

VISION DOCUMENT

BOX WORTH

GATEWAY A14 | J24

MARCH 2025



NEWLANDS
DEVELOPMENTS
WE GO BEYOND.



VISION DOCUMENT

BOXWORTH
GATEWAY **A14 | J24**

MARCH 2025

EXECUTIVE SUMMARY	04
WHO ARE NEWLANDS?	06
SITE LOCATION AND CONTEXT	12
THE NEED FOR LOGISTICS	14
SITE SUITABILITY	20
THE DEVELOPMENT PROPOSAL	28
DELIVERING GREENER LOGISTICS	30
ENVIRONMENTAL RESPONSIBILITY	34
SOCIAL INCLUSIVITY & EMBEDDEDNESS	40
DELIVERY	46
SUMMARY	48

EXECUTIVE SUMMARY

Newlands Developments are promoting Land at Brickyard Farm, Boxworth ('Boxworth Gateway') as an employment allocation in the emerging Greater Cambridge Local Plan.

This Vision Document captures the extensive work undertaken to date by Newlands and its technical team and follows positive engagement with Greater Cambridge's Shared Planning Team and other key stakeholders. It serves to update the previous Vision Document submitted to the Call for Sites in 2019 with our updated proposals.

KEY POINTS

-  Logistics is recognised in national planning policy as critical national infrastructure: supporting housing growth and underpinning other key growth sectors.
-  In our Opinion the Greater Cambridge evidence base underestimates demand/ supply, and more suitable logistics space needs to be identified in the Local Plan.
-  Boxworth Gateway occupies a highly strategic location at the intersection of the Ox-Cam Arc and UK Innovator Corridor so is well placed for allocation to serve unmet employment needs in Greater Cambridge.
-  There is an opportunity to create a green logistics cluster that will capitalise on the substantial infrastructure investment made at A14 Swavesey Interchange.
-  Initial technical work indicates that the site is suitable for allocation and there are no constraints that would preclude its delivery.
-  Newlands deliver innovative, high quality, cutting-edge development with environmental responsibility at its core.
-  Significant economic, social and environmental benefits will accrue from the future delivery of logistics at the site.



WHO ARE NEWLANDS?

Newlands Developments are a specialist industrial and logistics developer.

The company was established in 2018 by three shareholding directors of Roxhill developments, following the sale of part of the business to SEGRO PLC.

The team of 18, based in Rugby, comprises professionals covering development, planning, construction, and finance.

Newlands take a long-term land interest ensuring stewardship and legacy. They have a wealth of experience in delivering sustainable, high-quality employment sites across the country.

Newlands have a strong commitment to Environmental Responsibility and generating Social Value embedded within its Corporate ESG (Environment, Social and Governance) Strategy.

NEWLANDS' KEY CUSTOMERS



WARTH PARK - A NEWLANDS DEVELOPMENT



WHO ARE NEWLANDS?

Our experience

Newlands are a specialist industrial developer with a proven track record in delivering sustainable, high quality, functional and adaptable buildings that are attractive to the market. We pride ourselves in exceeding expectations and have successfully developed facilities within the wider Oxford Cambridge Arc geography as highlighted below.



01

CASE STUDY
**PETERBOROUGH
GATEWAY**
JUNCTION 17, A1(M)

4,000 FTE
JOBS

£119 MILLION
IN GVA PER
ANNUM.

**SOLAR THERMAL
& AIR SOURCE
HEAT PUMPS**

02

CASE STUDY
**WARTH
PARK**
RAUNDS, A45

2,000 FTE
JOBS

£75 MILLION
IN GVA PER
ANNUM.

**COUNTRY PARK
DELIVERED**

03

CASE STUDY
**BRACKMILLS
GATEWAY**
NORTHAMPTON, A45

1,145 FTE
JOBS

£33.5 MILLION
IN GVA PER
ANNUM.

**BREEAM
OUTSTANDING**

04

CASE STUDY
**NEWPORT
PAGNELL**
MILTON KEYNES, M1

1,000 FTE
JOBS

£50 MILLION
IN GVA PER
ANNUM.

**BREEAM
EXCELLENT**

WHO ARE NEWLANDS?

Newlands’ Approach to Development

Newlands recognise that, as large-scale developers, we have a responsibility to exceed expectations in respect of environmental, social and economic imperatives. That is why we have formulated our ‘We Go Beyond Framework’ that sits at the very heart of our ESG and Sustainability Strategy (March 2023).

The We Go Beyond Framework ensures we are focussed upon delivering pioneering and sustainable developments: embedding principles aligned with set UN Sustainable Development Goals.

Our ‘We Go Beyond’ Framework

ENVIRONMENT

Through our Base Build Specification we design low carbon, energy efficient spaces using innovative solutions and responsible procurement. We also focus on fabric first principles: reducing energy demand and improving energy efficiency to cover whole building performance. This reduces carbon emissions throughout our project’s lifecycle, such that we contribute to and influence the transition to Net Zero.

We seek to exceed policy requirements through transparency and disclosure. We collaborate with the Better Building Partnership (BBP) to outline our trajectory of achieving Net Zero Carbon; align with the UKGBC Advancing Net Zero Programme; and are both a member of Planet Mark and a signatory to the British Property Federation’s (BPF’s) Net Zero Pledge.

We take a positive approach to Biodiversity Net Gain and seek to exceed planning policy on-site where we can.

SOCIAL

We are a sponsor of Generation Logistics: a Government-backed initiative to find and engage the next generation of logistics talent.

Generating significant social value is hugely important to us as a business. We continue to work with our Social Value Partner, Fusion21, to deliver construction and end-user phase Employment and Skills Plans (ESPs) on all our projects. These are tailored to the specific needs of the local communities they serve and involve collaboration with local partners, including further education providers. In addition, we provide long-term support for grass root, charitable and other community organisations and initiatives.

We develop and incorporate Wellbeing Principles within all our developments through set expectations: creating spaces with employees in mind, to deliver social return on investment and align with occupier ESG requirements.

GOVERNANCE

We ensure strict compliance with any applicable local legislation in relation to ESG and Sustainability.

We seek to achieve sustainable growth and performance through clear, responsible and ethical corporate governance, including an open dialogue with all stakeholders.

THE VISION

MISSION STATEMENT

To deliver a truly sustainable, self-sufficient net zero carbon development that enables an inclusive and productive business community to flourish, nestled within an attractive socio-ecological setting.



Delivering Greener Logistics

Making a substantial investment in a green logistics cluster that serves as critical infrastructure to support Greater Cambridge’s growth aspirations, including as an enabler for its burgeoning life sciences sector. The underlying ethos is to be landscape-led, with attractive green and blue infrastructure, as well as sustainable connections to the wider area.



Environmental Responsibility

We will integrate cutting-edge green technology into our proposals, to support renewable energy and water/energy use reductions.



Social Inclusivity & Embeddedness

We intend to generate significant social value through the delivery of a diverse range of jobs, and are committed to working with local partners and further education providers to train and upskill local people to ensure the scheme is truly embedded within the community it serves.

SITE LOCATION AND CONTEXT

Newlands are promoting Land at Brickyard Farm, Boxworth ('the Site') (to be known as 'Boxworth Gateway') through the emerging Greater Cambridge Local Plan to provide much-needed employment land. It comprises a 85.2 Ha, non-Green Belt site adjacent to the A14 Swavesey Junction (J24) which is primarily in agricultural use.

The north-eastern part of the site is occupied by the A14 construction compound.

The Site is located approximately 12km equidistant to Cambridge to the southeast and Huntingdon to the northwest. It is also approximately 7 kilometres from Northstowe New Town, which is currently under construction and accessed via the A14.

The A14 is a vital road transport corridor between the East Midlands and East Anglia. According to Highways England, the A14 carries around 85,000 vehicles per day; 26% of this is HGV traffic (against the national average of 10%).

In December 2019, Newlands put the subject site forward as part of the Call for Sites consultation and in December 2021 made representations to the First Proposals consultation. More recently, Newlands have continued to engage with Greater Cambridge Officers with meetings held in February, May and December 2023 and January 2025.



Constraints and Opportunities

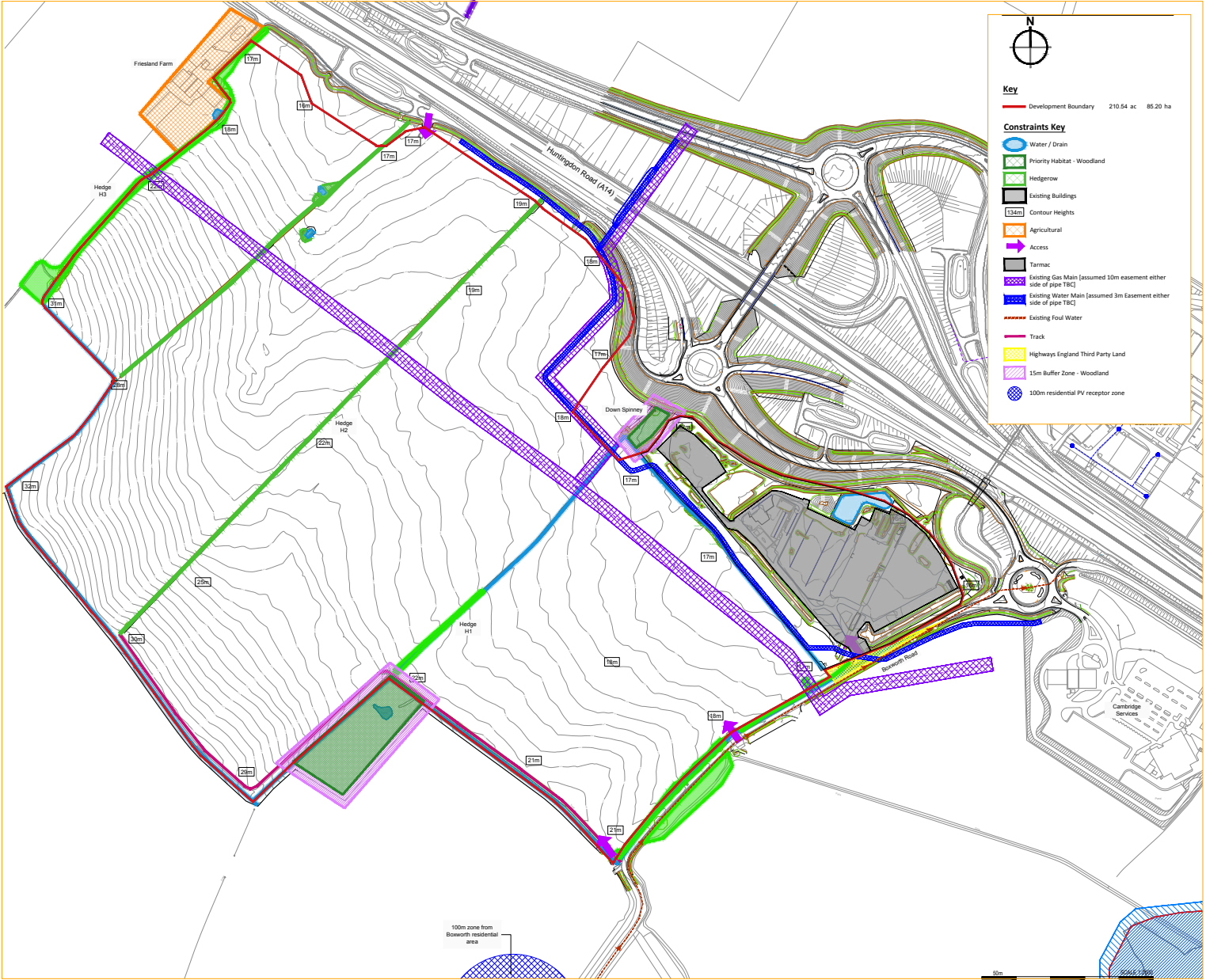
The plan opposite provides an overview of the key constraints relevant to the site.

The EA's flood map shows the site is entirely within Flood Zone 1 and therefore at a low probability of flooding. In terms of surface water flooding, 2% of the site lies in a 1 in 30-year event, 5% lies in a 1 in 100-year event and 20% lies in a 1 in 1000-year event. As such, flood risk does not present a significant constraint to the site's development.

A review of Historic England's map search facility reveals that the site is not subject to any significant heritage constraints. There are no listed buildings within the site and it does not fall within a Conservation Area. Whilst there are several scattered heritage assets within the site's wider context, the development proposals are unlikely to have any material impact on these heritage assets by virtue of the separation between them and intervening existing features.

The site does not fall within or adjacent to any ecological designations. The existing boundaries are largely formed from mature, native hedging which any future development proposals would look to retain and supplement, where possible. There are two ancient woodland blocks immediately bordering the site.

Existing underground utility constraints include a gas and water main that will need to be factored into the layout of any future development at the Site.



THE NEED FOR LOGISTICS

National Market Context

Updated employment evidence was published in January 2023 to inform the next stages of the Greater Cambridge Local Plan. This acknowledged that there have been significant shifts in the economy, particularly around e-commerce. Whilst the growth in online retail has been underway for many years in the UK, COVID-19 and Brexit accelerated demand for storage and distribution space. Consequently, there was record breaking take-up of over 50 million sq ft in 2021; representing a 29% increase on 2020 levels¹ which, in itself, was a record-breaking year for the sector (see adjacent graph). Whilst 2022, 2023 and 2024 were not record breaking years, they were still above the pre-COVID annual average.²

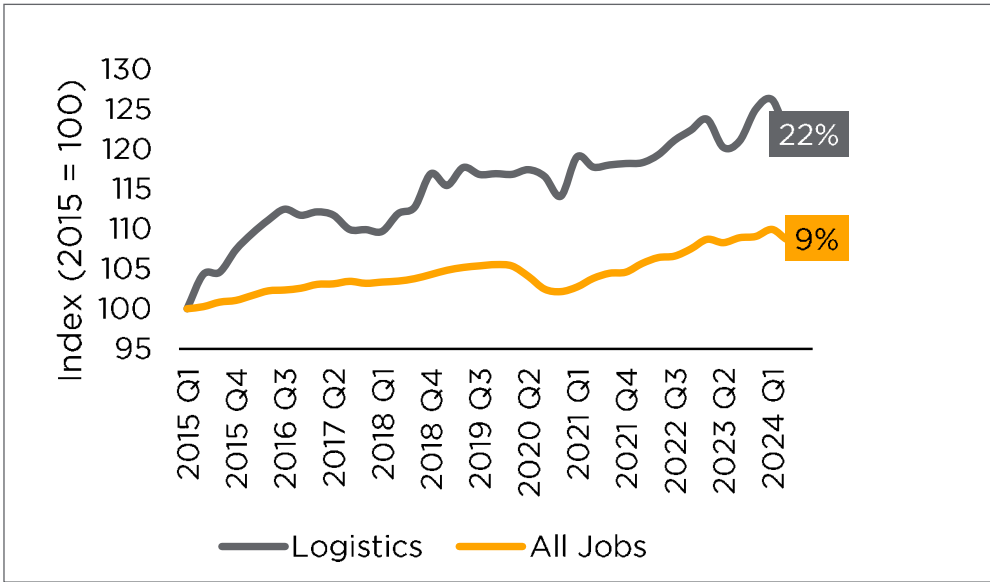
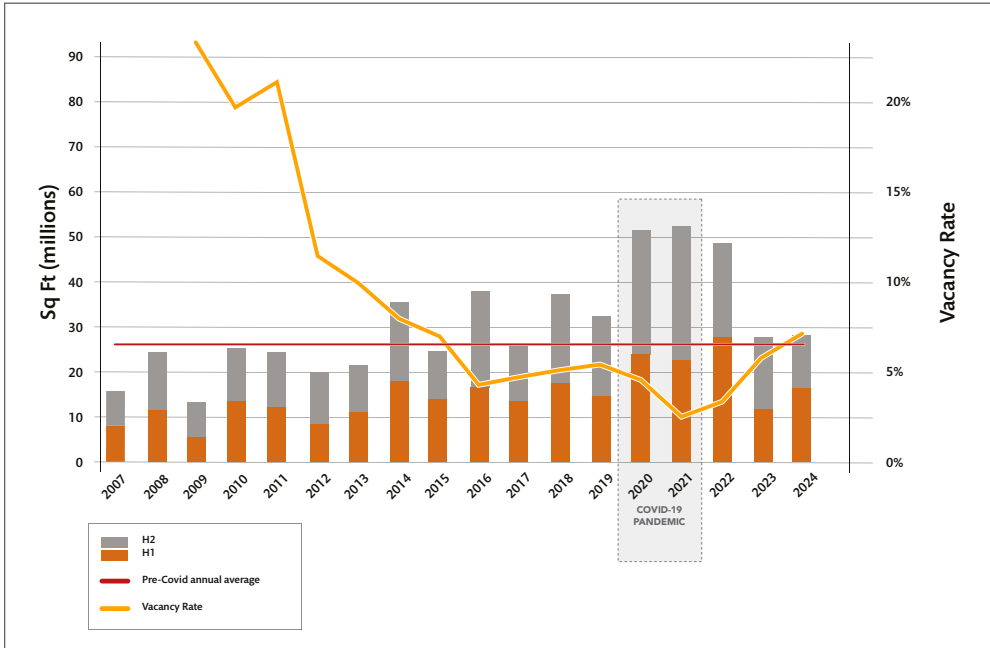
The graph opposite demonstrates that, over the last 10 years, job growth in logistics has been two times faster than that of the wider economy. The industrial and logistics sector now accounts for 14% of the economy's GVA (£232 billion) and productivity in the sector is expected to increase by 29% between 2025 and 2039. This underlines its importance as a driver of economic growth and economic activity³.

Logistics is also a fundamental enabler of growth. Advanced manufacturing, life sciences, R&D and construction are all identified as key growth sectors in the Cambridgeshire and Peterborough Local Industrial Strategy (July 2019) with all requiring supply chain support as part of their operations. Indeed, research by Savills found that every £1 billion of UK manufacturing investment will require an additional 175,000 sq ft of warehouse space⁴.

Logistics growth is not, however, limited to these sectors and the diagram on the opposite page shows demand for large space has also been driven by new activities and sectors that have emerged in recent years and look set to become major components of the economy in the future. This puts an added emphasis on providing an adequate supply of employment land.

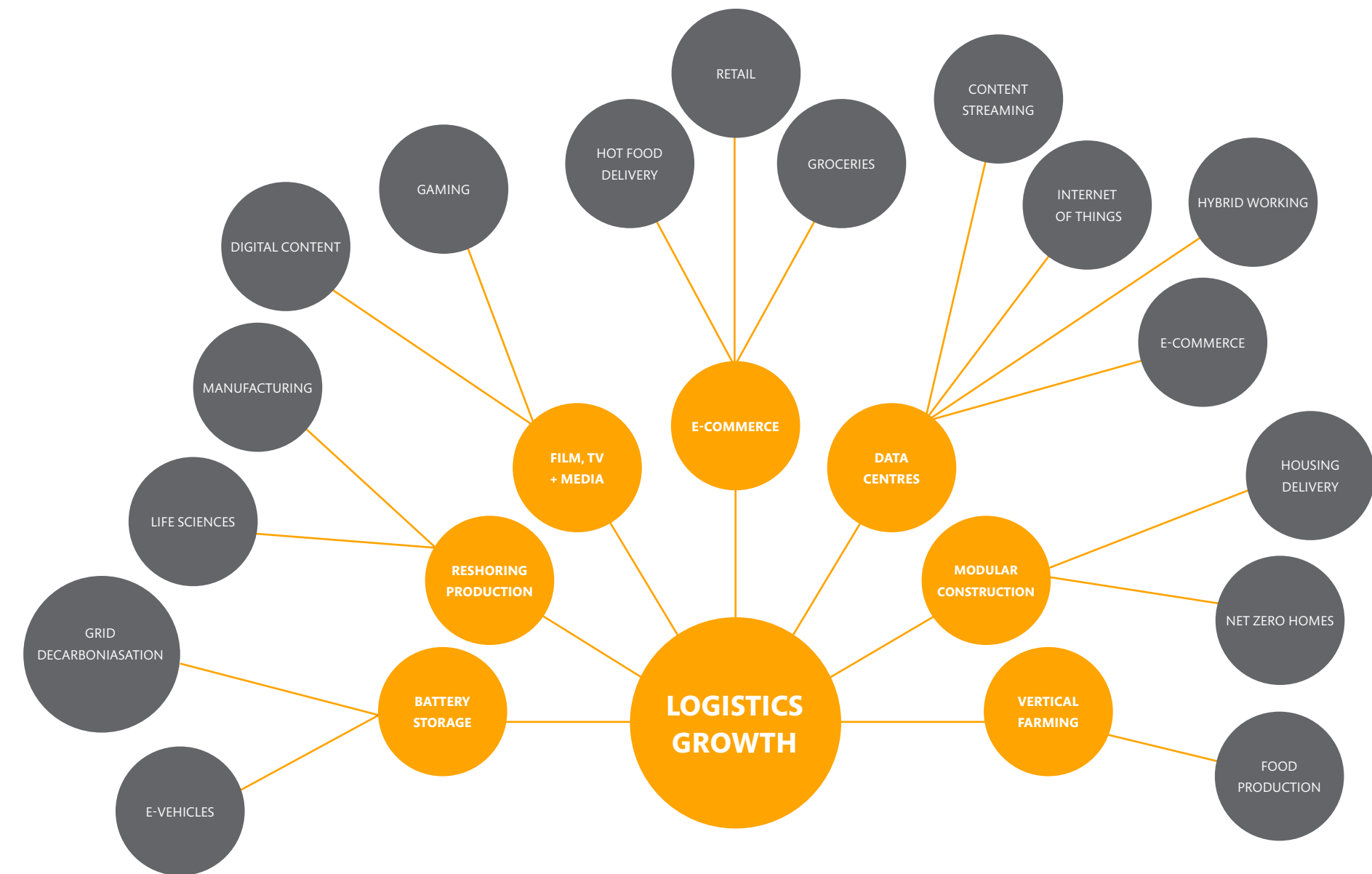
Another reason for increasing warehouse demand is occupiers seeking new premises for environmental and sustainability reasons. This is driven by their own corporate agendas (such as 'ESG' or 'CSR') to reduce carbon emissions and take active steps towards net zero carbon and/or to accord with changing policy requirements around building performance and standards.

¹ Icenl (January 2023) 'Greater Cambridge Employment and Housing Evidence Update'.
² Savills (January 2025) 'Big Shed Briefing'.
³ BPF (January 2022) 'Levelling Up: The Logic of Logistics', Pg. 10.
⁴ Property Week (30/09/2020) 'Investment growth in UK manufacturing will cause a ripple effect on warehouse demand'.



Source: Savills and ONS (2025)

Drivers of Logistics Demand



THE NEED FOR LOGISTICS

National planning policy is increasingly recognising the significant value of the logistics sector to the economy and its role as critical national infrastructure as shown below.



National Planning Practice Guidance (July 2019)

“The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).”
(Paragraph: 031 Reference ID: 2a-031-2019072)



Future of Freight Plan (June 2022)

“The planning system can help to facilitate the needs of the freight and logistics sector. From national policy and guidance to the local plan making and decision taking, the system can help to allocate land in the right places to support the economy, which includes the freight and logistics sector, to ensure sufficient land is available to meet their needs now and in the future. Existing freight provision needs to be appropriately supported and can expand, adapt and innovate including for the rollout of new technologies to decarbonise freight end-to-end.”



Written Ministerial Statement (July 2024)

“With respect to commercial development, the Government is determined to do more to support those sectors which will be the engine of the UK’s economy in the years ahead. We will therefore change policy to make it easier to build growth-supporting infrastructure such as laboratories, gigafactories, data centres, electricity grid connections and the networks that support freight and logistics.”



National Planning Policy Framework (December 2024)

“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation...”
(Paragraph 87)



THE NEED FOR LOGISTICS

Local Plan-making

Despite the increasing importance of logistics to the economy and strong national support, this is not reflected within local plan-making in Greater Cambridge. The adopted South Cambridgeshire Local Plan seeks to resist large-scale warehousing through Policy E/11 and only warehousing supporting other employment uses or meeting local needs is supported. The policy sub-text cites the requirement for large amounts of land for relatively low levels of employment as a justification for this policy stance.

As a result, Cambridge has recently been identified as one of the worst places affected by a shortage of warehouse space in the UK⁵. Savills have confirmed that there are 43% less large units in Greater Cambridge compared to the national average with a 0% availability rate for large units (>100,000 sq ft). Accordingly, Cambridge has only 1.2% of its workforce employed in the transport and storage sector (ranked 361/362 local authority areas in the UK)⁶. Notwithstanding this, Cambridge is an e-commerce hot spot where significant demand is generated for these uses.

The need to allocate more land for storage and distribution uses in the right locations in Greater Cambridge is reinforced by several existing employment sites, which contain these uses, either being re-developed for residential/life sciences or coming under increasing pressure to function efficiently due to the introduction of more sensitive neighbouring uses on adjacent land.

There is a lack of alternative land/premises for occupiers from sites that have now been re-developed, or those that require expansion space, to move into.

The displacement of occupiers, in itself, generates huge demand for space which isn't available, and that is before any natural growth of B8 uses is accounted for. Many of the sites identified in the Iceni Report (January 2023) (like Fulbourn Road or Coldhams Lane) may have been anticipated to meet some of that, but they too are being taken up for Life Sciences/R&D and we sense that the focus of the City on Life Sciences/R&D is forcing existing businesses that it relies upon, out of Cambridge. That is unsustainable given the critical enabling role these uses play.

Despite NPPF Paragraph 32 advising that policies should take into account relevant market signals, the Council appears to be taking the presumption against strategic warehousing forward into the Greater Cambridge Local Plan under Draft Policy J/NE of the First Proposals Plan (FPP) (Regulation 18 Consultation). Indeed, the FPP identified only three new sites for potential B2/B8 uses and we strongly believe more land should be allocated for storage and distribution uses in response to market demand as well as compensating for employment land lost elsewhere to alternative uses (see analysis opposite).

The current approach to plan-making is not sound, and whilst it is encouraging that the evidence base prepared by Iceni looks to ensure provision is made for Logistics uses in Cambridge and South Cambridgeshire, we believe it a) significantly underestimates the need; and b) relies on the delivery of a number of sites that will come forward for alternative (non-logistics) uses.

5 Warehousing & Logistics News (2022) The UK Locations most affected by national shortage.
6 Office of National Statistics (April 2022) The Rise of UK warehouse and the golden logistics triangle'.

0%
availability rate for large
units (>100,000 sq ft)

43%
less large units in Greater Cambridge
compared to the national average

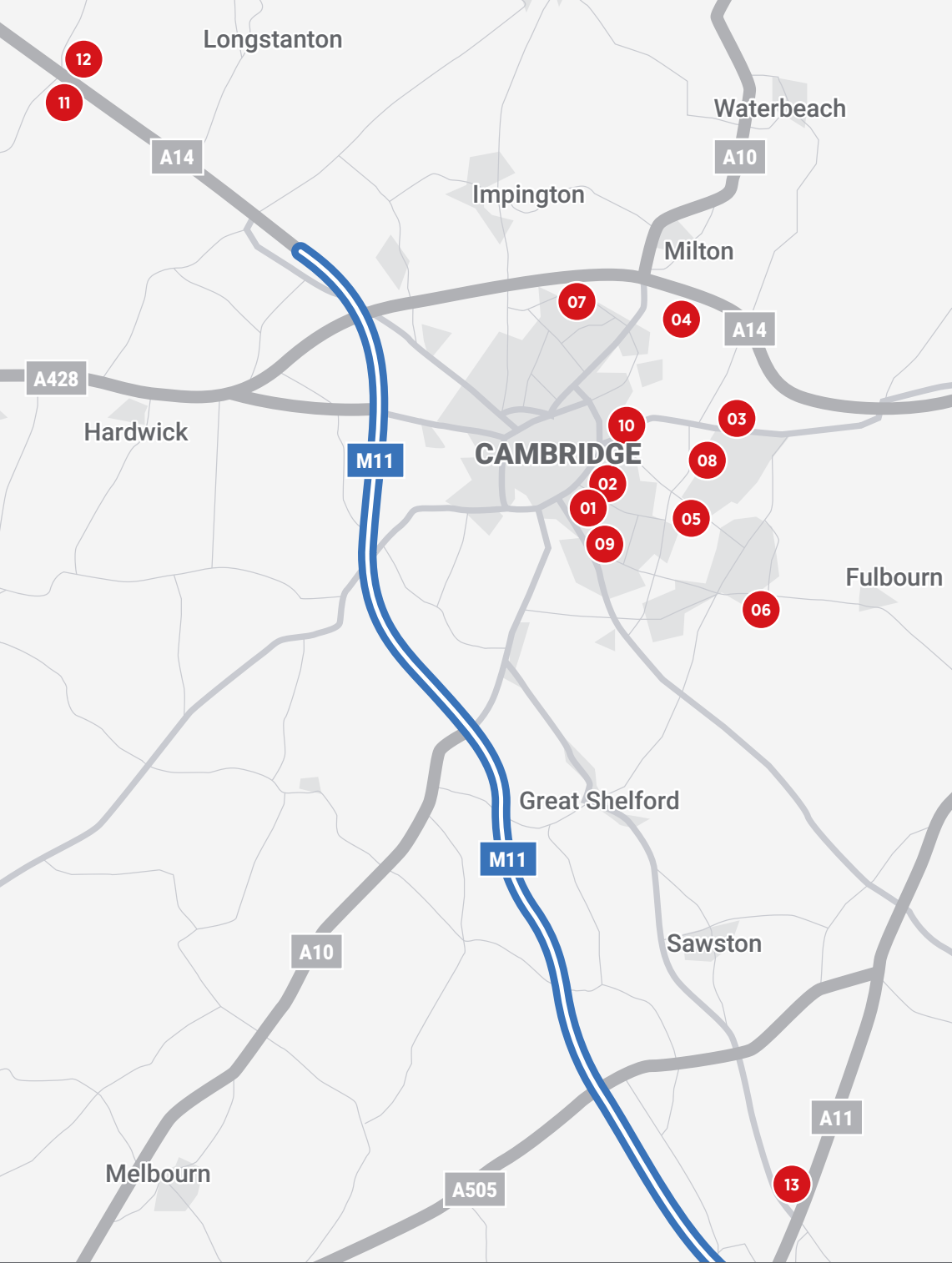
1.2%
of its workforce employed in
the transport and storage sector

INDUSTRIAL LAND LOSSES/EXISTING SITES UNDER PRESSURE

- 01. Travis Perkins Site: Re-development for residential and commercial proposed under 22/01982/FUL.
- 02. Land North of Mill Road: Re-development for residential under 17/2245/FUL.
- 03. Marshall Site: Previous industrial area being re-development for housing under S/2682/13/OL.
- 04. Land North of Cowley Road: Re-zoned for Life Sciences and residential through Northeast Cambridge AAP.
- 05. Land at Coldhams Lane: 21/05476/FUL has now been granted planning permission for up to 90,000 sq. m of R&D/Life Sciences floorspace, and does not include Logistics space.
- 06. Cambridge International Technology Park (CITP): 21/00772/OUT has been granted on Appeal, and does not include any B8, save for Data Centres
- 07. Kings Hedges Road Industrial Estate: has been granted planning permission for a R&D/ Office facility.
- 08. Wider Marshalls (Airport): being promoted for residential and Life Sciences.
- 09. Clifton Road Industrial Estate: being promoted for residential and Life Sciences.
- 10. Cheddars Lane: granted permission for student housing and being promoted for Life Sciences.

PROPOSED B2/B8 ALLOCATIONS

- 11. Land to the South of A14 Services: 17 hectares for small/medium B2/B8 units.
- 12. Land at Buckingham Business Park: 2.1 hectare for small/medium B2/B8 units.
- 13. Genome Campus, Hinxton: B2/B8 uses will need to be justified by a needs assessment which sets out the specific requirements of the intended occupier. There is a restriction on the permission that requires new floorspace to be directly related to the Genome facility – i.e. it is not Open B8.



SITE SUITABILITY

A Strong Economic Geography

The Site is situated in the eastern part of the Arc's geography and within the UK Innovation Corridor. This represents a highly strategic location with a strong economic geography that is attractive to the logistics market. Indeed, the A14 is a strategic freight route between the A1 and the M11: connecting the ports in East Anglia with the Midlands and rest of England. As such, it is of local, regional, national and international significance.

The Chancellor has given her backing to the Ox Cam Arc, which includes the East-West rail link between Oxford and Cambridge. This will seek to realise the ambitions to create a flourishing, world-leading innovation growth corridor at this location.

The Site displays all the hallmarks of an attractive logistics site and, whilst economic analysis undertaken for Greater Cambridge shows there are significant market requirements for larger units, these are unfulfilled due to a lack of suitable employment sites.

Key locational attributes for logistics



Motorway / A-road Access



Ability to Serve Markets within 2h Drive



Access to a Good Workforce with a Range of Skills



Proximity to Amenities



Intermodal Facilities



Good Availability of Utilities, Services, Broadband



Ability to Operate 24/7 without Impediments



Good, Level Developable Site

Source: Savills

Site's location within the Oxford Cambridge Arc & UK Innovation Corridor



The Benefits of Clustering

Iceni's Greater Cambridge Employment and Housing Evidence Update (January 2023) identified an additional need for logistics over and above that shown in the FPP, meaning additional suitable employment land will need to be found along the strategic road network in the forthcoming stages of the Plan. As set out in the previous pages of this document, that need is considered to be far greater than stated in Iceni's 2023 report, much of the supply of which has been consumed for alternative employment uses. There is a very significant unmet need to be allocated for, and this site is extremely well located to accommodate a significant portion of that as part of a cluster with the Buckingham Business Park and on the land adjacent to the site which has been found to be acceptable 'in principle' for B8 uses through the HELAA & First Proposals draft allocation of the site referred to as 'Land to the South of the A14 Services'. Newlands believe Boxworth Gateway provides an opportunity for a logical extension to this to create a critical mass/cluster that will help satisfy this additional need in a sustainable location.

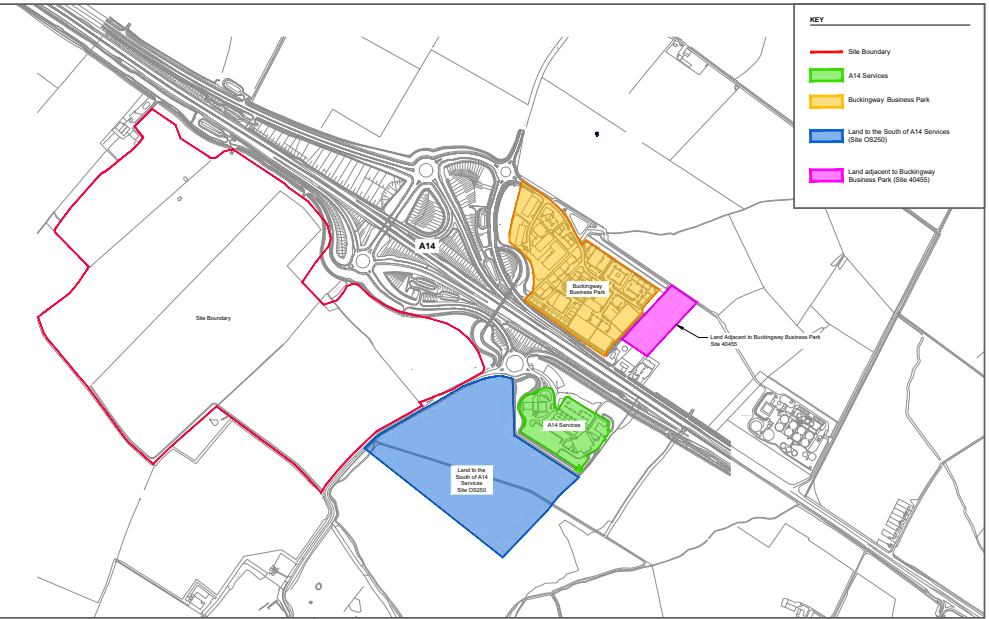
The PPG7 notes that the clustering of logistics can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as driving the economic prospects of the areas in which they locate. Indeed, high logistics density was linked to an additional 1.3% GDP per capita growth at local authority level over the 2012/2019 period⁸. Moreover, both the National Infrastructure Commission (NIC)⁹ and UK Innovator Corridor (UKIC) support the clustering of related activities within a supply chain. Minimising the distance from the distribution point to the first delivery address, allows for the more intensive, optimised use of vehicles and is the most effective way of managing freight's impacts on congestion and air quality, while allowing efficient operations. This is particularly relevant to Cambridge that suffers from air quality and congestion issues.

In May 2020 Highways England completed a £1.5bn improvement scheme which upgrades 21 miles of the A14 and includes a major new bypass to the south of Huntingdon to improve the efficient movement of people and freight to support local and regional growth. Delivering an employment cluster at this location would, therefore, maximise the return on this substantial investment by National Highways.

"Minimising the distance from the distribution point to the first delivery address, allows for the more intensive, optimised use of vehicles and is the most effective way of managing freight's impacts on congestion and air quality, while allowing efficient operations"

⁷ Paragraph: 032 Reference ID: 2a-032-20190722
⁸ Frontier Economics (June 2022) The Impact of Logistics Sites in the UK.
⁹ National Infrastructure Commission (April 2019) Better Delivery: The Challenge for Freight.

Potential Future Cluster at A14 Swavesey Interchange.



SITE SUITABILITY

Access & Highways

The site is located to the south of the A14 Junction 24 ‘Swavesey Interchange’, from where access to Buckinway Business Park and the A14 Cambridge Services is achieved. The A14 forms part of the Strategic Road Network (SRN), linking the M1/M6 Catthorpe Interchange in the west, to the port of Felixstowe in the east. The site is, therefore, excellently located for access to the Strategic Road Network, as well as serving Cambridge and its surrounding towns.

The A14 Swavesey Interchange was upgraded as part of Highways England’s A14 Cambridge to Huntingdon Improvement Scheme. It takes the form of a grade separated dumbbell roundabout arrangement, comprising the Swavesey North and South Roundabouts. Two further roundabouts complete the junction complex: the Swavesey Anderson Roundabout that provides local connections to Swavesey to the north via Buckingham Road, and Buckingham Business Park; and the Swavesey Services Roundabout, which has its own off-slip from the A14 westbound carriageway and provides access to the A14 Cambridge Services and Boxworth Road.

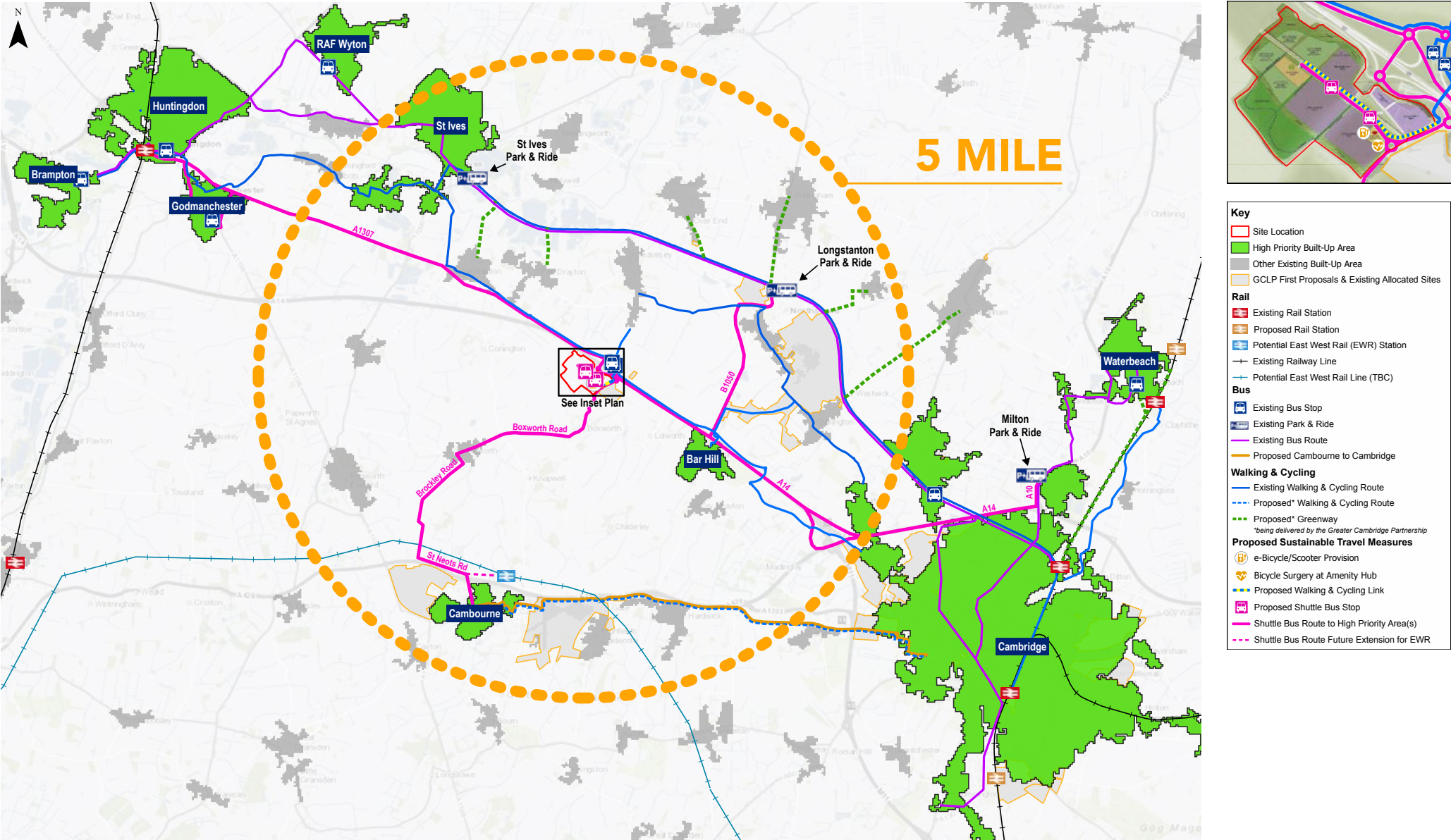
The proposed site access would consist of a new roundabout providing highway connectivity to Boxworth Road, building on, and optimising the established infrastructure of the Swavesey Interchange. Footway/Cycleway provision would be provided into and throughout the site to deliver high-quality, non-motorised user provision connectivity alongside a properly considered road network, ensuring a robust, integrated travel network onsite.

The Strategic Connectivity Plan shows the cycle routes in the vicinity of the development, including the cycleway running alongside the A14 and offering a direct traffic-free connection to the Northstowe Phase 3a development approximately 7.5km from the site. Part of this connection included the new footway/cycleway bridge over the A14 between Swavesey Services and the A1307, which allows cyclists to bypass the Swavesey Interchange. The bridge connects to a 3m wide cycleway on the northern side of the A1307 that runs east to the Bar Hill A14 Interchange, where it will connect to the Northstowe development via a new cycle connection at the B1050.

The figure also shows that there is a cycle lane on Buckingham Road, which extends north towards the village of Swavesey. This route provides an alternative on-road route to reach the National Cycle Network Route 51 (NCN51). NCN51 runs alongside the Guided Busways and locally provides a high-quality cycle connection between Huntingdon, St Ives, Longstanton/Northstowe, and Cambridge. This route would be particularly useful to cyclists travelling to and from the north or west of the site.

Given the flat topography in the area and the excellent cycle infrastructure between the site and the new Northstowe development, it is proposed that significant support be given to cyclists. This support would include the provision of high-quality cycle parking, showers in each unit, and the provision/encouragement of the adoption of E-bikes for commuting. Whilst cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work, E-bikes open up a much wider catchment and offer significant opportunities to encourage modal shift away from cars. Indeed, it is noted that this is already an established practice in Cambridgeshire.

Due to the scale of the development, there is strong potential for employees and visitors to travel to and from the site by bus rather than using the private car. The development would therefore commit to providing and funding a new bus service to the site. It is envisaged that the development could supply a shuttle bus service between the site and Longstanton Park and Ride, travelling via the Northstowe development. Whilst funded by the developer, this would potentially be run by Cambridgeshire County Council. Journeys to and from Longstanton, via the Northstowe development, would take approximately 20 minutes and would link the development to these residential areas. The link to the Park and Ride site would also facilitate longer journeys via the guided busway from Huntingdon and Cambridge and the surrounding towns.



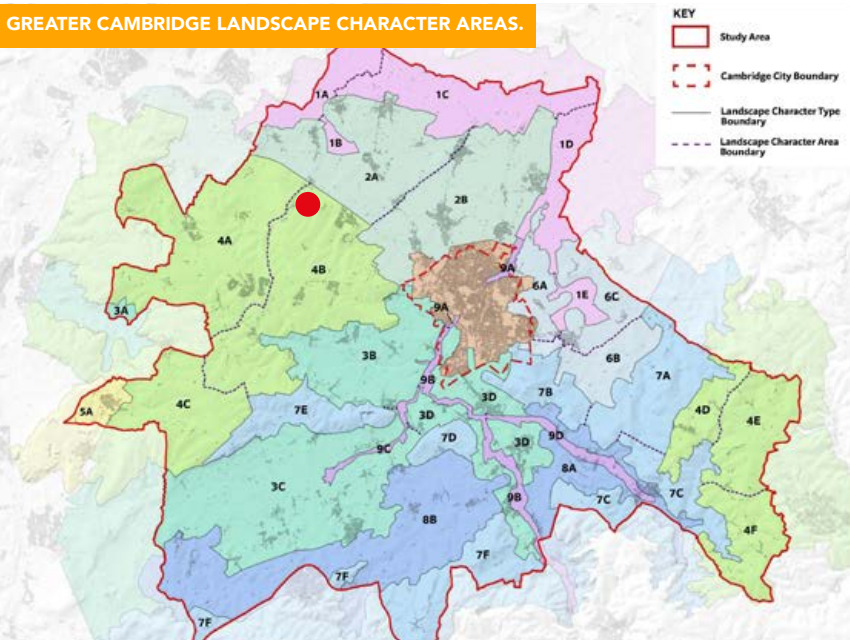
SITE SUITABILITY

Landscape Character

The relevant Landscape Character Type and Area for the site (and indeed the adjacent site which is proposed for allocation as ‘Land to the South of the A14 Services’), is described in detail within the Greater Cambridge Landscape Character Assessment¹⁰. It falls within the Wooded Claylands Landscape Character Type, which is described as *“rolling, elevated settled rural plateaux with shallow valleys which are characterised by low density villages and open views framed by areas of woodland.”*

The landscape character types are sub-divided into geographical areas with similar characteristics. The site is located within Local Character Area (LCA) 4a Croxden to Conington Wooded Claylands. This is described as follows:

“The villages tend to have well defined edges provided by mature trees, thick hedgerows, shelterbelts and woodland. Small fields and paddocks at village edges contribute to their landscape setting and provide a transition to the surrounding countryside. Views over undulating arable fields between settlements are long, framed by trees and look towards treed or wooded horizons. Vertical features interrupting the skyline include telegraph poles, pylons, lines of poplar trees, windmills at Bourn and Elsworth, and church steeples which are occasionally visible above the trees, the busy A1307, A14, A428 and A1198 roads are localised detractors from the rural tranquillity elsewhere within the LCA.”



Landscape Context

The site falls within a ‘big sky’ landscape with potential for long-distance and panoramic views, although the nature of the relatively flat landform also ensures that intervening built form and vegetation screen or filter these views. The local landscape context incorporates intensive, open arable farmland, with wide and open ditches, or closely trimmed hedgerows, and intermittent woodland copse, and hedgerow trees which means it can feel sparsely vegetated.

At the site level, and within the immediate environs, the existing baseline context includes the following landscape elements:

- Generally flat undulating landform with a locally significant ridgeline associated with the Jack o’ Thumbs Grove to the south;
- Arable farming with some sheep grazing;
- Field size varies across the area with less field boundary vegetation and more ditches to the north of the A14;
- Native mix field boundary hedgerows with scattered trees, and woodland copse, small woodland blocks and clumps of trees to the south of the A14;
- Transport infrastructure, including the A14 carriageway, lighting columns, fencing, new junction improvements and Cambridge Services and associated newly planted soft landscape mitigation;
- Haulage vehicles and cars parked adjacent to the A14 within the Cambridge Services car parking area;
- Buckingway Business Park which is comprised of offices and warehousing;
- Wind turbines on higher land to the east;
- Radio mast to the north;
- Isolated villages and settlements typically clustered around a historic core with a Church with many examples of vernacular architecture; and,
- Farming infrastructure such as barns and silos.

The landscape context, therefore, exhibits urban influences, including large-scale and vertical elements that are visual and landscape distractors. The A14 carriageway, Buckingway Business Park and the new Cambridge Services/Junction 24 are prominent in several panoramic long-distance views. There has been extensive woodland and hedgerow planting in association with Junction 24 and this will provide enhanced screening and integration into the surrounding landscape as it matures over the next 15 years.

Visual Context

Visibility south of the A14 is relatively constrained by minor landform undulations and linear woodland belts, copses, and field boundary hedgerows. There are long-distance views from a limited number of locations as shown by the Zone of Theoretical Visibility (ZTV). Visibility from the north of the A14, which includes views directed across the carriageway, is more pronounced although publicly accessible viewpoints are limited in number and usually filtered by built form, and road or garden boundary vegetation. The flat landform means that intervening built form and/or low-level vegetation effectively screen or filter views to development.

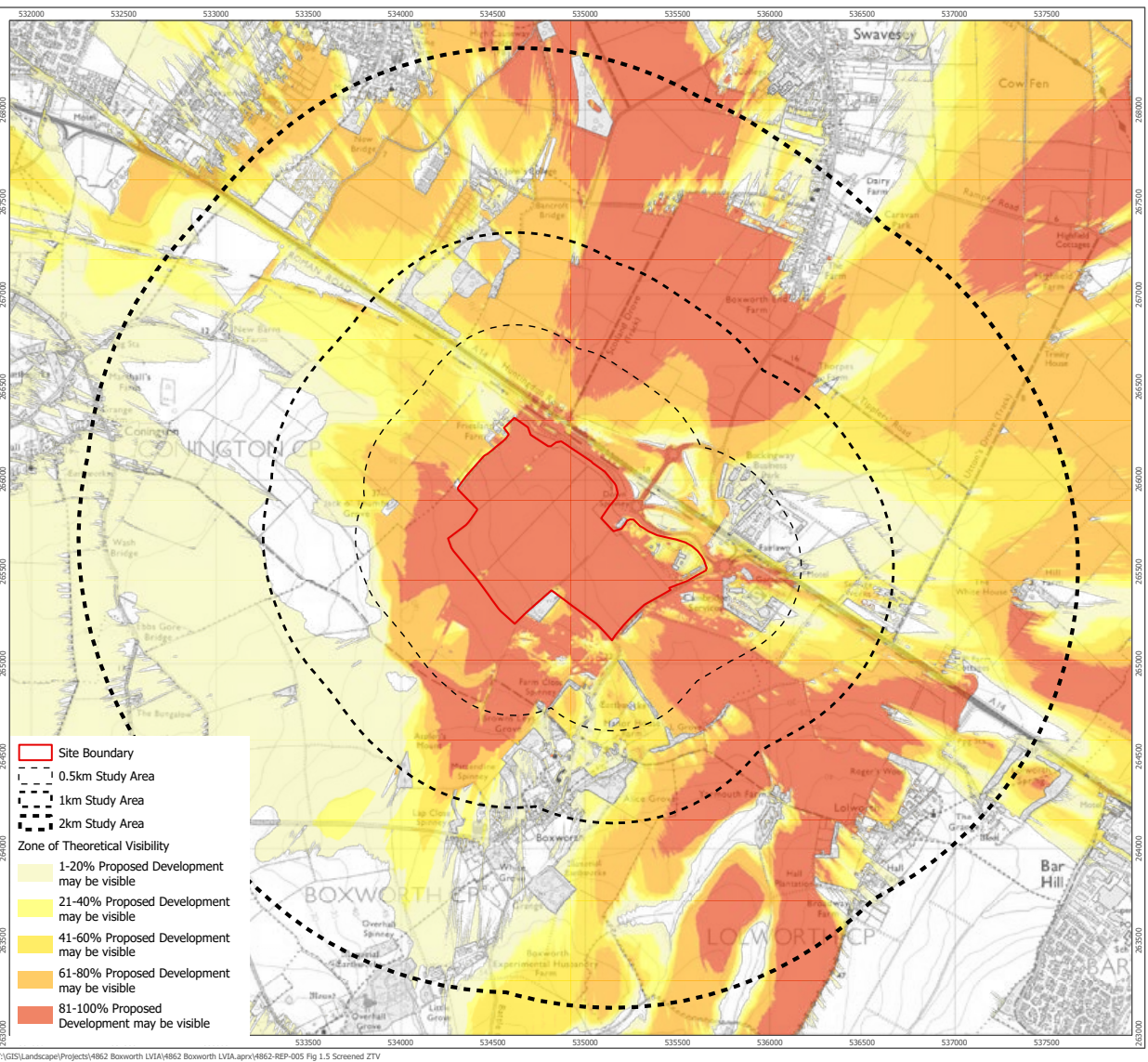
A 2-km radius study area is proposed as beyond these distances it was concluded that the Development in this landscape context would become a recessive feature in panoramic views and not have any meaningful influence on landscape or visual receptors beyond this distance.

Landscape Summary

The overall landscape and visual effects from the development of the Site have been reviewed by our Landscape consultants. These are not markedly different from those predicted for the adjacent First Proposals draft allocation ‘Land to the South of the A14 Services’. Indeed, the greater size of the Site in comparison with the draft allocation provides more scope for landscape and visual mitigation and biodiversity enhancement. In particular, there is potential to provide extensive native woodland screening to views from the north of the A14 and from the setting of Boxworth and Bar Hill.

It is premature to consider the cumulative effects of both sites at this stage but, should the development on the adjacent site proceed, the additional development at Boxworth Gateway would be assessed in this context. Any potential for static and / or sequential cumulative effects would be assessed as part of a proposal.

Zone of Theoretical Visibility



SITE SUITABILITY

Flood Risk and Drainage

Any future proposals would be supported by a robust Flood Risk Assessment, Drainage Strategy and Water Cycle Assessment, which would demonstrate that the proposal would be safe for its lifetime and would not increase flood risk elsewhere in line with National Planning Policy. A comprehensive network of Sustainable Drainage measures (SuDS), including areas of surface water attenuation, would be incorporated into the design with added ecological benefits. A review of the existing water resource situation will also be undertaken to establish the viability of sustainable solutions that the development could incorporate to achieve water neutrality as a development.

Ecology and Arboriculture

An Ecological Assessment (May 2022) has been produced that confirms the site does not fall within or adjacent to any designated habitats. Whilst there are statutory and non-statutory sites located within a 2-kilometre radius, there would be no unacceptable adverse impact on them due to the distance from the site and no mitigation would be required.

The habitats within the site consist of common and widespread species, but habitats, such as the hedgerows, mature trees and field margins are of relatively greater interest in the context of the site. The overwhelming majority consists of arable fields, which are of negligible nature conservation interest.

The Report recommends that the existing hedgerows and trees be retained and incorporated into the Green Infrastructure Strategy, wherever possible. Should the development necessitate the removal of significant areas of the hedgerows and trees, appropriate mitigation measures should be applied to ensure there is a biodiversity net gain.

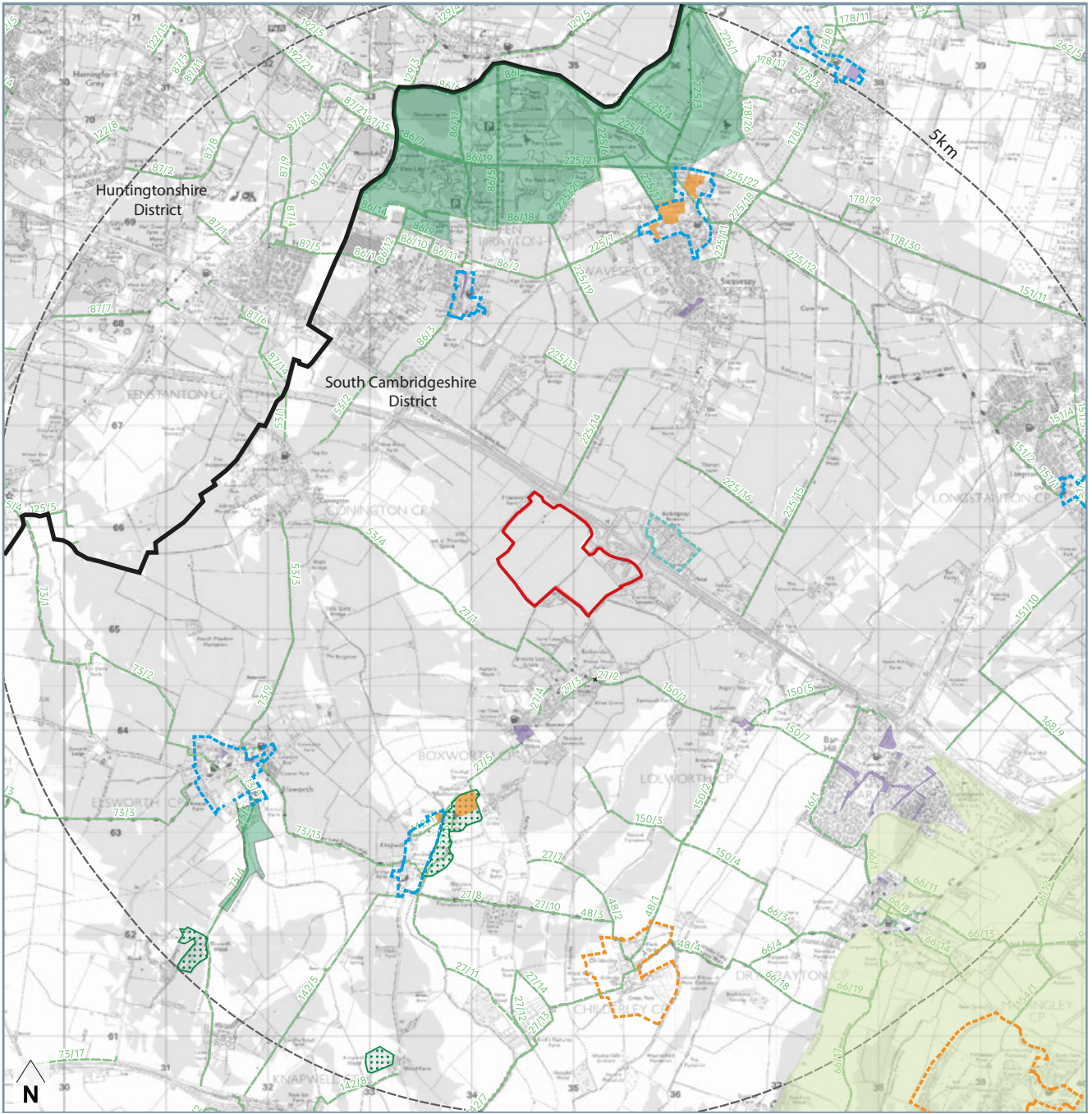
The Report advises that the landscaping scheme should comprise primarily of native species and offer an increase in diverse habitats over the current baseline position to improve the overall biodiversity of the site. The landscaping proposals should include a variety of habitats of known value for wildlife, such as native scrub and tree planting, alongside the establishment of species-rich grassland within landscaped areas and beneath proposed solar arrays. Appropriate buffer planting would be provided in respect of the two ancient woodland blocks located in the site’s vicinity.

Heritage

A review of Historic England’s map search facility reveals that the site is not subject to any significant heritage constraints. There are no listed buildings on site, and it does not fall within a Conservation area.

With regards to the area surrounding the application site, we note there are a number of scattered heritage assets within Boxworth (to the south), including a number of ecclesiastical Grade II Listed buildings as would be expected in a small village, as well as Grade II Listed farmhouses. Further south we note there is a scheduled monument in the form of a ‘Overhall Grove Moated Site’. However, it is considered that by virtue of the separation between the site and these designated heritage assets, the development proposals are unlikely to have any material impact on them. This has been confirmed in the Council’s assessment of the site as part of the Housing and Economic Land Availability Assessment (HELAA).

With regards to archaeology, we note that the Council’s assessment suggests that the site is in a landscape of cropmarks of late prehistoric and Roman settlement and associated activity. Archaeology would be suitably explored further as part of any future application, but is unlikely to represent a significant constraint to development.



- Site Boundary
- Public Rights of Way
- South Cambridgeshire Local Plan (adopted September 2018)
- County Wildlife Site (Policy NH/5)
- Ancient Woodlands (Policy NH/7)
- Scheduled Ancient Monument (Policy NH/14)
- Conservation Area (Policy NH/14)
- Historic Parks and Gardens (Policy NH/14)
- Established Employment Area (Policy E/15)

THE DEVELOPMENT PROPOSAL

Newlands are seeking an employment allocation within the Greater Cambridge Local Plan to enable them to deliver a high-quality, green logistics cluster. An Indicative layout and other details will flow from further technical work and a better understanding the site's context and constraints, but emerging parameters for potential future development include the following:

- A green logistics cluster of up to 1.5 million sq ft of high quality, floorspace.
- Extensive Green and Blue Infrastructure provision
- Proposed access to the site would be off Boxworth Road, via a new priority-controlled roundabout;
- New, high quality community hub (potential for e-bike station, a café, a subsidised nursery/ creche, and gym).
- Incorporation of innovative, cutting-edge green technologies, including extensive roof-mounted solar PV.
- New and improved pedestrian and cycle linkages within the site that link to the existing network and through a newly created Country Park;
- On-site Biodiversity Net Gain (minimum 25%).



BENEFITS OF THE PROPOSAL

Economic



Support for over 1,900 FTE jobs per annum



£5.2 million Business Rates per annum



1.5 million sq ft of employment floorspace



Supply Chain Benefits

Social



A gateway to jobs for young people



Occupational variety for social inclusion



New Amenity & Community Hub



Health and wellbeing benefits

Environmental



Significant Green Infrastructure and SuDS



Minimum BREEAM 'Excellent'



Promoting Sustainable Transport Options including Cycle and Pedestrian Improvements



Minimum 25% Biodiversity Net Gain



Cutting edge Green Technologies

DELIVERING GREENER LOGISTICS

Newlands have instructed Stantec to provide expert landscape planning advice and undertake detailed LVIA work to ensure the design process is underpinned by a truly landscape-led approach. This highlighted a number of visual opportunities and constraints, which are captured on the adjacent plan.

Taking each aspect of the site in turn, the eastern extents are best suited to development of the scale proposed. They are the lowest-lying and relate strongly to the existing infrastructure of the Junction and the commercial/industrial built form at Cambridge Services and Buckingway Business Park.

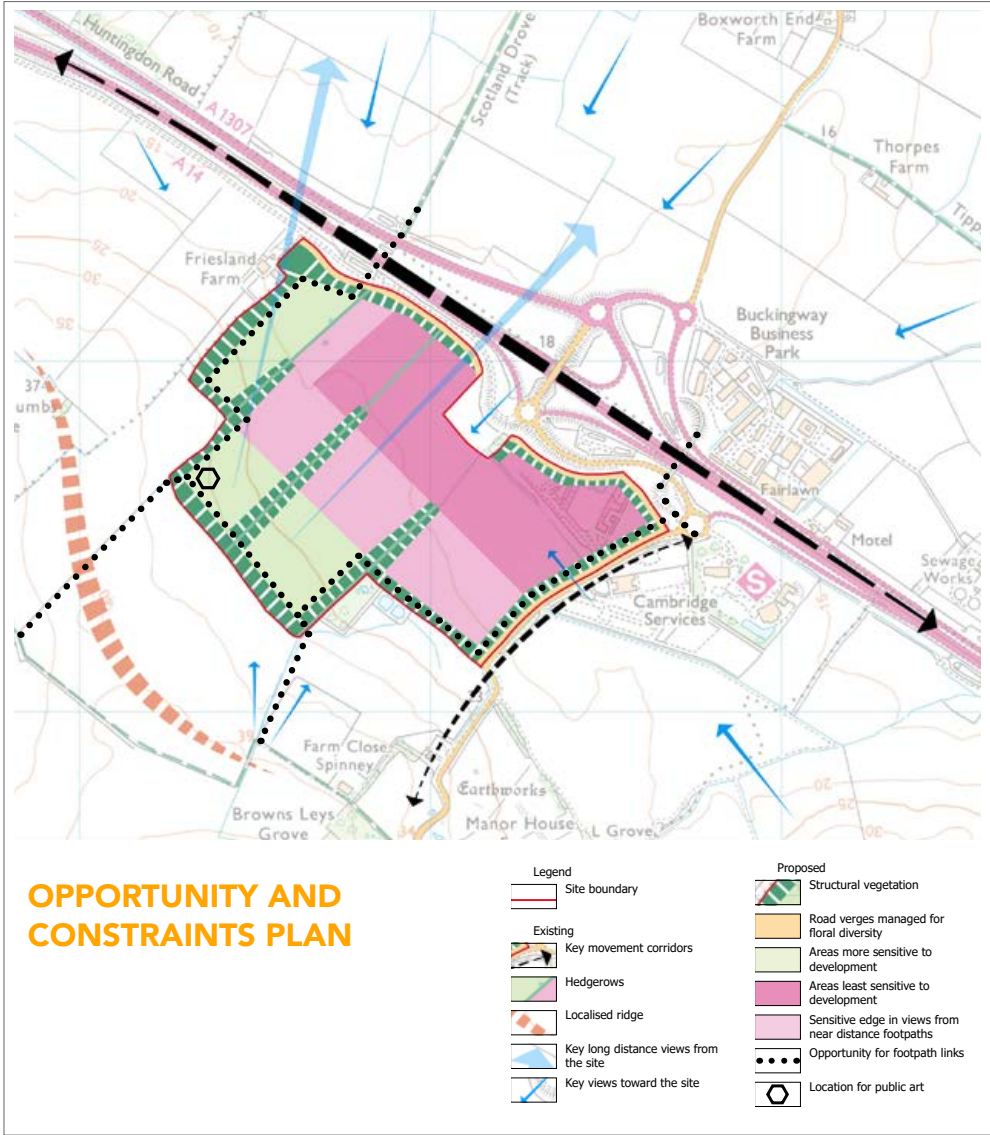
The western extents are best suited to lower forms of development as they are the most elevated and have the strongest visual relationship with the wider landscape context. Accordingly, this area has been proposed for strategic landscaping and reserved for ground-mounted solar arrays, affording good opportunities for biodiversity enhancements through the creation of wildflower meadows beneath the panels.

The Built form is moved back from the northern and western edge, and strategic bunding is proposed to the north/north-western, western and southern boundaries of the developable area, to be planted with new woodland, mixed scrub and wildflower grassland. This will improve the habitat diversity and provide further screening and softening of the proposed built form in views from these directions.

The north-eastern and south-eastern boundaries of the Site will be subject to managed floral diversity to provide biodiversity enhancements of the verges of the adjacent highways.

The topographical variation of the surrounding landscape combines with the existing tree belt and woodland vegetation in the context of the Site to create a ‘curtain’ effect in longer distance views. As such the proposed structural vegetation will help to re-enforce the historic field pattern, soften the lower sections of the proposed built form and improve the approach to Boxworth village.

Recessive colouration of the facades of the development and considered articulation of the roofscape and volume will help to limit adverse landscape and visual effects.



WARTH PARK - A NEWLANDS DEVELOPMENT

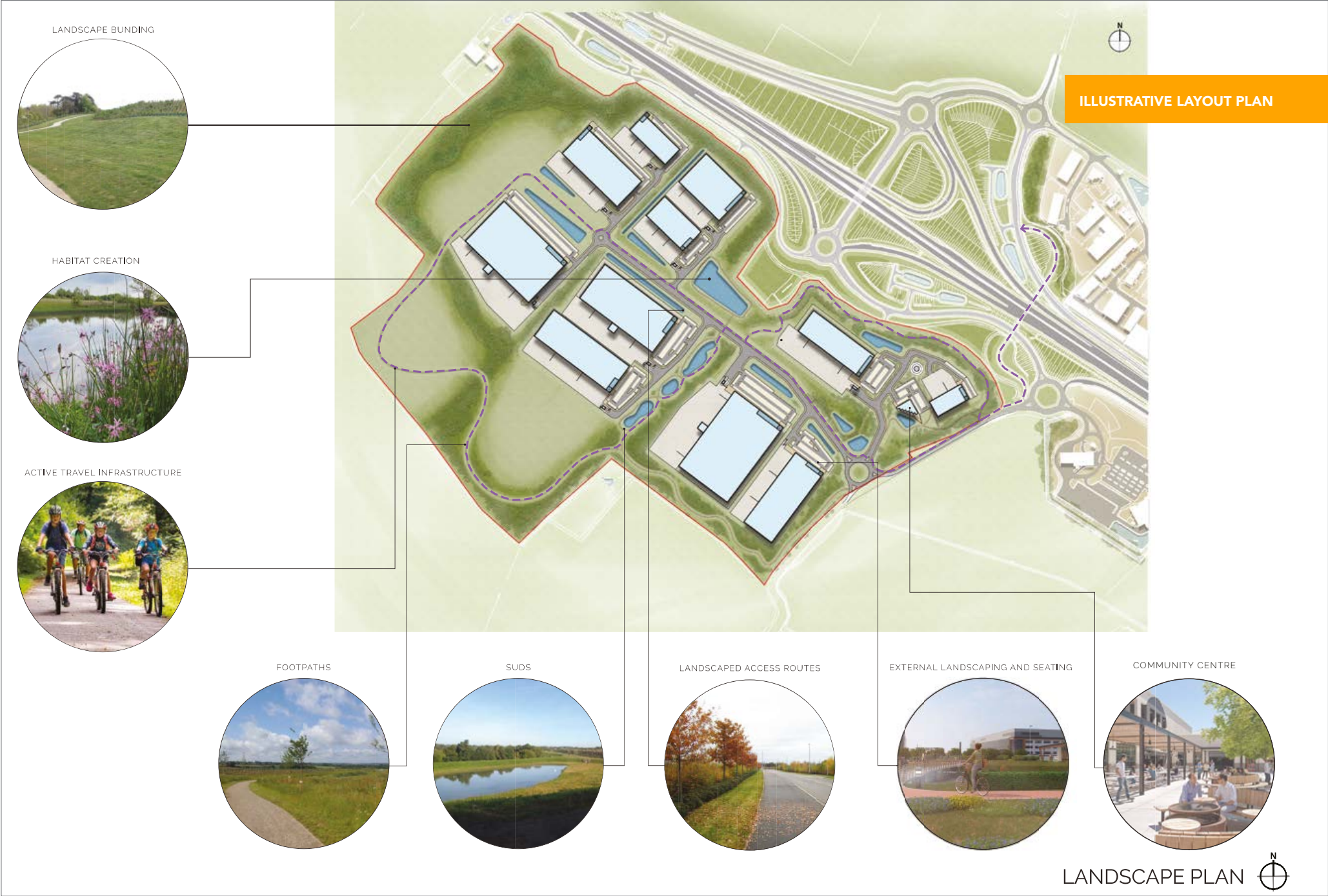


DELIVERING GREENER LOGISTICS

The scheme will be truly landscape-led and designed to embed the newly created business community into a nature-rich, green and blue infrastructure network. This will not only ensure it is an attractive place for people to work, but will boost physical and mental health and well-being for workers and visitors to the site.

The extensive Green and Blue Infrastructure provision, will include the following elements:

- retention of existing hedgerows within the site and along key site boundaries, where possible;
- new woodland, shrub and hedgerow planting within the site, along plot and site boundaries;
- Creation of a new high quality Country Park;
- appropriate landscape buffers to nearby ancient woodland;
- screening of the A14, including a landscaped earth bund;
- new green linkages through the site, broadly east-west, to filter views;
- the creation of a network of SuDS; and
- additional biodiversity enhancements such as meadow and species rich grassland creation.



ENVIRONMENTAL RESPONSIBILITY

Newlands are a member of Planet Mark and a signatory to the BPF Net Zero Pledge. We are committed to analysing our carbon footprint throughout our business operations and integrating plans to minimise our impact and reduce our emissions by a minimum 5% year on year, in line with the NZC decarbonization pathway. We monitor our performance on a quarterly basis to ensure we continue to act as a responsible business.

Creating Healthy, Sustainable Places

Sustainability, Health and Wellbeing are a key focus in how we design and build our places. We pioneer low carbon, energy efficient solutions that are innovative, future-proofed and incorporate wellbeing principles delivered with the end user in mind. Our developments embody the below UN Sustainable Development Goals:



UN SDG 11: Through the development of Low carbon and sustainable buildings and places that are inclusive, safe, and resilient.



UN SDG 12: By creating low carbon and sustainable buildings with loop materials to minimise residual waste.



UN SDG 13: By developing low carbon buildings and using materials that produce fewer emissions and help to combat climate change and advance Net Zero.



Newlands’ Base Build Specification

As part of their ESG Strategy, Newlands have committed to include the below embodied sustainability measures into their base build design. For the avoidance of doubt, these are the minimum standards that will be incorporated into Newlands projects and a number of these measures will be exceeded if development is to come forward at this site.



Minimum BREEAM
‘Excellent’ Rating



Minimum EPC
Rating ‘A’



Carbon Net Zero in
Operation, in line with
UKGBC Net Zero Carbon
Buildings Framework



Embodied carbon target
<400kgCO₂/m²



At least 10% Biodiversity
Net Gain achieved through
enhanced ecology, habitat
creation and amenity spaces for
local wildlife and communities



PV ready roofs



12% roof lights
for natural light



95% of our waste
diverted from landfill
during construction



Smart metering



EV charging spaces
and infrastructure
for the future



Designed and constructed
in line with WELL Building
Standards principles



Unlocking Local
opportunities, including
employment and skills
plans and supply
chain prospects



Retained and improved
right of way to improve
local connectivity



Dedicated cycle and
pedestrian routes across
the site to connect public
transport infrastructure



On site community areas

ENVIRONMENTAL RESPONSIBILITY

Newlands is acutely aware of the importance of environmental sustainability and responsibility in its developments. This sits at the very heart of this project’s philosophy demonstrated by us entering into an exclusive collaboration agreement with renewable energy engineers, Chelveston Renewable Energy.

The renewable energy sector is a fast moving market, at which Chelveston Renewable Energy is at the forefront. Chelveston Renewable Energy was created by leading designer and manufacturer of process plant equipment Wykes Engineering. In 2005, Chelveston Renewable Energy purchased the former 750-acre MOD Air Base at Chelveston to create a fully integrated combined renewable energy park at the heart of the Arc on the Bedford/North Northamptonshire border. The energy park comprises multiple green technologies including wind turbines, large scale ground and elevated solar, hydrogen production and second life battery energy storage, with further work in progress including hybrid ICE peak lopping, district heating (cooling) and hybrid HGV ICE development.

Chelveston will design, install and manage some of the renewable energy technologies currently being developed at Chelveston Renewable Energy and Innovation Park at the proposal site. These include renewable energy generation and storage of 100% ‘green’ energy. Chelveston currently generates up to 185GWh of renewable energy and the technology around this opens up many opportunities to reduce the subject site’s reliance on fossil fuels for energy generation. We are aiming for the development to generate more than its own power needs: not only providing a market leading sustainable energy solution for future end users and occupiers, but also allowing surplus green energy to be put back into the National Grid.

Chelveston Renewable Energy has developed and patented technologies for the installation of solar on the roofs of commercial buildings. Chelveston have deployed this roof mounting system into their own developments by making amendments to building design and roof pitches. The panels sit at the optimum angle to maximise energy yield and include the latest bi-faced technology, allowing additional energy harvesting from the reflection of sun light off the roofs. The panels are largely self-cleaning, prolonging maximum yields (and addressing future H&S guidelines). Market leading technology in DC energy capture, allows for the energy to be stored in batteries without the need for inversion and the associated losses. This system may be utilised across the proposed buildings at Boxworth Gateway with at least 85% roof coverage.



Up to
185GWh
renewable energy
generation

National Grid export and redundancy import connections (exceeding 100MW combined) with over a decade's track record

9 x 125m
wind turbines with 25.65MW installed capacity

Dedicated solar arrays for the production of up to
1 ton
of Green Hydrogen per day.

500,000
solar panels with an installed capacity of up to
120MW

Innovation Park with direct wire feed from energy park, boasting carbon negative buildings (surpassing carbon zero)

47MW
Peak Lopping Plant consented. Hybrid green hydrogen / natural gas engine **'ready'**

Up to
20 MW
Lithium-Ion battery energy storage consented and under construction, using 2nd life automotive batteries.



Given the limitations of solar energy, we are also exploring other technologies to work alongside the solar arrays to enable energy to be stored and then deployed at times when demand exceeds onsite generation.

Electric vehicle charging points for employees’ cars and LGVs would be provided on site, in line with the Council’s parking standards. These would be powered by the on-site renewable energy, ensuring that the development is future-proofed and resilient.

The specification of future buildings will minimise embodied, operational and end of life carbon. This will be achieved using recycled, low carbon and sustainably sourced materials and a ‘fabric first’ approach to ensure the buildings achieve BREEAM ‘Excellent’ as a minimum and aim for ‘Outstanding’. This ensures Newlands developments deliver sustainable economic development and contribute towards the local effort to accelerate the move towards ‘net zero’ alongside structural economic and energy policies and regimes being pursued by the national government to enable the UK to be net zero by 2050.

Newlands recognises the significant challenges Greater Cambridge faces in terms of achieving water neutrality. It is, therefore, aiming to ensure that the scheme would be as close as possible to ‘water neutral’ through the development of a water strategy and exploration of a range of options, including demand management, water harvesting and recycling, and SuDS storage for irrigation of landscaped areas.

Newlands are committed to the delivery a minimum of 25% biodiversity net gain that exceeds the target set in the Ox-Cam Arc Environmental Principles.

OX-CAM ARC ENVIRONMENTAL PRINCIPLES

✓

Work towards a target of net zero carbon at an Arc level by 2040.

✓

Protect, restore, enhance and create new nature areas and natural capital assets.

✓

Be an exemplar for environmentally sustainable development.

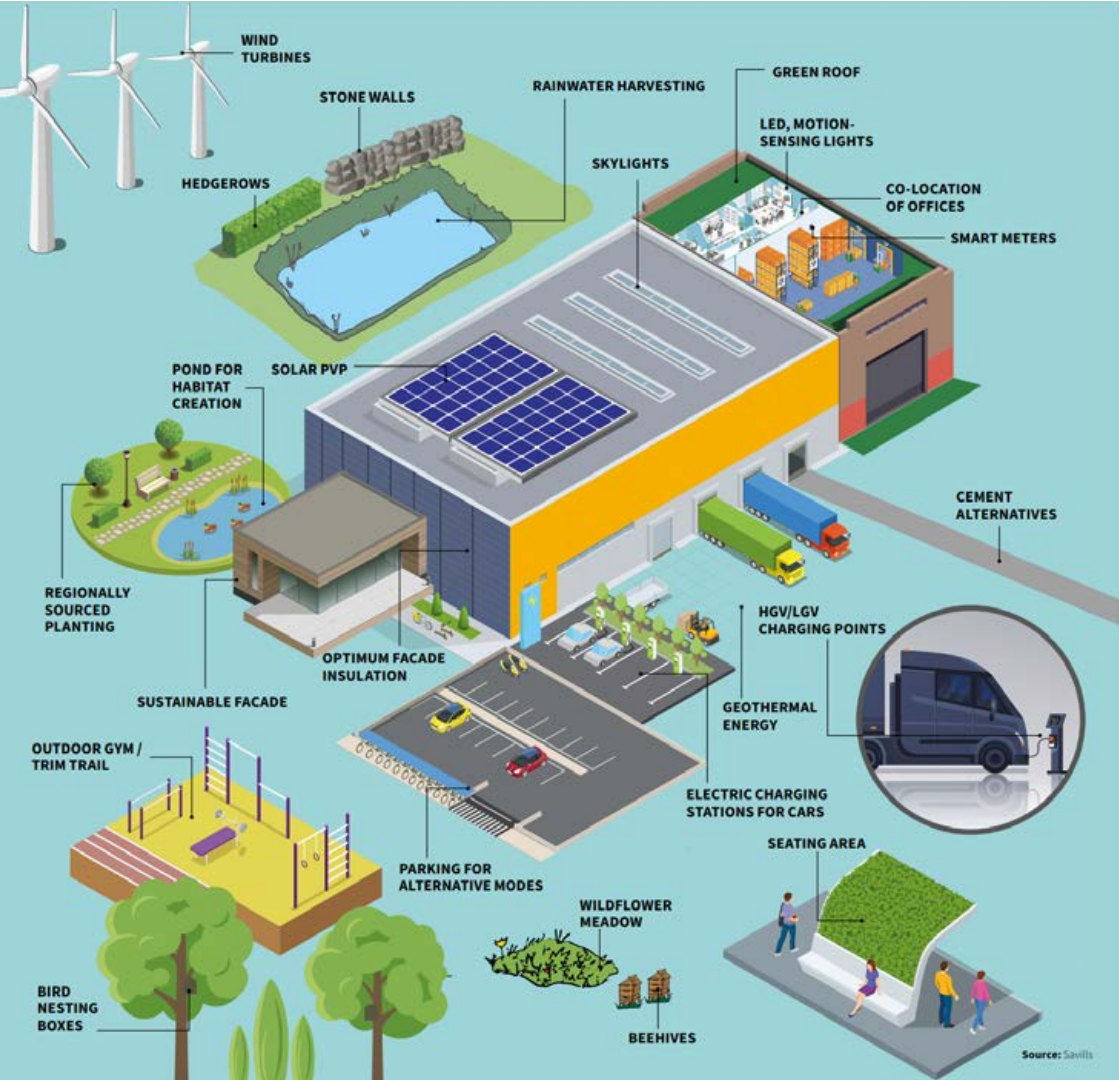
✓

Ensure that existing and new communities see real benefits from living in the Arc.

✓

Use natural resources wisely.

The Green Evolution of Logistics’



36 / VISION DOCUMENT - BOXWORTH GATEWAY

VISION DOCUMENT - BOXWORTH GATEWAY / 37

ENVIRONMENTAL RESPONSIBILITY

Mitigating Flood Risk

The site is in Flood Zone 1 and therefore at a very low risk of flooding from Fluvial events (Rivers and Sea). Surface Water Flood mapping shows the majority of the site has a very low risk from surface water flooding, however there are some localised areas of low to high risk in the east and north of the site. We have actively engaged with Cambridgeshire as the Lead Local Flood Authority (LLFA), who confirmed hydraulic modelling was required to support the site. This has informed the concept plan presented in this document and would be developed further with the LLFA in any future planning application.

Currently, greenfield runoff freely discharges to the local watercourse network at the site, into the Swavesy Drain and eventually flows to the Webb’s Hole Sluice which outfalls into the River Great Ouse. The development has the ability to discharge at reduced greenfield rates during the higher storm events and hold surface water within the site, for approximately 4 weeks whilst the Webb’s Hole Sluice is closed. This would help to prevent water backing up in the IDB network and causing a potential flood risk to downstream areas.

Areas of SuDS/Basins have been identified to demonstrate how capacity can be built into the site to achieve this outside of the developable areas. By reducing surface water flows during the higher return periods and holding water on site when the Webbs Hole Sluice is closed will provide betterment over the existing situation for the wider catchment.

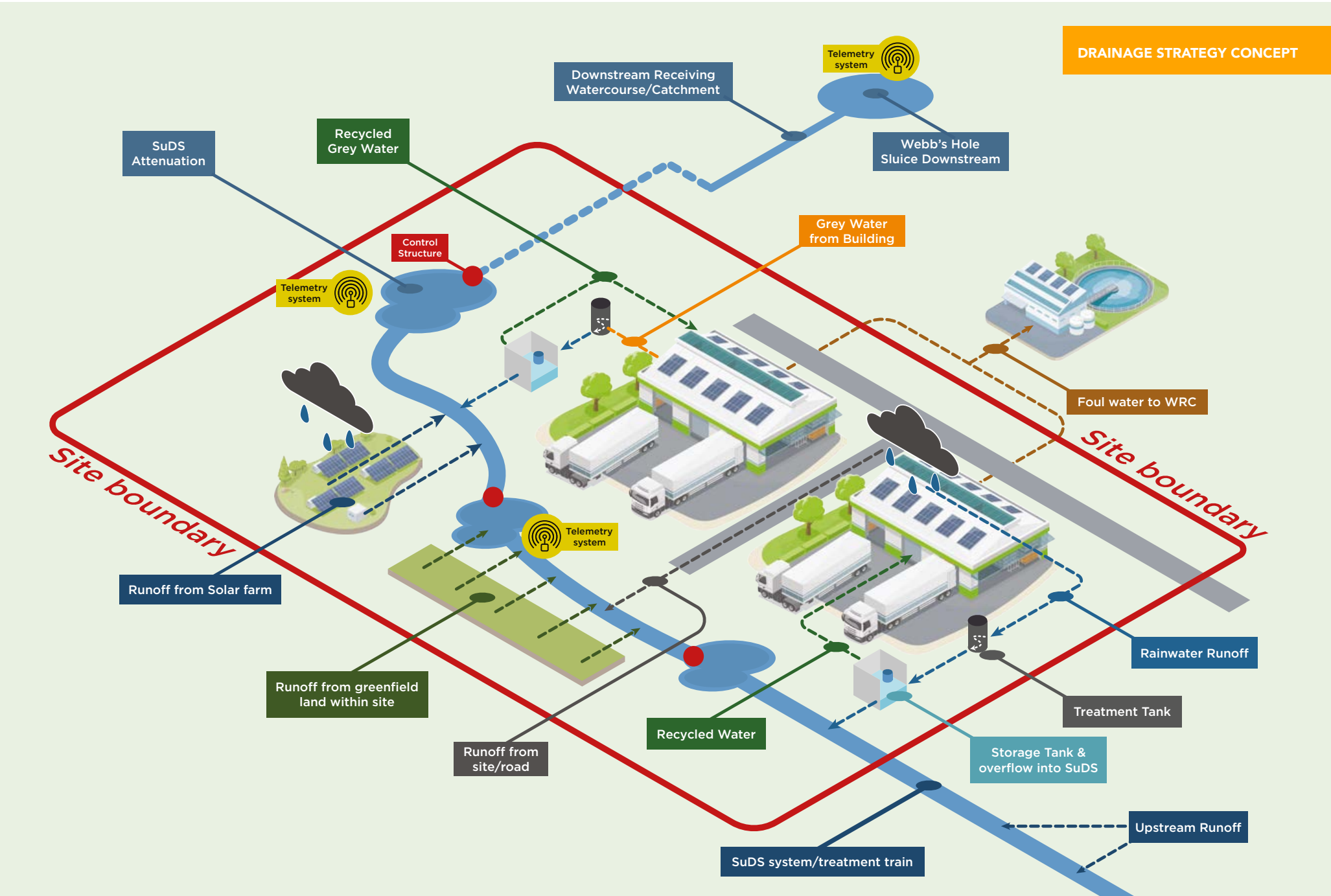
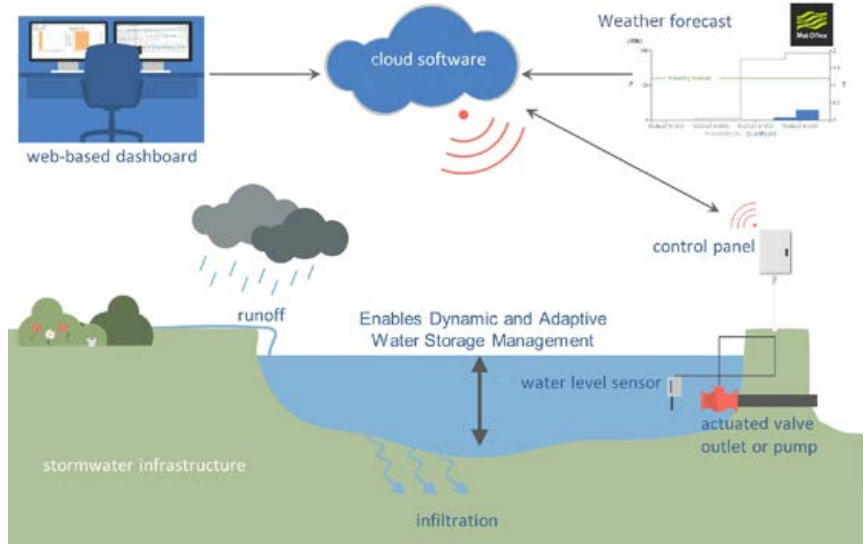
Smart Water Resource Management

Newlands are exploring the concept of a smart telemetry system to manage rainwater, grey water and surface water for the site. This system would actively monitor the weather forecast to dynamically control the water level and storage for rainwater and grey water, to minimise runoff and maximise its use of water as a resource for the buildings. In conjunction, it is proposed to be linked with the wider catchment infrastructure (Webbs Hole Sluice etc) to be able to dynamically respond to the need to control/stop surface water discharge from the site via a web-based dashboard.

Minimising Water Usage

Cambridgeshire, like most of the Anglian region, is now classified as ‘seriously water stressed’ and faces an immediate water crisis. This will be compounded by future demand from new developments and the impacts of climate change. Newlands recognise that whilst it is not an existing requirement, it is incumbent on developers to minimise water usage. In other areas of the UK where Water Neutrality is a requirement, commercial development is required to complete the BREEAM WAT01 calculator and to reduce water demand at a site. It is therefore proposed to undertake the BREEAM WAT01 Assessment, with the intention to employ highly efficient appliances and rainwater harvesting / grey water reuse systems at the site. An assessment of water resource and the proposals in support of the site will therefore be provided at planning.

Evidence identifies a typical Standard B8 water usage rate of between 50 l/p/day to 45 l/p/day subject to fixtures/fittings and number of employees with the caveat that it could be more. To achieve BREEAM WAT 01 preliminary calculations show Newlands site could potentially achieve between 20- 60% reduction in water usage l/person/day via the holistic approach proposed. Images below of a Rainwater Harvesting system by manufacturer Aquality systems in Clay Farm, Cambridge. They combine attenuation storage with grey water and rainwater reuse and we would look to use the telemetry controls for the Webb Hole Sluice to be combined with their monitoring systems, which works well with the monitor and manage approach we are exploring.



SOCIAL INCLUSIVITY & EMBEDDEDNESS

Employment, Skills & Training

Traditionally, the industrial and logistics sector has been seen as a source of low-skilled, low-value employment which, whilst important, provides few progression opportunities for workers. However, advances in operational approaches and the fast adoption of new technologies has dramatically changed the career opportunities available. Furthermore, there has also been a shift towards co-location of warehousing and office space: bringing sales, management and marketing roles to distribution parks.

The scheme would support a wide variety of skilled and high paying jobs, in addition to opportunities for career progression, which are essential for inclusive growth. Importantly, given 2 in 3 logistics managers do not have a university degree¹¹, it will support the needs of all members of the community: promoting social mobility in an area traditionally dominated by sectors requiring high levels of qualifications and skills. Similarly, recent research has found that logistics jobs, on average, pay £4.9k per annum more than the average for all other sectors¹².

This development would support the Council in addressing the issues identified in the Community Wealth Building Strategy & Approach (March 2024). It would tackle issues associated with deprivation and the limited job opportunities available for those people on low incomes but looking to develop and move into higher paid occupations that require intermediate levels of qualifications and skills that are otherwise excluded due to the dominance of higher education, hi-tech and bio-tech sectors in Greater Cambridge.

Newlands is committed to working with local partners, including the world-leading centres of learning in Greater Cambridge and the wider Arc, to ensure its developments are embedded in the communities they serve and extend opportunities to hard to reach groups. It recognises the important role that logistics can play in securing a swift economic recovery and the need to provide support and upskilling for those entering the labour market, as well as those who have lost their jobs within the hardest hit sectors. To that end, Newlands is already engaging in initial discussions with education institutions and other organisations around how it can develop Employment and Skills Plans (ESPs) relating to both the construction and operational phases of development. This could include apprenticeships, work experience placements, site visits, student presentations, CV and interview advice, and attendance at local jobs fairs.

I&L occupations are becoming more diverse



Source: ONS, APS

I&L jobs pay more



Source: ONS (2021) ASHE, UK Gross Annual Pay in 2020

2/3

logistics managers do not have a university degree

11 Frontier Economics (June 2022) The Impact of Logistics Sites in the UK.
12 British Property Federation (January 2022) Levelling Up: The Logic of Logistics.



SOCIAL INCLUSIVITY & EMBEDDEDNESS

Local communities will be at the heart of the Boxworth Gateway development. As large-scale developers, Newlands recognise their responsibility to generate social value throughout the lifecycle of their schemes. Newlands is committed to having a positive impact in the local area and leaving a lasting legacy for local communities.

The Boxworth Gateway development will assist the Council in addressing the challenges and opportunities identified in the local plan, the corporate plan, the economic growth strategy and the employment and skills strategy.

Newlands have partnered up with Fusion21 as part of their ambitious approach to implementing ESG (Environmental, Social and Governance) principles across their business operations and developments. Fusion21 are a national social enterprise delivering social value in partnership with public sector organisations, developers and contractors. Their award winning ‘Embedding Social Value in new Developments’ initiative is designed to place local communities at the heart of regeneration and development opportunities. To date, Fusion21 has created over 10,000 employment opportunities and generated over £155m in social impact.

Through their partnership with Fusion21, Newlands will support the Council and local partners to tackle issues associated with social exclusion, access to good quality employment opportunities and support for unemployed residents or those on low incomes looking to develop and move into higher paid occupations linked to construction and development. As such, the Boxworth Gateway development will be underpinned by a strong social value offer outlined in a series of local social value commitments presented in a Social Value Framework. A Construction Phase Social Value Framework has been produced in respect of the site and accompanies this Vision Document. The Commitments from that document are shown in the adjacent text box.

Commitment 1:

Inward investment in Cambridge

Newlands Developments is committed to ensuring local businesses benefit from the Boxworth Gateway development by working with local partners to identify opportunities for local subcontractors to form part of the supply chain.

Commitment 2:

Inspiring the next generation of construction workers

Newlands Developments is committed to providing opportunities for younger Greater Cambridge residents to engage in construction-related activity to inspire the next generation of construction workers.

Commitment 3:

Social Mobility and Local employment are at the heart of the Cambridge Development

Newlands will provide opportunities where they’re needed most and create a future local workforce for construction-related activity.

Commitment 4:

The development is used as a catalyst to advance thinking around green skills and greener logistics

The development will deliver innovative, high-quality training and employment opportunities around green skills.

Commitment 5:

A place where strong and well-connected communities can shape their future

Greater Cambridge has a vibrant charity and not-for-profit sector and Newlands Developments is committed to working with local voluntary and community groups to secure additional benefits for the local area.

FUSION21



SOCIAL INCLUSIVITY & EMBEDDEDNESS

Health & Wellbeing

A vibrant community hub is proposed to support the day-to-day needs of employees on site: reducing the need for them to travel elsewhere during the daytime. Whilst the precise mix of uses will be determined through further assessment of occupier/employee needs and how any such facility might complement community use of the development and its surrounding landscaping, this may include facilities such as an e-bike station, a café, a subsidised nursery/creche, and gym. We are committed to working with the Council to develop this further.

The hub area provides an opportunity to introduce a different type of architecture and more dynamic form with contrasting materials to those adopted in the wider development.

The hub would contain a variety of activities and flexible uses, and these spaces are to be used to engage with the local community by encouraging neighbourhood strategies and community groups. It would also serve as a communal space for meetings that would support effective collaboration between occupiers and their supply chains, whilst also providing opportunities for training and development activities. This also extends to the external areas that will include congregational space and trim tails, etc. We would seek to ensure a well thought out design approach is adopted that includes:

- Green/seating spaces to provide a place for relaxation, physical activities, community events and social interaction;
- Landscaping treatment will be important to the location of the building, and in particular the relationship of internal and external spaces;
- Pathways and hard/soft paving will provide circulation routes linking with the main pedestrian/cycle networks around the development;
- Seating areas could be strategically situated to embrace the landscaping around the building, and provide viewing platforms in and around the site.
- Planters, vegetation and ponds will assist in providing interesting features within the external circulation spaces, such as amenity/reflection gardens.
- Sheltered spaces could be used as an external hub assisting the main building(s);
- Fencing and gates are to be used to define boundaries and to improve security measures.



DELIVERY

In order to capture the significant positive changes we are proposing and to demonstrate our commitment to delivering the substantial benefits of our scheme, we have drafted the below site-specific policy that could be included in the emerging Local Plan.

PROPOSED POLICY:
BRICKYARD FARM, BOXWORTH FARM, BOXWORTH

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. 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.



SUMMARY

The logistics sector performs a critical enabling and facilitating role in delivering goods to consumers and businesses. This is recognised in numerous recent publications that highlight the significance of the sector to the national economy. Consequently, national planning policy calls for Local Plans to be based on robust evidence and to provide sufficient employment land in the right locations to support a buoyant logistics sector. A failure to do so has the potential to harm national productivity and undermine local and sub-regional economic aspirations.

Newlands Developments are promoting Land at Brickyard Farm, Boxworth ('Boxworth Gateway') as an employment allocation in the emerging Greater Cambridge Local Plan in response to a significant need for logistics within Greater Cambridge. This will facilitate the delivery of a truly sustainable, self-sufficient net zero carbon logistics cluster at the A14 Junction 24 'Swavesey Interchange': a highly strategic location that is attractive to the market due to its strong economic geography.

Innovation and collaboration sit at the very heart of our scheme. Our exclusive collaboration agreement with pioneering renewable energy engineers, Chelveston Renewable Energy, means the project will see the fusion of Newlands' extensive market experience with technologies at the vanguard of clean and green growth. This clearly demonstrates our commitment to sustainability leadership and environmental responsibility in line with the Oxford-Cambridge Arc's Environmental Principles.

We are also keen for our project to create a legacy from a social perspective. Alongside our Social Value Partner, Fusion21, we are proposing measures to ensure it is deeply embedded within the communities it serves: promoting social inclusion, health and wellbeing through its carefully considered design, green infrastructure strategy and amenity provision. Working with local partners, we will focus on providing social mobility for hard-to-reach and excluded groups and aim to enhance their career prospects through targeted skills and training objectives.

This Vision Document captures the early work undertaken to date by Newlands and its technical team. It is intended to initiate further dialogue with Greater Cambridge's Shared Planning Team and other key stakeholders. Whilst we recognise there is more detailed work to be carried out, no technical constraints have been identified, meaning that the proposal represents a sustainable and deliverable response to the acute shortage of sites to accommodate logistics. Of course, the First Proposals draft allocation on the adjacent land to the east demonstrates the principle of employment development at this location has already been found acceptable and, in our view, there are clear benefits that can be generated from extending this to include our site.

We look forward to engaging with council officers and other interested parties as the plan-preparation process progresses, and as we continue to develop our ideas and technical work around the plethora of economic, social and environmental benefits that the site can harness.



KEY POINTS



Logistics is recognised in national planning policy as critical national infrastructure: supporting housing growth and underpinning other key growth sectors.



In our Opinion the Greater Cambridge evidence base underestimates demand/supply, and more suitable logistics space needs to be identified in the Local Plan.



Boxworth Gateway occupies a highly strategic location at the intersection of the Ox-Cam Arc and UK Innovator Corridor so is well placed for allocation to serve unmet employment needs in Greater Cambridge.



There is an opportunity to create a green logistics cluster that will capitalise on the substantial infrastructure investment made at A14 Swavesey Interchange.



Initial technical work indicates that the site is suitable for allocation and there are no constraints that would preclude its delivery.



The Collaboration Agreement signed between Newlands and Chelveston Renewable Energy means we are expertly placed to deliver an innovative, high quality, cutting-edge development with environmental responsibility at its core.



Significant economic, social and environmental benefits will accrue from the future delivery of logistics at the site.

CONTACT

NEWLANDS DEVELOPMENTS

Lumonics House,
Valley Drive, Swift Valley Industrial Estate,
Rugby, Warwickshire,
CV21 1TQ

Tel: 01788 422197



newlandsuk.com