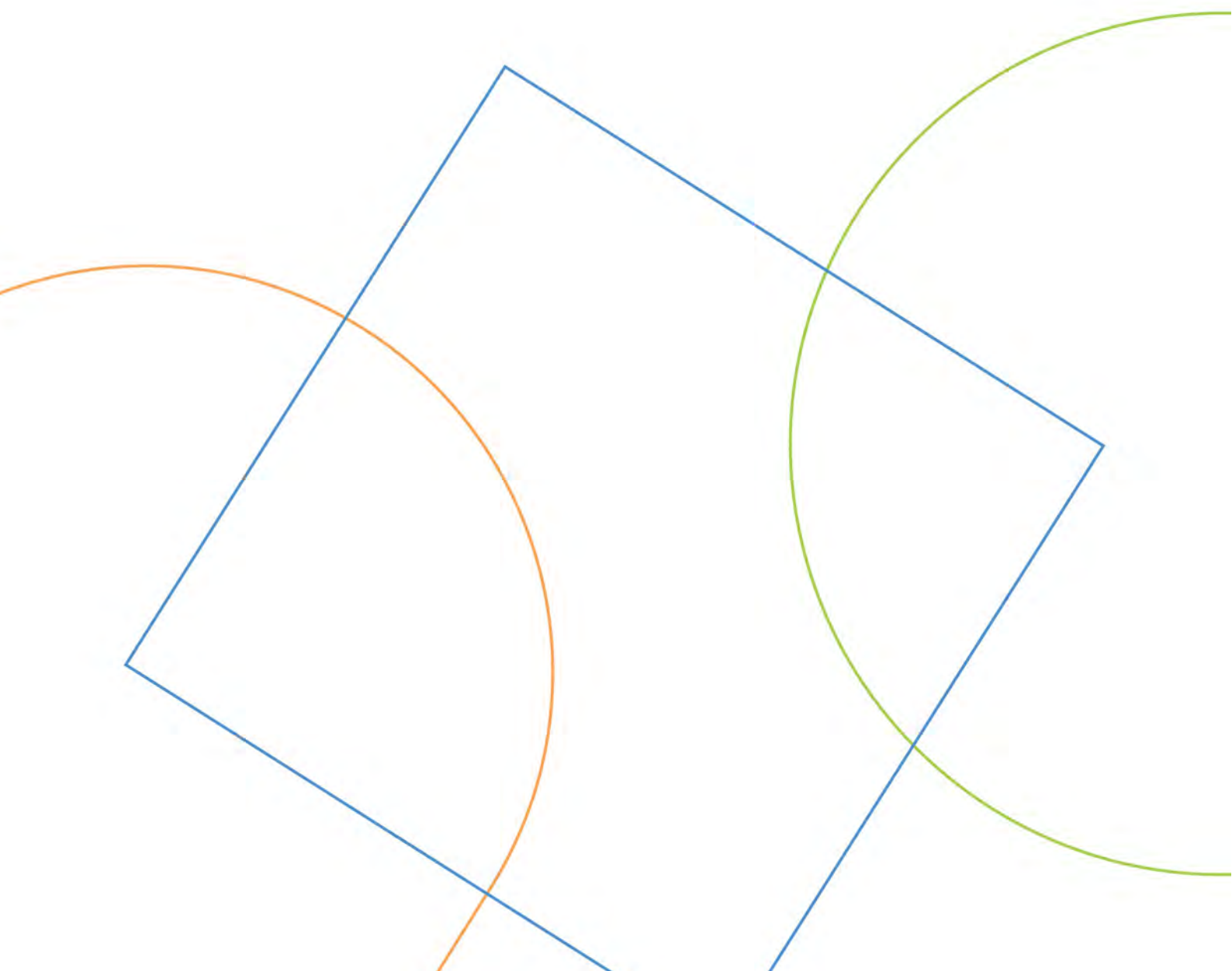
Representations to Greater Cambridge Regulation 19 Consultation

Land to the north of A505, Duxford, Cambridgeshire

September 2026



Site Address: Land to the north of A505, Duxford, Cambridgeshire

Project Number: 4566

Client's Name: Russel Smith Farms Ltd and Seatonhurst Ltd

September 2026

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Issue Sheet

Revision	Date	Description	Prepared by	Checked by	Approved by
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Contents

1	**INTRODUCTION**	**1**
1.2	SEATONHURST LTD	1
1.3	GREATER CAMBRIDGE GREEN BELT ASSESSMENT: REVIEW FOLLOWING CHANGES TO NATIONAL POLICY AND GUIDANCE (JULY 2026)	1
1.4	REGULATION 19 CONSULTATION	4
1.5	STRUCTURE OF DOCUMENT	5
2	**RESPONSE TO CONSULTATION**	**6**
2.2	PROVISION OF ADDITIONAL SPACE FOR EMPLOYMENT USES TO SUPPORT GREATER CAMBRIDGE'S EMPLOYMENT NEEDS	6
2.3	EMERGING POLICY S/GB – THE GREEN BELT	8
3	**CONCLUSION**	**10**
3.1	SUMMARY	10

Appendices

APPENDIX 1	**LOCATION PLAN**	**11**
APPENDIX 2	**RESPONSE TO GREATER CAMBRIDGE REGULATION 18 CONSULTATION**	**12**

1 Introduction

1.1.1 These representations have been prepared by Lanpro Services on behalf of Russell Smith Farms Ltd and Seatonhurst Limited (our clients). The representations respond to Greater Cambridge's Pre-Submission Local Plan Regulation 19 and how they relate to our clients' interest at land to the north of the A505, Duxford, Cambridgeshire ('the Site'). A location plan of the Site is shown at **Appendix 1**.

1.1.2 Lanpro Services did submit representations to Greater Cambridge's Regulation 18 consultation in January 2026 on behalf of Russell Smith Farms Ltd.

1.1.3 Since the submission of the Regulation 18 representations, Seatonhurst Ltd has purchased land within the wider holding. Therefore, these representations are submitted on behalf of both landowners.

1.1.4 Information on Seatonhurst Ltd is set out below. Details on Russell Smith Farms Ltd was provided as part of the response to Greater Cambridge's Regulation 18 consultation, so this has not been repeated for brevity.

1.1.5 Alongside the response to the Regulation 18 Consultation, the Site has been promoted during the Call for Sites process. It was promoted as new sustainable settlement for employment uses, with a focus on life sciences, Mid Tech and startup as well as other specialist types of employment space, including data centres. The sustainable settlement is also seeking to provide a community hub, including retail, sports, leisure and community uses as well as a strategic mobility hub.

1.1.6 Our clients have been engaging in positive discussions with key neighbouring stakeholders, including the Imperial War Museum, Duxford (IWM) and the promoters of the proposed Aviation Technology Campus. In particular, our clients are undertaking technical engagement to ensure that any development would not cause unacceptable impacts on the flying activity at the IWM.

1.1.7 Since the submission of the previous representations, there has been additional evidence published by Greater Cambridge, which affects the context of the Site; this is explicitly referenced in Section 1.3 below.

1.2 Seatonhurst Ltd

1.2.1 Seatonhurst Ltd is a property investment and development company based in Cambridge.

1.3 Greater Cambridge Green Belt Assessment: Review following changes to National Policy and Guidance (July 2026)

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

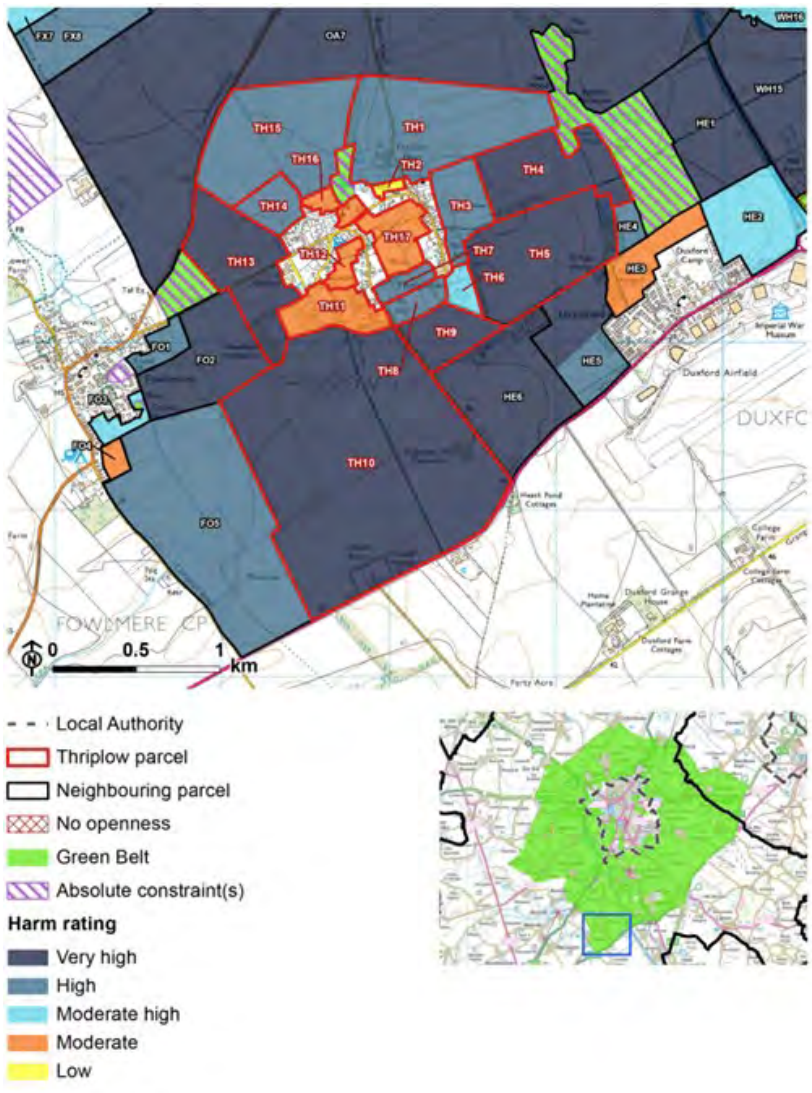
1.3.2 Given the size of the Site, it comprises a number of parcels. In the Regulation 18 consultation, our clients noted that the previous Green Belt Assessment published by the Council (August 2021)[1], concluded that two parcels did not 'strongly contribute' to the purposes of the Green Belt. These Parcels are listed below:

- Parcel HE2 (located to the west of the M11, adjacent to the Junction) – moderate high.
- Parcel HE3 (located to the west of Parcel HE2) – moderate

1.3.3 The other Parcels within the Site were considered to contribute either highly or very highly due to concerns about the merging of settlements.

1.3.4 Greater Cambridge's map showing the land to the west of M11 and its contribution to the purposes of the Green Belt is set out below:

Figure 1.1: Map showing Green Belt Assessment – Greater Cambridge Green Belt Assessment (2021)

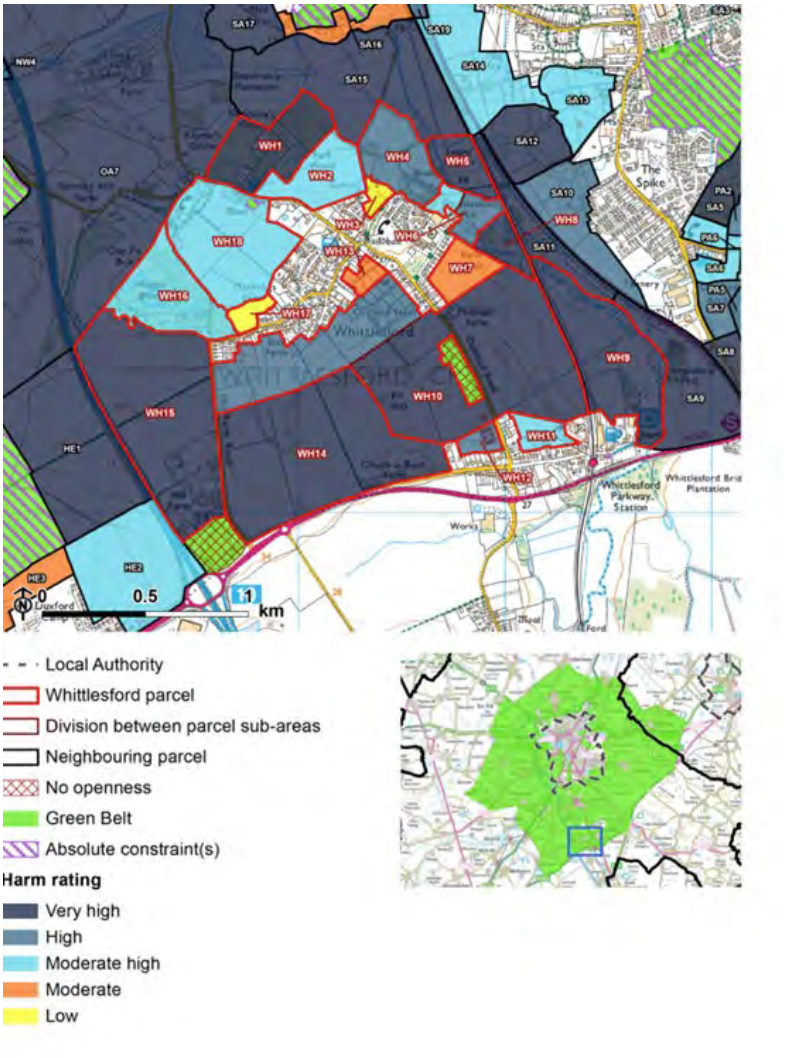


[1] Appendix A - Contribution to CP1

1.3.5 Regarding to the land to the east of the M11, it was considered by the 2021 Green Belt Assessment that the land either contributed highly or very highly to the purposes of the Green Belt due the potential merging of settlements.

1.3.6 Greater Cambridge's map showing the land to the east of M11 and its contribution to the purposes of the Green Belt is set out below:

Figure 1.2: Map showing Green Belt Assessment – Greater Cambridge Green Belt Assessment (2021)



1.3.7 In July 2026, Greater Cambridge published an updated Green Belt Assessment[2]. The aim of this assessment was to identify sites that could be considered as Grey Belt.

1.3.8 The Report 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 31.14).

[2] Greater Cambridge Green Belt Assessment

1.3.9 The Assessment confirmed that the two parcels that did not 'strongly contribute' to the purposes of the Green Belt in the 2021 Assessment should, therefore, be designated as Green Belt.

1.3.10 These parcels are HE2 (moderate contribution to Purpose d) and HE3 (moderate contribution to Purpose d)).

1.3.11 The remaining Parcels were considered to 'strongly contribute' to Purpose d) and therefore, were not designated as Grey Belt.

1.3.12 Our clients are pleased that the updated evidence produced by Greater Cambridge indicates that some of the Parcels are Grey Belt. However, our clients still maintain that the other Parcels should be considered Grey Belt as they should be reflected on their own merits, against the Illustrative Plan, set out in the Vision Document that accompanied the Regulation 18 submission.

1.4 Regulation 19 Consultation

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

1.4.2 Regarding whether the Plan is 'sound', it must meet the criteria set out in Paragraph 36 of the National Planning Policy Framework (NPPF). Our clients acknowledge that a subsequent NPPF was published in August 2026. However, it is the intention of Greater Cambridge to submit the emerging Local Plan to the Inspectorate in December 2025. Therefore, it will be assessed against the 2024 NPPF.

1.4.3 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 defend, as evidence 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."*

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

1.4.5 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

publication. In this context, our clients strongly contend 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.

1.5 Structure of Document

1.5.1 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 clients' response and considers issues that are relevant to this Regulation 19 Pre-Submission Local Plan.

2.1.2 Our clients have examined the evidence base behind the proposed allocations for employment uses to support Greater Cambridge's Employment Needs. Our clients do not consider that Greater Cambridge's ambitions for growth, particularly with regard to life sciences and Mid Tech accommodation.

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

2.2.1 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.

2.2.2 Part of the evidence to support Greater Cambridge's emerging Local Plan is the Greater Cambridge Warehouse and Industrial Spaces Needs (prepared by Iceni in March 2025) [3].

2.2.3 The conclusions of the Report note that there is a need for additional industrial and warehousing floorspace. These locations should be adjacent to the Strategic Road Network (M11, A14 and A428), which provide "*optimum locations*" (paragraph 7.21). Therefore, the Site is ideally located to support these types of commercial uses.

2.2.4 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.

2.2.5 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.

2.2.6 The proposed allocations for industrial growth are focused on the accessibility of the A14, yet Greater Cambridge's own evidence points to the M11 as also being an appropriate location. 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 M11. However, our clients consider that the Council has not sufficiently demonstrated that the geographical distribution of the allocations meet future occupiers' locational requirements. The Site adjacent to Junction 10 of the M11 provides a suitable alternative.

2.2.7 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

[3] EBGCLPIWSSMar25v1Mar25_0.pdf

environmental impacts. The Site is adjacent to the Strategic Road Network and can be designed to mitigate any impacts on existing settlements and is therefore located to support commercial, warehouse and logistic uses.

2.2.8 Mid tech (as one of the uses forming part of the tech park) comprises a mixture of Class 'B' uses with larger officer space. It supports 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.

2.2.9 The Report states that a new phase at Eddington meets the requirement for Mid Tech uses. The recent resolution to grant approval at Committee for Eddington Phase 2 has sought to provide flexibility employment floorspace for Class E(g) and sui generis (Greater Cambridge reference: 25/037456/OUT)[4]. This does not include a full complement of Mid Tech uses, which also comprise B2 and B8 uses.

2.2.10 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.

2.2.11 The Cambridge economy is recognised in the emerging Local Plan as being crucial both nationally and internationally (paragraph 2.68). The economic strategy to meet the emerging needs of Cambridge's differing sectors seeks to allocate emerging Mid Tech needs at Eddington and Cambridge East, with longer term provision at an expanded Cambourne (paragraph 2.69). it acknowledges that Mid Tech comprises Use Classes E(g)/B2/B8.

2.2.12 As stated above, the description of development for Eddington Phase 2 does not include B2/B8 uses so does not fall into the definition of Mid Tech. Therefore, there is a clear lack of employment floorspace to accommodate Mid Tech. Additional employment land should be allocated to help meet this shortfall.

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

2.2.14 As the emerging policy clearly states, housing is set to be delivered from 2032. Therefore, it is considered that the earliest both Mid Tech and general industrial floorspace could be delivered is also from 2032.

2.2.15 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"

[4] 25.03746.OUT and 25.03753.OUT Committee Report Final.pdf

2.2.16 The emerging Local Plan Policy also references Mid Tech to be delivered at an expanded Cambourne in the longer term (paragraph 2.69). However, this eventual allocation does not alleviate the need to provide Mid Tech uses in the early years of the Local Plan.

2.2.17 It is clear that there is an immediate shortfall in Mid Tech floorspace on the adoption of the Local Plan (anticipated in 2028) which is in conflict with Greater Cambridge which states that this is an "*emerging need*" (paragraph 2.69) and Greater Cambridge's own evidence base.

2.2.18 Greater Cambridge must allocate additional employment space that can be delivered early in the Plan Period to support its growth ambitions.

2.2.19 In summary, Eddington, Cambridge East and Cambourne are not considered to accommodate Mid Tech floorspace, which is required early in the Plan Period as there is a current demand. Additional land must be allocated, and the Site is ideally suited.

2.2.20 The Assessment states that there is a need for both general industrial space and Mid Tech, forming a new mixed industrial/tech park on the Strategic Road Network and has set this out as one of the recommendations in its Report (paragraph 7.25).

2.2.21 The Vision Document that was an appendix of the Regulation 18 representations, provided a masterplan which details how the employment could come forward, helping to meet Greater Cambridge's current shortfall.

2.2.22 The Vision Document also details other proposed uses for the scheme, which benefit existing residents. These include retail and leisure facilities as well as a strategic mobility hub located adjacent to Junction 10 of the M11. It shows an active travel corridor running through the Site and the strategic hub to Whittlesford and principally Whittlesford Parkway Train Station. Whittlesford Parkway provides regular services to London Liverpool Street, Cambridge (including Cambridge Biomedical Campus at Cambridge South) and Stansted Airport.

2.2.23 In conclusion, the Site is ideally located to meet the shortfall in commercial uses, particularly Mid Tech and industrial and logistics space due to its proximity to the Strategic Road Network (M11). The provision of a new mixed industrial/tech park on the Strategic Road Network is a recommendation in Greater Cambridge's own evidence base, and the Site is ideally suited to meet this recommendation.

2.3 Emerging Policy S/GB – The Green Belt

2.3.1 Emerging Policy S/GB states that a Green Belt will be maintained around Cambridge to preserve the unique character of Cambridge, maintain and enhance the quality of its setting and prevent communities in the environs of Cambridge from merging into each other and Cambridge. It adds that new development will only be approved in accordance with policy set out in the NPPF.

2.3.2 The land is within the Green Belt. Given the size of the Site, a number of parcels have been assessed against the purposes of the Green Belt.

2.3.3 As stated in Chapter 1, two of the Parcels within the Site have been designated as Grey Belt, which our clients support. Tour clients are particularly pleased that Parcel HE2 (the proposed location for the Strategic Transport Hub) is designated as Grey Belt as it will support both the new employment site but also existing residents in nearby settlements.

2.3.4 However, our clients still have concerns about the accuracy of the updated Green Belt Assessment, with respect to the other Parcels.

2.3.5 Our clients maintain the conclusions set out in the Regulation 18 response in relation to Green Belt (shown at **Appendix 2**) are still valid. The proposed masterplan includes high-quality landscaping to reduce any threat of coalescence between the settlements which would affect the historic setting of the city.

2.3.6 Our clients would be willing to work with stakeholders throughout the process to consider additional mitigation measures where appropriate.

2.3.7 Despite our client's assertion that the Site can be considered Grey Belt, they nevertheless consider that there are "*exceptional circumstances*" to alter Green Belt boundaries, as per Paragraph 145 of the 2024 NPPF.

2.3.8 Greater Cambridge's own evidence base has confirmed that there is a need to provide an industrial/tech park adjacent to the Strategic Road Network to meet its commercial needs. The Site is ideally placed to provide this park as it is adjacent to Junction 10 of the M11. It can also seek to deliver the employment earlier in the Plan Period, which is noted by Greater Cambridge's own evidence, prior to Cambridge East coming forward.

2.3.9 Therefore, it should be considered favourably as an allocation in Greater Cambridge's emerging Local Plan.

3 Conclusion

3.1 Summary

3.1.1 In conclusion, our clients consider 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.

3.1.2 Regarding the delivery of commercial floorspace (particularly Mid Tech), the Plan relies of two edge-of-centre settlements, Eddington and Cambridge East with additional delivery in the expansion of Cambourne later in the Plan Period. Phase 2 of Eddington has just been given a resolution to grant at Committee. However, the description of development does not cite B2/B8 uses, which provide the flexibility for Mid Tech users.

3.1.3 In addition, the emerging Local Plan states that the initial houses will be delivered at Cambridge East in 2032. There is no immediate delivery in the emerging Local Plan to accommodate these uses, which is also the case for the proposed future allocations at Cambourne. The lack of sites that can be delivered earlier in the Plan Period has been acknowledged by Greater Cambridge's own evidence base but has not been carried forward into the actual Pre-Submission Local Plan.

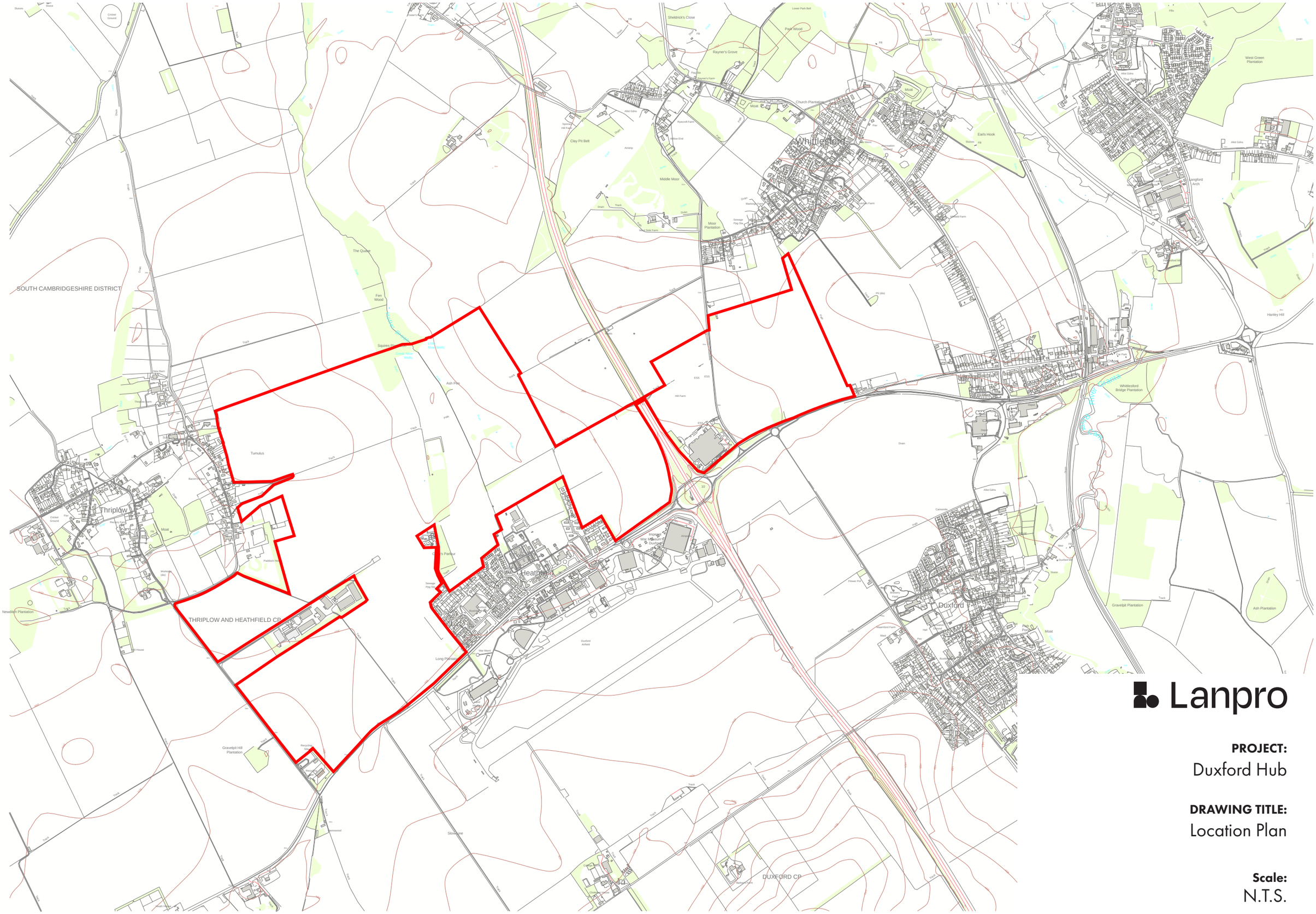
3.1.4 Our client is pleased to note that the two of the Parcels has been designated as Grey Belt in Greater Cambridge's updated Green Belt Assessment, including the land proposed for the Sustainable Transport Hub.

3.1.5 However, our clients still have fundamental concerns that the conclusions regarding the other Parcels are not accurate as it has not considered the proposed mitigation measures set out in the Vision Document that accompanied the Regulation 18 representations (**Appendix 2**).

3.1.6 Given the overwhelming need for more employment to support Greater Cambridge's knowledge intensive sectors and the ideal location for the Site, adjacent to the Strategic Road Network, our clients request that the Pre-Submission Local Plan be modified to allocate the Site for a new industrial/tech park, supported by an appropriate site-specific policy and corresponding amendment to the Policies Map.

3.1.7 Our clients wish 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



Lanpro

PROJECT:
Duxford Hub

DRAWING TITLE:
Location Plan

Scale:
N.T.S.

Appendix 2 Response to Greater Cambridge Regulation 18 Consultation

Lanpro

4566 – Land to the north of A505, Duxford, Cambridgeshire

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Land to the north of A505, Duxford, Cambridgeshire

Russell Smith Farms Ltd

January 2026

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Issue Sheet

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Representations to Greater Cambridge Local Plan Regulation 18 Consultation

4566

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Revision: V2.0

Contents

1	**INTRODUCTION**	**4**
1.2	RUSSELL SMITH FARMS LTD	5
1.3	STRUCTURE OF DOCUMENT	5
2	**SITE CONTEXT**	**7**
2.1	SITE CONTEXT	7
2.2	CAMBRIDGE GROWTH COMPANY	9
3	**RESPONSE TO CONSULTATION**	**10**
3.2	DRAFT POLICY S/JH – NEW HOMES AND JOBS	10
3.3	DRAFT POLICY S/GB: THE CAMBRIDGE GREEN BELT	11
3.4	DRAFT POLICY J/NE – NEW EMPLOYMENT DEVELOPMENT PROPOSALS	13
3.5	DRAFT POLICY BG/BG – IMPROVING BIODIVERSITY	14
4	**CONCLUSION**	**15**
4.2	OVERVIEW	15

Appendices

APPENDIX 1 LOCATION PLAN

APPENDIX 2 VISION DOCUMENT

1 Introduction

1.1.1 These Regulation 18 representations have been prepared by Lanpro Services Ltd on behalf of Russell Smith Farms Ltd ('our client'). The representations respond to Greater Cambridge Local Plan's Regulation 18 draft policies that relate to our client's interests at land to the north of A505, Duxford, 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 subject to a submission in the original 'call for sites' exercise. The Site was separated into separate parcels and was promoted for a mixture of residential, employment and mixed-use development.

1.1.3 Since the initial 'call for sites' process, both the previous Conservative Government and the current Labour Government have emphasised the importance of growing Cambridge's life science industry to support the national economy.

1.1.4 Therefore, the Site was submitted as part of the updated request for sites in the 2025 'call for sites' process. The submission was made by Russell Smith Farms Ltd and Albanwise Farming Ltd. However, these representations are made solely on behalf of Russell Smith Farms Ltd. The 'call for sites' submission was accompanied by a Vision Document (shown at **Appendix 2**). The Vision Document sets out how the scheme could deliver a sustainable new settlement for employment uses, with a focus on life sciences, mid tech and startup but also other specialist types of employment space including data centres. The sustainable settlement is also seeking to provide a community hub, including retail, sports, leisure and community uses as well as a strategic mobility hub.

1.1.5 The previous Housing and Economic Land Availability Assessment (HELAA) assessed the Site in separate parcels and gave each parcel a traffic light score. The separate parcels scored 'red' principally due to the impact on landscape. The 2021 assessment states that development throughout the parcels would have a significant adverse impact on upon the wide and local landscape views.

1.1.6 The 2025 HELAA still splits up the Site into smaller parcels. The most western parcel of the Site (HELAA site ID: 200783) is given a 'red' score due to ongoing concerns over landscape impact as well as concerns on the impact of heritage assets (Duxford Airfield) and biodiversity (Thriplow Peat Holes Site of Special Scientific Interest (SSSI)). Other parcels have also scored an overall score of 'red' but were assessed as residential development (HELAA site IDs: 51664, 51662, 51663, 51665, 51666) whereas these are now being promoted for employment.

1.1.7 Land to the east of the M11 (HELAA site ID: 51657) has assessed a mixed residential and employment use but still scores 'red'. Land to the north of HELAA site ID: 51657 (HELAA site ID: 51660) is assessed for 30,000sqm of employment space and scores 'amber'. Land

to the west of A505 – Site A3 (HELAA site ID: 51661) is assessed for 30,000sqm of employment space but scores 'red'.

1.1.8 However, our client considers that the findings of both the previous and current versions of the HELAA to be unfounded. The Site should be assessed in line with the 'call for sites' submission in 2025. In addition, the Indicative Masterplan within the Vision Document (**Appendix 2**) sets out the high-quality landscape mitigation, which reduces the impact of the development on the wider countryside, allaying the concerns of the Councils' Landscape Officer, as well as minimising the impact on environmental and heritage assets.

1.2 Russell Smith Farms Ltd

1.2.1 Russell Smith Farms Ltd is a part landowner of the Site along with Albanwise Farming Ltd. Russell Smith Farms Ltd is based at College Farm, Duxford, where the Smith family has been farming since 1938. Guy Smith then grew approximately 400 hectares of cereals. In the late 1970s he introduced potatoes to the business. His son Robert joined the farm in the 1970s and expanded the potato growing side of the business, investing heavily in irrigation systems and equipment.

1.2.2 The farm has since transformed from a 400 hectares cereal farm to a large vegetable-producing enterprise comprising over 1,100 hectares. Today Russell Smith Farms Ltd grow potatoes and onions for all the major supermarkets, as well as continuing to grow cereals, oilseed rape, peas, and sugar beet. Russell Smith Farms Ltd are constantly striving to expand and change its business, try new things, and be as innovative as possible.

1.2.3 Because Russell Smith Farms Ltd now grow a high volume of vegetables for the supermarkets, they have had to invest heavily in irrigation as growing these crops requires a huge amount of water. The farm currently has four reservoirs on the farm and are in the process of building a new 380 million litre reservoir outside Stapleford, which will provide vital water security.

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 representation sand provides details of our client, Russell Smith Farms Ltd, the landowner and our client.
- 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 280 hectares and is located to the north of the A505 Trunk Road. The majority of the Site is located to the west of Junction 10 of the M11 (Russell Smith Farms Ltd land). The Site primarily comprises agricultural fields, although part of the Site, to the east of the M11, comprises the Cambridge University Press and Assessment, a restaurant and floorspace for E(g) uses (offices, light industrial and research and development).

2.1.2 The Site is located within Flood Zone 1, although there are pockets of land around the Thriplow Reservoir. There are also pockets of land within the Site, which are at risk of surface water flooding. Throughout the Site there are a number of public footpaths and bridleways, linking Heathfield to Thriplow in and around Whittlesford.

2.1.3 To the north of Heathfield, within the Site, there is a Scheduled Monument of Roman Settlement of Chronicle Hills. The Site is also located adjacent to the Duxford Airfield Conservation Area and the Thriplow Conservation Area, in which are several Listed Buildings.

2.1.4 A small portion of the Thriplow Peat Holes SSSI is located within the site boundary. The Site is located within the Cambridge Green Belt.

2.1.5 The Site is easily accessible by all forms of transport and is unique in Greater Cambridge in having access to road, railway, and air. Its location adjacent to Junction 10 of the M11 and within a 10-minute cycle ride to Whittlesford Parkway railway station makes the Site ideally suited for a life sciences cluster. It is also approximately 25 minutes by train or via motorway to London Stansted Airport.

2.1.6 The Site is located at the centre of the Cambridge cluster of life science companies. The Site lies at the heart of the current life sciences, research and development clusters, which are detailed below:

- Cambridge Biomedical Campus
    - 8km to the north of the Site.
    - 8-minute train journey to Cambridge South (due to be open in 2026).
    - 38-minute cycle ride.
- Babraham Research Campus
    - Approximately 5.3km to the east of the Site.
    - 30-minute cycle ride.
    - 13-minute car ride.
- Granta Park

- Approximately 5.8km to the east of the Site.
- 25-minute cycle ride.
- 9-minute car ride.

- Wellcome Genome Campus
  - Approximately 3.8km to the south-east of the Site.
  - 21-minute cycle ride.
  - 8-minute car ride.
- Chesterford Research Park
  - Approximately 8km to the south-east of the Site.
  - 40-minute cycle ride.
  - 14-minute car ride.
- Hexcel Composites
  - Approximately 2km to the south-est of the Site
  - 11-minute cycle ride.
  - 6-minute car ride.
- Melbourn Science Park
  - Approximately 5.4km to the west of the Site.
  - 35-minute cycle ride.
  - 12-minute car ride.
- Alchemy Campus, Fowlmere
  - Approximately 2km to the west of the Site.
  - 16-minute cycle ride.
  - 7-minute car ride.
- Unity Campus
  - Approximately 2km to the east of the Site.
  - 16-minute cycle ride.
  - 6-minute car ride.

2.1.7 Given that our client is in the process of building a 380 million litre reservoir outside Stapleford, it is considered that the Site can be self-sufficient in terms of water demand.

2.2 Cambridge Growth Company

2.2.1 The Cambridge Growth Company was established by the Government in 2024 to address barriers to growth, which would unlock Greater Cambridge's full potential. Its aim is to deliver the housing, jobs and infrastructure required for long-term, sustainable growth[1].

2.2.2 In October 2024, the Government committed £10 million of funding to enable the Cambridge Growth Company to develop its strategy to deliver sustainable growth. It has co-ordinated investment to fund projects such as the relocation of Waterbeach Station, the planning and delivery of the Cambridge South East Transport (CSET) Project and the Cambridge Biomedical Campus.

2.2.3 In October 2025, the Government announced that it was going to consult on the case for a centrally led Development Corporation as one potential route for delivery. The announcement also included an initial £400 million in government to support the work of the Cambridge Delivery Group.

2.2.4 Our client is willing to work with the Cambridge Delivery Group to support a sustainable settlement for life sciences at the Site. The Vision Document (**Appendix 2**) sets out the ambitions for the Site to support life sciences, mid tech and startup businesses. It confirms that it is the right location to support this type of growth. It also incorporates other benefits for the wider community, such as the Heathfield Community Hub and areas of public open space. The provision of the Strategic Mobility Hub will benefit both future users of the employment sites as well as existing residents who live in the surrounding settlements. The location of the Site provides an opportunity to link into the wider CSET project as well as existing sustainable transport links, such as Whittlesford Parkway Station.

[1] The Cambridge Growth Company

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 seeks to provide land for an additional 73,300 jobs to support the Greater Cambridge's knowledge intensive sectors and provide a diverse range of local jobs.

3.2.2 This draft policy is supported by the Greater Cambridge Employment and Housing Evidence Update (2025)[2]. The Report reviews several employment scenarios to determine that need that should be addressed in emerging Local Plan policy. The Report notes that there has been an increased demand for industrial and warehousing jobs as there has been a recent shortall in the Greater Cambridge area.

3.2.3 The Report also states that a higher scenario of 90,900 jobs may be achievable but is less likely. Our client contends that this figure should be considered more realistic given the Government's mission, through the Cambridge Growth Company, to expand Cambridge's life science industry. Therefore, additional land should be sourced to meet this increased demand. The Site is ideally located and should be allocated to ensure that Greater Cambridge's life industry can maximise its potential.

3.2.4 The Report sets out the requirement amount of employment land for offices, Research and Development (R&D) and industrial/warehousing that the emerging Local Plan should allocate. It adds that there is currently a substantial surplus of office and R&D space but a shortfall of industrial/warehouse space. However, given that the Council should seek to provide over 90,000 additional jobs during the Plan Period, then it is considered that additional R&D space will be required. Therefore, the Site should be allocated to help meet that demand. Its central location to the other life science parks makes it the preferred option. The Site is also proposing a sustainable transport hub, which will enable future users of the Site as well as existing residents in nearby settlements to access other public transport modes sustainably.

3.2.5 The Vision Document (**Appendix 2**) puts forward land for not only for R&D but also startup and mid tech. The draft Local Plan is support by a Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025)[3], which highlights the importance of providing Mid tech in the Greater Cambridge region. Paragraph 2.16 of the Report states that most businesses, including mid tech businesses, require a 'mixed B' class space to carry out their operations. This includes B8 uses when required for production and storage and distribution. Our client considers that the Site is ideally suited to support this type of development, which is considered important to meet the Government's growth

[2] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2025-11/EBGCLPDGCEHNEUDec25.pdf
[3] EBGCLPIWSSMar25v1Mar25_0.pdf

ambitions for the region given that it is adjacent to the Strategic Road Network (Junction 10 of the M11).

3.2.6 Despite the benefits of securing R&D, startup and mid tech on the Site to support the life sciences, the Site is also perfectly located to support warehouse and industrial space given that it is adjacent to Junction 10 of the M11. The Report notes that there is a shortfall, so our client would be willing to consider the possibility of allocating some of the land for warehouse/industrial uses.

3.2.7 In conclusion, the Council should be considering the higher forecast figure given the Government's ambitions through Greater Cambridge, which will look to be delivered through the Cambridge Growth Company. Therefore, it is considered that additional employment floorspace is required to support the job increases. The Site is ideally located to help the Councils meet this increased need.

3.3 Draft Policy S/GB: The Cambridge Green Belt

3.3.1 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 National Planning Policy Framework (NPPF).

3.3.2 The Site is located within the Cambridge Green Belt. Given the size of the Site, the latest Green Belt Assessment (2021) has considered a number of parcels against the Cambridge purposes of the Green Belt.

3.3.3 Our client notes that four of the parcels: HE2, HE3, HE4, TH6 and HE5 score a 'moderate', 'moderate high' and 'high' harm rating against the purposes of the Green Belt, as set out in the Green Belt Assessment[4].

3.3.4 Parcel HE2 is located to the east of Duxford Airfield and adjacent to Junction 10 of the M11. The Green Belt Assessment (2021) gives this Site a 'moderate high' rating. Our client considers that this land is considered 'grey belt' as it does not "*strongly contribute*" to any of the purposes a), b) or d) in paragraph 143 of the NPPF (2024)[5]. This is acknowledged in the Green Belt Assessment, where Parcel HE2 makes a limited/no contribution to Cambridge Purpose 1 (to preserve the unique character of Cambridge), a relatively limited contribution to Cambridge Purpose 2 (to main and enhance the quality of Cambridge's setting) and a moderate contribution to Cambridge Purpose 3 (to prevent communities in the environs of Cambridge from merging into one another and with the city). The Concept Plan within the Vision Document (**Appendix 2**) note that this parcel is for Mid tech, startup development and the strategic mobility hub and has, therefore, already considered the impact on the remaining Green Belt. The Parcel also includes landscaping to minimise the impact on the wider landscape. Therefore, our client considers that this land is suitable for allocation.

[4] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR0477~1.PDF
[5] National Planning Policy Framework

3.3.5 Parcel HE3 to the north of Duxford Airfield is given a 'moderate' rating in the Green Belt Assessment. It notes that it makes a moderate contribution preventing communities from merging but that the impact on the wider Green Belt if this were to be released would be minor. Therefore, our client considers that this parcel should be designated as 'grey belt' as, like Parcel HE2, it does not "*strongly contribute*" to the purposes of the Green Belt, which are set out in the NPPF. The Concept Plan in the Vision Document (**Appendix 2**) has provisionally allocated this Parcel for the Heathfield Community Hub as well as some Mid tech and startup development. Alongside Parcel HE2, the Parcel also includes landscaping to minimise the impact on the wider landscape. Therefore, our client considers that this land is suitable for allocation.

3.3.6 Parcel HE5 is located to the west of Duxford Airfield is given a 'high' rating in the 2021 Green Belt Assessment. The Assessment gives a 'relatively significant' score to Cambridge Purpose 3 as there are concerns about narrowing the gap between Heathfield and Thriplow. The emerging Local Plan has designated Heathfield as an Infill Village and Thriplow as a Group Village.

3.3.7 Paragraph 005 of the Green Belt Planning Practice Guidance (PPG) (reference ID: 64-005-20250225)[6] 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. As the two settlements are considered villages by the Councils, the findings of the Green Belt Assessment are not valid and therefore, the Site should be considered suitable for development.

3.3.8 The Concept Plan in the Vision Document (**Appendix 2**) has allocated that part of the Site for employment uses and a community orchard. The client therefore considers that this Site should be allocated for employment, which is required to support the Government's ambitions for additional growth in Greater Cambridge.

3.3.9 The Concept Plan in the Vision Document (**Appendix 2**) sets out additional employment floorspace to the north of the Site. This land is located within Parcels TH4 and TH5 of the Green Belt Assessment (2021)[7]. It gives these two parcels a 'very high' harm rating. Both these parcels have gained this rating due to scoring 'relatively significant' (Parcel TH4) and 'significant' for Parcel TH5 for Cambridge Purpose 3. The Assessment has concerns over the potential merging of Thriplow and Heathfield. However, as stated above, the PPG makes it clear that the purposes of the Green Belt only relate to the merging of towns. Therefore, this finding from the Green Belt Assessment is considered inaccurate and the Site allocated for employment uses as the parcels score 'moderate to limited/no contribution' for the other purposes.

3.3.10 Despite the acceptability of those parcels for development, the Concept Plan in the Vision Document (Appendix 2) has provided high quality open space to reduce the impact on the setting of Thriplow and Heathfield as well as the Thriplow Peat Holes SSSI and the Roman

[6] https://www.gov.uk/guidance/green-belt
[7] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR08CC~1.PDF

Settlement Scheduled Monument. Therefore, our client considers that this Site is suitable for employment uses.

3.3.11 The proposed development to the east of the M11 comprises land within is within Parcels WH14, WH15 and WH10 in the Green Belt Assessment (2021)[8]. These Parcels have been given a very high and high scores, principally due to the scoring a 'significant' impact on Cambridge Purpose 3 (prevent Whittlesford and Whittlesford Bridge from merging into each other). Our client would like to highlight that Whittlesford is designated as a Group Village in the emerging Local Plan whereas Whittlesford Bridge is not given a designation in the settlement hierarchy. Therefore, like the other parcels above, the Green Belt PPG states that this purpose only relates to the merging of towns. Therefore, these parcels are considered suitable for development as the parcels score 'moderate to limited/no contribution' for the other purposes.

3.3.12 As with the land to the west of the M11, the Concept Plan (**Appendix 2**) has included landscaping around the parcels to minimise the impact on the wider area.

3.3.13 In conclusion, our client considers that the Green Belt Assessment that was undertaken in 2021 should be reviewed due to 'grey belt' coming in by the Government in 2024. In addition, our client is concerned that a number of parcel reviews are inaccurate because they consider the impact of the merging between villages. Planning Practice Guidance makes it clear that the potential merging of settlements only refers to towns, not villages.

3.3.14 The Concept Plan within the Vision Document (**Appendix 2**) includes high quality open space to mitigate the impact of the development on the wider landscape as well as the Thriplow Peat Holes SSSI and the Roman Settlement Scheduled Monument.

3.4 Draft Policy J/NE – New Employment Development Proposals

3.4.1 This draft Policy guides where employment development should be located, with a focus on urban areas, particularly Cambridge.

3.4.2 Our client considers that the proposals meet the criteria set out in part 3 of the draft Policy, which allows employment development on sites adjoining or very close to the defined development boundary, despite the Site currently being located within the Green Belt.

3.4.3 In the previous draft policy for the Green Belt (S/GB), our client has demonstrated that the Site is considered 'grey belt' and should be a suitable location for development. The Site is ideally located to support Greater Cambridge's life science industry. The Concept Plan set out in the Vision Document (**Appendix 2**) provides details of mitigation measures to minimise the impact on the wider landscape as well as the existing settlements. The Site is also providing other benefits to support the community, includes a community hub, sports pitches and a sustainable travel hub.

3.4.4 Our client's response to each of the criterion of part 3 of the draft Policy is below:

[8] https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR3EC2~1.PDF

a) Given the type of uses proposed (mid tech and startup), our client considers that there are no suitable existing buildings nearby which can be reused and replaced. These types of businesses have specific needs and therefore, it is prudent to create bespoke buildings according to need.

b) The analysis of the Green Belt Assessment undertaken by the client, confirms that the Site can be considered 'grey belt' due to it meeting the requirements set out in the NPPF, 2024. Therefore, it should be considered favourably by the Councils as a suitable location for employment.

c) On submission of the planning application, our client would be willing to provide a business case. However, the Councils' own evidence determines that there is a need for this type of employment space (mid tech and startup) to support the Local Plan.

d) The client will look to advertise the Site to ensure that there is a named user for the development, who will look to occupy the Site on completion.

e) The Concept Plan set out in the Vision Document (**Appendix 2**) demonstrates that the proposal is logically related to the built form of Duxford Airfield. The Concept Plan includes landscaping to minimise the impact on this settlement as well as the other nearby settlements of Thriplow, Heathfield and Whittlesford.

f) The Concept Plan in the Vision Document (**Appendix 2**) provides suitable mitigation measures to reduce the impact on the wider landscape as well as the Thriplow Peat Holes SSSI and the Roman Settlement Scheduled Monument.

g) The Site is surrounded by a number of public rights of way, which provide routes to the wider villages. Despite this, our client is looking to provide a sustainable travel hub, proving commuters with improved sustainable transport links to other modes of transport (Whittlesford Parkway Station and the proposed CSET).

3.4.5 As stated while responding to draft Policy S/JH, the Council should be considering the higher job figure as it realistically responds to the Government's ambitions for the region. Therefore, the Site should be allocated to help meet this increased demand.

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 PPG on Biodiversity Net Gain. Paragraph 006 of the PPG (reference ID: 74-006-20240214)[9] 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."

3.5.2 Therefore, our client requests that the paragraph referring to a minimum of 20% biodiversity net gain, which would help support the Councils' ambitions to improve biodiversity, despite the Government's guidance for only 10% biodiversity net gain.

[9] Biodiversity net gain - GOV.UK

4 Conclusion

4.1.1 In conclusion, our client is continuing to promote the Site (Duxford Hub) for a new sustainable employment site comprising mid tech, startup as well as community uses, including a sustainable transport hub. The Site 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 as an additional allocation to the proposed employment put forward by the Councils in the emerging Local Plan. The Government's ambitions for the region, through the establishment of the Cambridge Growth Company, demonstrate that the Councils should be planning for the higher forecast figure. The Site is ideally located to support this growth as it is central to the existing life science parks. It is uniquely located and the only Site in Greater Cambridge with direct access to the strategic highway and motorway network, a mainline railway station, and an asphalt runway.

4.1.3 The Vision Document at **Appendix 2** sets out how the scheme can provide a sustainable transport hub, providing sustainable access to existing transport links (Whittlesford Parkway Station) and future projects (CSET). The Vision Document sets out how the scheme will provide other benefits for the community, such as a community hub, sports pitches, open space and community orchards. In addition, our client would like to reiterate that there is sufficient capacity with the wider landholding to be self-sufficient in terms of water demand.

4.1.4 Our client considers that the findings of the Green Belt Assessment are not considered accurate. The parcels can be deemed 'grey belt land' as they either meet the definition as set out in the NPPF, 2024 or have inaccurate findings as the Green Belt PPG highlights that the purposes should be assessed against towns not villages.

4.1.5 Therefore, our client advises that the Council undertake an additional assessment to consider the sites and determine whether they constitute 'grey belt'.

4.1.6 Our client has demonstrated that the Site meets the criteria stipulated in draft Policy J/NE and therefore, should be considered as a suitable location for future development.

4.1.7 Finally, the client would like to draw the Councils' attention that the 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 a sustainable employment settlement as it is ideally located in proximity to the existing life science parks. It can help support the increased job numbers, which would help meet the Government's ambitions for Greater Cambridge growth.

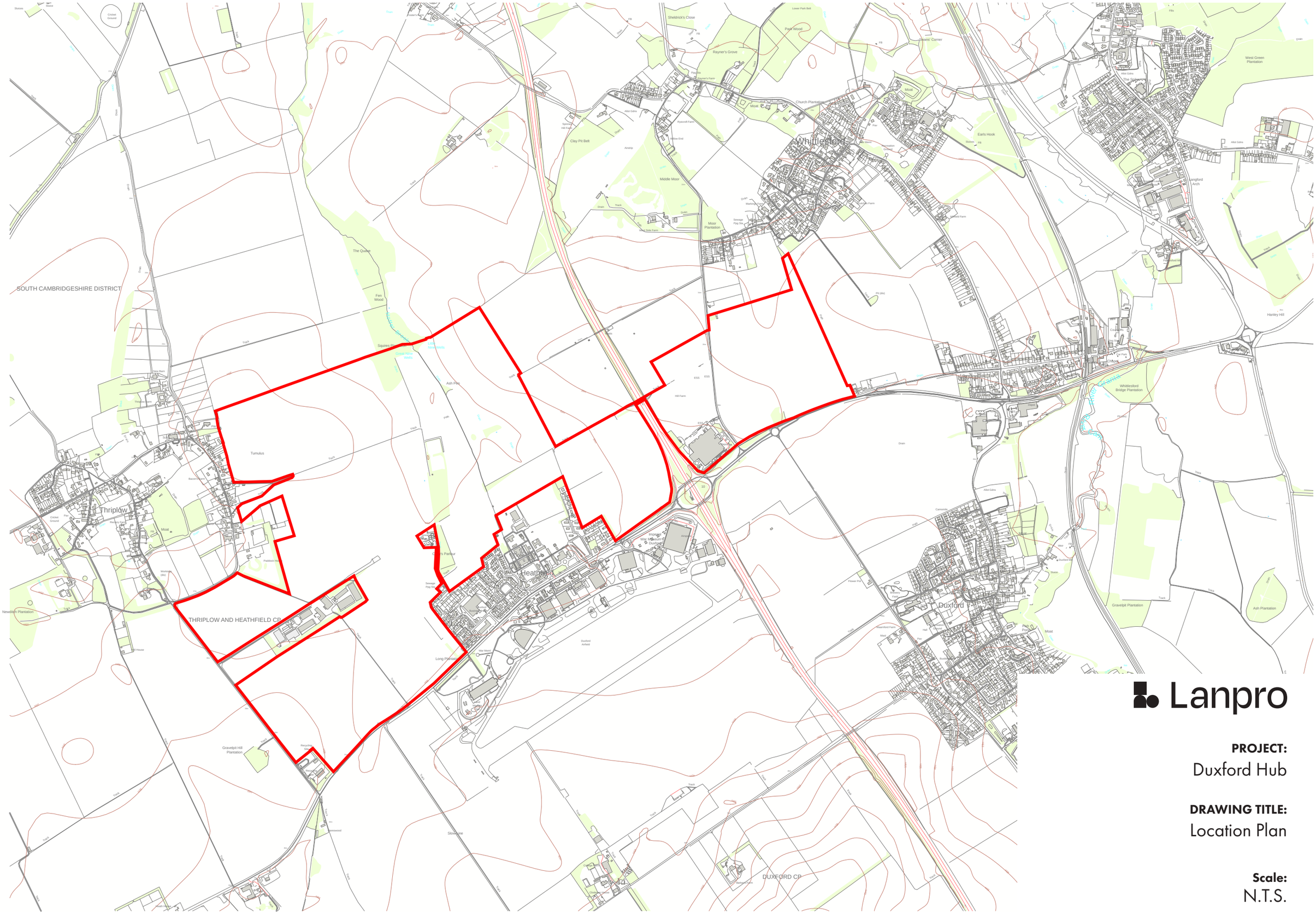
4.2.2 The Site can be considered 'grey belt' and therefore suitable for development. The findings of the 2021 Green Belt Assessment are not considered accurate and should be re-visited when considering future iterations of the new Local Plan.

4.2.3 Our client has demonstrated that suitable mitigation measures can be implemented to reduce the impact on the wider landscape, allaying the concerns from the Landscape Officer which were set out in the HELAA.

4.2.4 Our client has sufficiently demonstrated that the Site meets the criteria set out in draft Policy J/NE and is therefore, suitable for development.

4.2.5 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


Whittlesford
Duxford
Heathfield
Thriplow
SOUTH CAMBRIDGESHIRE DISTRICT
THRIPLOW AND HEATHFIELD CP
DUXFORD CP
Lanpro
PROJECT:
Duxford Hub
DRAWING TITLE:
Location Plan
Scale:
N.T.S.

Lanpro

Appendix 2 Vision Document



Duxford HUB

The Supply Chain Hub for Cambridge Life Science and Technology Cluster

July 2024

CONTENTS

FOREWORD

Government Objectives:
The Case for Cambridge

Local Plan Context

The Right Location
At the Centre of the Cambridge Cluster

Duxford HUB Concept

Duxford HUB: A Connected Place

Duxford HUB: For Now and the Future

Summary

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FINAL VERSION (v2)

FOREWORD

Albanwise and Russell Smith Farms are local landowners with a combined parcel of land covering an area of 314 hectares adjacent to the internationally renowned Imperial War Museum at Duxford, located at the heart of the Cambridge Life Sciences Cluster.

Drawing inspiration from the recently published **'The Case for Cambridge'** document and our experience of farming in the local area, we recognise the importance of supporting and helping facilitate the continued economic growth of Greater Cambridge. The 'Case for Cambridge' recognises the area's role as Europe's leading life sciences centre, which is home to a wide variety of internationally-renowned businesses and dynamic start-ups. The site provides an excellent opportunity to complement the existing cluster by providing mid-tech and start up commercial and laboratory space.

As our vision will explain, we believe that the Duxford HUB can play a critical role at the centre of the Cambridge Cluster, helping to support existing life sciences and technology businesses by providing supporting businesses aiding the local supply chain. With its unique geographical position benefitting from access to the UK's motorway network, a mainline railway station at Whittlesford Parkway, access to public transport corridor and active travel corridors and the nearby runway at Duxford Airfield, the Duxford HUB can play a pivotal role in enabling Cambridge to reach its full economic potential. We believe the Duxford HUB can deliver much needed additional research space ensuring Cambridge continues to compete against its international rivals while at the same time providing a new sustainable travel mobility hub, and providing much needed new public open space, biodiversity enhancements, and attracting greater visitor numbers to the Imperial War Museum, the largest aviation museum in Europe.

We would be delighted to work together with the Cambridge Delivery Group, and our nearby businesses and communities to provide a world-class facility of which we can be proud.

Max Barnes - Albanwise
Managing Director

Robert Smith - Russell Smith Farms
Managing Director



Extent of landownership

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.

Duxford Hub 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'.***

The Case for Cambridge acknowledges that there is an acute need for laboratory space. It states that ***'In 2020 the volume of laboratory space sought by companies by the city exceeded the level of office space available'.*** It also acknowledges the benefits of agglomeration and this demonstrates why Duxford Hub is so beneficially located to help embed this. It states that ***'The positive impact of geographic concentration is already visible right across Cambridge's unique life sciences and technology ecosystem, and if we hold agglomeration as a central principle of any future growth plans the benefits will continue to increase. This is especially the case as knowledge based industries, which Cambridge is famed for, tend to benefit most from the free flow of knowledge and information. At present the difficulty of moving speedily is constraining the effective size of Cambridge and its potential for productive growth'***

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.

The landowners recognise 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.

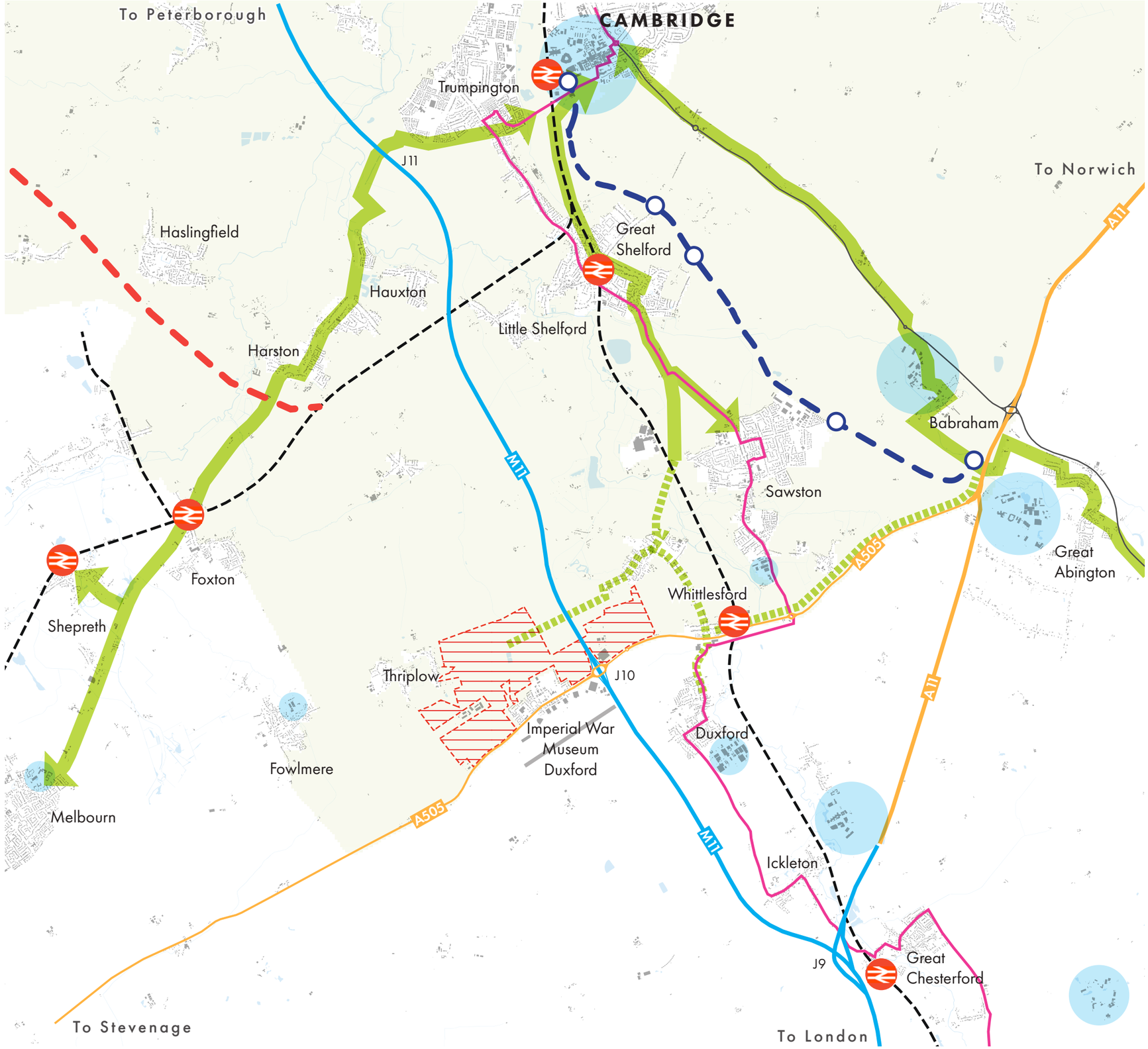
The Right Location

Duxford Hub offers a unique opportunity to provide a highly sustainable new complimentary life science and research campus supporting the Cambridge Cluster and very well placed to provide excellent connectivity to jobs and opportunities at the nearby life-sciences cluster around the Cambridge Biomedical Campus. The site is unique in Greater Cambridge in having direct access to a motorway, mainline railway station and airfield runway.

Duxford Hub seeks to deliver a commercial-led development to support the ambitious growth aspirations set out in the Government's recently published document: 'The Case for Cambridge', which recognises the huge demand for commercial floor space in the Cambridge Cluster.

Duxford Hub is strategically located immediately adjacent to junction 10 of the M11 motorway, and approximately 1Km. west of Whittlesford Parkway railway station, which provides fast rail links to Cambridge, Stansted Airport, and London, and in 2025 will be just a 5 minute train journey to Cambridge South and the Cambridge Biomedical Campus. The creation of a complimentary commercial hub to serve the surrounding life sciences and research and development clusters provides a unique opportunity, and the location of Duxford HUB is unique in this regard benefitting from access to road, rail, and air.

We know that Cambridge is experiencing an acute shortage of commercial space, particularly of laboratory space, and there is a strong demand from both start-ups and large companies, including multi-national life science companies.



LEGEND

- Site
- Citi 7 bus route
- Existing local ped./ cycle connections
- Life Science/ Technology campus
- Railway line and stations
- Cambridge Greenways
- East West Rail route
- CSET route
- Green Belt

At the Centre of the Cambridge Cluster

Cambridge is home to Europe's largest life sciences, research and development cluster, consisting of more than 30 science and technology parks within 20 kilometres of the city. Duxford HUB lies at the centre of this globally important cluster of companies; all within 12 kilometres of the proposed site.

In addition Duxford Hub is strategically located immediately adjacent to junction 10 of the M11 motorway, and approximately 1 kilometre west of Whittlesford Parkway railway station. The creation of a complimentary commercial hub to serve the surrounding life sciences and research and development clusters provides a unique opportunity to support the Cambridge Cluster and enable the existing businesses to flourish while providing much needed additional commercial floorspace, well connected by sustainable transport modes.















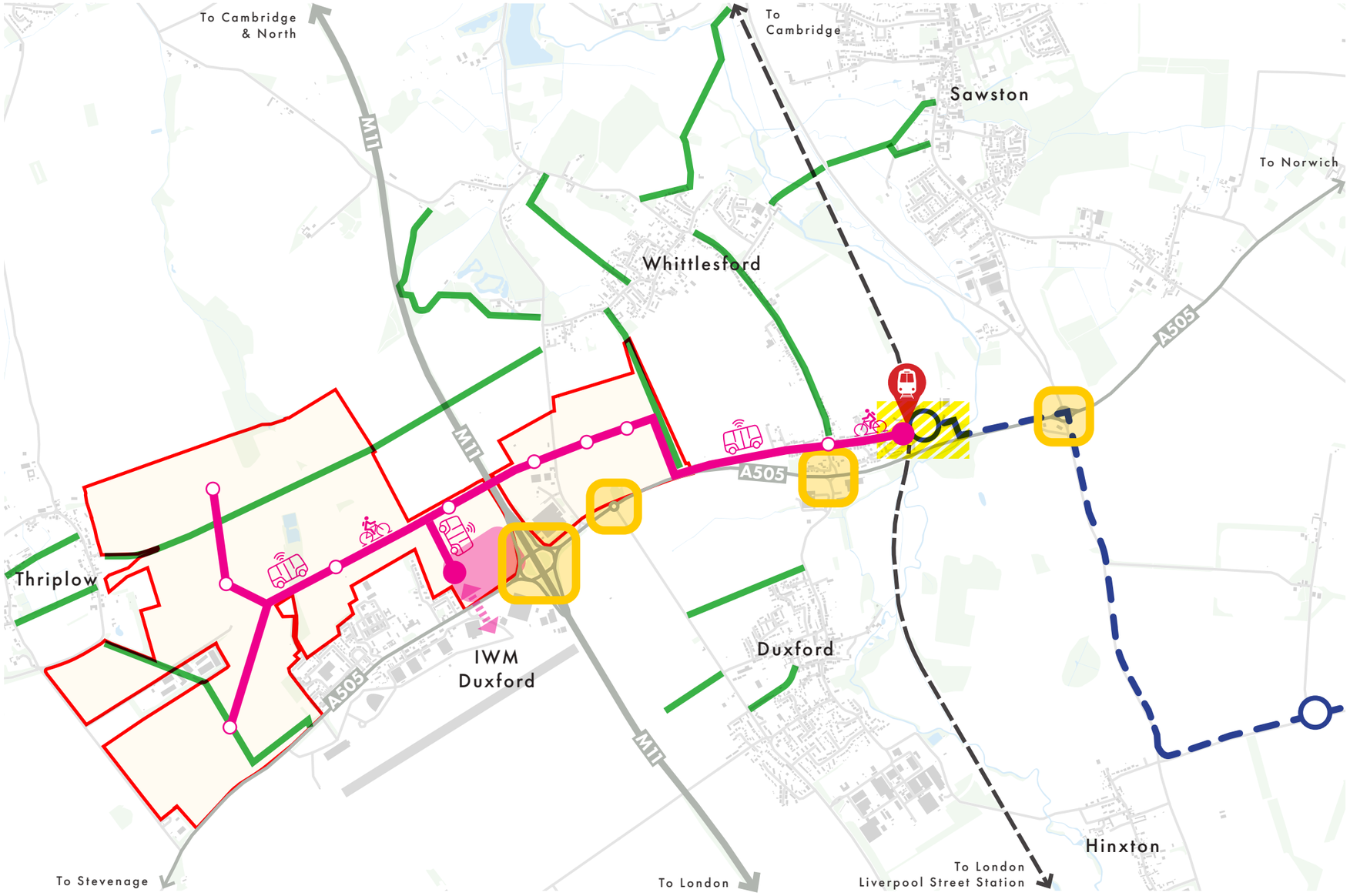




Duxford HUB
A Connected Place

Our vision for Duxford HUB is for it to be a highly connected place focussed around sustainable and active travel that will include:

- Enhanced highway junctions including junction 10 of the M11, enabling better connectivity and safety at key junctions and increasing traffic flow.
- A new Strategic Mobility Hub (with shops, toilets, cafés etc.) providing commuters and visitors with parking facilities linking into the new sustainable transport network to reduce traffic on the A505 and other local roads.
- Multi-modal connectivity between Whittlesford Parkway and the new Strategic Mobility Hub adjacent to the Imperial War Museum enabling a significant uplift in visitors to reach this major tourist attraction by a variety of modes.
- Extension to Cambridge South East Transport (CSET) to provide a direct spur to link to Whittlesford Parkway railway station providing direct sustainable transport links to other nearby life sciences and research parks.
- Enhancements to Whittlesford Parkway railway station to accommodate a significant increase in passenger numbers and better interchange facilities between transport modes
- A dedicated sustainable and active travel corridor with an autonomous shuttle service alongside high-quality cycling, walking, and wheelchair provision linking the commercial areas of Duxford Hub with the Strategic Mobility Hub/ Imperial War Museum and Whittlesford Parkway/CSET interchange, creating a safe environment that minimises conflicts with motorised traffic.
- Enhancements to existing and proposed new pedestrian and cycle links building on the emerging Greenway network, and providing sustainable links to surrounding villages including Duxford, Sawston, Thriplow, and Whittlesford.



Connectivity Plan

Duxford HUB Concept

The Illustrative Concept Plan opposite has been prepared to provide an early indication of the potential quantum and disposition of uses across the site. It also begins to illustrate how a local rapid transport network/corridor can be incorporated into the scheme and connect to the wider public transport network.

Duxford HUB in numbers:

280 HA - Site Area

80 HA - Mid-Tech & Start up development

183 HA - Areas of public open space, biodiversity enhancements and sports pitches

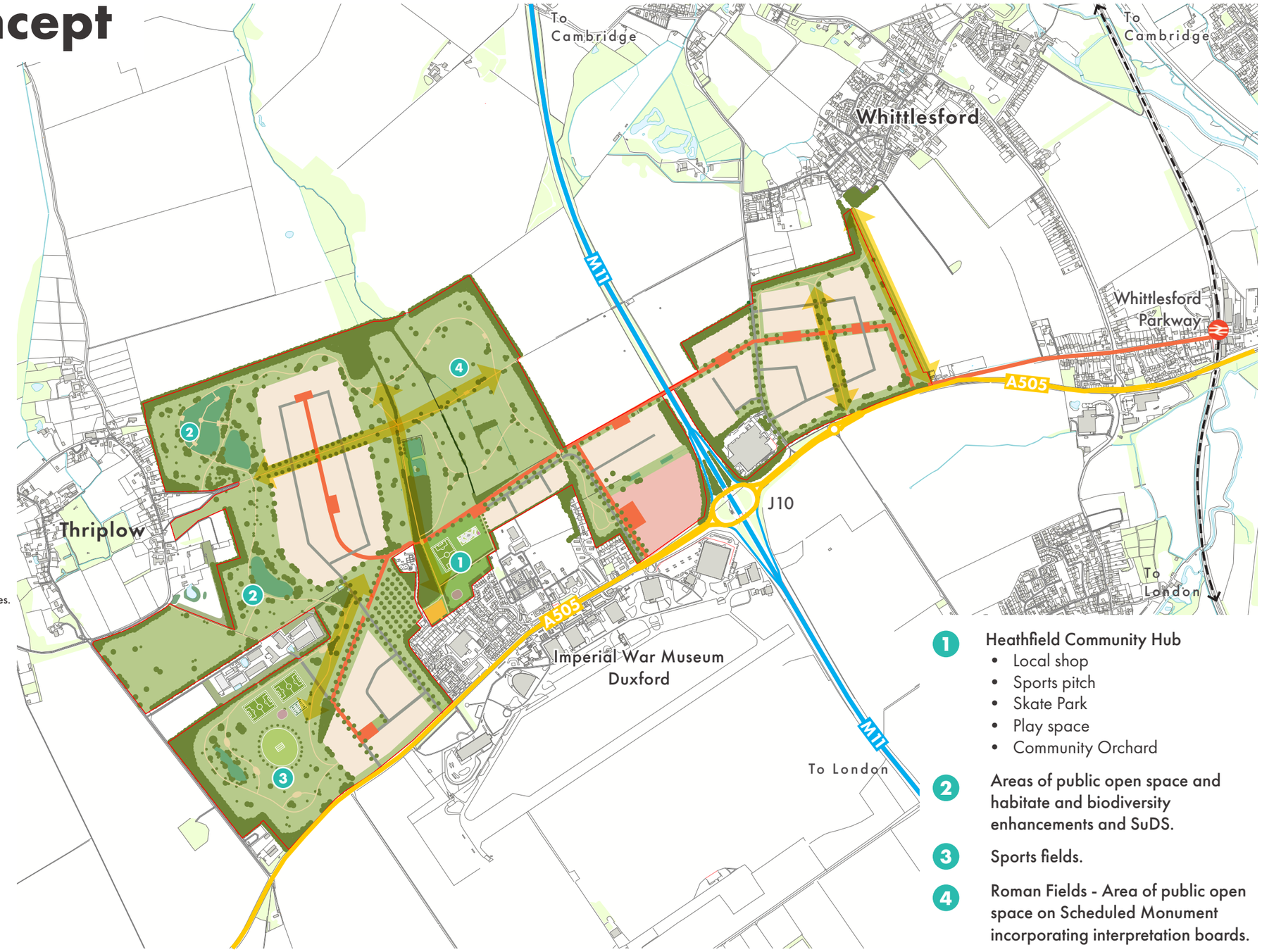
10 HA - Strategic Mobility Hub

7 HA - Heathfield Community Hub

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

LEGEND

- Site
- Mid-Tech & Start up development
- Strategic Mobility Hub
- Active travel corridor and Stops -
  - Autonomous Vehicles (AV)
  - Pedestrian
  - Cycle
  - Electric Scooters
- Primary Greenway Corridors



Illustrative Concept Plan

1. Heathfield Community Hub
   - Local shop
   - Sports pitch
   - Skate Park
   - Play space
   - Community Orchard
2. Areas of public open space and habitate and biodiversity enhancements and SuDS.
3. Sports fields.
4. Roman Fields - Area of public open space on Scheduled Monument incorporating interpretation boards.

Duxford HUB
For Now and the Future

At the heart of Duxford HUB is the delivery of a modern, high-quality sustainable employment development for Cambridge and region with a deliverable long-term active travel and environmental strategy at its heart.

Modern Working Environment
Set over 80 hectares, Duxford HUB will deliver new, state of the art Mid-Tech commercial employment space that is focussed on the Cambridge Life Science and Technology cluster.

The HUB will provide a modern, fit for purpose development that benefits from its central location within the Cambridge cluster and the transport network.

The development will deliver sustainable and active travel strategy, encouraging journeys to and from work by train, bus cycle and walking.

The development will also benefit from a parkland setting and sports and social facilities that fosters a collegiate, co-working environment, promoting collaboration, health and wellbeing.

Strategic Mobility Hub
The sustainable access strategy for the site will include a 'Strategic Mobility Hub', this will draw different modes of transport together - walking, cycling, scooters, lift sharing, and public transport as well car parking. The hub could be expected to include services such as cycle and e-mobility (e-scooter, e-bike) hire, cycle tool station, public transport information, parcel collections/deliveries, EV charging, coffee kiosks, retail or offices etc, and would be set within a landscaped community square providing high quality public realm.

It is expected that the hub would also benefit IWM Duxford for parking, particularly on air show days.





Active Travel Corridor
Running through the centre of the site will be a dedicated active travel corridor. The corridor will be designed to provide safe, convenient and pleasant routes for pedestrians, cyclists, scooter and buses. The corridor will connect to all areas of the site and to the new Strategic Mobility Hub. The ambition is also for the corridor to connect to Whittlesford Parkway railway station and for it to accommodate autonomous shuttle service.







Active and Biodiverse Landscape
Duxford HUB will be set within a new parkland setting of around 183 hectares.

This provides the scope and opportunity to deliver substantial new areas of blue/ green habitat and biodiversity enhancements, strengthening the ecological networks and responding to our changing climate.

The proposals will include a rich mix of new tree, orchard, hedgerow and species-rich meadow planting. Several new ponds, swales and wetlands would be incorporated. This will create a diverse range of habitats and substantial gains in biodiversity and an attractive and pleasant working environment.

New areas of sports pitches are also provided as part of the overall design for the comprehensive employment scheme, together with local pitches and facilities for residents of Heathfield.



Summary

Having carefully considered the compelling 'Case for Cambridge' we believe that Duxford HUB is a unique opportunity to complement the existing life sciences and research & development cluster, and provide a new cluster of business and facilities that will enable this key sector to grow. Benefitting from its prime location immediately adjacent to the M11 motorway and within 1 kilometre of Whittlesford Parkway railway station, Duxford HUB benefits from its excellent connectivity and is strategically placed at the heart of this important cluster. Its location to the north of the internationally renowned Imperial War Museum and with an opportunity to link into wider CSET proposals and active travel corridors, the Duxford HUB proposals provides an opportunity to deliver a high-quality integrated transport system focused around a new strategic mobility hub that enables meaningful modal shift to more sustainable modes of transport including active travel, while at the same time offering a unique opportunity to dramatically increase visitor numbers to the Imperial War Museum.

The site benefits from a straightforward landownership situation making deliverability much less complex than on many other sites with several landowners. Albanwise and Russell Smith Farms have an agreed vision and purpose, as well as a commitment to working constructively and collaboratively with the Cambridge Delivery Group and other public sector bodies and businesses. For these reasons and those set out in this vision document, we believe Duxford HUB's role in helping the deliver the 'Case for Cambridge' should be seized to enable the wider benefits for the UK economy to be realised.



RIGHT LOCATION

WITHIN 1KM OF WHITTLESFORD PARKWAY RAILWAY STATION AND OFF JUNCTION 10 OF THE M11 MOTORWAY



80 HECTARES

MODERN MID-TECH SPACE TO SUPPORT THE CAMBRIDGE LIFE SCIENCE CLUSTER



10 HECTARES

STRATEGIC MOBILITY HUB AND DEDICATED ACTIVE TRAVEL CORRIDOR



183 HECTARES

PUBLIC OPEN SPACE, BIODIVERSITY AND HABITAT ENHANCEMENTS AND SPORTS FACILITIES

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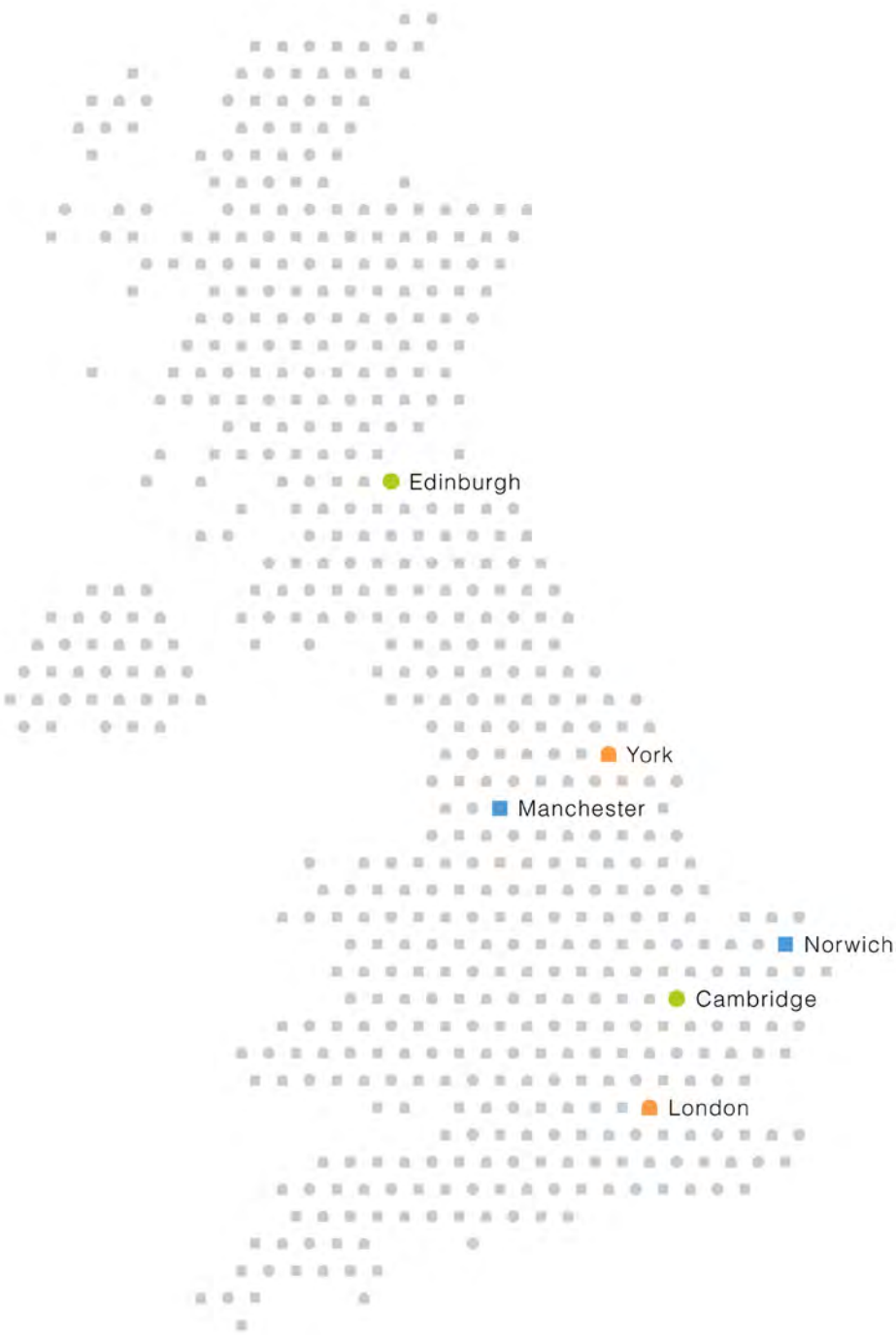
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