

# **Brickyard Farm, Boxworth – Strategic Housing and Economic Land Availability Assessment Call for Sites and Broad Locations**

## **Supplementary Statement**

December 2019

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**Client**

Newlands Developments

**Our reference**

NEWC3000

December 2019

# 1. Introduction

- 1.1 Newlands Developments have a well-established track record nationally in delivering high quality employment development schemes.
- 1.2 The company was founded by three shareholder directors in November 2018 having previously been senior members of the management team at Roxhill Developments. The Newlands directors, under the Roxhill banner, controlled over 2,000 acres of land in strategic locations throughout the UK. They helped to establish Roxhill as a market leading logistics developer in the UK, developing facilities for customers including Hermes, Amazon, DHL, Howdens, Nestle, H&M, DPD, DSV, Kuehne & Nagel. The business is known in the industry for building high quality developments on programme and on budget.
- 1.3 The Newlands management team specialise in acquiring land with and without planning consent, using its in-house team to manage major planning issues, complex infrastructure projects and delivering bespoke facilities for customers.
- 1.4 Newlands has signed up a joint venture agreement with Equites Property Fund which has brought capital to fund land acquisitions, planning and infrastructure.
- 1.5 The Newlands team based in Rugby comprises 11 professional's covering development, construction and finance.
- 1.6 The following demonstrate Newlands Development success in delivering high quality schemes.
  - **Warth Park, Raunds** situated on the A45 trunk road 4 miles south of junction 13 of the A14. This mixed use scheme includes manufacturing, offices, distribution and retail as well as a country park. East Northants District Council own a small units scheme on the site. Phase 3 is currently under construction.
  - **Peterborough Gateway** is next to Junction 17 of the A1(M) and is a 4million sq. ft. industrial and logistics park. The scheme included highway improvements to the A1(M) junction.
  - **Rugby Gateway** – This 1.8 million sq. ft. logistics park is located adjacent to Junction 1 of the M6 motorway. This included highways improvements and major landscaping on site.

## 2. The Site and Employment Development

- 2.1 The proposed site is situated adjacent to the A14 just west of junction 28. Cambridge Services is immediately to the east off the same junction. Buckingway Business Park is located in the opposite side of A14 and is also served off this junction. The site fronts onto Boxworth Road on its south eastern side. The remaining western boundaries are adjacent to agricultural fields.
- 2.2 The site itself is given over to agricultural use with the far eastern portion currently occupied by the project and construction offices and storage in relation to the A14 improvements.



### Constraints

- 2.3 There are no environmental or heritage designations on or in close proximity to the site and no known ground contamination. The site is in Flood Zone 1 and as such is not subject to flooding issues.
- 2.4 Highways England retain rights over part of the compound area on the boundary with A14 which reserved in relation to the A14 improvement works. This is not considered to be a constraint to development as explained below.

### Proposal

- 2.5 This 85.2ha site has the capacity for 251,000 sq. m of employment floorspace. An indicative masterplan has been prepared and is submitted to accompany this submission. This shows a possible layout but excluding the compound area as this is

still in use and would be developed as a later phase. The masterplan drawing therefore shows employment floorspace of 214,000 sq m.

- 2.6 As explained above part of the land currently occupied by the construction compound is reserved by Highways England in relation to the A14 improvements. This part of the site therefore has the capacity to provide additional employment floorspace. In any event this part of the site would incorporate substantive landscaping and buffer planting to the A14.
- 2.7 As shown on the masterplan drawing the intention would be to provide a layout which allows for a generous amount of space between buildings with 29% built form coverage. This means the scheme can include significant landscaping and allows for a substantial buffer zone for planning on all boundaries, in particular along the A14.

### **Vehicle Access onto Boxworth Road**

- 2.8 ADC Infrastructure Limited transport consultants have been appointed to address access requirements for the site on the basis of the stated floorspace of 251,000 sq m floorspace for the whole site (including compound area) as a minimum. This figure has been used in order to undertake a realistic capacity assessment.
- 2.9 Boxworth Road is subject to the national speed limit (although currently subject to a temporary TRO to reduce the speed limit to 40mph due to A14 site traffic). Given that there will be slower moving HGVs turning into and out of the site, the capacity assessment results confirm that a roundabout would be the appropriate access solution from a safety point of view. The roundabout would ensure no queuing and delays of only a few seconds.
- 2.10 The indicative masterplan shows the roundabout is located to provide the appropriate forward visibility splays of 215m. The drawing also shows the section of Boxworth Road between the Cambridge Services roundabout and the site access widened to provide a 7.3m wide carriageway and a 3m wide shared use footway/cycleway on the northern side of the road for information only this stage.
- 2.11 As the traffic movements have been modelled on the basis of the higher floorspace figure the access design would be appropriate whether the scheme is as in the indicative masterplan or for a larger scheme when it incorporates the compound area.

### **Accessibility**

- 2.12 The nature of the employment use and the location mean that travel by car will be unavoidable. Nevertheless consideration has been given to the accessibility of the site for employees and the various options to provide an effective and attractive alternative means of travel to the private car.
- 2.13 One feasible option is the provision of a shuttle bus from the site to Longstanton Park and Ride as shown on the attached drawing. Busway Routes A, B and D provide buses up to every 7 mins linking with Cambridge, and every 15 minutes linking with Huntington. The Park and Ride site would be an approximately 15 minutes shuttle bus link from the site, using the B1050 and A14. The Park and Ride site is already set up to

accommodate buses and it is staffed during the day, provides an office, a waiting area and toilets.

- 2.14 Consideration has been given to the Swavesey stop as it is a little closer (10 minutes). However, it is not set up to accommodate a bus (no space for turning) and the facilities are more basic.
- 2.15 In terms of timetable, combined, the A, B and D routes provide a very frequent weekday and Saturday service, between around 0700 to 2030hrs, with hourly frequency through to around 2345hrs.

### **Sustainability**

- 2.16 Newlands Developments take their sustainability credentials very seriously. The details attached at Appendix 1 demonstrate that the company seek to take a holistic approach including, as a minimum, energy and water efficient construction, maximising accessibility (such as the shuttle bus option), enhancing biodiversity and taking a responsible approach to the ongoing occupation and operation of their buildings.

### 3. Delivery

- 3.1 Newlands Developments have considerable experience in identifying demand for employment industrial and logistics floorspace. They have an in depth knowledge of the market ensuring they choose the right location and develop the type of floorspace and buildings which meet demand.
- 3.2 A portion of the site to the north east is occupied by the A14 construction compound. This is a temporary use and the area will be returned to its former condition when the compound is no longer needed. This will not affect early delivery of the scheme as it will be delivered in phases. Moreover given the location of the compound this area will be largely given over to landscaping and buffer planting.
- 3.3 Allowing for the timescales associated with the emerging Greater Cambridge Plan, it is considered that the first phases of development including infrastructure delivery can take place in 2024-2026.
- 3.4 The development would undoubtedly provide benefits to local area. The scheme would deliver significant employment floorspace early in the Local Plan period for which there is clearly a demand, thereby providing economic benefits to the area. This would offer the opportunity for jobs in a variety of employment sectors, both short and long term.
- 3.5 The provision of a shuttle bus or similar system would mean that the employment opportunities are available to all without reliance on the private car.
- 3.6 The proposed highways improvements would ensure that the development has no adverse impact on the local highway network.
- 3.7 In conclusion there is an established demand for employment floorspace in the area. The site is ideally located adjacent to a newly upgraded junction on the A14. There is a lack of any constraints which would add to costs or delay. The site is available now and the landowners support this submission.

## 4. Additional Information

4.1 The following information is provided to support the call for sites form.

### **Landownership**

4.2 There are three landowners: Fiona Winter, Vanda Farbon and Melanie Sadler. The landowners have confirmed their support for the submission to the Call for Sites via email and this is attached. This should be treated as private and confidential. They can be contacted via the planning consultants, Turley.

### **Site visits**

4.3 The site is visible from public roads but access to the site itself will need to be arranged with the landowner via Turley.



## **Appendix 1: Sustainability**

## **Newlands Basebuild Sustainability Initiatives**

**The following energy efficient initiatives are offered as a matter of course within Newlands standard Base Build Specification**

- Energy Performance Certificate (EPC) target rating of Band 'A'
- Highly Insulated Envelope Solution to reduce heating and cooling loads
- High Air Integrity Envelope Solution to reduce heating and cooling loads
- Recyclable frame and envelope solution
- Rooflights to maximise the use of natural daylight and reduce lighting load
- Solar Thermal Water Heating to supplement provision of hot water
- Rainwater Harvesting for use with W.C.s to reduce water requirement
- Percussion Water Saving Taps to reduce water requirement
- Dual flush low volume toilets
- Spray Heads on Taps to reduce water requirement
- Low Nox Condensing Boiler highly efficient boiler
- VRV/VRF Heat Pumps to recover heat and reduce heating load
- T5 lighting to offices with PIR and daylight sensing controls at perimeters to reduce lighting load
- Photocell control on External Lighting to reduce the lighting load
- External lighting using low energy lamps and fittings which to minimise light pollution
- Naturally produced Marmoleum floor coverings
- Use of carpets with 80% recyclable yarns
- Recycled material (DSG) partitions and mineral fibre ceiling tiles
- Low emission, non-solvent organic paint
- Locally sourced planting for landscape areas
- Ecologically enhanced site context
- Sustainable urban drainage system (SUDS) subject to ground conditions
- Pervious paving to office car park areas, subject to ground conditions
- Cycle storage shelters

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