

IN THE MATTER OF THE TRANSPORT AND WORKS ACT 1992

**AND IN THE MATTER OF THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS
PROCEDURE) (ENGLAND AND WALES) RULES 2006**

REF: TWA/24/APP/03

**THE CAMBOURNE TO CAMBRIDGE ORDER
ACQUIRING AUTHORITY: CAMBRIDGESHIRE COUNTY COUNCIL**

STATEMENT OF CASE OF PX LAND LIMITED

Introduction

1. This Statement of Case is submitted by PX Land Limited (“PX Land”) of Callow Hall Scotland Road, Dry Drayton, Cambridge, England CB23 8AU, in objection to the draft Compulsory Purchase Order being the Cambourne to Cambridge Order under the Transport and Works Act 1992, the Transport and Works Act (Applications and Objections Procedure) (England and Wales) Rules 2006 made by Cambridge County Council (“the Acquiring Authority”).

Interest in Land

2. PX Land is the freehold owner of Doctors Field, the land identified and acquired for the provision of a new travel hub building and Park and Ride site as Scotland Farm, Dry Drayton, with access for busses over the existing bridge carrying Scotland Farm over the A428.
3. PX Land is a subsidiary of PXF Holdings Limited and is presently farmed by PX Farms Limited. Although PX Farms Limited was established in 2003 by James Peck, the land in question was previously part of the Peck’s family farm of some 750 acres.

The Grounds of Objection

4. PX Land objects to the draft Order and particularly in relation to the provision expressed at (c) of the Notice of Application for the Acquiring Authority to construct, operate and maintain:

“a new travel hub building and Park and Ride site at Scotland Farm, Dry Drayton with access for the buses over the existing bridge carrying Scotland Farm over the A428”.

Failure to Negotiate

5. The Acquiring Authority has not made sufficient effort to reach agreement for acquisition by negotiation prior to resorting to the compulsory purchase procedure.
6. PX Farms were first aware of the proposed use of part of the farm on 21 January 2020, when Peter Blake wrote to James Peck expressing that the Greater Cambridge Partnership had identified part of the farm for a travel hub and Park and Ride facility.
7. It was not until July 2022 when the Acquiring Authority’s agents expressed heads of terms for the acquisition of a long lease of the land in question, and despite indicating an interest and intention to seek agreement to secure a lease and to pay a premium for the new lease in the alternative to compensation under any compulsory purchase compensation scheme no serious progress was achieved in 2022.
8. The Acquiring Authority initially expressed an intention to conclude an agreement of the lease of the land by September 2023, but then stalled.
9. The Acquiring Authority only then re engaged in negotiations when it determined that it was necessary to access the identified land in August 2023 for the purpose of carrying out surveys, and engage in negotiations simply to give the appearance of reasonableness before serving notice to enter the land on 11 August 2023.
10. Whilst access to inspect and carry out surveys under licence dated 11 September 2023, no compensation for the damage caused by the surveys has been agreed and the Acquiring Authority has resisted the landowners claims for the costs to repair the drainage system, despite the contractual obligation at clause 6.1.14 to “rectify any damage to the field drainage system affected by the works and ensure such reinstatement installed at the [Acquiring Authority’s] cost and effective by [31 July 2024].”

11. The damage remains, and until the works are completed the Licence remains in place.
12. The Acquiring Authority has not genuinely acted to negotiate the acquisition of the land, it has acted simply to appear to demonstrate that it has taken reasonable steps to acquire the land by agreement.
13. The Acquiring Authority has ignored the Crichel Down guidance that Compulsory Purchase should only be used as a tool of last resort.

Outside Scope of Expressed Aims

14. The proposed Park and Ride travel hub incorporates provision of a revenue generating scheme from the provision of energy to electric vehicles outside of the expressed aims and objectives of the project.
15. The area of land identified for acquisition is greater than that which is reasonably required for the Park and Ride and travel hub building.
16. The Acquiring Authority has rejected reasonable proposals to accept the grant of a leasehold interest in the land and seeks instead to pursue the acquisition of the land:
 - i. beyond the scope of the expressed aims and beyond that which would be necessary for the establishment of a Park and Ride and Travel Hub and
 - ii. unreasonably prejudicing the long term future interests of the present registered proprietor of the land.

Adverse Impact:

17. The present plans fail to incorporate adequate provision to reduce
 - a. the visual and noise intrusion of the scheme on the adjoining residential properties and

- b. the adverse impact of additional traffic to the adjoining residential and agricultural properties.
- 18. The adjoining residential properties within the same ownership and control as the Objector will suffer light pollution, noise, access interruptions, disruption from construction and maintenance.
- 19. There are less intrusive alternatives for the proposed project that have not been adequately considered.

Conclusion

For the reasons set out above, the Objector requests the Secretary of State does not confirm the compulsory purchase order.

The Objector will have representation to appear at the Public Enquiry and its officers give evidence and further explain its objections on the Objectors behalf.