



Stantec UK Limited
3rd Floor, 50-60 Station Road
Cambridge
CB1 2JH
UNITED KINGDOM

Date: 07 March 2025

Ref: 333100372

Greater Cambridge Shared Planning Service

Online Submission

Dear Sir/ Madam,

GREATER CAMBRIDGE LOCAL PLAN: SITE SUBMISSIONS UPDATE 2025 – BRICKYARD FARM, BOXWORTH FARM, BOXWORTH, CB23 4WU (SITE REFERENCE: 47353)

On behalf of the client, Newlands Developments, we hereby submit additional information to the Greater Cambridge Local Plan regarding Brickyard Farm, Boxworth, CB23 4WU (Site Reference: 47353).

Our client's proposals for the site have evolved since the initial Call for Sites exercise, informed by additional technical information and positive consultation with Senior Officers. The key amendments being that the quantum of development proposed for B8 (Storage & Distribution) use has been updated to accommodate a greater quantum of green and blue infrastructure/open space, to serve a development area of 150,000m². The potential layout and quantum is specifically informed by several factors, but principally a Landscape & Visual analysis of the site, which was prepared to address the concerns raised in the HELAA response.

The analysis enclosed with this submission, identifies that the site shares a landscape context very similar to that of a submission made in respect of a site to the east titled 'Land to the South of A14 Services' (Site Reference 45107). That site was identified as suitable for development and subject to a draft allocation in the 'First Proposals' Local Plan. The analysis identifies that, through the provision of a landscaped bund to the A14 and setting development back from the southern portion of the site, its landscape and visual impact would be acceptable. The updated Vision Document (March 2025) that accompanies this submission, accounts for the recommendations of the analysis, demonstrating how a development of 150,000m² could be provided for.

By following the principles set out in the Vision Document and the Landscape Analysis, it affords the opportunity to allocate the land and create a sustainable logistics cluster, alongside the Buckingham Business Park, and Site 45107 to the east that could meet a significant portion of the joint authority's need for B8 space.

The Swavesey Junction (Junction 24), around which these sites are located, and accessed, is seen as the ideal place to cluster logistics that can benefit from the substantial infrastructure investment that has been made here to date. The benefits of clustering are recognised in the National Planning Practice Guidance as playing an important role in supporting collaboration, innovation, productivity, and sustainability, and is supported by both the National Infrastructure Commission (NIC) and UK Innovator Corridor (UKIC).

Since the initial Call for Sites consultation, part of the site, to the immediate south of land between the two roundabouts, has been used by National Highways as a compound to service the extensive upgrade works to the A14. This part of the site comprises hardstanding and where vehicles and machinery were located. It is brownfield and previously used for logistics/storage purposes. It has a dedicated access off Boxworth Road, which has successfully accommodated similar vehicle movements, and been used for similar purposes.

Further, the location of the Swavesey Junction is ideal for logistics in that it can intercept eastbound workforce and non-workforce-related traffic in the AM peak before it reaches the higher levels of congestion around Cambridge. Conversely, in the PM peak, westbound traffic would be joining the A14 outside of the urban areas and points of greatest congestion. Similarly westbound traffic coming from Cambridge's urban area in the AM peak and travelling back in the PM peak would be in the opposite direction to the peak flows. It thus offers an excellent location to minimise the effect of road borne traffic. This is particularly relevant to Cambridge as it directs the impact of air quality and congestion from freight away from the Cambridge conurbation and its surrounds, that suffer from air quality and congestion issues.

The proposals have also been subject to extensive discussions with National Highways and Cambridgeshire County Council (CCC) as Highway Authority. A Transport Scoping Note Report was prepared by Stantec dated 18 October 2022 in support of the proposed development, pursuant to a Transport Scoping Meeting on 11 October 2022 with the developer, CCC, National Highways and Stantec. This will be developed further in support of a future planning application, with specific interventions aimed at enhancing the site's accessibility to the most likely residential communities its workforce would be derived from.

In summary, the site can provide for an exemplar Logistics facility developed within extensive areas of green amenity space to the benefit and well-being of staff. It affords the opportunity to form a cluster around the Swavesey Junction in a manner that delivers on the Joint Authority's economic needs, whilst protecting the wider landscape character and minimising the effect of any further congestion closer to Cambridge.

The Vision Document has been developed and further refined following additional technical work relating to drainage and flood risk; utilities; ecology/biodiversity and heritage. Technical reports are enclosed with this submission which highlight how drainage capacity can be accommodated on site, and that through the proposed form there would be no constraint to development.

The information enclosed addresses the previous 'Red' designation relating to the site's availability and enables it to come forward as a future allocation. The enclosed Vision Document sets out the proposed wording for such an allocation which, for ease of reference, is replicated below.

A new sustainable, net zero employment cluster will be created to the south of the A14 and southwest of 'Cambridge Services' comprising approximately 90 hectares of land.

The development will comprise up to 150,000sqm of high quality storage and distribution floorspace (Use Class B8). Unit heights will be a maximum height of 18 metres to ridge. Key gateway features will be provided in the locations identified on the Concept Plan where activity and visual interest will be encouraged through a range of high-quality materials.

The development will incorporate an Employee Amenity Hub that may include a crèche/childcare facility; café/ancillary retail space; travel Hub/bicycle surgery (with e-bike charging), information centre, flexible workspaces and concierge and covered cycle parking spaces. The exact composition of the amenity hub will be developed through consultation with Council officers, key stakeholders and the wider community.

The development will deliver significant areas of green and blue infrastructure that will provide high quality outdoor amenity spaces for utilisation by employees. The outdoor amenity space will incorporate a circular pedestrian/cycle route for employees and the wider public, as well as an outdoor gym.

Existing hedgerows are to be maintained where possible and enhanced as part of a wider landscape-led design strategy, with enhanced boundary planting/screening, including a landscape bund to the A14. The development as a whole is to achieve a minimum 25% Biodiversity Net Gain and will incorporate an on-site country park.

The development will deliver a comprehensive sustainable drainage solution that considers the holistic needs of the surrounding area. Working closely with the Environment Agency, Lead Local Flood Authority and Anglian Water the scheme will keep efficient water usage, recycling of water and control of water within its core design principles, following statutory requirements and industry best practice in the process.

The development will demonstrate exemplar sustainability credentials, achieving a minimum of BREEAM 'Excellent', Net Zero Embodied Carbon and Operational Net Zero. PVs will be provided on the roofs of each building to ensure the development is self-sufficient from an energy perspective. Land will be reserved for ground mounted solar if this cannot be achieved by roof mounted solar alone. 30% Active and 30% Passive Electric Vehicle Charging Points will be delivered onsite with an additional Rapid Charging point provided per 18,580sqm of floorspace.

The development will be subject to an overarching Framework Travel Plan that will set out a series of measures to minimise car trips. Dedicated pedestrian and cycle links will run through the development linking to existing routes and connecting the amenity hub directly to each Plot. Moreover, a dedicated shuttle bus service shall be provided to prior to the occupation of any unit. E-bikes will be provided at a suitable locations near to the Amenity Hub.

Construction and Operational phase Employment & Skills Plans (ESPs), aimed at actively encouraging recruitment of construction and permanent staff from the Greater Cambridge Area, will be secured via planning obligations/conditions.

The site remains in single ownership, has been shown to have no constraints, and as a developer who specialises in Logistics, it is our client's intention to bring forward development on this site at the earliest opportunity with a build out possible within a 2–5-year timeframe.

For ease of reference, we have enclosed a table at Appendix A to this letter that provides a direct response to each of the criteria set out in the 2021 HELAA response. This is accompanied by the updated Vision Document and additional technical information that is listed below, for completeness, to demonstrate that the Site is suitable, available and appropriate for development:

- Vision Document (March 2025)
- Stantec Response to HELAA (2021) Assessment Criteria Table (Mar 2025) – see Appendix A below
- Stantec Landscape & Visual Options Analysis (July 2023)
- Stantec Flood Risk Appraisal (October 2022)
- RPS Archaeological Desk Based Assessment (April 2021)
- RPS Built Heritage Statement (April 2021)
- Utility Connections Utility Assessment Report (September 2021)

We look forward to continuing to work with the Council as part of the local plan process and, in the meantime, if you have any questions regarding the above information, please do not hesitate to contact us.

Yours faithfully,

A handwritten signature in black ink, featuring a large, stylized capital 'S' followed by a series of loops and a long horizontal stroke.

STANTEC UK LIMITED



Appendix A: 2025 Response to Greater Cambridge Local Plan HELAA

Appendix A 2025 Response to Greater Cambridge Local Plan

Appendix A: 2025 Response to Greater Cambridge Local Plan

Greater Cambridge HELAA 2021 Criteria	Issue/ Question	Greater Cambridge HELAA 2021 Assessment	Greater Cambridge HELAA 2021 Comments/ Response	2025 Assessment	2025 Response
Suitable	Adopted Development Plan Policies	Amber	Outside Development Framework	Amber	The site remains outside of a development boundary of a settlement, but a significant part of the site has most recently been used as a compound by National Highways to service the A14 Upgrades. It was used for logistics/storage of vehicles and machinery, and has a dedicated access off Boxworth Road. Part of the site is thus Brownfield and has been subject to a very similar use. Logistics should wherever possible be directed to locations that benefit from good proximity to the major trunk/distribution routes. The A14 is the principal route serving Cambridge, that links the ports to the East, London to the South (via the M11) and to the A1/M1 to the west. Its strategic location is exactly why National Highways selected it for its compound. With a large, dedicated junction with capacity at Swavesey Interchange, this is one of few obvious locations for broader and continued logistics uses. It represents an opportunity to cluster logistics uses with the existing Buckingway Business Park, the Cambridge services and land to the east. Further the proposal will specifically seek to provide on site amenity for employees, and facilitate access to the Services, creating a hub of amenity that prevents the need for travel off-site by car during shifts.
	Flood Risk	Amber	Flood zone: Wholly in Flood Zone 1	Green	The Flood Risk Appraisal by Stantec dated October 2022 sets out a summary of the initial flood risk

			Surface water flooding: 2% lies in a 1 in 30 year event 5% lies in in a 1 in 100 year event 20% lies in a 1 in 1000 year event		findings with the site wholly in Flood Zone 1. In terms of surface water flooding, the majority of the site has a very low risk although there are areas of 'low' to 'high' risk located in the north and northeast of the site. The mapping is shown to not account for recent landscape changes due to the A14 improvement scheme, Liaison with the Environment Agency (EA), South Cambridgeshire District Council (SCDC) and National Highways has been undertaken to garner further information on any potential surface water modelling for the A14 scheme. Further consultation is being undertaken to inform the production of the future Flood Risk Assessment for the site with the EA, SCDC and the Lead Local Flood Authority but the risk to flooding is low and can be accommodated into the layout as shown within the Vision Document. The proposal will be supported by a Flood Risk Assessment, Drainage Strategy and Water Cycle Assessment to demonstrate the proposal will be safe for its lifetime and not increase flood risk elsewhere.
	Landscape and Townscape	Red	National Character Area (NCA) 88 Bedfordshire and Cambridgeshire Claylands Local Character: The Western Claylands The site is generally typical of the character of an intensive, open arable landscape, but atypical of fields bounded by open ditches, or closely trimmed hedgerows, both with a variable number of hedgerow trees.	Green	The Landscape and Visual Options Analysis (L&VOA) prepared by Stantec dated July 2023 sets out the landscape and visual considerations. The scheme assessed is marginally different from that in the latest Vision Document (March 2025) by Newlands Developments, but it does not depart from the conclusions. The development proposals and landscape strategy within the report (L&VOA 2023) sets out: - The eastern extent of the site is the lowest-lying and relates most strongly to the built form at Cambridge Services and Buckingway

			Landscape Character Assessment (2021) Landscape Character Area - 4A: Croxton to Conington Wooded Claylands. This is a very large and exposed site with minimal boundary treatment and is subsequently likely going to have an adverse impact on the rural landscape and NCA. Partial development is advisable in order to not detract from the existing village character of Boxworth. Appropriate screening along the northern boundary in particular from the new road and the A14 would be required. Rural facing boundaries in the south and west would need to be established/strengthened to limit views of the development. The size of the site adversely impacts existing Landscape Character Area.		Business Park including the A14 interchange. - The embankments and recent highway planting associated with the A14 can provide physical and visual enclosure, particularly the lower levels of the proposal. - The edges of the developable area (within the eastern extents) requires a more sensitive treatment to reduce the effect on the landscape character and wider context to the south of the A14 and bridleways to the south-west and south-east. - Recessive colouration of the facades and considered articulation of the roofscape and volume will help to limit the adverse landscape and visual effects. - Existing tree belt and woodland vegetation in the context of the site is important and the proposed structural vegetation will help to soften the lower sections in near distance views from the bridleway to the south-west and from Boxworth Road along the south-eastern site boundary, improving the approach to the village. Thus, reinforcing the green infrastructure of the locality, provide 'green corridors' and biodiversity enhancements as well as reinforcing the historic field pattern. - A Landscape strategy retains all of the existing structural vegetation within the site and along the boundaries, and will retain and reinforce the hedgerows apart from the proportion removed to provide access. - Strategic and sympathetic bunding is proposed to the north-western, western and southern boundaries of the developable area which provides screening and softening of
--	--	--	--	--	---

					the proposal with regard to the views, and softens the appearance of lower levels from the west along the A14. Accurate Visual Representations (AVRs) have been produced by Realm and their report, Verifiable Photomontages and Methodology (June 2023) set out in Appendix A details the methodology. The Plans and Elevations are provided in Appendix B which comprises of a Parameters Plan, Illustrative Masterplan, an External View and Aerial View along with the three Indicative Building Elevations. The AVRs assist in understanding the visual effect of the proposed development as it will be seen within the landscape with three design options presented to evaluate the effect on the landscape. The report identifies options such as banded cladding and Griffin Roofs for views of pedestrians on the Public Rights of Way. In light of the current Landscape Policy, in the South Cambridgeshire Local Plan (2018) and published landscape character guidance the report demonstrates through the assessment and plans how the proposed development is considered to comply with the landscape character and can integrate into the landscape through the landscape and design led approach.
	Biodiversity and Geodiversity	Amber	Any applications resulting in discharge to ground or surface water of more than 20m ³ /day, landfill or development likely to cause air pollution would require consultation with Natural England. Site likely to be of low	Green	An Ecological Assessment has been undertaken by Ecology Solutions dated May 2022 which sets out there is no ecological reason why the site could not be developed following the recommendations and mitigation strategies proposed which would ensure no significant adverse effect on the notable habitats and protected species identified. A well-designed

			ecological value (compound/arable), although may support farmland bird populations. Drains may have ecological value and support protected or notable species. Adjacent woodland may qualify as Habitat of Principal Importance. Development of the site may have a detrimental impact on a designated site, or those with a regional or local protection but the impact could be reasonably mitigated or compensated.		scheme incorporating biodiversity would allow adherence to local and national priorities for biodiversity. A high-level biodiversity net gain assessment by Ecology Solutions dated May 2022 has been undertaken which demonstrated options as to how the site could achieve a 25% net gain, the applicant's target for this site, clearly exceeding the requirements of set out in the Environment Act and South Cambridgeshire Local Plan.
	Open Space/ Green Infrastructure	Green	Site is not on protected open space designation. Any impact of the proposed development could be reasonably mitigated or compensated.	Green	The proposal will not remove protected open space. To the contrary, a key part of the proposal is the provision of a high quality area of public open space including a Country Park and amenity areas for enjoyment by future employees.
	Historic Environment	Green	Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.	Green	A Built Heritage Statement by RPS dated April 2021 establishes only two Listed Buildings of the Church of St Mary, Church End, Over (Grade I Listed Building) and Hale Windmill, Taylors Lane, Swavesey (Grade II Listed Building). The assessment concludes the site comprises a neutral element within the settings of these listed buildings and the slight visual change to their settings will not result in any harm to the significance of either listed building. There are two non-designated heritage noted of Manor House Farm, Manor Lane Boxworth and Gardens of Manor House Farm, Manor Lane, Boxworth. The assessment concludes the site comprises a neutral element and the proposed development results in no harm towards the

					significance of either Manor House Farm or its Gardens.
	Archaeology	Amber	Located in a landscape of cropmarks of late prehistoric and Roman settlement and associated activity	Amber	An Archaeological Desk-Based Assessment by RPS dated April 2021 sets out the study site is considered likely to have a moderate to high potential for below-ground remains associated with the Bronze Age period, and a moderate potential for below-ground remains associated with the Iron Age and Roman periods. There is a low archaeological potential for all remaining periods. The construction compound in the northeast corner is considered to have had a severe, localised, negative impact on below ground archaeological deposits. Due to the archaeological potential of the study site, it is anticipated further archaeology investigation prior to development which is likely to consist of a programme of geophysical survey, supported by elevation of trial trenching. The Geophysical Survey Report has been undertaken by Magnitude Surveys dated September 2022 and this sets out anomalies of probable archaeological origin have been detected, as well as anomalies of agricultural, natural, and undetermined origin. The trenching layout has been agreed with the archaeological advisors at CCC, and would be progressed as part of any future application.
	Accessibility to Services and Facilities	Amber	Distance to Primary School: Greater than 1,000m	Amber	The Vision Document (March 2025) sets out the development will enable sustainable links and accessibility to the site including onsite facilities through:

			Distance to Secondary School: Greater than 2,000m Distance to Healthcare Service: Greater than 2,000m Distance to City, District or Rural Centre: Greater than 2,000m Distance to Local, Neighbourhood or Minor Rural Centre: Greater than 2,000m Distance to Employment Opportunities: Less than or Equal to 1,800m Distance to Public Transport: Greater than 450m and Less than or Equal to 1,000m Distance to Rapid Public Transport: Greater than 1,800m Distance to proposed Rapid Public Transport: Greater than 1,800m Distance to Cycle Network: Less than or Equal to 800m Adequate accessibility to key local services, transport, and employment opportunities Proposed development would not require delivery of accompanying key services.		- Dedicated pedestrian and cycle links running through the development linking to existing wider cycle routes and connecting the amenity hub directly to each plot; - E-bikes provided in suitable locations near to the Amenity Hub; - New, high quality community hub (potential for e-bike station, a café, a subsidised nursery/ creche and gym); - Dedicated shuttle bus service prior to the occupation of any unit between the site and Longstanton Park And Ride, travelling via the Northstowe development.
--	--	--	---	--	---

	Site Access	Amber	The proposed site is acceptable in principle subject to detailed design. There are potential access constraints, but these could be overcome through development.	Green	Engagement has taken place with National Highways (NH) and reconsultation took place regarding a Transport Scoping Note Report by Stantec dated 18 October 2022 in support of the proposed development. NH previously attended a Transport Scoping Meeting on 11 October 2022 with the developer, Cambridgeshire County Council (CCC), NH and Stantec. The site will be accessed via a new 4-arm roundabout off Boxworth Road, to the south of the site in light of the established infrastructure of the Swavesey Interchange and an emergency access to the north, via Farm access road, accessed via the A14 WB-slips/ Boxworth Road roundabout which provides suitable access, subject to the detailed design.
	Transport and Roads	Amber	The site located a long way from any existing sustainable transport infrastructure such as the busway. It is suspected that this site will be car dominated and will not allow sustainable travel. In order to unlock these sites, desirable sustainable links must be provided. The applicant should refer to the cycle network proposed as part of the A14 mitigation package. A cumulative impact assessment will be required. Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated.	Amber	As set out in the Site Access section engagement has taken place with NH through a Transport Scoping Note Report by Stantec dated 18 October 2022 in support of the proposed development. NH also previously attended a Transport Scoping Meeting on 11 October 2022 with the developer, Cambridgeshire County Council (CCC), NH and Stantec. The key driver for this location, is that it can intercept eastbound workforce and non-workforce related traffic in the AM peak before. Conversely in the PM peak westbound traffic would be joining the A14 outside of the urban areas and points of greatest congestion. Similarly westbound traffic coming from Cambridge's urban area in the AM peak and travelling back in the PM peak would be in the opposite direction to the peak flows. It thus offers an

					excellent location to minimise the effect of road borne traffic. NH set out the approach to the assessment strategy for public transport to support the delivery of the site has been discussed and agreed in principle with CCC and NH at the Transport Note Scoping Meeting and to clarify this in the Transport Assessment (TA) to be submitted. A Transport Assessment will be produced prior to the submission of an application including an assessment on the forecasted transport impact and effects on the local SRN along with Travel Plan showing access and movement strategy. The Vision Document (March 2025) sets out the development will enable sustainable links and accessibility to the site including onsite facilities through: - Dedicated pedestrian and cycle links running through the development linking to existing wider cycle routes and connecting the amenity hub directly to each plot; - E-bikes provided in suitable locations near to the Amenity Hub; - New, high quality community hub (potential for e-bike station, a café, a subsidised nursery/ creche and gym); - Dedicated shuttle bus service prior to the occupation of any unit between the site and Longstanton Park And Ride, travelling via the Northstowe development.
--	--	--	--	--	---

	Noise, Vibration, Odour and Light Pollution	Amber	The proposed site will be affected by road traffic noise from nearby main roads but is acceptable in principle subject to appropriate detailed design considerations and mitigation. The site is capable of being developed to provide healthy internal and external environments in regard to noise / vibration/ odour/ Light Pollution after careful site layout, design and mitigation.		Not Applicable – There is no immediate nearby residential properties that would be affected. A future planning application would be accompanied by an Acoustic Assessment.
	Air Quality	Amber	Will require inherent / intrinsic designed in AQ mitigation.		There is no immediate nearby residential properties that would be affected. A future planning application would be accompanied by an Air Quality Assessment with appropriate mitigation as necessary.
	Contamination and Ground Stability	Amber	Landfill to southern aspect. Potential for historic contamination, conditions required.		There is no identified risk of contamination. Standard Planning Conditions can be secured.
Further Constraints	Constraints to development	-	Agricultural Land Classification: 17% Grade 2; 83% Grade 3		The site is subject to limited grade agricultural land, and is not a constraint to development.
	Strategic Highways Impact	Amber	Within Highways England Zone 2 - A14 West Limited capacity for growth		Engagement has taken place with NH through a Transport Scoping Note Report by Stantec dated 18 October 2022 in support of the proposed development. NH also previously attended a Transport Scoping Meeting on 11 Oct 2022 with the developer, Cambridgeshire County Council (CCC), NH and Stantec. The Swavesey junction operates within capacity.
	Employment	-			The site is anticipated to provide up to 2,200 new jobs with a range of skills as explained within the Vision Document. The number of employees is based on a recognised employment density of one employee per 70 sq. m of Logistics (Use Class B8)

					space, pursuant to the 2015 Employment Densities Guide.
	Green Belt – Assessment of Harm of Green Belt Release	-	Parcel ID:		Not Applicable. The site is well removed (more than 2km) from any Green Belt designation.
Available	Is the site controlled by a developer or landowner who has expressed an intention to develop?	-	The site was submitted by the landowner and/or site promoter who has confirmed that the site is available for development in the timescales indicated.		Yes, the site is in single ownership, controlled by the proposed developer, who specialise in Logistics developments.
	Are there known legal or ownership impediments to development?	-	No		No, the site is in single ownership, controlled by the proposed developer.
	Is there planning permission to develop the site?	-	No relevant recent planning history		Not at present. It is the applicant's intention to submit a Planning application pursuant to a Site Allocation.
	When will the site be available for development?	-	0-5 years		The site is in single ownership and is readily available. It will be deliverable within 5 years, with the potential to start on site within 2 years.
Achievable	Is there a reasonable prospect that the site will be developed?	-	The land has been promoted by the landowner and or developer and is known to be available for development. The site has a low existing use value and non-residential development is likely to be economically viable at an appropriate density.		Yes, the site is in single ownership, and Newlands are a business who specialise in Logistics developments. It is the intention to submit a planning application as soon as possible, pursuant to a site allocation, and then to immediately commence construction as soon as possible.