Needs Assessment. It is considered to be an edge of centre location. The Illustrative Masterplan in the Vision Document, locates the Business Hub adjacent to the existing junction (Toft/Hardwick/Dry Drayton) access/egress. Therefore, it is considered to be suitable to support commercial uses, particularly Mid Tech.

2.4.15 Emerging Policy S/CE (Cambridge East) states that it will provide a new city district of approximately 8,000 homes delivered from 2032 and significant employment space, including 20,000sqm (GIA) of B2/B8 space for both Mid Tech and general industrial uses.

2.4.16 As housing is set to be delivered from 2032, it is considered that the earliest employment space could be delivered is also from 2032. It is clear that there is a shortfall in Mid Tech employment space in the early years of the Local Plan. This is acknowledged in the 2025 Report (paragraph 7.22), which states:

"Cambridge East could play a role in meeting Mid Tech but is coming later in the Plan Period, which would not meet shorter term demand"

2.4.17 Therefore, there is a contradiction between the Greater Cambridge Local Plan and the evidence behind it with regard to the immediate need for Mid Tech.

2.4.18 Paragraph 7.22 of the 2025 Report further states that Mid Tech development should ensure enhanced connectivity. Thanks to the provision of the Scotland Farm Sustainable Transport Hub and the proximity of the new settlement to Cambridge, it is considered that the Site adheres to these criteria.

2.4.19 In conclusion, the evidence behind the emerging Local Plan sets out a need for additional employment space to support Mid Tech uses and warehousing and distribution facilities in alternative locations. The 2025 Report provides criteria on the ideal location for a new Mid Tech location. The Site is ideally located to support Greater Cambridge's ambitions to support its knowledge intensive sectors, and it should therefore be allocated for residential-led mixed-use development in future iterations of the Local Plan.

2.5 Emerging Policy S/GB – The Green Belt

2.5.1 There have been no changes to the text surrounding emerging Policy S/GB since the Regulation 18 version of the Local Plan.

[7] 25.03746.OUT and 25.03753.OUT Committee Report Final.pdf

2.5.2 As stated in our client's representations to the Regulation 18 Local Plan, the land to the east of Scotland Farm, although within the new settlement, is located within the Green Belt. The land within the Green Belt equates to approximately 30% of the overall Site. It should therefore be noted that the majority of the Site is not within the Green Belt, although it is acknowledged that the land to the east of Scotland Road is required to support the delivery of both the Scotland Farm Transport Hub and additional development as part of the new settlement.

2.5.3 The new travel hub for C2C is located in Parcel HA2 and the remainder in a huge Outer Area Parcel (OA11), comprising 1,375.13ha.

2.5.4 As the sustainable travel hub is located in Parcel HA2, our client considers that the Site is suitable to support a sustainable new settlement as it benefits from proximity to the sustainable Travel Hub. The Vision Document that accompanied the Regulation 18 representations, set out suitable landscape mitigation to reduce the impact on the wider landscape.

2.5.5 As part of its Regulation 18 representations, our client provided justification that the Site falls within the definition of Grey Belt as set out in national policy, and should, therefore be designated as part of the emerging Local Plan.

2.5.6 The previous 2021 Green Belt Assessment[8] concluded that the Parcels above 'strongly' contributed to purposes to the Green Belt (as set out in Paragraph 148 of the 2024 NPPF), with a focus on the merging of settlements.

2.5.7 In 2026, the Council published an updated Green Belt Assessment[9]. The aim of this assessment was to identify sites that could be considered as Grey Belt.

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

2.5.9 The findings of the July 2026 Green Belt Assessment in relation to Parcels HA2 and OA11 are set out in the table below:

Table 2.1: Conclusions on Parcels HA2, and OA11 – Greater Cambridge Green Belt Assessment (July 2026)

Parcel Ref	Release Scenario	Harm	Purpose D Contribution	Provisional Grey Belt?
HA2	Release of land as an expansion of Hardwick	High	Strong	No

[8] Greater Cambridge Green Belt Assessment
[9] Greater Cambridge Green Belt Assessment

OA11	Expansion of any inset or Green Belt outer edge settlement into the parcel	Very High	Strong	No

2.5.10 Our client however considers that the assessment of land's contribution to the purposes of the Green Belt should be considered on its own merits, rather than assessing significantly sized parcels. Parcel HA2 has already been considered suitable for release as it will accommodate the new sustainable transport hub and therefore, the conclusions set out in the updated 2026 Assessment are considered out of date.

2.5.11 The assessment of Parcel OA11 is therefore inappropriate and the findings are inaccurate. The Vision Document (Appendix 2 of the Regulation 18 representations) provides mitigation that reduces that impact.

2.5.12 Therefore, it is considered that the Site is considered suitable for development as 'Grey Belt' and should be allocated in the emerging Local Plan as it is in accordance with Paragraph 148 of the 2024 NPPF.

2.5.13 As our client considers that the Site falls within the definition of Grey Belt, it has been considered against the criteria set out in Paragraph 155 of the NPPF, which have been carried forward in Policies GB7 and GB8 of the 2026 NPPF, detailed below. It is noted that the criteria below are only relevant to the determination of planning applications. However, it demonstrates the suitability of the Site as a proposed new settlement in the emerging Local Plan.

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

2.5.14 It is considered that the Site would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the Plan. The size of the Green Belt land extends to approximately 120ha and represents 0.5% of the Green Belt when compared with the overall Green Belt (26,090ha) of Cambridge[10]. If the size of the proposed sustainable Travel Hub were to be removed, given that it has already been approved in the TWAO, then the amount of land to be removed to support the sustainable new settlement represents only 0.4% of the Green Belt.

2.5.15 In addition, as stated in the Vision Document, the development of the Site would provide 160ha of public open space, with a large amount within the Green Belt itself. This includes the provision of greenway corridors to the east of the Site. The landscaping mitigates the

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

impact of the development, thereby not undermining the purposes of the remaining Green Belt and contributing positively the overall landscape in accordance with Paragraph 159 of the 2024 NPPF.

2.5.16 As the Site represents just 0.5% of the Green Belt in Greater Cambridge, and only 0.4% if the Sustainable Travel Hub is removed, and the scheme included in the Vision Document already provides measures to minimise effects on the wider Green Belt, it is considered that the development of the Site would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across Greater Cambridge as a whole.

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

2.5.17 As stated above, our client considers that the is a demonstrable need for additional, sustainable new settlements with locational benefits adjacent to approved strategic transport infrastructure.

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

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

2.5.19 As previously stated, the Site incorporates the Scotland Farm Sustainable Transport Hub. The Vision Document also shows how Scotland Park has been designed to be a walkable settlement, comprising linked villages focused on the central Town Centre Hub. The Town Centre hub includes community facilities, such as schools, retail, leisure and health uses.

2.5.20 Therefore, the Site is in accordance with Paragraph 119 of the 2024 NPPF and Policy TR3 in the 2026 NPPF as it is a location which limits the need to travel and can be accessed by sustainable transport modes.

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

2.5.21 The Site's response to the 'Golden Rules' is set out below:

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

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

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

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

b) Necessary improvements to local or national infrastructure

2.5.25 Scotland Park already benefits from high-quality existing infrastructure or infrastructure that has been committed (e.g. its adjacency to the A428 junction, the availability of power supply and drainage, and the future provision of the Scotland Farm Sustainable Transport Hub).

2.5.26 Despite the above, the Vision Document states that the new settlement will provide land for new local infrastructure. Our client would be willing to discuss the requirements in greater detail with a number of stakeholders throughout the Local Plan process, including Greater Cambridge and Cambridgeshire County Council.

2.5.27 It is clear that the development will generate a need for contributions as well as the provision of the land in respect of (inter alia) healthcare, education, employment and skills and transport. Our client is committed to mitigating its impact having regard to the 'tests' set out in the NPPF and CIL Regulations but, as stated, above, is willing to provide the land to support these necessary facilities, such as the schools.

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

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

2.5.29 The Vision Document highlights the importance as providing open space not just to support new residents but residents in nearby settlements.

2.5.30 The Vision Document states that the new settlement is a landscape-led development, creating up to 160 hectares of newly publicly accessible green spaces. The Vision Document also sets out a network of greenway corridors, providing attractive and safe pedestrian routes through the development. The Vision Document further notes that other public open spaces includes sport pitches, community allotments and a community orchard. Therefore, it is clear that the proposed new settlement accords with part c) of the NPPF paragraph 156.

2.5.31 In conclusion, our client considers that significant parts of the Site meet the definition of Grey Belt as set out in national policy and that the Council's strategic parcel-based assessment does not adequately reflect either the approved Scotland Farm Sustainable Transport Hub or the Site's wider role in supporting sustainable growth. The Site benefits from a unique combination of committed strategic transport infrastructure, the ability to deliver a substantial amount of housing, extensive green infrastructure and supporting

community facilities. As such, Scotland Park represents one of the most sustainable and deliverable strategic growth opportunities available to Greater Cambridge. Its allocation would not only make a significant contribution towards meeting housing needs, but would also improve the resilience, flexibility and effectiveness of the emerging Local Plan by providing an additional growth location capable of delivering homes alongside infrastructure at an early stage in the Plan period. Accordingly, Scotland Park should be identified as a proposed allocation within the emerging Local Plan.

3 Conclusion

3.1 Summary

3.1.1 In conclusion, our client considers that the Plan would currently be found unsound at Examination as it is not considered justified or effective when assessed against the relevant tests in the 2024 iteration of the NPPF. In particular, the Plan has failed to adequately consider Scotland Park as a reasonable alternative growth option and places significant reliance on ambitious delivery assumptions associated with a small number of strategic allocations.

3.1.2 The Plan relies on new settlements, which are dependent on large pieces of infrastructure being delivered, such as CSET, which have not yet been approved. Delays to that infrastructure could affect the commencement, phasing and rate of housing delivery. Therefore, the housing trajectory is subject to material delivery risk. In contrast, Scotland Park benefits from the approved C2C scheme and associated Scotland Farm Sustainable Transport Hub, providing a significantly greater degree of certainty regarding the delivery of strategic transport infrastructure and supporting a more resilient approach to housing delivery. Scotland Farm benefits from high quality existing infrastructure, such as its proximity to the A428 junction and power, meaning it can be delivered more quickly.

3.1.3 Our client also has concerns over the deliverability of the new settlements to provide more than 200 dwellings per annum, which is considered a more realistic delivery assumption than set out in the latest Lichfield's start to finish report. Consequently, there is a realistic prospect that housing delivery could fall below the levels assumed within the Council's trajectory.

3.1.4 Therefore, the emerging Local Plan should identify additional sustainable growth opportunities capable of strengthening the resilience and flexibility of the development strategy and providing greater confidence that housing needs can be met throughout the Plan period.

3.1.5 The evidence behind the emerging Local Plan notes that there is a need for additional Mid Tech space, and the focus for logistics is on the A14 corridor. Whilst Eddington will make an important contribution, it remains unclear whether the proposed employment allocations will fully address the identified requirement for Mid Tech floorspace. The Site is ideally located as it is adjacent to the Strategic Road Network and can take advantage of the Scotland Farm Sustainable Transport Hub. Its location means that it can take advantage of the government's emphasis on the Oxford to Cambridge Corridor.

3.1.6 Scotland Park therefore represents a logical location to accommodate additional employment growth, including warehousing and logistics, alongside the delivery of housing and supporting infrastructure. There is already an existing B8 use onsite, which

can act as a catalyst for more commercial growth, which can open up the Site more sustainably.

3.1.7 Our client maintains that the updated Green Belt evidence base does not adequately reflect the site-specific circumstances at Scotland Park, as it considers large Green Belt parcels, rather than assessing the Site on its own merits. In particular, insufficient regard has been had to the approved Scotland Farm Sustainable Transport Hub and the changed planning context arising from the approved C2C scheme. The Site clearly falls within the definition of Grey Belt.

3.1.8 The proposed new settlement, Scotland Park, provides a suitable additional allocation. As it is a new settlement, it will incorporate a range of services and facilities, within walking distance, including primary and secondary schools as well as the Scotland Farm Sustainable Transport Hub. The Site benefits from a unique combination of committed transport infrastructure, substantial housing capacity, employment opportunities, community infrastructure and extensive public open space. As such, it represents one of the most sustainable and deliverable strategic growth opportunities available to Greater Cambridge and would materially strengthen the justification, effectiveness and overall resilience of the emerging Local Plan.

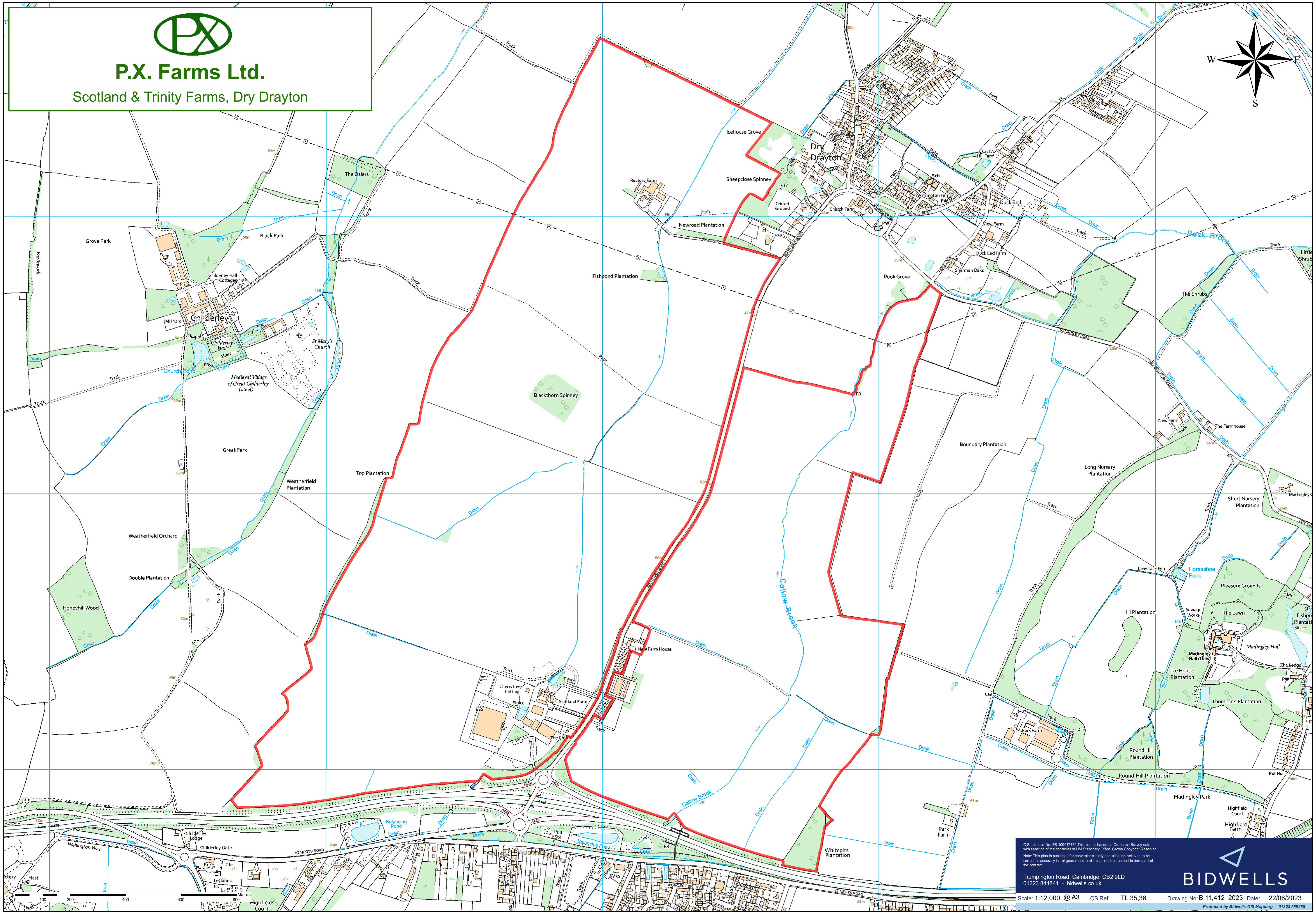
3.1.9 Accordingly, our client requests that the Local Plan is modified to allocate Scotland Park as a strategic mixed-use new settlement, comprising approximately 10,000 homes, employment land, supporting infrastructure, community facilities and extensive public open space, supported by an appropriate site-specific policy and corresponding amendment to the Policies Map. Such an allocation would provide additional flexibility within the development strategy and improve confidence that Greater Cambridge's housing and employment needs can be met throughout the Plan period.

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

Appendix 1 Location Plan

P.X. Farms Ltd.

Scotland & Trinity Farms, Dry Drayton



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Appendix 2 Response to Greater Cambridge Regulation 18 Consultation

Lanpro

4646 – Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire
Representations to Greater Cambridge Local Plan Regualtion 18 Consultation

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire

PX Land Ltd

January 2026

Office Locations

Cambridge
1A Clifton Court, Clifton Road,
Cambridge, CB1 7BN
01223 776740

London
120 Moorgate, London
EC2M 6UR
020 3011 0820

Norwich
Brettingham House, 98 Pottergate,
Norwich, NR2 1EQ
01603 631319

Bath
Newark Works, 2 Foundry Way,
South Quays, Bath,
BA2 3DZ
01225 690119

Manchester
100 Embankment,
Embankment East Tower,
100 Cathedral Approach,
Greater Manchester,
M3 7FB
01617 111740

Edinburgh
1 Lochrin Square,
92-98 Fountainbridge,
Edinburgh, EH3 9QA
01316 000319

York
Stanley Harrison House, The Chocolate Works,
Bishopthorpe Road,
York, YO23 1DE
01904 803800

Issue Sheet

Document Prepared for: PX Land Ltd

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

4646

Prepared by:

Name: Victoria Yeandle

Title: Associate Planner

Date: January 2026

Approved by:

Name: Will Nichols

Title: Regional Director

Date: January 2026

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Appendices

APPENDIX 1 **LOCATION PLAN**

APPENDIX 2 **VISION DOCUMENT**

APPENDIX 3 **PROPOSED HOUSING TRAJECTORY**

1 Introduction

1.1.1 These Regulation 18 representations have been prepared by Lanpro Services Ltd on behalf of PX Land Ltd ('our client'). The representations respond to Greater Cambridge's Regulation 18 draft policies that relate to our client's interests at Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire ('the Site'), which is located within the jurisdiction of South Cambridgeshire District Council. A location plan of the Site is shown at **Appendix 1**. The emerging Greater Cambridge Local Plan is being prepared by Cambridge City Council and South Cambridgeshire District Council ('the Councils').

1.1.2 The Site was submitted as part of the Councils' request for sites, in the 2025 'call for sites' process. The submission was accompanied by a Vision Document (shown at **Appendix 2**). The Vision Document set out how the scheme could deliver a sustainable new settlement of approximately 7,000 new homes, public open space, a neighbourhood and business hub, education facilities and a travel hub.

1.1.3 The 2025 Housing and Economic Land Availability Assessment (HELAA) did not assess the Site (reference: 115570) as it was "*combined with another site*[1]". However, previous consideration of the Site by the Councils confirms that there are concerns about narrowing the gap between the nearby settlement of Hardwick and Dry Drayton, as well as extending the built form into the open countryside towards Bar Hill. The Landscape Officer in the 2023 HELAA stated that the impact on the landscape scored 'red' in the traffic light system despite the mitigation proposed.

1.1.4 However, our client considers that the findings of this previous HELAA statement to be unfounded. The indicative masterplan within the Vision Document (**Appendix 2**) sets out high quality landscape mitigation, which reduces the impact of the development on the wider countryside.

1.2 PX Land Ltd

1.2.1 PX Land Ltd was established in response to the previous Conservative Government's 'Case for Cambridge' proposals to deliver an uplift in housing in the Greater Cambridge Area.

1.2.2 The land is owned and farmed by PX Farms Ltd and is in single ownership, significantly enhancing its deliverability and is free from key constraints. PX Farms Ltd is also an agribusiness and, along with Scotland Farm, has a number of landholdings to the west of Cambridge.

1.2.3 PX Land Ltd is committed to working with Greater Cambridge and other key stakeholders to develop a high quality, sustainable new settlement on the edge of Cambridge. The new

[1] SDGCLPDGCHELAAARDec25.pdf

settlement includes the provision of the Scotland Farm Sustainable Travel Hub, connecting into the Cambourne to Cambridge Busway (C2C).

1.3 Structure of Document

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

- Chapter 1: Introduction – This Chapter sets out the introduction to these representations and provides details of our client, PX Land Ltd, the developer.
- Chapter 2: Site context – This Chapter sets out the site context for the Site and demonstrates why the Site should be allocated for development in the Councils' emerging Local Plan.
- Chapter 3: Response to consultation – This Chapter provides a response to the draft policies that are considered relevant to the Site.
- Chapter 4: Conclusion – This Chapter concludes these representations.

2 Site Context

2.1 Site Context

2.1.1 The Site extends to approximately 400 hectares. It is situated to the north of the A428 Trunk Road. The Site currently comprises agricultural fields and agricultural buildings within the ownership of the landowner (our client).

2.1.2 The Site is located to the south of Dry Drayton Road and to the north of Hardwick, across the A428 Trunk Road. The Site is dissected by Scotland Road, which runs from the A428 Trunk Road to Dry Drayton.

2.1.3 The Site is located within Flood Zone 1, although there are pockets of land within Flood Zone 3 to the north of the Site. Areas around Callow Brook to the east of the Site are at low risk from surface water flooding. Throughout the Site there are footpaths, linking Hardwick to Dry Drayton and a bridleway from Scotland Road to Childerley Hall.

2.1.4 There are a number of Listed Buildings within Dry Drayton. In addition, the Site is located approximately 500m to the west of the Grade II Registered Parks and Gardens (Madingley Hall). The Site is also located approximately 2km to the north-west of the nearest environmental designation, the Madingley Wood Site of Special Scientific Interest (SSSI).

2.1.5 The eastern portion of the Site, to the east of Scotland Road, is located within the Cambridge Green Belt. However, in total 70% of the Site is located outside the Green Belt.

2.2 Cambourne to Cambridge Busway (C2C)

2.2.1 In November 2024, the Greater Cambridge Partnership applied for a Transport and Work Act Order to the Department of Transport for a new busway, travel hub and path, linking Cambourne to Cambridge, known as C2C.

2.2.2 In November 2025, the Public Inquiry for C2C closed. The Inspectors are now writing to the Secretary of State for Transport, who will make the final decision on whether to approve C2C.

2.2.3 The latest Greater Cambridge Partnership Executive Board Meeting in November 2025 provided an update as to the status of C2C. Appendix 1 of Quarterly Progress Report anticipates that forecast completion date for C2C is 2027[2].

2.2.4 The travel hub is proposed at Scotland Farm, as shown by the Proposed Site Plan below, which is located in the Cambridge Green Belt and within the site boundary of Scotland Park:

[2] Document.ashx

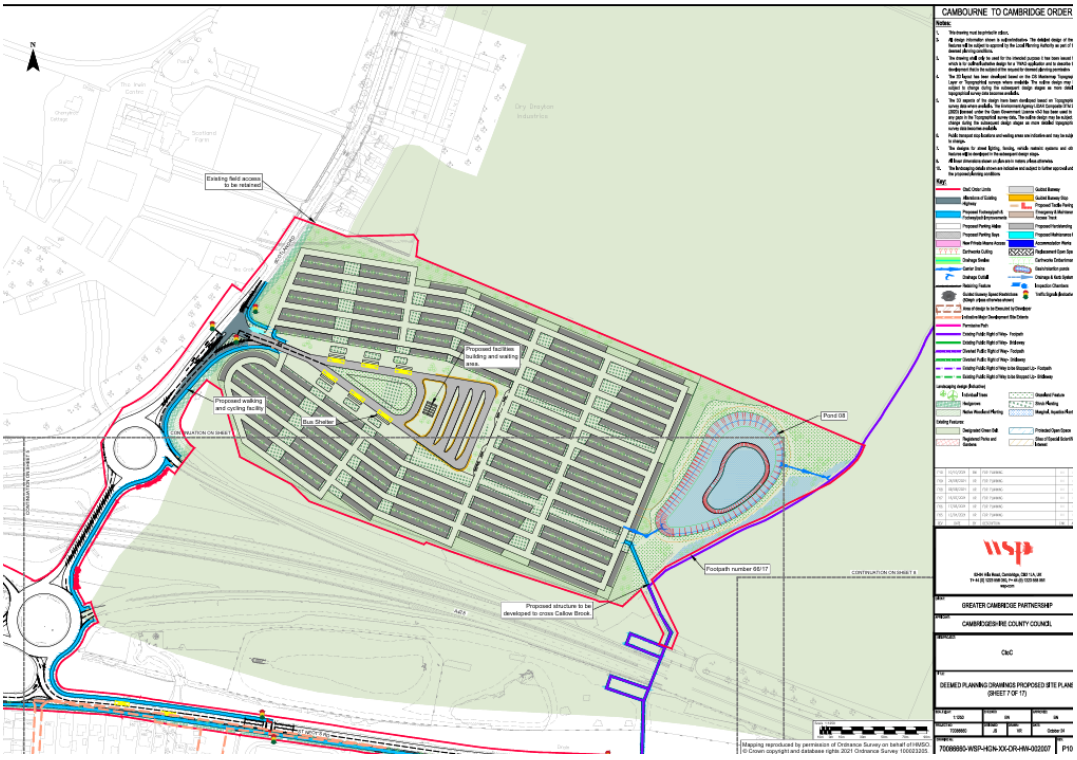


Figure 2.1: Proposed Site Plan of Scotland Farm (reference: 70086660-WSP-HGN-XX-DR-HW-002 Rev P10 – Cambourne to Cambridge Busway Application Submission)

2.2.5 The proposed route was selected to provide services for existing and proposed new settlements, such as Bourn Airfield and West Cambridge. Scotland Farm was chosen as the appropriate location for a Travel Hub given its easy access to the A428 and its low environmental sensitivity, despite it being located in the Cambridge Green Belt. The Travel Hub has been designed to accommodate 2,000 car parking spaces, 300 cycle parking spaces and other facilities, such a building and specialised LED lighting. Once completed, it is anticipated that there will be buses every 10 minutes from Cambourne to Cambridge. These could be extended to Cambourne railway station if East West Rail is delivered.

2.2.6 Given that the proposed travel hub is situated on PX Farms land, it is logical that a new settlement takes advantage of this proposed sustainable transport access. This is highlighted in the Vision Document, which is at **Appendix 2**.

3 Response to Consultation

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

3.2 Draft Policy S/JH – New Homes and Jobs

3.2.1 This draft policy sets out the proposed housing growth for the Councils across the emerging Plan Period. It seeks to provide a minimum of 48,195 new homes of all mixes and tenures.

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

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

3.2.4 However, our client considers that there may be potential for additional growth across Greater Cambridge. Both the previous and the current Governments recognised the potential of Cambridge to support national growth. The Government has set up the Cambridge Growth Company whose job is to work with local stakeholders to deliver "*high quality sustainable growth in Cambridge and its environs*[3]."

3.2.5 Therefore, our client considers that that there is potential for additional growth to support the ambitions of the Cambridge Growth Company and, by extension, the Government.

3.2.6 The Site is perfectly positioned to support both the existing to support both the existing growth set out in the emerging Local Plan and any additional growth that is supported by the Cambridge Growth Company through the provision of a sustainable new settlement which benefits from the Scotland Farm Sustainable Transport Hub.

3.3 Draft Policy S/DS: Development Strategy

3.3.1 The Development Strategy of the draft Local Plan is reliant on high levels of housing delivery in major strategy settlements, which have no infrastructure, particularly sustainable transport infrastructure, that the risk that housing need is not met is excessively high and the draft Local Plan is therefore unsound.

[3] About the Cambridge Growth Company

3.3.2 The Councils are distributing 44% of growth across the Plan Period in new settlements and 29% in major sites on the edge of Cambridge, which are similar to new settlements (Figure 12 of the Local Plan).

3.3.3 The table below sets out the distribution of growth during the Plan Period across these new settlements and whether these have planning permission. **Appendix 3** sets out the proposed housing trajectory of the new settlements, which do not currently have extant consent during the emerging Local Plan timeframe.

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

Settlement	Number of homes to be delivered in Plan Period	Total number of dwellings	Extant permission	Percentage of homes delivered during Plan Period
Northstowe*[4]	6,229	10,107	Yes	62%
Waterbeach New Town*	5,727	11,531	Yes	50%
Bourn Airfield	3,500	3,500	Yes	100%
Cambridge East	3,950	8,000	No	49%
Cambourne North	2,550	13,000	No	20%
Grange Farm New Settlement	2,550	6,000	No	43%

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

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

- North East Cambridge,
- Cambridge East,
- Cambourne North; and

[4] greater-cambridge-housing-trajectory-and-housing-land-supply-report-2025.pdf

- Grange Farm.

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

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

3.3.7 Since then, there has been no public reporting or statements setting out when Marshall Group intends to vacate the Site. Therefore, our client questions whether the emerging Local Plan can be reliant on these dwellings during the Local Plan period. Our client also notes that significant investment in infrastructure required to support this new settlement, particularly on sustainable transport. The Site benefits from the Scotland Farm Sustainable Travel Hub supporting C2C, which is due to be completed in 2027.

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

3.3.9 Our client acknowledges that in June 2025, as part of the spending review, the Government committed a further £2.5 billion for the continued delivery of East West Rail. This Government is fully committed to the delivery of East West Rail but there are no guarantees that a future government would be as committed. As C2C has received funding and is awaiting a decision by the Secretary of State for Transport, Scotland Park is considered a more sustainable location for development as it will take advantage of the Scotland Farm Travel Hub.

3.3.10 Regarding Grange Farm, our client is concerned that there is not sufficient infrastructure to deliver this Site, particularly as this will be a sustainable new town, located at the heart of the Rural Southern Cluster. There is no existing or confirmed infrastructure at the proposed new settlement.

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

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

3.3.13 There is also a discrepancy between the number in the Housing Trajectory provided by the Councils (up to 300 dwellings in 2040) and only 275 dwellings in the Housing Deliverability

[5] https://www.bbc.co.uk/news/articles/c62l6gnvdyqo

Paper, produced by the promoters of Grange Farm[6]. Therefore, our client has concerns that the Council will be able to deliver that number of dwellings across the Plan Period.

3.3.14 In total, as set out in Figure 12 of the emerging Local Plan, new settlements and edge of Cambridge sites will provide 73% of the total housing supply. Given the timings set out in the Lichfields 'Start to Finish[7]' report, there is a severe risk of delay in delivering a significant number of Greater Cambridge's housing sites, which will mean that the Councils will not be able to meet their housing needs across the Plan Period.

3.3.15 Paragraph 77 of the NPPF (2024) states:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and support by the necessary infrastructure and facilities (including a genuine choice of transport modes)".

3.3.16 As the Site includes the location of the Scotland Farm Sustainable Travel Hub, it is considered to meet the definition set out in the NPPF above. Indeed, it has a significant advantage over the new settlements that are proposed in the emerging Local Plan. Therefore, our client considers that this settlement should be included instead of the other settlements, particularly Cambridge East, Cambourne North and Grange Farm.

3.3.17 The Site is one landowner so is available immediately on the adoption of the new Local Plan. It can take advantage of the sustainable Travel Hub that is being provided for C2C and can, therefore, be delivered more quickly than other proposed new settlements.

3.3.18 It should be noted that the Councils' housing trajectory is also reliant on the new settlements delivering 350 dwellings per annum. This is equivalent to seven plots delivering 50 dwellings per annum by several housebuilders.

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

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

Site Name	No of Dwellings	No of Years of Delivery	Average Delivery (rounded)
Former Alconbury Weald, Huntingdon	5,000	2	208
Priors Hall, Northamptonshire	5,200	11	135
North West Preston	5,300	8	290

[6] https://oc2.greatercambridgeplanning.org/form/59401
[7] start-to-finish-3_how-quickly-do-large-scale-housing-sites-deliver.pdf

East Kettering SUE	5,500	6	133
Sherford, South Hams	5,500	7	119
South Ashford Garden Community	5,750	2	75
Houlton (Rugby Radio Station)	6,200	3	139
The Hamptons (Peterborough)	6,320	25	224
Ebbsfleet	15,000	14	255

3.3.20 Therefore, the table above demonstrates that none of these new settlements achieved, on average, 350 dwellings per annum. Therefore, our client considers that a more accurate figure is 200 dwellings per annum. It is anticipated that the Site can achieve 200 dwellings per annum once the infrastructure is established. It is also anticipated that the Site can reach this at a quicker period than the proposed new settlement allocations that do not have existing planning consent. This is because the Site will already include the sustainable transport hub for C2C which is due to be completed in 2027.

3.3.21 The Site, as a sustainable new settlement, can form part of an improved development strategy, which reduces the number of the proposed new settlements and increase the number of smaller sites in more rural areas. This will ensure that that a plan-led system can be successfully implemented and delivered across the Plan Period to reduce the risk of the Council not being able to meet its housing needs, thereby attracting speculative development and making the Plan 'unsound' as per paragraph 36 of the NPPF, 2024.

3.4 Policy S/GB – The Cambridge Green Belt

3.4.1 This draft policy seeks to maintain the Green Belt around Cambridge, with specific purposes to preserve the unique character of Cambridge. It adds that new development in the Green Belt will only be approved in accordance with the NPPF.

3.4.2 The land to the east of Scotland Farm within the Site, is located within the Green Belt, equating to approximately 30% of the Site. The proposed travel hub is located in Parcel HA2[8]. The Green Belt Assessment (2021) states the parcel, overall makes a high contribution to the specific purposes of the Cambridge Green Belt. However, our client considers that this overall score does not reflect the scores that were given for the specific Cambridge purposes. The Assessment acknowledges that the Site makes limited/no contribution to Cambridge Purpose 1 (preserve the unique character of Cambridge). It adds that it has a 'moderate' score to Cambridge Purpose 2 (maintain and enhance the quality of Cambridge's setting) and Cambridge Purpose 3 (prevent

[8] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR8ED3~1.PDF

communities from merging). Our client notes that despite this score, the Sustainable Travel Hub at C2C is set to be located in this parcel. Therefore, as it is considered suitable for significant infrastructure development, our client considers that the Site is suitable to support a sustainable new settlement so that it benefits from proximity to the proposed Sustainable Travel Hub. The Vision Document (at **Appendix 2**) sets out suitable landscape mitigation to reduce the impact on the wider landscape.

3.4.3 The 2024 NPPF defines grey belt as:

"Land in the Green Belt comprising …any other land that, in either case, does not strongly contribute to any purposes a), b) or d) in paragraph 143."

3.4.4 The analysis of the Cambridge Green Belt Assessment confirms that the Site only contributes 'moderate' purpose to Cambridge Purposes 2 and 3. Therefore, our client considers that the Site can be designated as grey belt and paragraph 155 applies.

3.4.5 Paragraph 155 states that grey belt development is not considered inappropriate if there is a demonstrable unmet need for the type of development proposed. The Site can help meet the housing need that is required in a sustainable settlement, which replaces the ones that have been provisionally allocated. The paragraph adds that development is not inappropriate if it is in a sustainable location. As the Site is adjacent to the proposed Sustainable Travel Hub, then it is considered a suitable location.

3.4.6 The paragraph adds that development is not inappropriate when it meets the 'Golden Rules' requirements: affordable housing targets, necessary improvements to local or national infrastructure and the provision of new or improvements to existing green spaces.

3.4.7 The Vision Document (at **Appendix 2**) sets out how the Site can achieve the principles set out in the 'Golden Rules'. Therefore, our client considers that the Site is suitable for a sustainable new settlement.

3.4.8 In addition, our client considers that the high score set out in the Green Belt Assessment (2021) is unjustified given Government guidance. The Assessment states that the removal of this Parcel from the Green Belt would reduce the settlement gap between Hardwick and Dry Drayton and Hardwick and Madingley. Paragraph 005 of the Green Belt Planning Practice Guidance (PPG) (reference ID: 64-005-20250225)[9] makes it clear that Purpose B of the NPPF (prevents neighbouring towns from merging into one another) specifically highlights that this purpose relates to the merging of towns not villages.

3.4.9 The emerging Local Plan designates Dry Drayton and Hardwick as Group Villages and Madingley as an Infill Village (draft Policy S/SH – Settlement Hierarchy). Therefore, the findings of the Green Belt Assessment are not valid, and the Site should be considered suitable for development.

[9] Green Belt - GOV.UK

3.4.10 Parcel OA11[10] is located to the north of parcel HA2. This parcel comprises 1,375.13 hectares. It comprises land north of the chain of villages along the B1046. It concludes that this Parcel constitutes a 'very high' contribution to the purposes of the Green Belt.

3.4.11 Our client considers that, as the Site only forms a tiny fraction of the overall parcel, the findings of the Cambridge Green Belt Assessment are not accurate. The Vision Document (**Appendix 2**) provides mitigation that reduces the impact, particularly in relation to Cambridge Purpose 3 (prevent communities in the environs of Cambridge from merging into one another).

3.4.12 Therefore, our client considers that the Site is considered suitable for development as one parcel (HA2) meets the definitions of 'grey belt' as set out in the 2024 NPPF. Parcel OA11 is too large so the findings of the assessment are not accurate. The Vision Document includes an Illustrative Masterplan, which sets out how the sustainable new settlement can come forward, while reducing the impact on the remaining Green Belt.

3.4.13 Therefore, our client advises that a more detailed Green Belt Assessment is undertaken by the Councils which considers the Site in isolation and against the definition of the 'grey belt' in line with the 2024 NPPF. By undertaking this assessment, it will be demonstrated that the Site can be a suitable location for a sustainable settlement. It is noted that part of the Green Belt can be released to support the Scotland Farm Transport Hub. Therefore, the Councils should release the additional land to accommodate the entire sustainable new settlement. Our client would like to reiterate that the majority of the Site is not within the Green Belt but acknowledges that land to the east of Scotland Road is required to support the delivery of both the Scotland Farm Transport Hub to ensure that the size of the Site constitutes a sustainable new settlement.

3.5 Draft Policy BG/BG – Improving Biodiversity

3.5.1 Our client notes this policy and would like to direct the Council's attention to the Planning Practice Guidance on Biodiversity Net Gain.

3.5.2 Paragraph 006 of the Planning Practice Guidance (Reference ID: 74-006-20240214)[11] states:

"Plan-makers should not seek a higher percentage than the statutory objection of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified."

3.5.3 Therefore, our client requests that the paragraph referring to a minimum of 20% biodiversity net gain being provided on major development in Greater Cambridge should be removed so that it is in line with the Government's Planning Practice Guidance.

3.5.4 Despite this, the Vision Document (**Appendix 2**) demonstrates that the Site can seek to provide over 20% biodiversity net gain, which would help support the Councils' ambitions

[10] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR044A~1.PDF
[11] Biodiversity net gain - GOV.UK

to improve biodiversity, despite the Government's guidance for only 10% biodiversity net gain.

4 Conclusion

4.1.1 In conclusion, our client is continuing to promote the Site (Scotland Park) for a new settlement of 7,000 homes that was previously submitted as part of the 2025 'call for sites'. This is shown on the Location Plan at **Appendix 1**.

4.1.2 The Site should come forward instead of a number of other proposed new settlements that have been put forward in the emerging Local Plan. The Site will benefit from the Sustainable Travel Hub at Scotland Farm that will be used by C2C that is due to be completed by 2027, unlike the majority of other proposed settlements that have no confirmed sustainable transport system.

4.1.3 The Vision Document at **Appendix 2** sets out how the scheme can integrate the Sustainable Transport Hub as well as providing a high quality new settlement with a number of other services and facilities, including education, sports, community, commercial, retail and leisure.

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

4.1.5 Our client considers that there are fundamental issues with the distribution of housing across the Plan Period. There appears to be an overreliance on the delivery of new settlement sites that are larger than 2,000 dwellings but which have no confirmed infrastructure with a particular focus on sustainable transport. The Site will be adjacent to the Sustainable Transport Hub at C2C (due to be completed in 2027) and, therefore, is considered preferable to the settlements that are in the emerging Local Plan.

4.1.6 Therefore, our client considers that there should be a decrease in the number of proposed settlements but that the emerging Local Plan should include the new settlement at Scotland Farm. There should also be an increase in the number of dwellings allocated in other settlements, making sure that the Councils can maintain their five-year housing land supply requirement throughout the entire Plan Period.

4.1.7 Our client considers that the findings of the Green Belt Assessment are not considered accurate. Parcel HA2 does not strongly contribute to the purposes of the Green Belt and therefore, can be designated as 'grey belt'. In addition, the Green Belt Assessment (2021) does not follow the latest PPG on Green Belt.

4.1.8 Parcel OA11 to the north of Parcel HA2 is an extensive parcel, so the findings are not considered accurate. Therefore, our client advises that the Council undertake an additional assessment to consider the sites and determine whether they constitute 'grey belt'. It should also be noted that the proposed Scotland Farm Transport Hub is located within the Green Belt. Therefore, the Local Plan should take advantage of this new

sustainable transport infrastructure by allocating the Site for a sustainable settlement. Although our client reiterates that only 30% of the Site is actually within the Green Belt.

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

4.2 Overview

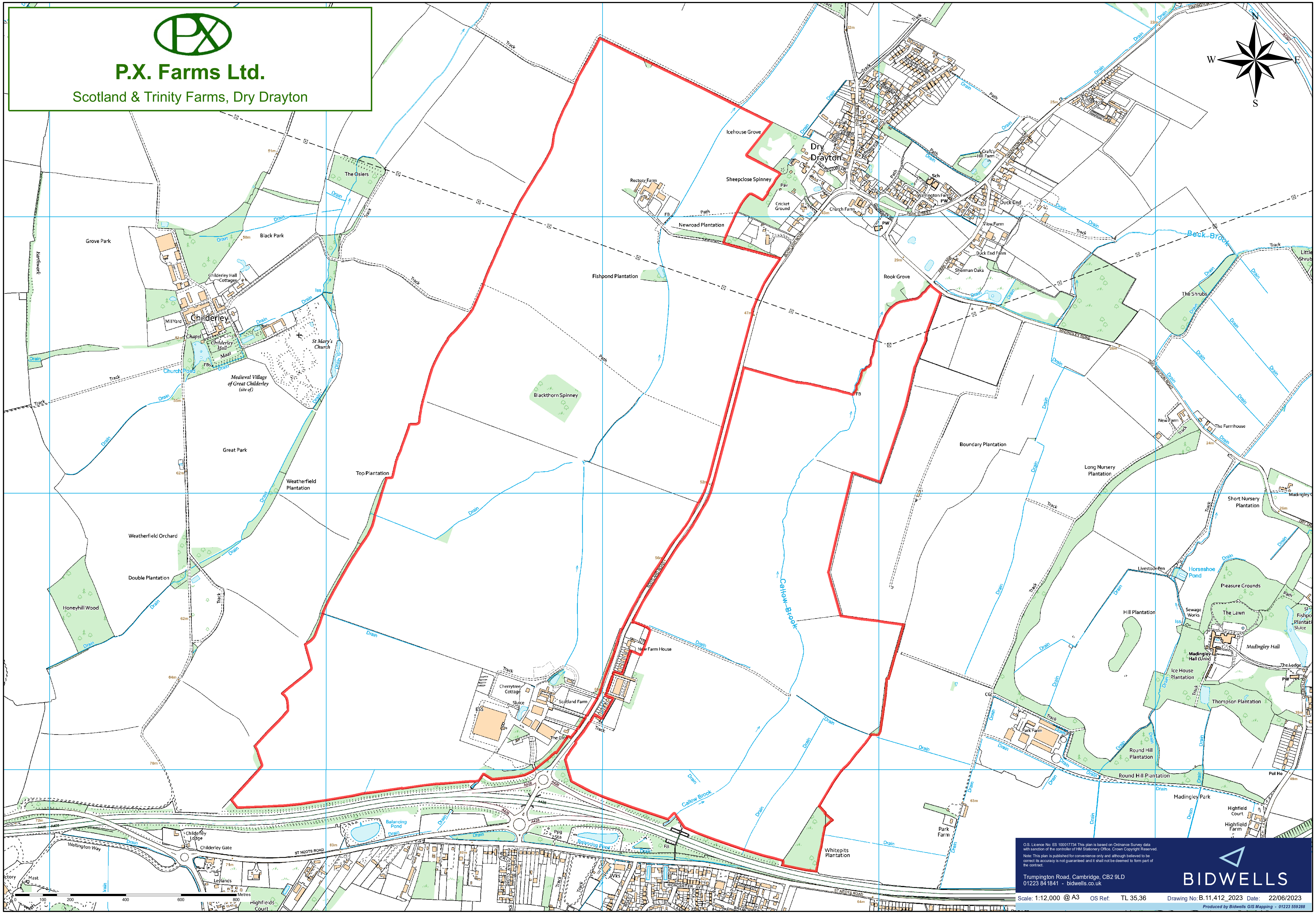
4.2.1 The Site can come forward as the one true sustainable new settlement as it benefits from the Sustainable Travel Hub that is being provided as part of C2C, unlike the other proposed new settlements at Cambridge East, Cambourne North and Grange Farm. This is in line with paragraph 77 of the NPPF.

4.2.2 The Site can be considered 'grey belt' and therefore suitable for development. The findings of the Green Belt Assessment are not considered accurate and should be re-visited when considering future iterations of the new Local Plan.

4.2.3 Alongside the provision of smaller and medium sized housing sites, the Site will reduce the risk of the Council not meeting its five-year housing land supply targets, meaning that the Plan would be out of date. This would increase the risk of speculative development coming forward as a consequence.

4.2.4 Our client would be pleased to work constructively with the Council about this Site throughout the drafting of the Local Plan.

Appendix 1 Location Plan


P.X. Farms Ltd.
Scotland & Trinity Farms, Dry Drayton
Dry Drayton
Childerley
Icehouse Grove
Sheepclose Spinney
Rectory Farm
Newroad Plantation
Fishpond Plantation
Rook Grove
The Osiers
Black Park
Grove Park
Great Park
Blackthorn Spinney
Top Plantation
Weatherfield Plantation
Weatherfield Orchard
Double Plantation
Honeyhill Wood
St Mary's Church
Medieval Village of Great Childerley (site of)
Church Pond
Cherrytree Cottage
Scotland Farm
New Farm House
Callow Brook
Beck Brook
Boundary Plantation
Long Nursery Plantation
Short Nursery Plantation
Hill Plantation
Horseshoe Pond
Pleasure Grounds
The Lawn
Madingley Hall
Ice House Plantation
Thompson Plantation
Round Hill Plantation
Madingley Park
Park Farm
Whitepits Plantation
Highfield Farm
Childerley Gate
The Shrubs
New Farm
The Farmhouse
Duck End
Duck End Farm
View Farm
Church Farm
Cricket Ground
Crafts Hill Farm
ST NEOTS ROAD
A428
Balancing Pond
Track
Drain
Path
N
S
E
W
Metres
0
100
200
400
600
800
Trumpington Road, Cambridge, CB2 9LD
01223 841841 - bidwells.co.uk
BIDWELLS
Scale: 1:12,000 @ A3
OS Ref: TL 35,36
Drawing No: B.11,412_2023
Date: 22/06/2023
Produced by Bidwells GIS Mapping - 01223 559288

Lanpro

Appendix 2 Vision Document

SCOTLAND PARK

A New Sustainable Community for Cambridge and Homes for All

July 2024

A Masterplan Vision

P.X. Land Ltd

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Document prepared by

Lanpro

1A Clifton Court
Clifton Road
Cambridge
CB1 7BN

Contact:
James Rennie
Director - Head of Lanpro Design Studio

FINAL VERSION (v3)

FOREWORD

PX Land Ltd is a local landowner and agribusiness with a number of landholdings to the west of Cambridge including Scotland Park, Caucote Hill, Bourn and Trinity Farm. Scotland Park is very well placed to deliver the vision and aims of the Cambridge Delivery Group. The site benefits from being owned by a single landowner, which significantly enhances its deliverability and the site is free from constraints.

PX Land Ltd welcomes the bold vision set out in the recently published 'The Case for Cambridge' and the vital importance of helping facilitate the continuing economic growth of Greater Cambridge. While Cambridge has grown in recent years, this continued success cannot be taken for granted. Significant challenges like the lack of housing and research space risk preventing Cambridge from reaching its full economic potential. Our vision aims to help address these challenges through the creation of a new residential-led mixed-use sustainable community closly linked to West Cambridge and the life science cluster south of Cambridge and connected by high-quality public transport and a comprehensive network of active travel opportunities, providing a green infrastructure and new enhanced wildlife habitats.

We believe Scotland Park can play a key role in delivering much needed new homes and jobs in a location that is very well connected to existing and proposed transport infrastructure. Along with Cambourne and Bourn Airfield, Scotland Park can provide a high-quality new community located in very close proximity to the west of Cambridge, and benefitting from world class public transport, while protecting the parts of the Green Belt that contribute most to protecting the setting of the historic city of Cambridge.

PX Land Ltd would be delighted to work constructively with the Cambridge Delivery Group in bringing forward the delivery of a high-quality new community drawing on the best design principles and creating a new liveable quarter for Cambridge.

James Peck
Managing Director



OUR VISION

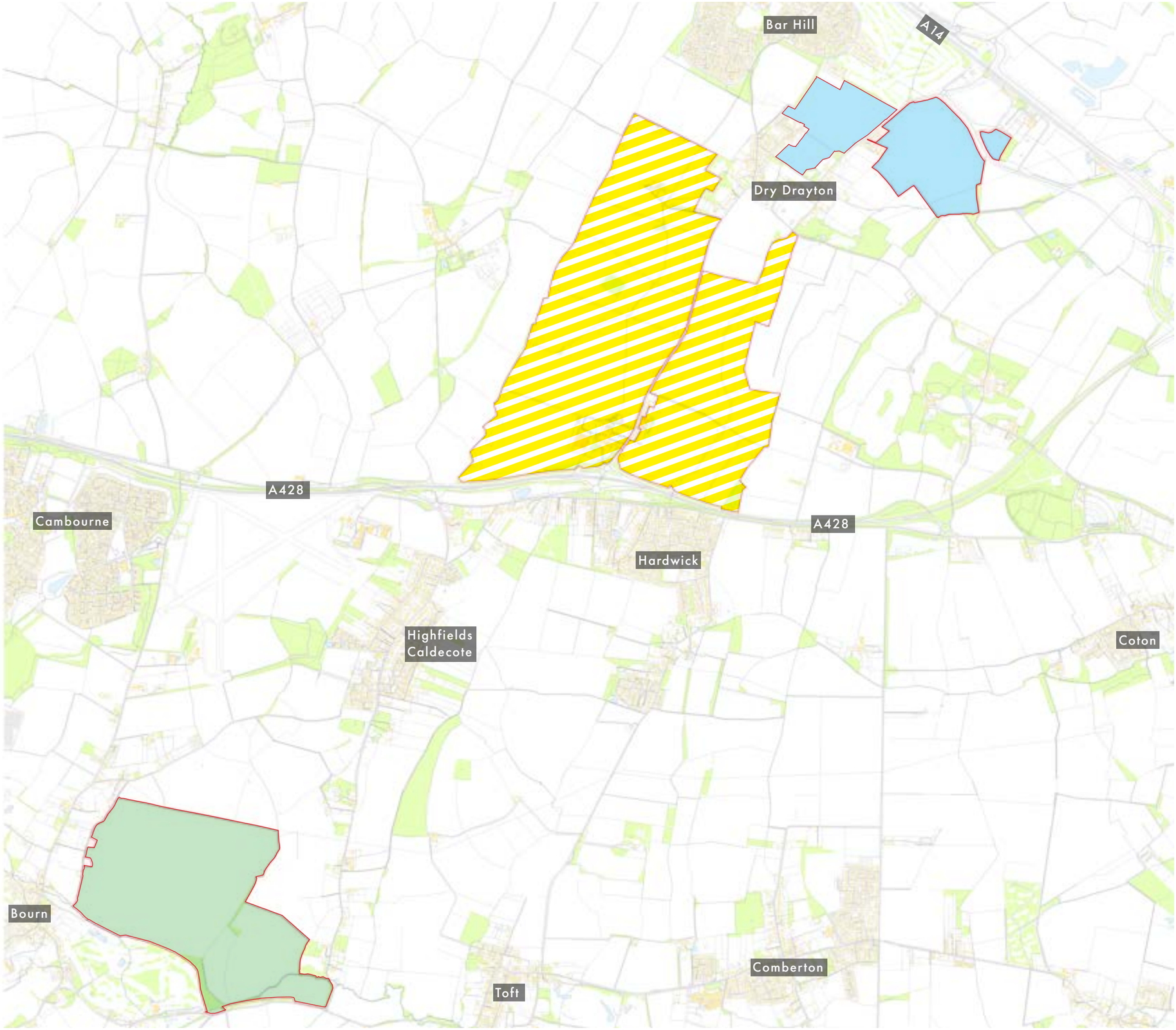
A new resident-led mixed-use sustainable community of at least 10,000 homes, closely linked to West Cambridge, connected by high quality public transport and active travel, and providing a network of green infrastructure and new wildlife habitats.

LAND OWNERSHIP

PX Farms Ltd currently owns and farms significant landholdings to the west of Cambridge, at Scotland Farm (the proposed location of the Scotland Park proposal set out in this vision document), as well as farmland at Caucote Hill Farm, Bourn, and Trinity Farm, to the east of Dry Drayton and south-west of the A14 Trunk Road.

The landownership is illustrated on the plan opposite, showing the land parcels within the control of PX Farms Ltd, which could also come forward for other development or to provide mitigation.

PX Land Ltd has been set up as a company to deliver the Vision for Scotland Park set out in this document.



Scotland Farm
(Scotland Park proposal)

Trinity Farm, Dry Drayton

Caucote Hill Farm, Bourn

Land Ownership Plan

THE PROPOSAL

Scotland Park covers an area of approximately 400 hectares and has the potential to deliver at least 10,000 new homes. The scale of the proposal means that Scotland Park has the space to deliver the range and scale of infrastructure, services and facilities that are needed to support this level of new housing and population and to create a truly sustainable new community.

A summary of the initial high-level quantum and disposition of the Scotland Park proposal are provided here. Further details and information of the proposed development are provided through this document.

Scotland Park in numbers:

400 HA - TOTAL SITE AREA

175 HA - Residential Development

160 HA - Public Open Space

10 HA - Town Centre Hub

9 HA - Travel Hub and Park & Ride Site

26 HA - Business Hub

20 HA - Education (1No Secondary School / up to 4No Primary Schools)

All areas are approximate only and subject to possible change as the masterplan evolves.



Land Use Plan

GOVERNMENT OBJECTIVES:
The Case for Cambridge

On 24th July 2023 the Secretary of State for Levelling Up, Housing & Communities announced plans that involved "supercharging Europe's science capital" – meaning Cambridge could see huge new development by 2040. It was recently reported that the housing secretary was drawing up proposals for the city and surrounding area that could see an additional 150,000 homes built.

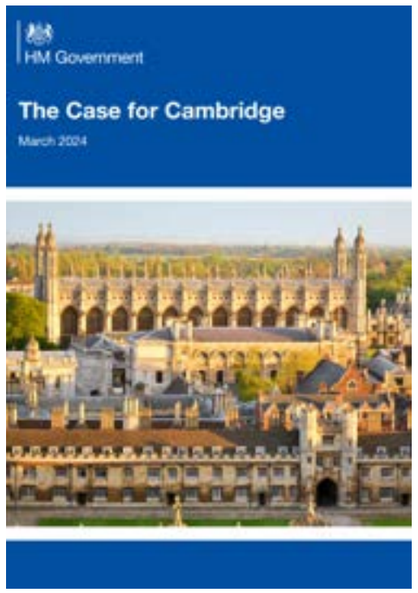
It is clear that there are numerous benefits that stem from agglomeration and this matters to research-intensive cities like Cambridge both in terms of academia and industry. Currently we are aware that many of the city's world class businesses and research institutes are struggling to expand due to a shortage of office and laboratory space. In addition, Cambridge has an acute need for more housing and supply has not kept up with demand making the city and many of the surrounding areas increasingly unaffordable for most.

Scotland Park seeks to play a significant contribution to meeting the Chair of the Cambridge Delivery Group, Peter Freeman CBE's vision that *'Cambridge in 2050 should be an exemplar for placemaking, combining good design, sustainable transport, new employment and housing that benefits everyone'.*

The Government recognises that the 'potential contribution Cambridge could make to the UK economy is significant'. It predicts that *'Illustrative growth scenarios show that if 150,000 new homes are built by 2050, which could increase the population and number of economic residents, there is potential to add approximately £6.4billion to the economy'.*

The Case for Cambridge notes that *'As a home to global leading research clusters, demand for specialist skills is very high'* and that *'Cambridge has the highest share of graduates of all cities in the UK'.* It also has *'the highest share of qualifiers in science, technology, engineering and mathematics (STEM) subjects'.*

However, it also recognises that *'the rates of economic and population growth seen in Cambridge to date cannot continue within the current city boundaries. Without intervention, residents may more often experience the downsides of living in an economically constrained city, including unaffordable housing supply. Indeed, the city's affordability ratio has reached 12.7 (median house prices in years of median salary, far higher and therefore less affordable than the English average of 8.4, and most other major cities which range from approximately 5 to 9'.*



LOCAL PLAN CONTEXT

In March 2024, the Greater Cambridge Shared Planning Service published an update to the timetable for the preparation of its new Greater Cambridge Local Plan. This is a key planning document which would ensure that growth in Cambridge and South Cambridgeshire is delivered in a sustainable way for people and the environment.

Councils are required to maintain up-to-date timelines for their plan-making processes. As the existing timetable for the Local Plan can no longer be met, owing to multiple external factors which need to be addressed before it can be completed, the timetable update sets out the planning service's best estimate for the Local Plan's next steps. This is now likely to take into account some of the points raised in the Government's recent publication of the Case for Cambridge

Both councils have existing Local Plans which were adopted (individually) in 2018. Work on the emerging Greater Cambridge Local Plan – the first joint Local Plan for Cambridge and South Cambridgeshire – has been ongoing since 2019, with public consultations taking place in 2020, and late 2021, ahead of both councils agreeing the 'Development Strategy Update' in early 2023. Current evidence in the emerging Greater Cambridge Local Plan identifies a need for a further 14,500 homes between 2020 and 2041, in addition to the 37,200 homes already provided for by the 2018 Plans, reflecting jobs forecast for the area.

Factors affecting the progress of the Local Plan include uncertainty about:

Water supply: an issue which the Greater Cambridge Planning Service warned in January 2023 could delay existing plans for housebuilding if not addressed by Government. Government has now established a Cambridge Water Scarcity Group and allocated funding to help address the issue, but work is in the early stages
Transport: next steps to enable a sustainable transport strategy that can support the Plan, addressing issues raised by the decision by the Greater Cambridge Partnership not to take forward the Making Connections proposal and to pause the Cambridge South East Transport Scheme. Local partners now need to collaborate to address these issues via the forthcoming Greater Cambridge Transport Strategy

Waste Water Treatment Plant: Anglian Water's Development Consent Order process to seek to relocate its Waste Water Treatment Plant is ongoing, with a decision due towards the end of 2024. If approved, this would unlock land for a new North East Cambridge development which would be a major site in the emerging Plan

National planning reforms: expected to be introduced in autumn 2024. While the intention of the reforms is to speed-up plan making, GCSP planners do not yet know what additional work may be required to update work already done as part of the emerging Plan, in order to meet new requirements. Overall, the reforms may not impact the timeline, but planners cannot be certain at this stage.

PX Land Ltd recognises the important role the GCSPS has in delivering The Case for Cambridge and looks forward to engaging proactively and constructively to deliver a shared vision for the area.

THE RIGHT LOCATION

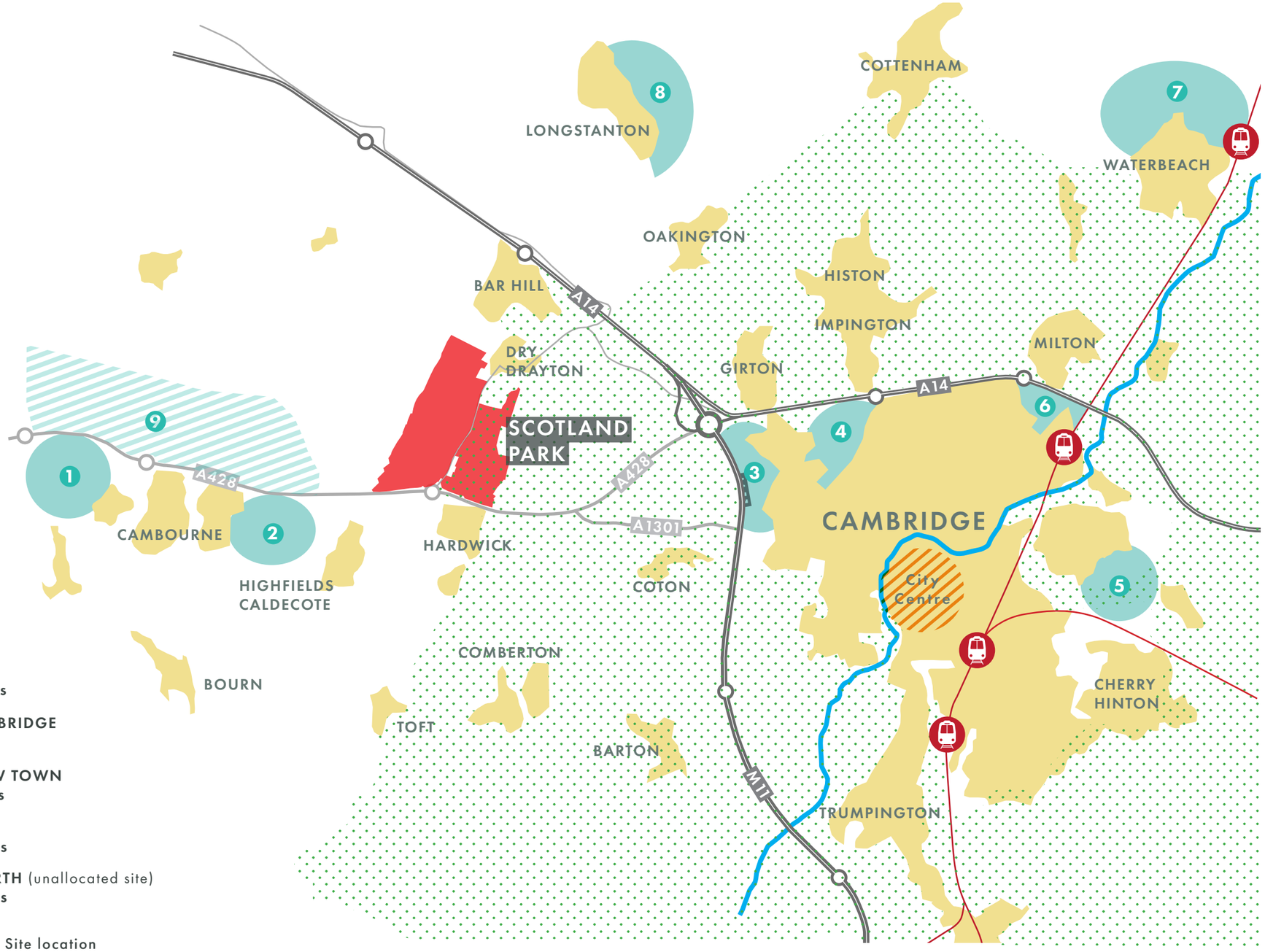
Scotland Park offers a unique opportunity to provide a highly sustainable mixed use settlement of over 10,000 dwellings to the west of Cambridge on the edge of the Green Belt and very well placed to provide excellent connectivity to jobs and opportunities.

Scotland Park seeks to deliver a housing-led development to support the huge growth aspirations set out in the Government's recently published document: 'The Case for Cambridge'.

Scotland Park is very well related to existing and proposed transport infrastructure, with direct access on the A428 Trunk Road, as well as a proposed new Travel Hub/Park & Ride immediately north-east of the junction with the A428 linking directly into the proposed Cambridge to Cambourne (C2C) Busway proposals, which will directly link the site to the expanding Cambridge University West Cambridge site and Cambridge city centre, as well as providing westward connections to Cambourne and the proposed new railway station at Cambourne.

- **SCOTLAND PARK**
  10,000 New Homes
- **GREEN BELT**

1. **CAMBOURNE WEST**
   2,500 New Homes
2. **BOURN AIRFIELD**
   3,500 New Homes
3. **EDINGTON**
   3,000 New Homes
4. **DARWIN GREEN**
   2,800 New Homes
5. **CAMBRIDGE EAST**
   12,000 New Homes
6. **NORTH EAST CAMBRIDGE**
   8,500 New Homes
7. **WATERBEACH NEW TOWN**
   11,000 New Homes
8. **NORTHSTOWE**
   10,000 New Homes
9. **CAMBOURNE NORTH** (unallocated site)
   10,000 New Homes



Site location

A CONNECTED PLACE

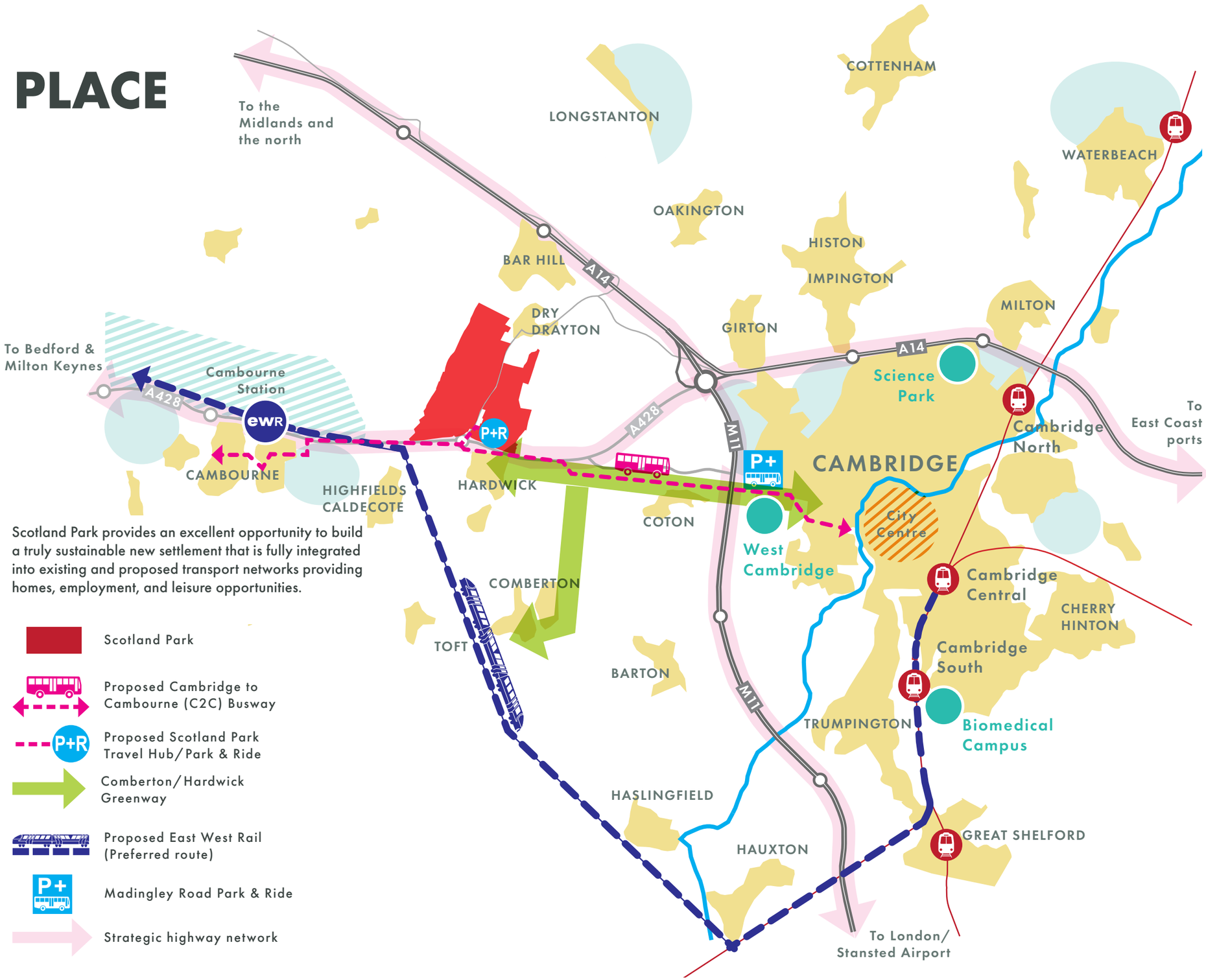
Our vision for Scotland Farm is for it to be a highly connected community focused around sustainable and active travel.

Scotland Park is strategically located with a junction directly on to the A428 Trunk Road, 8 kilometres (5 miles) west of Cambridge. The site benefits from:

- **Proximity to Scotland Farm travel hub/park & ride providing multi-modal interchange facilities.**
- **Cambridge to Cambourne (C2C Busway) providing direct rapid transit link to the new Cambourne railway station on East West Rail, West Cambridge, and Cambridge city centre.**
- **Good access to Cambourne railway station on East West Rail providing fast train services to Cambridge South, Cambridge (Central), Tempsford/St Neots, and Bedford**
- **Link into Comberton/Hardwick Greenway.**
- **A network of high quality active travel corridors linking all parts of the proposed new community without the need for a car.**

The planned Cambourne to Cambridge busway will run just to the south of the A428, with a spur to a large new Park & Ride site on land owned by PX Farms Ltd. The proposed location of the new Cambourne railway station is approximately 3 kilometres (2 miles) to the west, on the same side of the A428, which upon opening will provide a direct link to Cambridge South and the Biomedical Campus as well as Cambridge and the CB1 development. Scotland Park is therefore extremely well connected by sustainable modes of transport and to the major road network, and does not need investment in major new infrastructure over and above that already committed or planned.

Scotland Park provides an excellent opportunity to build a truly sustainable new settlement that is fully integrated into existing and proposed transport networks providing homes, employment, and leisure opportunities.



Scotland Park

Proposed Cambridge to Cambourne (C2C) Busway

Proposed Scotland Park Travel Hub/Park & Ride

Comberton/Hardwick Greenway

Proposed East West Rail (Preferred route)

Madingley Road Park & Ride

Strategic highway network

Existing and Future Transport Connections

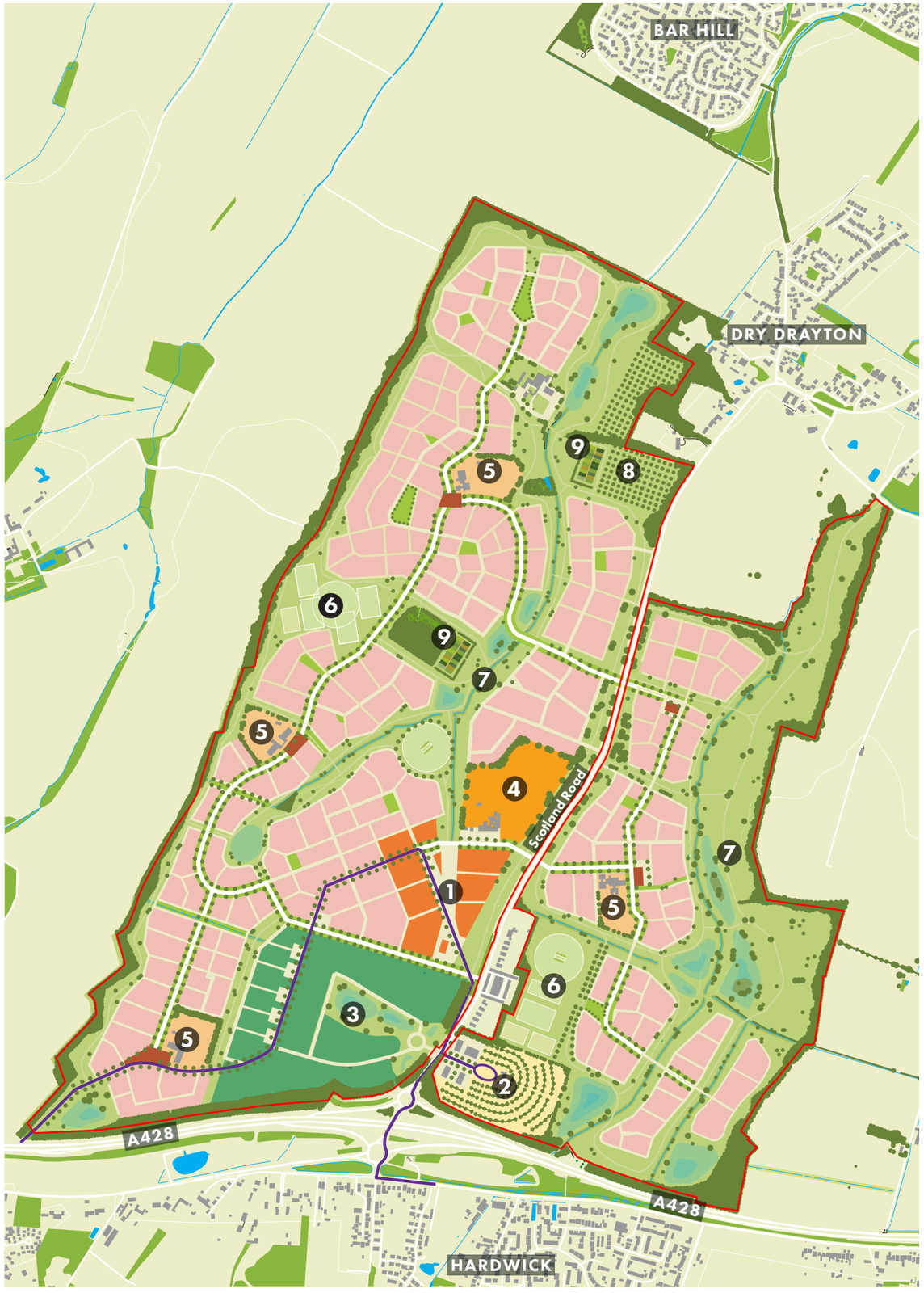
A NEW SUSTAINABLE COMMUNITY

Scotland Park is of a significant scale which means it will be able to deliver the mix of uses and key infrastructure that are needed to support a truly sustainable community.

The emerging illustrative masterplan opposite begins to demonstrate how the structure and location of uses across the development could be arranged and accommodated.

The key features of the site include:

1. At heart of Scotland Park will be the Town Centre Hub. Set around a community focussed public space, this vibrant mixed-use area will accommodate the main retail and community services and facilities as well as space for employment and higher density residential development.
2. A new multi-modal Transport Hub including Park and Ride is provided adjacent to the A428. This 8 hectare site will also provide opportunities for flexible employment space.
3. A new Employment Hub of approximately 16 hectares is provided around the existing farm buildings and next to the A428.
4. A new Secondary School is provided close to the Neighbourhood Hub and close to the proposed bus route.
5. Up to 4 new primary schools are proposed across the site within heart of the proposed villages.
6. A range of sports and leisure facilities are provided across the site providing everyone with easy access to sports and recreation.
7. Substantial new areas of semi-natural blue/green spaces (Greenway Corridors) have been incorporated within the development providing important areas of leisure space and movement corridors for residents and the creation of areas of biodiversity and habitat enhancements.
8. A new community orchard is proposed in the north eastern corner of the development.
9. Community allotments and food growing areas providing opportunities for local people to meet, grow and eat healthy, seasonal food.



Illustrative Concept Masterplan

A WALKABLE PLACE

Scotland Park is designed to create a walkable community of over 10,000 dwellings, where the public realm and streets are designed for people first.

Scotland Park has been designed around a series of walkable, linked villages focussed around the central Town Centre Hub.

A network of primary Greenway Corridors linked to secondary paths and lanes will provide residents to safe and convenient walking, cycle or scooter routes between the villages and to the Town Centre Hub, without needing to use the car.

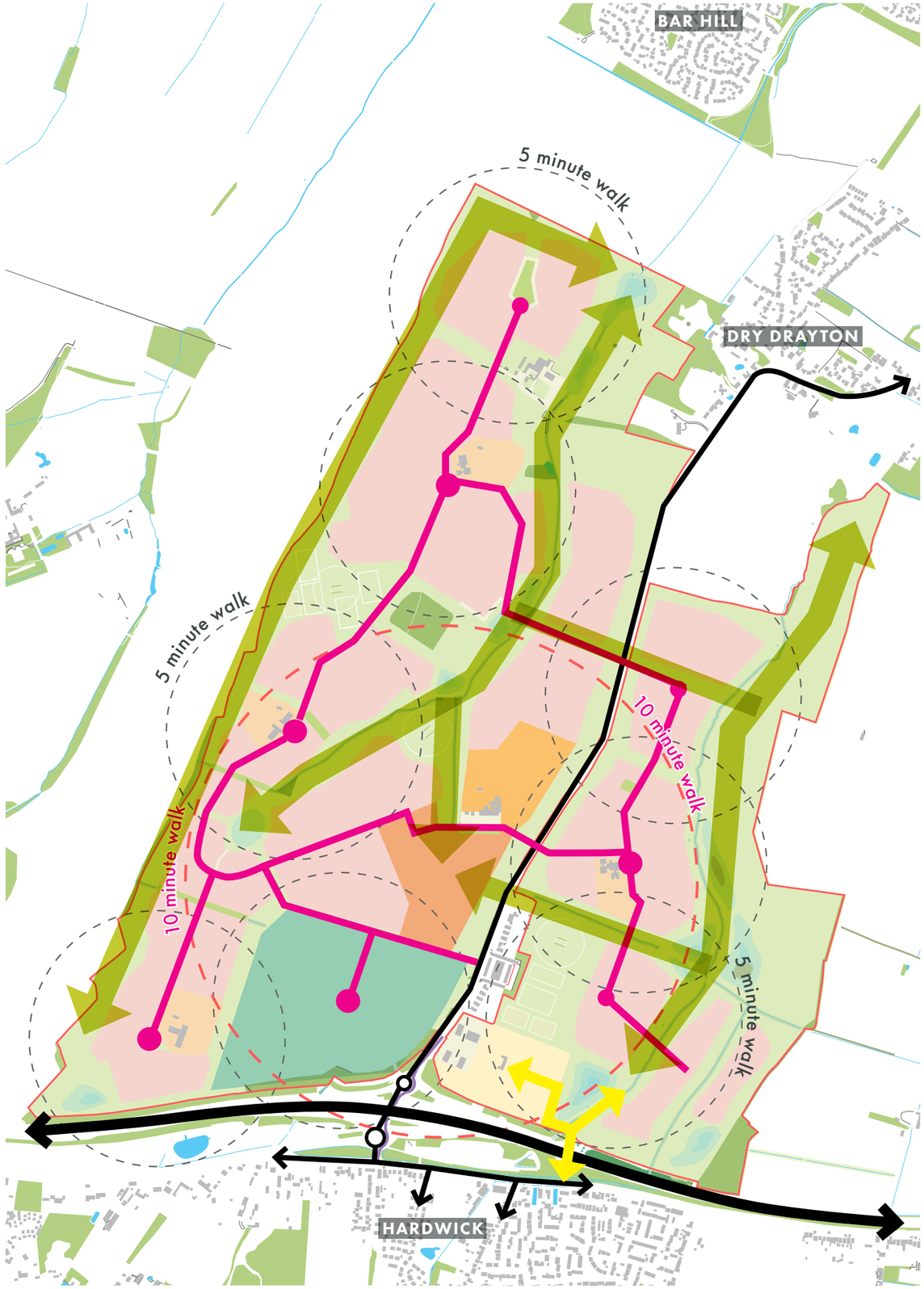
Wherever possible, primary schools have been located in the centre of a village and within a 5-10 walk of home.

The Primary Street linking the villages will also provide a new bus route, meaning residents would be within a short walk of a bus stop for onward travel.

Integrating residential, employment, community facilities, education and leisure within a single walkable developments will mean that the daily needs of future residents of Scotland Park can be undertaken on foot or cycle.



- Villages
- Town Centre Hub
- Secondary School
- Primary School
- Business Hub
- Travel Hub & Park & Ride
- Public Open Spaces
- Existing links
- Existing Pedestrian link over A428
- Primary Street
- Village Centres
- Primary Greeway Links



Walkable Neighbourhood

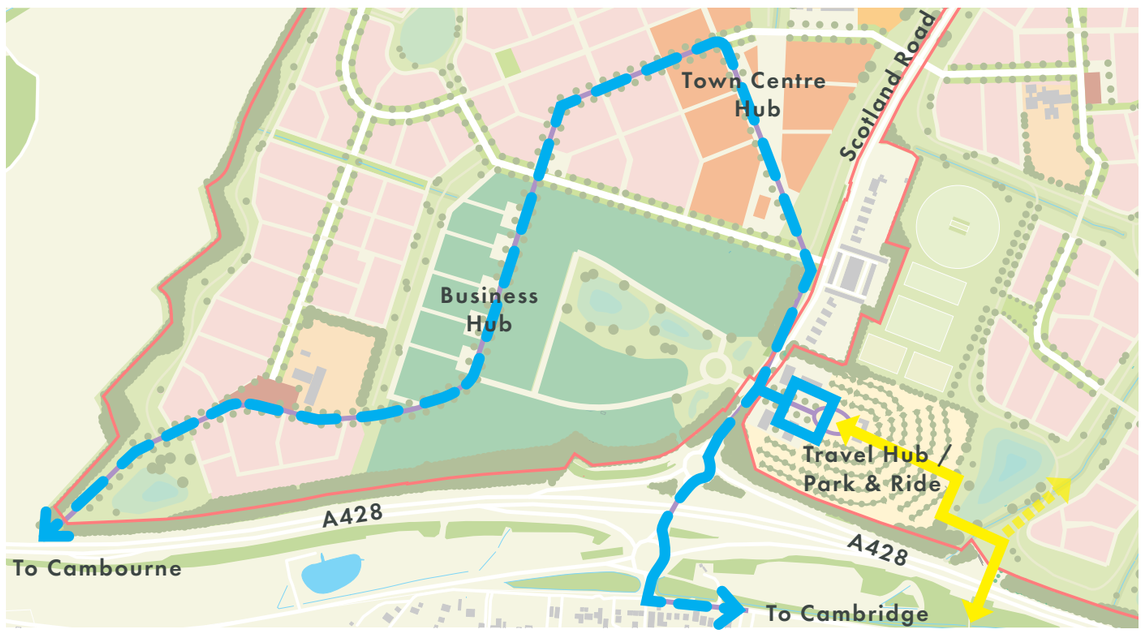
A PLACE WITH SUSTAINABLE TRAVEL OPTIONS

Scotland Park will be able to provide regular and convenient access to public transport.

A key principle for Scotland Park is to place pedestrian, cyclists and public transport at the top of the movement hierarchy without the need to drive short distances.

Scotland Park proposes to divert the proposed Cambridge to Cambourne (C2C) Busway though the development. The dedicated busway would pass through the proposed Employment Hub and Town Centre Hub and connecting to the proposed Scotland Park Travel Hub and Park & Ride site.

The development also has the potential to provide an extended bus route through the site, providing residents with additional access to public transport.



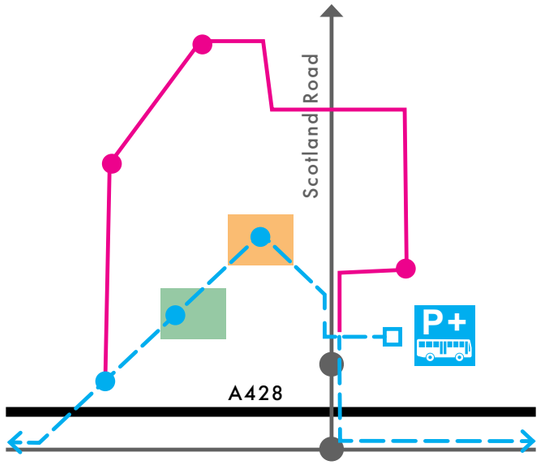
Proposed C2C route



Looking east towards the existing pedestrian and cycle bridge over A428

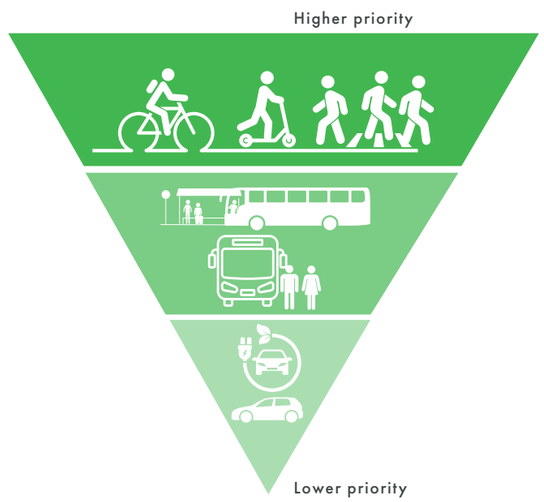
The A428 is also no barrier to pedestrian or cycle movement. Scotland Park benefits from access to the existing pedestrian and cycle bridge (pictured above), providing access over the A428 to the villages to the south

The bridge will also provide a direct pedestrian and cycle link from the established villages south of the A428 and to the proposed Travel Hub and Park & Ride at Scotland Park.



Proposed Scotland Park Public Transport Routes





Scotland Park Movement Hierarchy

A VERDANT AND HEALTHY PLACE

Scotland Park is a landscape-led development that will create up to 160 hectares of new publicly accessible green spaces that can be enjoyed by everyone.

The strategy and themes underpinning the proposal is a healthy and sustainable living environment, that benefits nature, wildlife, people and . The development will provide a variety of attractive semi-natural open spaces, with the emphasis on nature, wildlife and the creation of new habitats and biodiversity.

The community at Scotland Farm will be able to partake in a healthy, active lifestyle that facilitates exercise and interaction with wildlife.

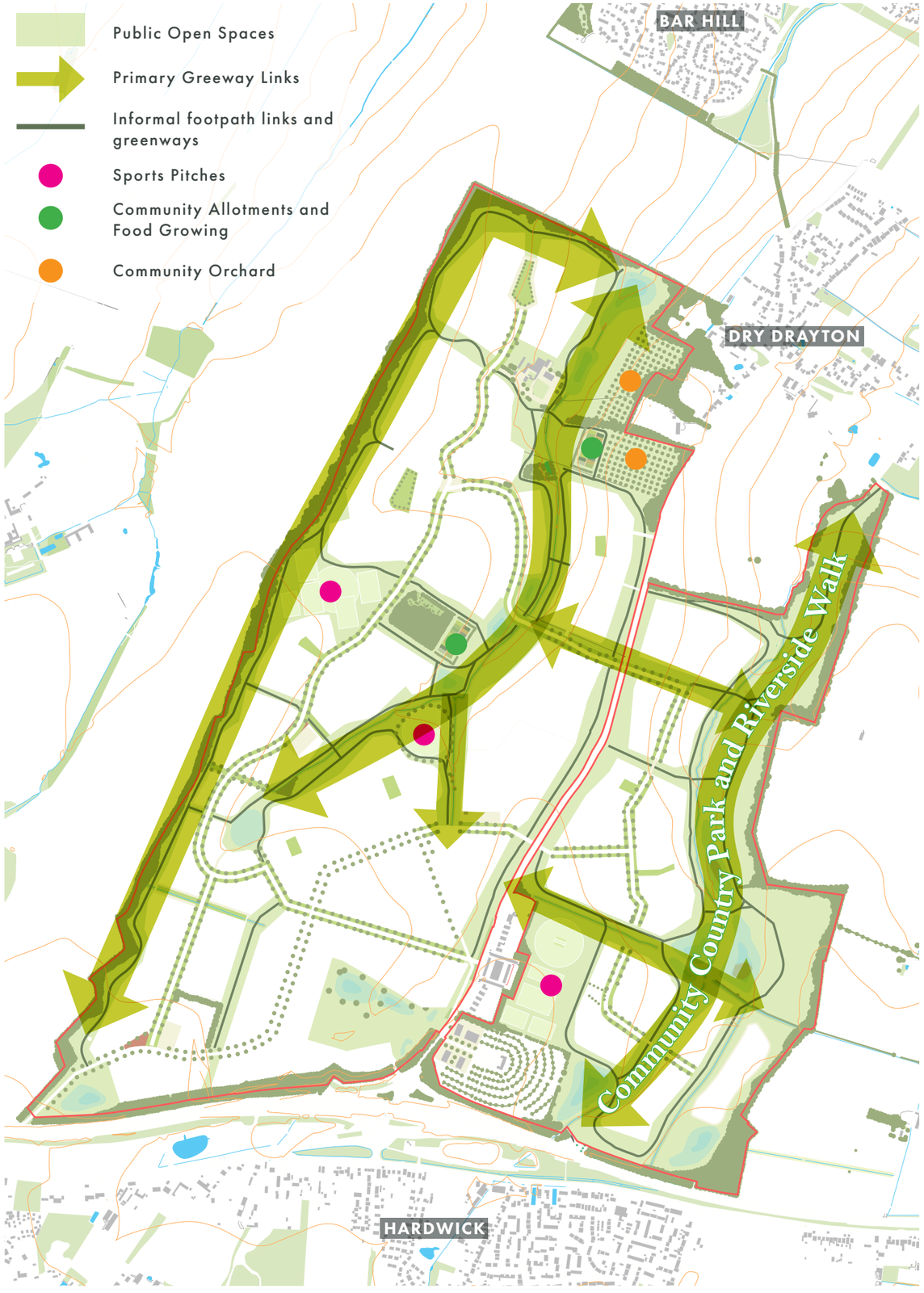
The open space strategy at Scotland Park will encourage and promote wildlife, biodiversity, active lifestyle choices and establish a real sense of community and wellbeing.

Further information on the green infrastructure strategy is provided on of the following pages.



A network of Greenway Corridors and verdant streets planted with native trees, shrubs and grassland incorporating ponds and swales will bring nature and wildlife up to the doorstep and provide attractive and safe pedestrian routes thought the development.





Green Infrastructure

SPACE FOR ECOLOGY AND BIODIVERSITY

Having access to open spaces, nature and wildlife on our doorstep has major benefits to our physical and mental health and sense of wellbeing. Scotland Park has been designed to deliver a natural environment that is woven through and around the development.

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

Ponds and swales

Sustainable Urban Drainage Systems (SuDS) in the form of ponds and swales will be incorporated into the proposal. SuDS provide an environmentally friendly and efficient method for dealing with surface water run off, creating new habitats and biodiversity and an attractive landscape setting.

Tree planting

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

Wildflower and grassland planting

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

Community allotments and food growing

An area has been incorporated for community allotments and food growing. As well as the economic benefits, community allotments provide opportunities for local people to meet, grow and eat healthy, seasonal food and support wildlife.













SPACE TO RELAX AND PLAY

Children's play spaces

Open spaces within the development will provide a range of play opportunities for children, including natural play spaces, created using natural, sustainable materials, promoting imaginative and active play for children of all ages. These spaces will all be within easy walking distance of the entire site and located along pedestrian footpaths and well used routes to provide safe and convenient access. These spaces will be overlooked by nearby properties to provide natural surveillance and security.

Sports

Scotland Park will also provide formal areas for outdoor sports pitches, which in additional to promoting an active lifestyle also encourage a sense of community through the creation of clubs and groups.











A PLACE WITH HOMES FOR ALL

Scotland Park will deliver a minimum of 10,000 new energy efficient homes across the district including much needed affordable homes.

Scotland Park will deliver high-quality housing opportunity across a range of house types, sizes and tenures including an appropriate proportion of affordable housing. This will include housing for sale across a range of prices, with affordable housing to rent and shared equity units delivered by registered providers.

A specific objective is to create opportunities and choices for local people to live in an affordable yet high quality housing environment, in a house or a flat to rent or buy. There will be a mix of densities and a variety of housing character areas. The design objective is to create an attractive mix of identifiable neighbourhoods, each neighbourhood including a mix of housing for sale and to rent, ranging from flats, and smaller houses, through to medium sized terrace and semi detached family homes, to detached houses on lower density edges of the site. The concept is one of inclusiveness, achieving social mix and developing homes for sale and rent, with no difference in their quality and appearance.

The design philosophy is one of developing houses which embrace modern living requirements and sustainability, whilst relating closely to tried and tested design principles, strong character, good quality materials, appropriate detailing and an enduring quality.









A PLACE OF COMMUNITY

At the centre of the development will be the Town Centre Hub mixed use space.

Access to local shops and community services such as GP surgery, community centre, restaurants, pubs and libraries help to create a vibrant and healthy local economy and can therefore significantly contribute to the creation of sustainable communities.

Scotland Park provides space to create a mixed use Town Centre Hub in the heart of the development. Not only would this provide easy access for residents to local shops and community services, but they also play an important role in establishing a sense of community within a new community. The shop ans services can become a social and economic hub of service to all.

Local shops help to create a vibrant and healthy local economy and can therefore significantly contribute to the creation of sustainable communities.

The space will also include higher density residential development.









A PLACE TO WORK

A range of new employment opportunities will be created through the delivery of a range of business spaces that meet both local and regional needs.

Scotland Park will deliver a new employment and Business Hub of approximately 26 hectares.

Located on the A428, the hub will also connect to the Cambridge to Cambourne (C2C) busway. The hub could provide space for a mix employment accommodation including office, research and mid-tech facilities from start-ups to more established businesses.

Further opportunities would be provided within the new Neighbourhood Hub and the proposed Travel Hub and Park & Ride site. Flexible workspaces within the site will allow residents to work close to home without the need to travel.















A PLACE TO LEARN & THRIVE

Scotland Park will provide education and learning opportunities from pre-school through to secondary school.

Access to local education and learning is an important factor in delivering a sustainable new community. The current masterplan provides land for a new secondary school and up to 4 primary schools.

The schools would provide for current and future educational needs for both the existing and new communities and also complement and support the existing educational facilities locally and within the wider district. The school sites have been located along the primary routes and pedestrian and cycle routes. The Secondary school is located close to the Neighbourhood Hub, the proposed C2C Busway and the Travel Hub and Park & Ride.









SUMMARY OF THE PROPOSALS

We believe that Scotland Park provides an excellent and unique opportunity to help achieve a significant element of the housing growth aspirations set out in the recently published 'The Case for Cambridge'. Benefitting from a single landowner making delivery much less complex, and with few constraints that would prevent it from coming forward, Scotland Park is well placed to start delivering new homes quickly subject to achieving support from plan-making bodies.

Scotland Park is strategically located within the A428 corridor, to the north of the Hardwick junction of the A428 Trunk Road, 8 kilometres (5 miles) to the west of Cambridge. The planned Cambourne to Cambridge busway will run just to the south of the A428, with a spur to a large new Park & Ride site on land owned by PX Farms. The proposed location of the new Cambourne railway station is located approximately 3 kilometres (2 miles) to the west, on the same side of the A428, which upon opening will provide direct rail services to Cambridge South (Biomedical Campus) Cambridge (Central), and other towns further west.

Our vision is the creation of a connected place of a minimum of **10,000 homes** that benefits from existing and proposed transport infrastructure, and the creation of a walkable place based on 15-minute city principles. The residential areas will be set around a commercial core accommodating retail and commercial uses, as well as providing primary and secondary schools, sports and leisure facilities, and a significant increase in biodiversity, and area of public open space including allotments and a community orchard. A high-quality network of greenways providing active travel corridors will encourage safe pedestrian and cycling opportunities, linking the different parts of Scotland Park, as well as connecting the area to nearby villages including Dry Drayton, Bar Hill, Hardwick, and west Cambridge.

Scotland Park covers an area of approximately 400 hectares, and it is envisaged that the creation of a new community here would include **175 hectares of residential development, 160 hectares of public open space, a commercial neighbourhood hub of 10 hectares, a business hub of 16 hectares, 20 hectares of education provision, and 9 hectares for a new travel hub** as part of the Cambridge to Cambourne busway proposals. The aim is for it to become a self-sustaining new community that is very well connected to Cambridge and the surrounding area but where residents' needs are provided within the community.

PX Farms are delighted to be meeting the Cambridge Delivery Group and hope to work constructively to bring this site forward and help deliver the vision set out in 'The Case for Cambridge'.

COMMUNITY



Delivering a minimum of **10,000** new high quality, energy efficient homes including **Affordable Homes**



New **Business Hub** and job creation



Sites for a new **Secondary School and up to 4 Primary Schools**



Site for a new community **Neighbourhood Hub**

ENVIRONMENT



Net increase in **habitat and biodiversity** across the development



Network of new **Greenway Corridors**



Substantial new area of **public open spaces** & **blue/green infrastructure**



Range of new on-site **children's play spaces and sports pitches**



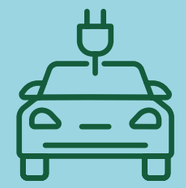
Within walking and cycling distance of new primary school and local centre



Modern, **energy efficient low carbon homes**



Access to a new **Travel Hub and Park & Ride** facility



EV car charging to new homes

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

Appendix 3 Proposed Housing Trajectory

Appendix 3: Proposed housing trajectory for new settlements without extant consent (2024/25-2044/45)

	Housing Numbers													
New Settlement	24/25-31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45
North East Cambridge	0	50	150	250	350	350	350	350	350	350	350	350	350	350
Cambridge East	0	50	150	250	350	350	350	350	350	350	350	350	350	350
Cambourne North	0	0	0	50	100	150	200	250	300	300	300	300	300	300
Grange Farm	0	0	0	50	100	150	200	250	300	300	300	300	300	300
Totals	**0**	**100**	**300**	**600**	**900**	**1,000**	**1,100**	**1,200**	**1,300**	**1,300**	**1,300**	**1,300**	**1,300**	**1,300**

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CYBER ESSENTIALS

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Office Locations

Edinburgh
1 Lochrin Square,
92-98 Fountainbridge,
Edinburgh,
EH3 9QA
01316 000319

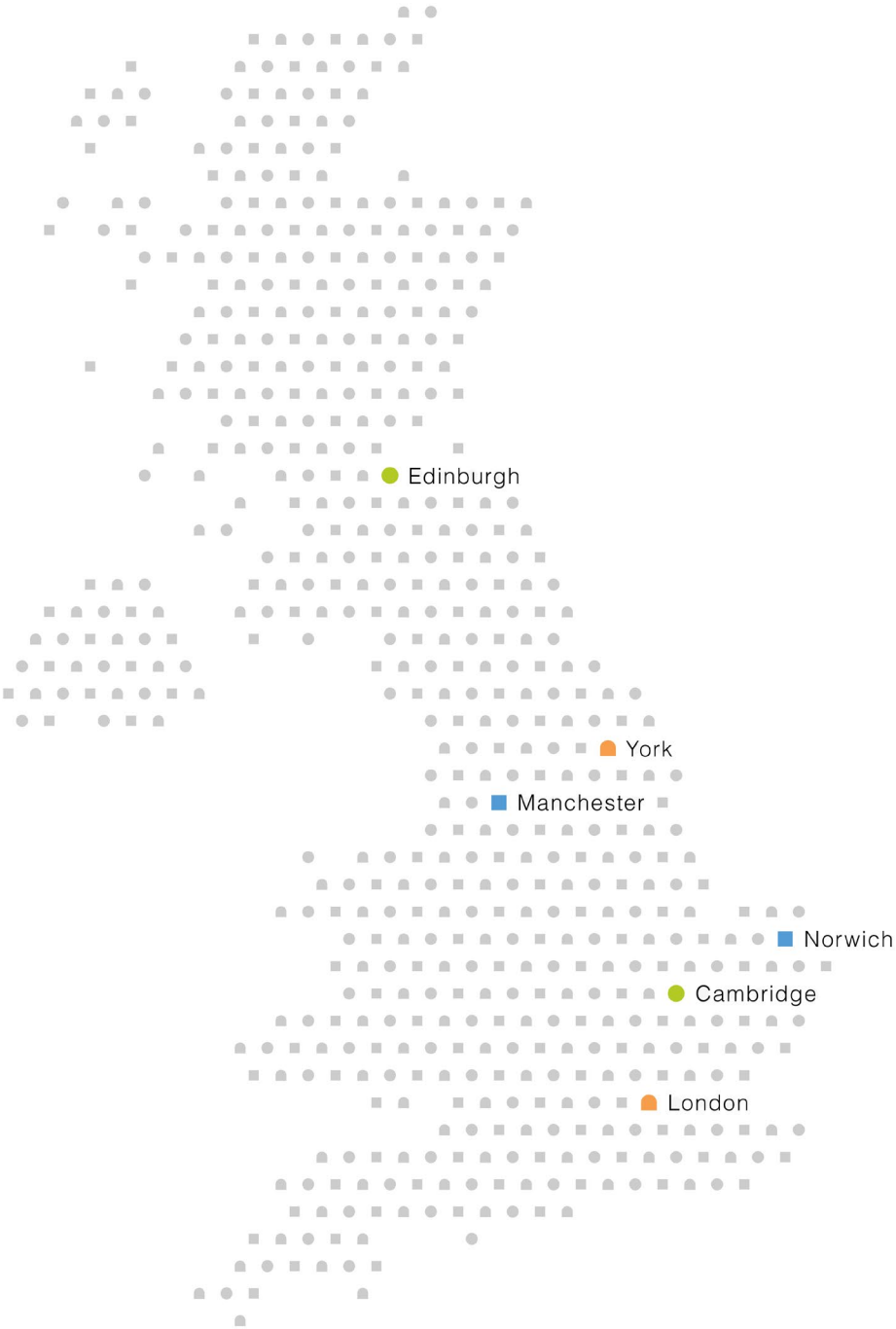
York
Stanley Harrison House,
The Chocolate Works,
Bishopthorpe Road,
York,
YO23 1DE
01904 803800

Manchester
100 Embankment,
Cathedral Approach,
Manchester,
M3 7FB
01617 111740

Norwich
Brettingham House,
98 Pottergate,
Norwich,
NR2 1EQ
01603 631319

Cambridge
1A Clifton Court,
Clifton Road,
Cambridge,
CB1 7BN
01223 776740

London
120 Moorgate,
London,
EC2M 6UR
020 3011 0820



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RIBA 2030 Climate Challenge Signatory

RTPI Royal Town Planning Institute

URBAN DESIGN GROUP REGISTERED PRACTICE

ISEP Institute of Sustainability & Environmental Professionals

Arboricultural ASSOCIATION trees.org.uk

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