

Six Mile Bottom

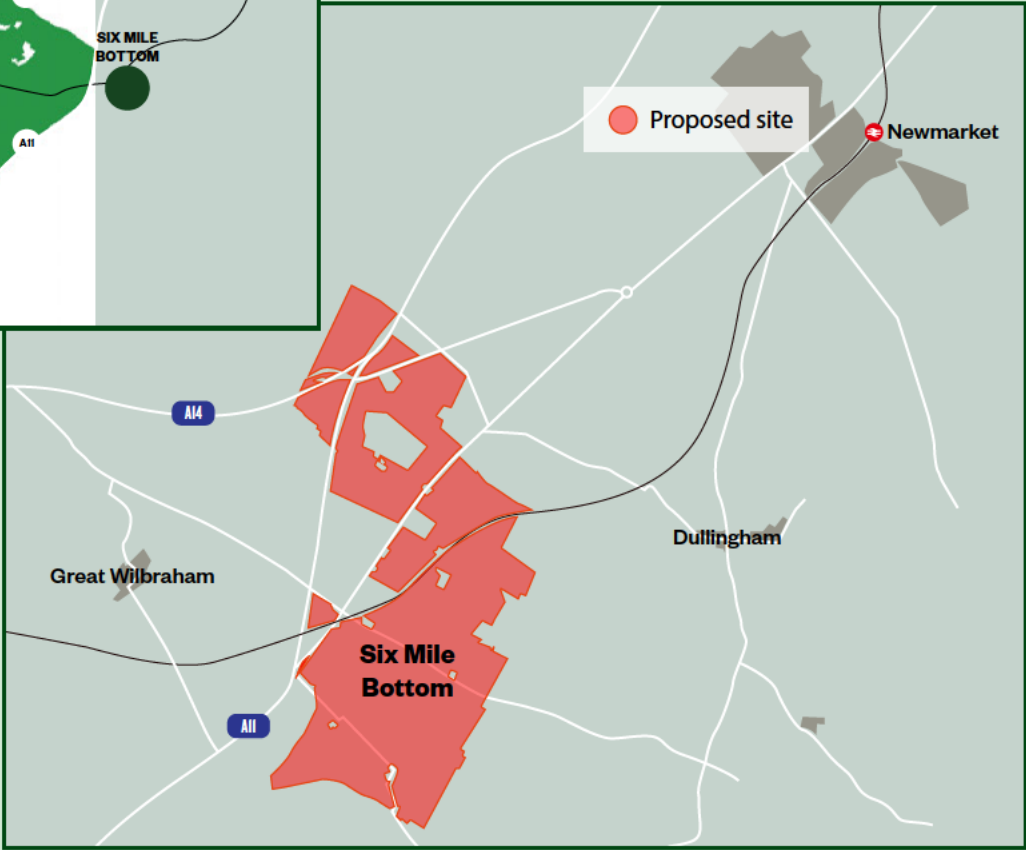
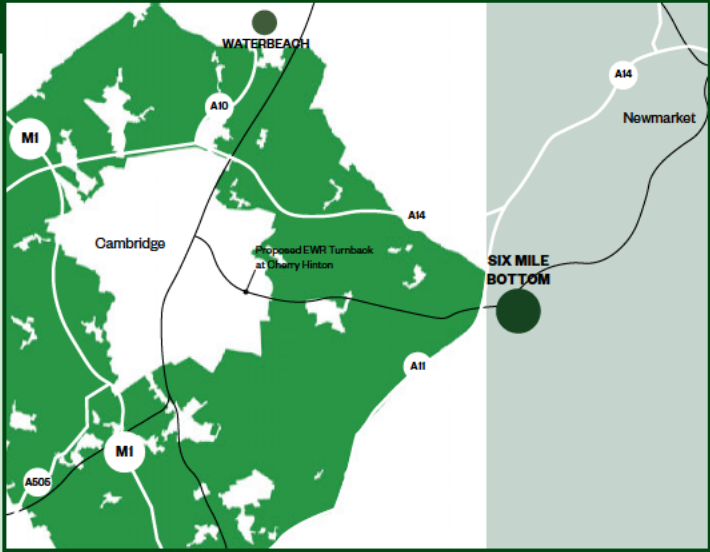
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This submission is made on behalf of master developer Urban&Civic and housing developer Hill Residential

The site is located at The Six Mile Bottom Estate, Westley Lodge, Six Mile Bottom, Newmarket CB8 0UA. Grid reference: 569097 267448.

Key Facts

- Up to 18,500 new homes and 170 acres of high-quality employment land
- Single site ownership meaning no need for land assembly
- Delivery partners with a strong track record as master developer and house builder
- Located to benefit from and contribute to Cambridge's bioscience ecosystem
- Sustainable transport links in the form of a new railway station
- Aligned with the ambitions of the Cambridge Growth Board



The site straddles the boundary of East Cambs District Council and South Cambs District Council. The site does not form part of a formal allocation in either local plan.

The site (as outlined in red on the above plan) benefits from all being in the single ownership of the Six Mile Bottom Estate LLP. The landowner has entered into a Promotion Agreement with master developer Urban&Civic and housebuilder Hill Residential. The total site area is 2,725 acres. In terms of planning progress, the site is being actively promoted through the emerging Greater Cambridgeshire Local Plan and

was promoted through the Single-Issue Review (SIR) of the East Cambridgeshire Local Plan (as amended 2023). High level masterplanning has also been undertaken, along with a suite of technical reviews. This work can be provided to the Taskforce on request.

Subject to the consenting structure envisaged by the task force, there is potential to start construction on site as early as 2028.

2. How does this location meet the Taskforce's research remit as set out in Section A?

Scale
This site has capacity to deliver a minimum of 10,500 new homes rising to 18,500 homes depending on the area of land developed and varying levels of density.

In addition to new homes, the proposals will provide high-quality employment land (up to 170 acres) which could support research and development industries in the area and enable existing successful companies to expand further.

The site will also deliver community infrastructure in the form of at least six primary schools (3 forms of entry) and two secondary schools (9 forms of entry), community buildings and local centres for each neighbourhood and the delivery of health facilities to support the whole development.

Affordable housing
All the Urban&Civic planning consents are based on viability studies undertaken on an entirely open book basis and repeated for each phase. The extent of front end capital expenditure necessary for large scale developments, and the fact that Urban&Civic specifically targets projects in high demand but mid price locations, is reflected in relatively low affordable housing percentages in the early phases. The percentages ought to move up through latter phase reviews and higher percentages can be supported through additional grant funding.

- New Town credentials**
In addition to the above, there are four [stand out] characteristics of the site which make it ideally placed for New Towns status:
1. Site ownership – no land assembly is necessary; the site is in single ownership and forms one continuous block of land.
 2. Delivery partners with a strong track record - Urban&Civic has demonstrated the ability to deliver the infrastructure, long term stewardship and place making skills necessary to create thriving new settlements. Hill Residential is one of the leading high-quality housebuilders with a long term record of delivering high quality new homes at scale in the Cambridge sub-region. Together these partners can be trusted to deliver high quality communities at pace.
 3. Sustainable travel – the site has potential for high quality public transport links in the form of new railway station on the Cambridge to Newmarket railway line. There is also an additional opportunity which would involve extending the proposed EWR to this site and building an additional station at Six Mile Bottom, which would include relocating the turning section from the proposed location east of central Cambridge. Whilst this would result in a marginal increase in costs for EWR, there would be significant benefits in the form of connecting this site into central Cambridge and adding substantially to the 'tens of thousands' of new homes enabled by the delivery of EWR.
 4. Lack of formal Landscape Designations – this site is not located in a sensitive area, such as those with national and international designation. It is not within the green belt, a National Landscape or National Park, nor is it a designated ecological site.

3. What would be the barriers to creating a new town in this location and what would be needed to overcome them (if known)?

As with all sites of this scale, there are some barriers to development that would need working through.

- New infrastructure is required in the form of highway and rail interventions. The necessary interventions are located within the site boundary and therefore can be directly delivered.
- Upgrades are required to the A11/A14 interchange to support the development. The site extends to include the land surrounding this junction, meaning the development is capable of delivering an all-movement junction (necessary approvals permitting) which would deliver a wider improvement to the strategic road network.
 - The delivery of a new rail station should it be required. The land adjacent to the Newmarket-Cambridge line is in the site's ownership boundary, enabling delivery. Further discussions would be required with Network Rail and/or East-West Rail to agree the most appropriate intervention and timing of delivery.

In addition, this site may be affected by the water shortage issues currently affecting the wider Cambridge area. However, in the long term this issue will be addressed through the construction of new reservoirs and other mitigation measures.

4. Has this prospective development previously received government support (if known)?

The site has not received explicit previous government support. However, the delivery of a new town in this location is aligned with the ambitions of the Cambridge Growth Board. The Minister of State for Housing and Planning stated in his letter of 30th October to the Chairman of the Growth Board that: "We have previously agreed several high-level principles that the Cambridge Growth Company must adhere to when developing plans for ambitious and sustainable growth in Greater Cambridge. When it comes to the growth strategy, development on a more dispersed geographical footprint is perfectly acceptable...". Additionally, he states: "It must also build on and go further than local plans, in terms of scale, ambition and timescale".