



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

# Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Scotland Park, Scotland Road, Dry Drayton, Cambridgeshire

PX Land Ltd



January 2026

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# Issue Sheet

Document Prepared for: PX Land Ltd

## Representations to Greater Cambridge Local Plan Regulation 18 Consultation

4646

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**Date:** January 2026

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## Contents

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.2	PX LAND LTD	1
1.3	STRUCTURE OF DOCUMENT	2
<b>2</b>	<b>SITE CONTEXT</b>	<b>3</b>
2.1	SITE CONTEXT	3
2.2	CAMBOURNE TO CAMBRIDGE BUSWAY (C2C)	3
<b>3</b>	<b>RESPONSE TO CONSULTATION</b>	<b>5</b>
3.2	DRAFT POLICY S/JH – NEW HOMES AND JOBS	5
3.3	DRAFT POLICY S/DS: DEVELOPMENT STRATEGY	5
3.4	POLICY S/GB – THE CAMBRIDGE GREEN BELT	9
3.5	DRAFT POLICY BG/BG – IMPROVING BIODIVERSITY	11
<b>4</b>	<b>CONCLUSION</b>	<b>13</b>
4.2	OVERVIEW	14

## Appendices

<b>APPENDIX 1</b>	<b>LOCATION PLAN</b>
<b>APPENDIX 2</b>	<b>VISION DOCUMENT</b>
<b>APPENDIX 3</b>	<b>PROPOSED HOUSING TRAJECTORY</b>

## 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*". 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

<sup>1</sup> [SDGCLPDGCHELAARDec25.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

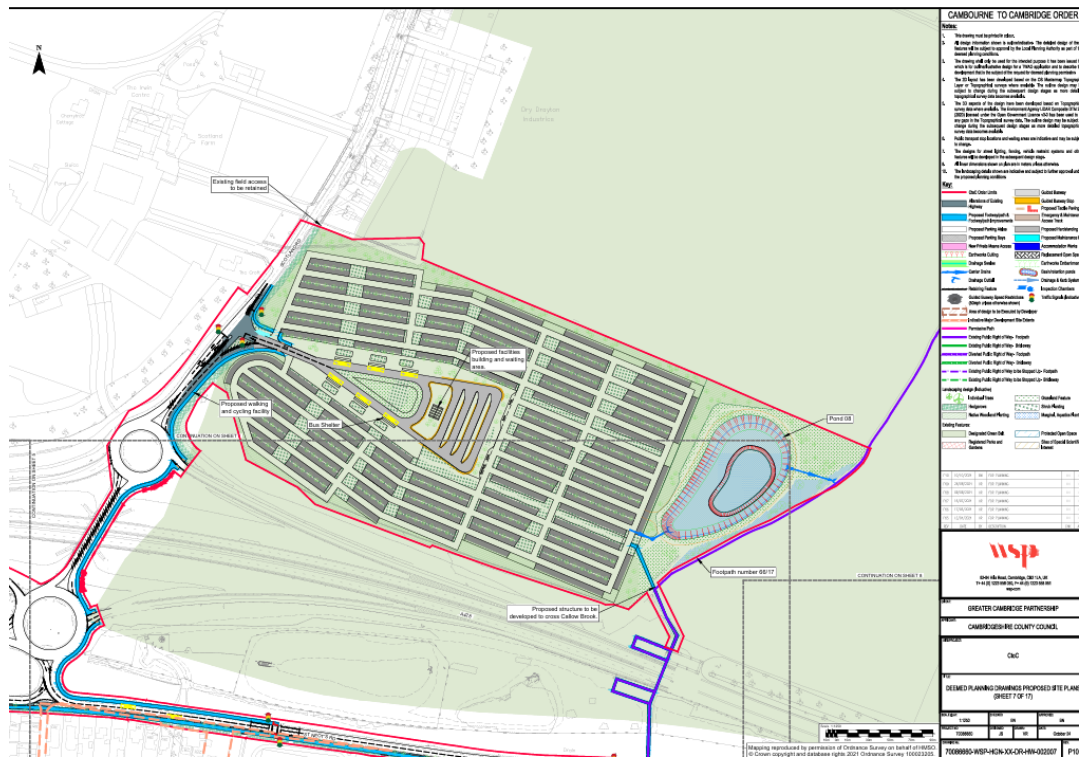
### 2.1 Site Context

- 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<sup>2</sup>.
- 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:

<sup>2</sup> [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*”<sup>3</sup>.

3.2.5 Therefore, our client considers 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.

<sup>3</sup> [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* <sup>4</sup>	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

<sup>4</sup> [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”.
- 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

<sup>5</sup> <https://www.bbc.co.uk/news/articles/c62l6gnvdyqo>

Paper, produced by the promoters of Grange Farm<sup>6</sup>. 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’ 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**

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

<sup>6</sup> <https://oc2.greatercambridgeplanning.org/form/59401>

<sup>7</sup> [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<sup>8</sup>. 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

<sup>8</sup> <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)<sup>9</sup> 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.

<sup>9</sup> [Green Belt - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101111/green-belt-planning-practice-guidance-2025.pdf)

- 3.4.10 Parcel OA11<sup>10</sup> 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)<sup>11</sup> 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

<sup>10</sup> <https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-09/GR044A~1.PDF>

<sup>11</sup> [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 than 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.

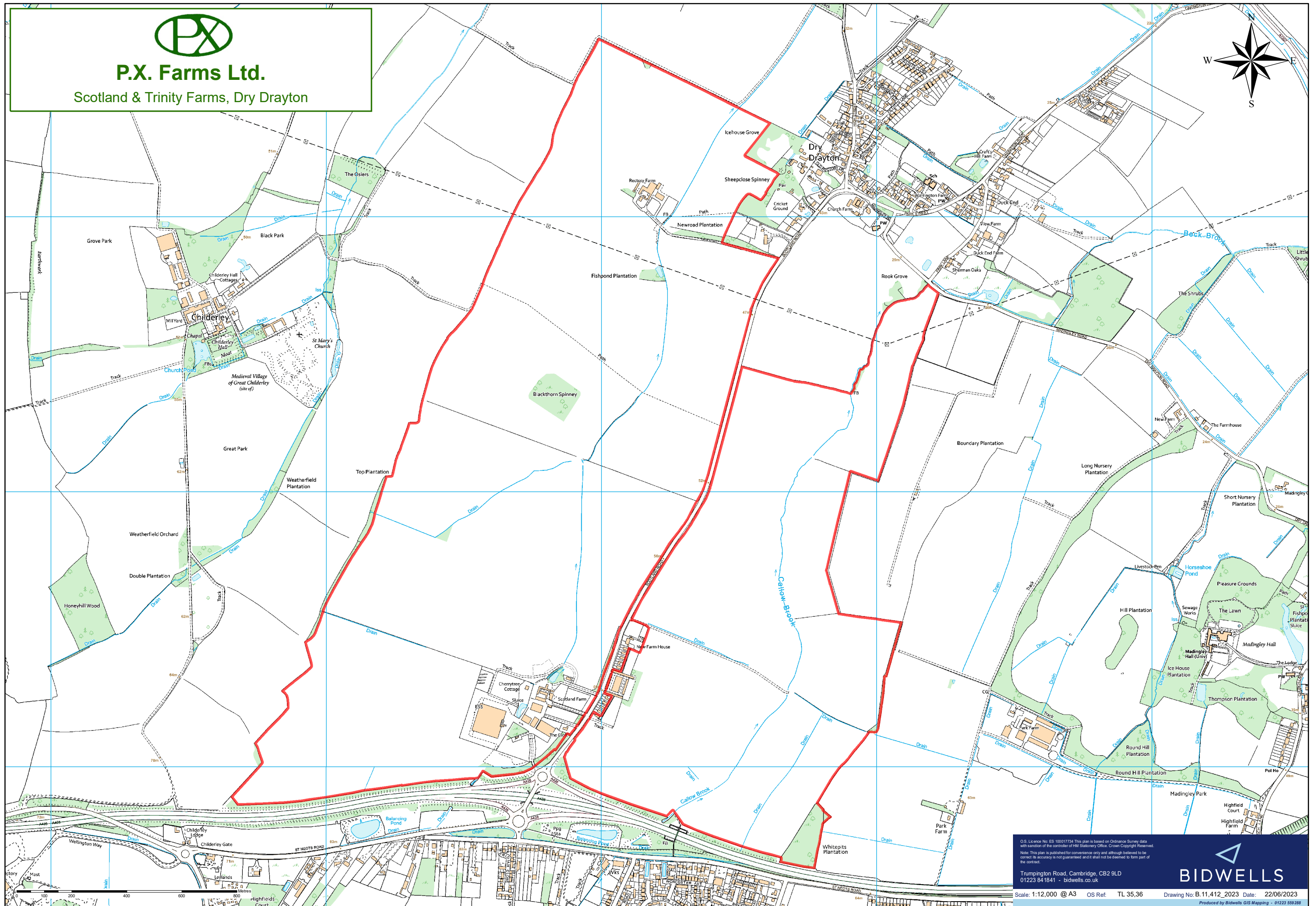
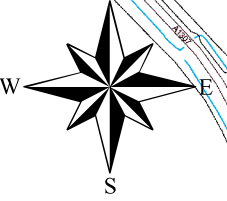
## 4.2 Overview

- 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



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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 Mappings - 01223 559288

**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**

Document prepared by



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FINAL VERSION (v3)

# Contents:

<b>FOREWORD</b>	<b>4</b>
<b>OUR VISION</b>	<b>6</b>
<b>LAND OWNERSHIP</b>	<b>8</b>
<b>THE PROPOSAL</b>	<b>10</b>
<b>GOVERNMENT OBJECTIVES:</b> The Case for Cambridge	<b>12</b>
<b>LOCAL PLAN CONTEXT</b>	<b>13</b>
<b>THE RIGHT LOCATION</b>	<b>14</b>
<b>A CONNECTED PLACE</b>	<b>16</b>
<b>A NEW SUSTAINABLE COMMUNITY</b>	<b>18</b>
<b>A WALKABLE PLACE</b>	<b>20</b>
<b>A PLACE WITH SUSTAINABLE TRAVEL OPTIONS</b>	<b>22</b>
<b>A VERDENT AND HEALTHY PLACE</b>	<b>24</b>
<b>SPACE FOR ECOLOGY AND BIODIVERSITY</b>	<b>26</b>
<b>SPACE TO RELAX AND PLAY</b>	<b>27</b>
<b>A PLACE WITH HOMES FOR ALL</b>	<b>28</b>
<b>A PLACE OF COMMUNITY</b>	<b>29</b>
<b>A PLACE TO WORK</b>	<b>30</b>
<b>A PLACE TO LEARN AND THRIVE</b>	<b>31</b>
<b>SUMMARY OF PROPOSALS</b>	<b>32</b>

# 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.**

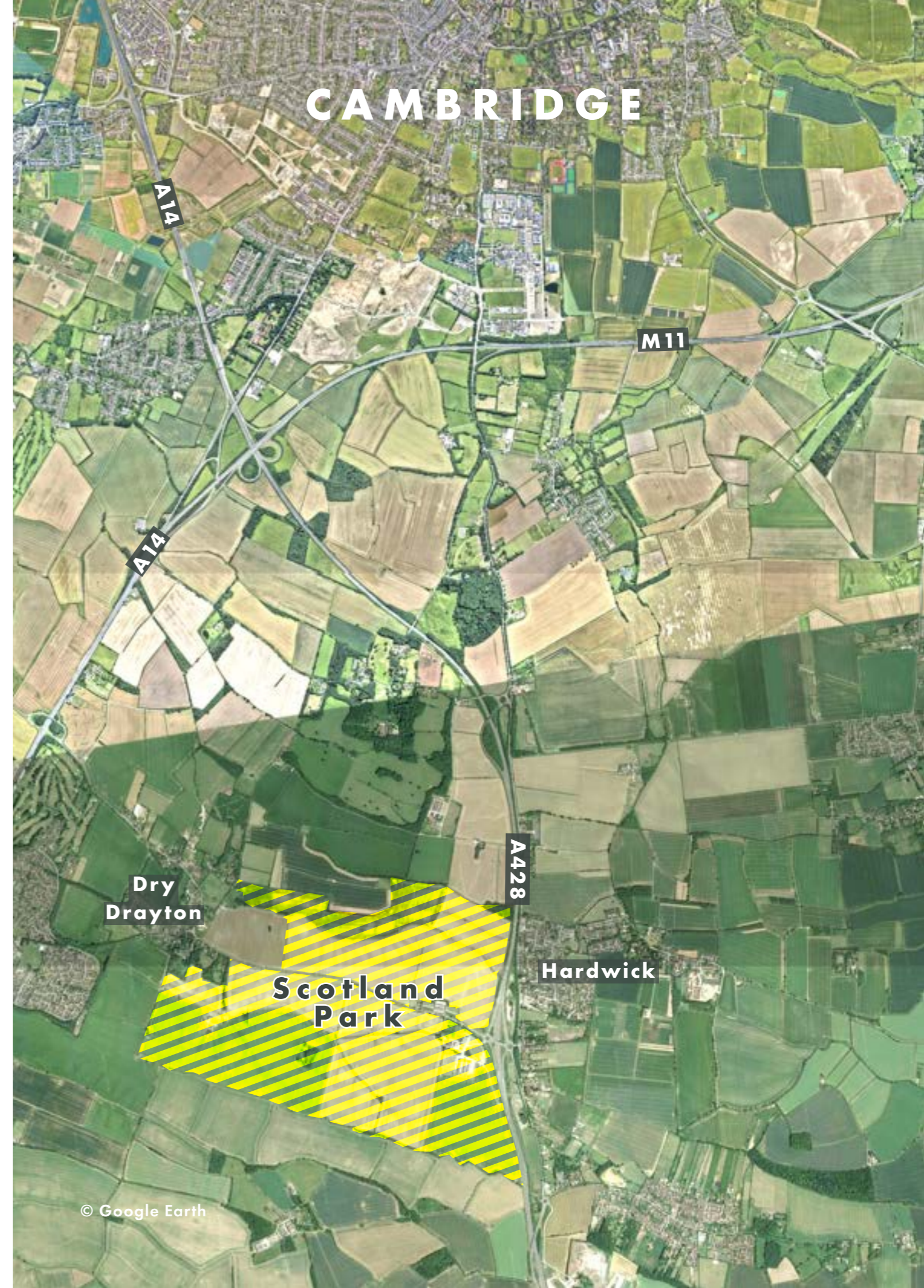
PX Land Ltd welcomes the bold vision set out in the recently published 'The Case for Cambridge' and the vital importance of helping facilitate the continuing economic growth of Greater Cambridge. While Cambridge has grown in recent years, this continued success cannot be taken for granted. Significant 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 closely 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.

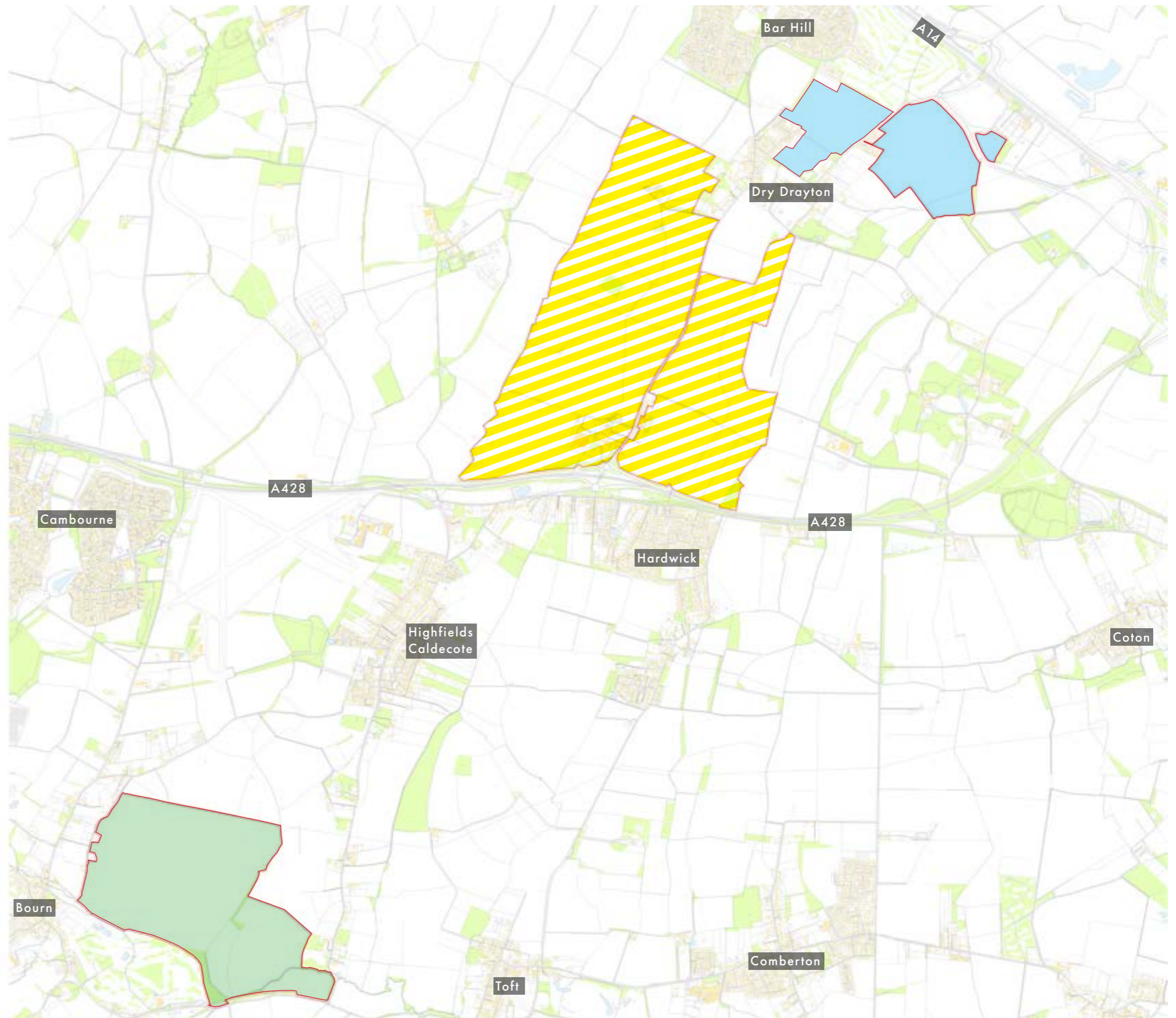
# LAND OWNERSHIP

**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.**

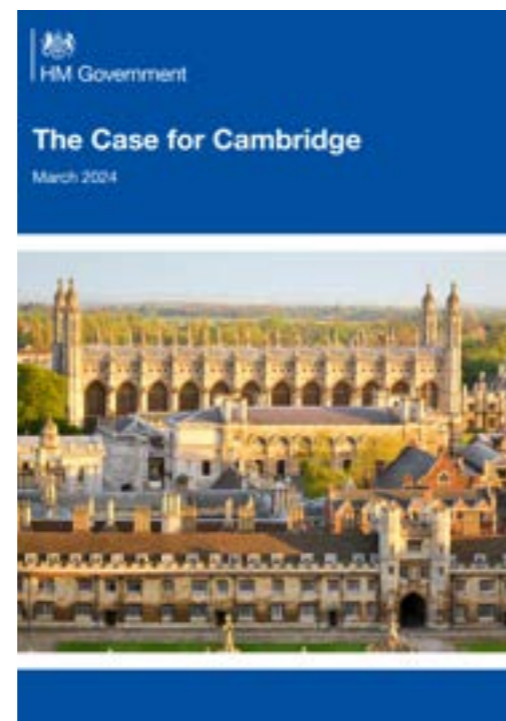
It is clear that there are numerous benefits that stem from agglomeration and this matters to research-intensive cities like Cambridge both in terms of academia and industry. Currently we are aware that many of the city’s world class businesses and research institutes are struggling to expand due to 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 £6.4 billion 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'.

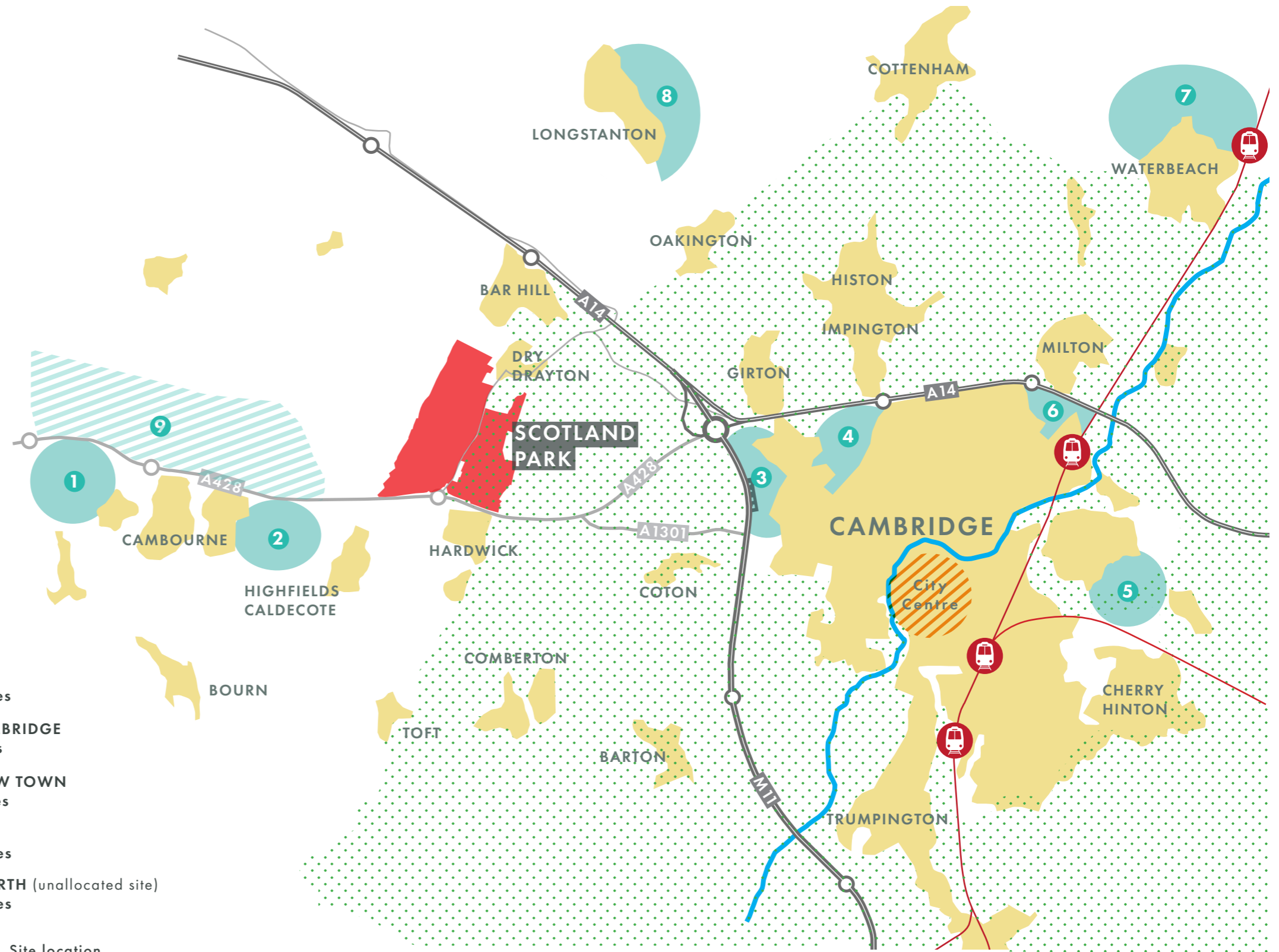
Scotland Park is very well related to existing and proposed transport infrastructure, with direct access on the A428 Trunk Road, as well as a proposed new Travel Hub/Park & Ride immediately north-east of the junction with the A428 linking directly into the proposed Cambridge to Cambourne (C2C) Busway 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

- 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

**● GREEN BELT**

- 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

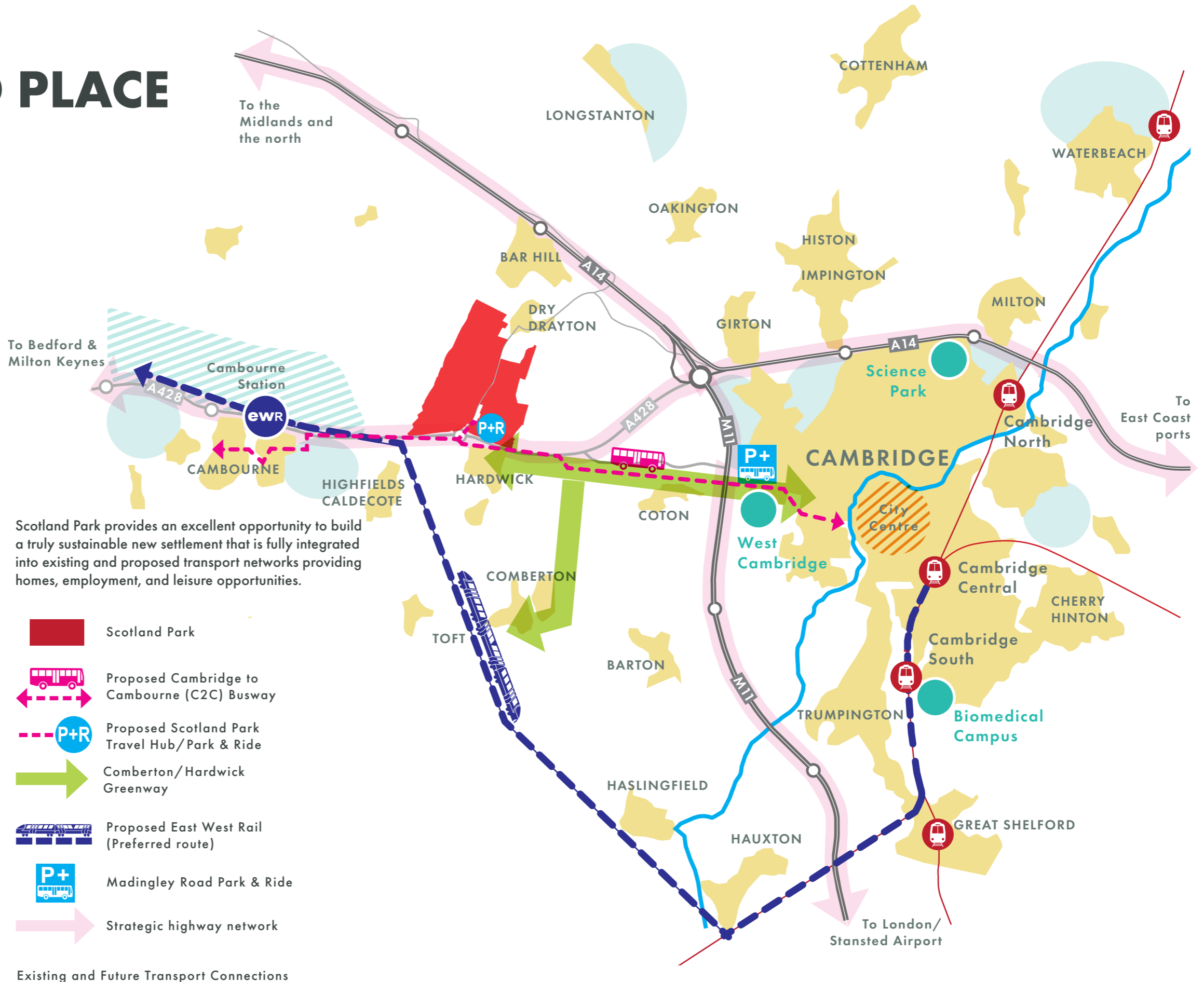
# A CONNECTED PLACE

**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.



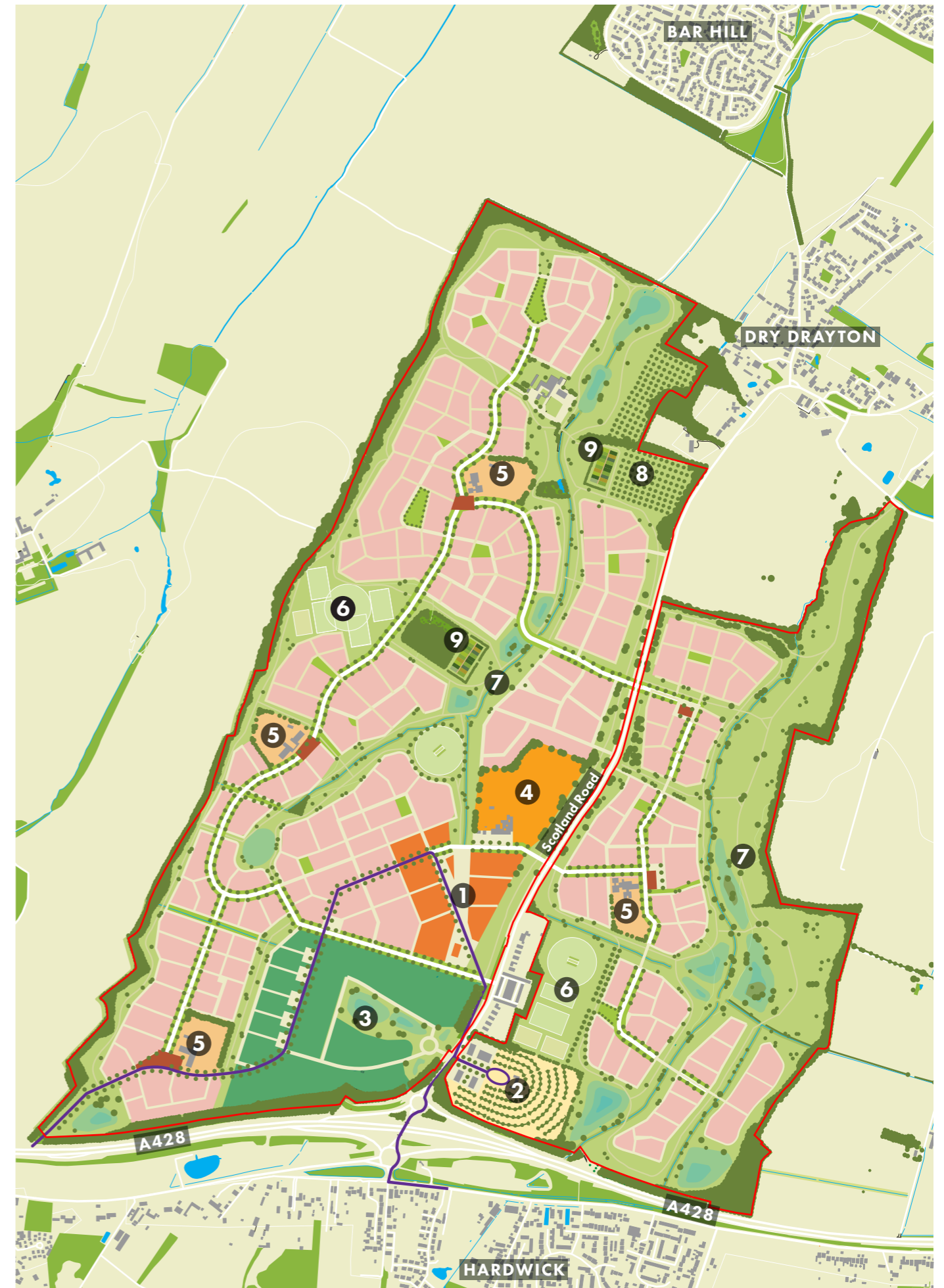
# A NEW SUSTAINABLE COMMUNITY

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.

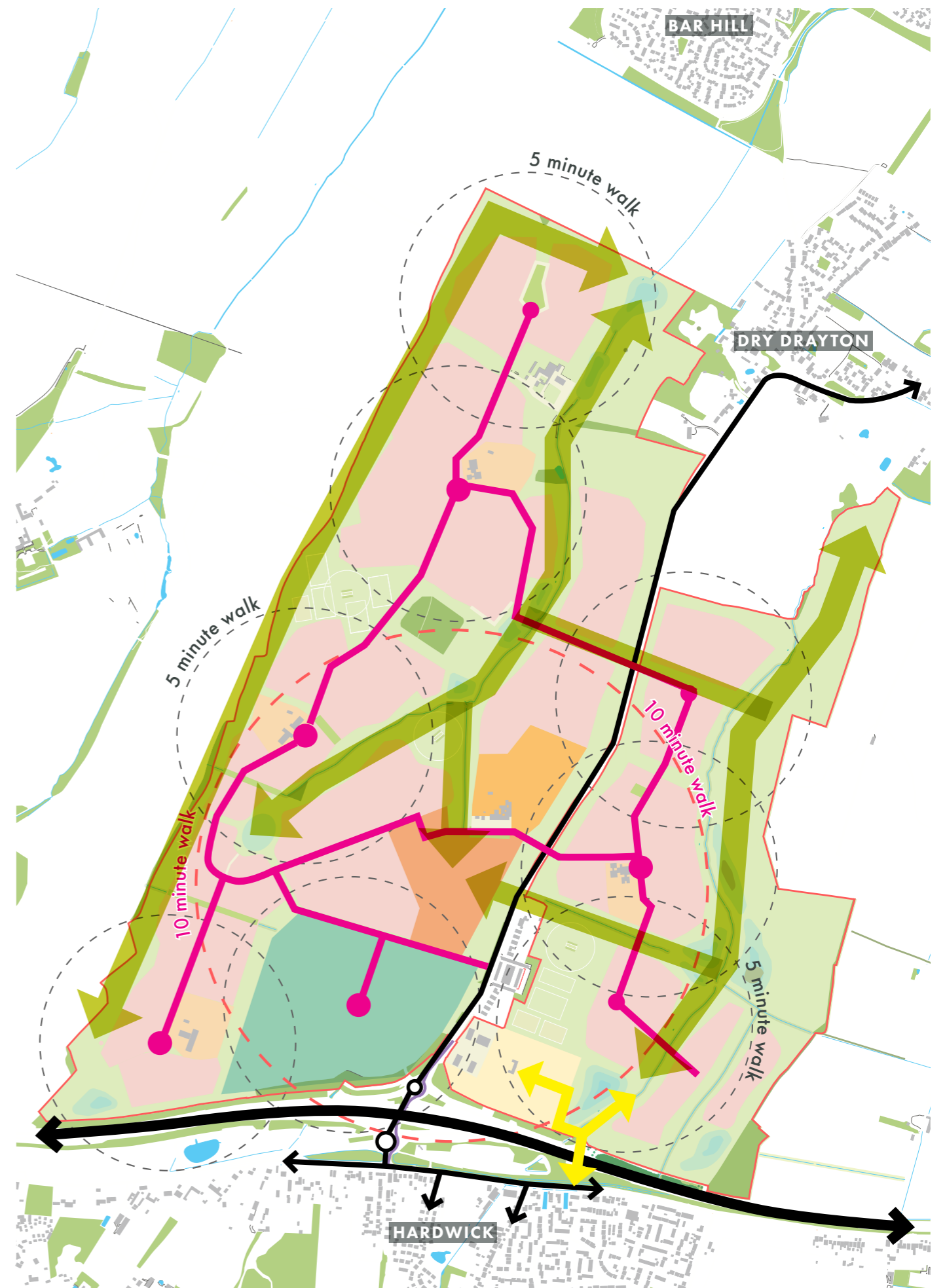
Wherever possible, primary schools have been located in the centre of a village and within a 5-10 walk of home.

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 Greenway Links



Walkable Neighbourhood

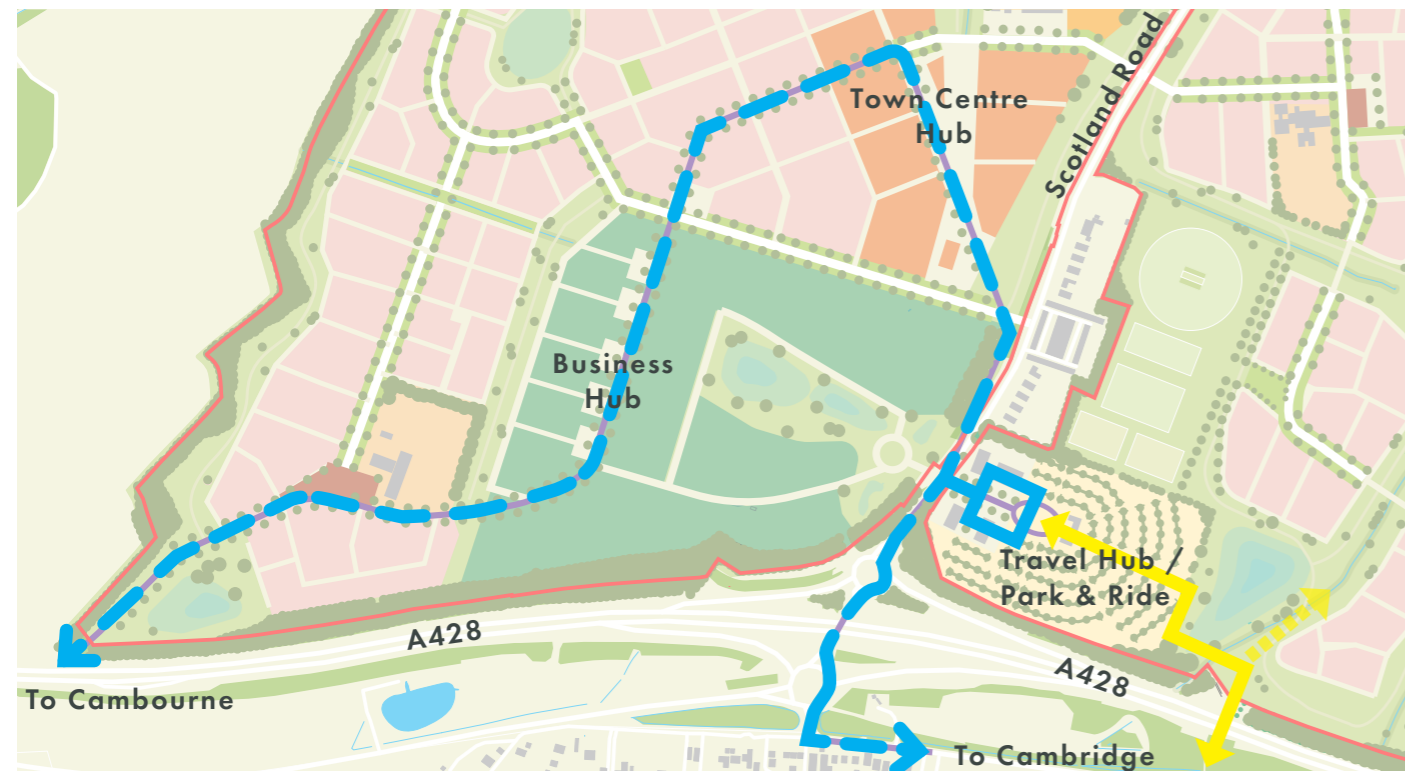
# A PLACE WITH SUSTAINABLE TRAVEL OPTIONS

**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 through 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.



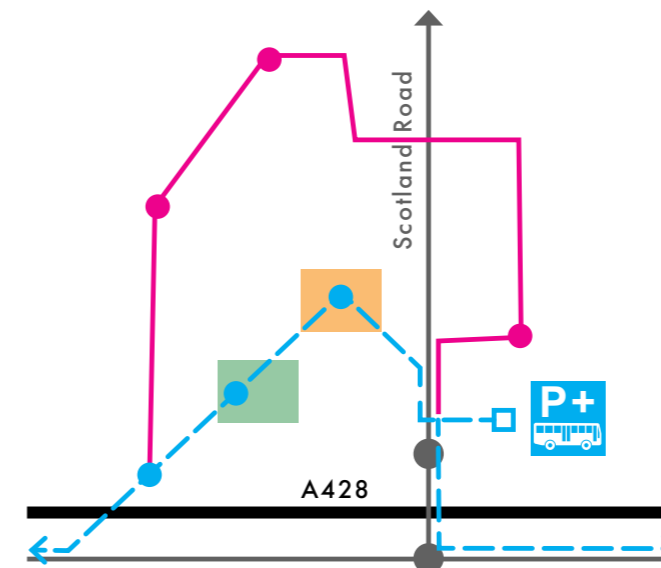
Proposed C2C route



Looking east towards the existing pedestrian and cycle bridge over A428

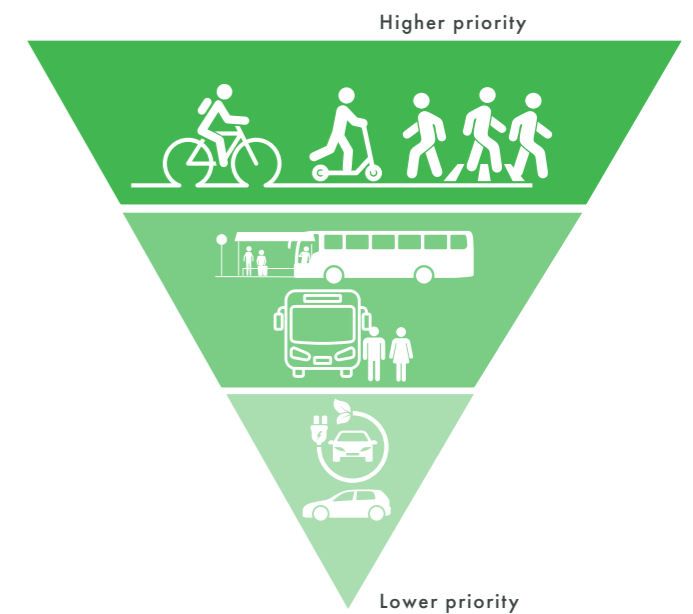
The A428 is also no barrier to pedestrian or cycle movement. Scotland Park benefits from access to the existing pedestrian and cycle bridge (pictured above), providing access over the A428 to the villages to the south

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

- Cambridge to Cambourne Rapid Transit Route (C2C) Busway
- Scotland Park Travel Hub and Park & Ride
- Scotland Park Town Centre Hub
- Scotland Park Business Hub
- Bus route through Scotland Park
- Existing A428 Pedestrian and Cycle Bridge and proposed links



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.**

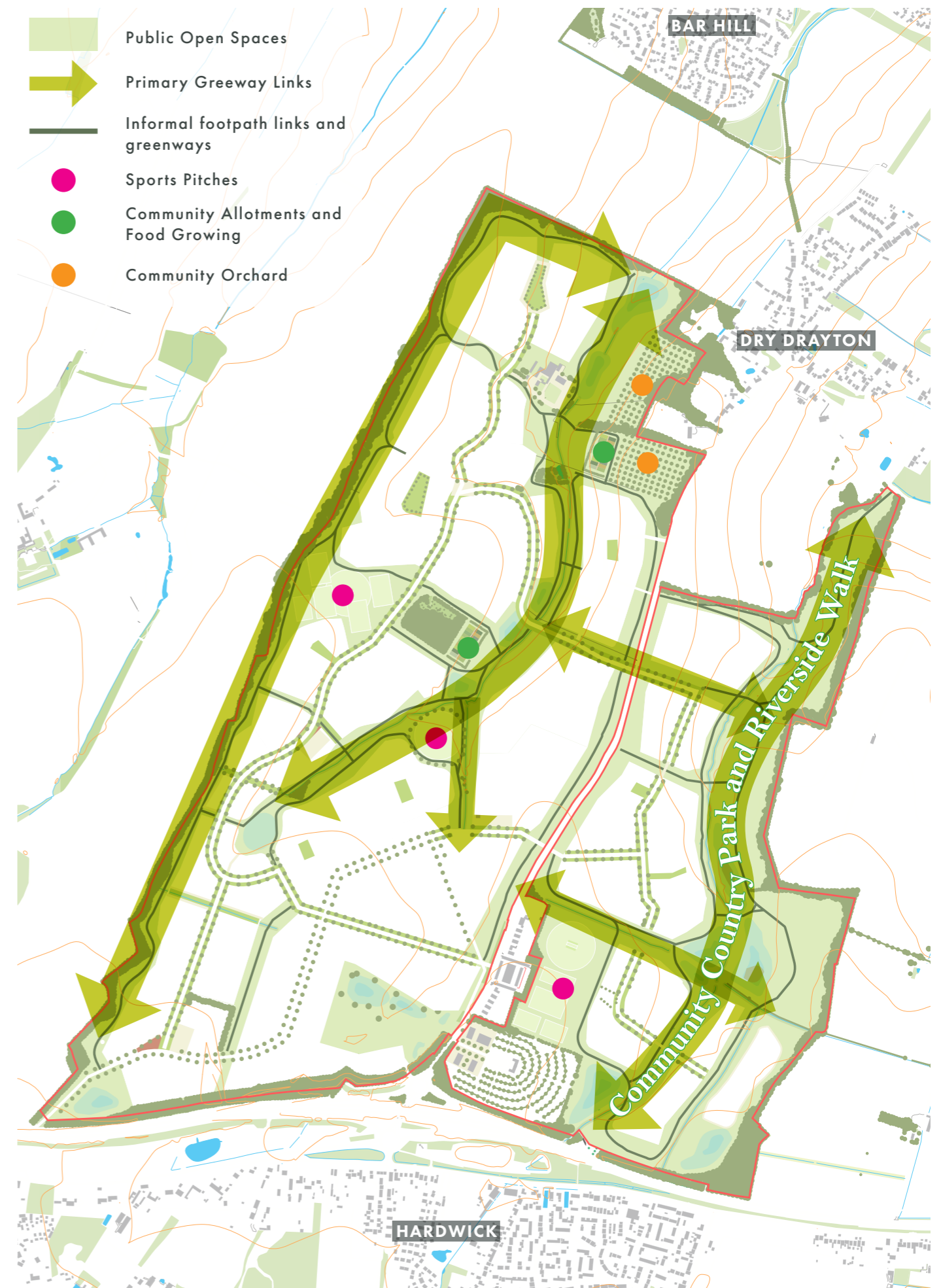
**The strategy and themes underpinning the proposal is a healthy and sustainable living environment, that benefits nature, wildlife, people and . The development will provide a variety of attractive semi-natural open spaces, with the emphasis on nature, wildlife and the creation of new habitats and biodiversity.**

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 ecosystems.

## 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 addition 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 shops and 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**



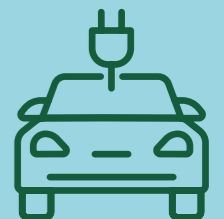
**Within walking and cycling distance** of new primary school and local centre



Modern, **energy efficient low carbon homes**



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



**EV car charging** to new homes

**Lanpro»**

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

**Appendix 3      Proposed Housing Trajectory**



