



Land to the south of
Cambridge Services, A14
South Cambridgeshire



Cambridge Link - The Key Benefits



Around 90,000m² of Classes B2 or B8 use floorspace, contributing to the identified employment need in support of the local economic area.



Approximately 150 new HGV parking spaces, including provision for active and passive e-HGV charging and access to amenity and welfare facilities.



Extensive landscape buffering along the Site boundaries to mitigate visual impact arising from development as well as tree planting and open space within the development for occupiers and employees.



Expanded HGV provision at Extra Services will allow a redesign of traffic flows around the Services, reducing potential conflicts between cars and HGVs, which can at times lead to traffic backing-up on the roundabout.



Provision of jobs in a range of sectors for local residents. In addition, the scheme will support indirect employment opportunities beyond end-users, including ancillary and service-sector roles.



Preserving the Site's existing habitats, flora and fauna to ensure biodiversity net gain, improving the biodiversity and habitat value through native specie planting.



Opportunity to improve pedestrian and cycle linkages between the development and the local area (including Boxworth Village), encouraging the use of sustainable transport options.

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1.0 Introduction

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- 1.2 Purpose of the Document
- 1.3 Who Are We?
- 1.4 Delivery Programme
- 1.5 Why Here?



1.1 Introduction

This Vision Document has been prepared by Carter Jonas LLP on behalf of Jaynic Properties Limited, to promote Land off the A14 (J24A), (the “Site”), in South Cambridgeshire, on behalf of the Pearson family and The University of Cambridge, who are working together. The Site’s suitability for employment development is recognised in the Draft Greater Cambridge Local Plan (Allocation S/RPA/SCS). This document sets out the development vision for the Site in this context.

The purpose of this document is to confirm masterplan proposals for the Site, setting out the process by which this has been informed and how it responds to the Draft Policy aspirations for the Site.

This document will:

- Illustrate the process that has led to the development proposal and explain the design principles and concepts that have been applied;
- Introduce the concept masterplan and explain the rationale behind its development;
- Set out high level vision and broad design principles; and
- Justify and confirm why the Site is available, suitable and deliverable and should be considered for development.

1.2 Purpose of the Document

The document is structured as follows:

Section 1: Introduction

Describes the purpose of the document, its contents and scope.

Section 2: The Site

Provides an overview of the Site, considering its wider and local context.

Section 3: Planning Context

Includes relevant current and draft planning policies, alongside a needs assessment for the development.

Section 4: Technical Analysis

An overview of the technical considerations on a single plan to take forward to the design stage.

Section 5: The Vision

Provides a breakdown of the key themes of the design, culminating in a conceptual masterplan.

Section 6: The Masterplan

Presentation of potential development to be undertaken on the Site.

Section 7: Sustainable Credentials

Identifies the sustainability measures which will be ensured through development.

Section 8: Summary and Next Steps

Summarises the information presented in the document.



Site boundary

Figure 1: Aerial view of the Site looking north-east



1.3 Who Are We?

Jaynic Properties Ltd promotes land through the planning system for residential and employment use and develops high quality business space. With a particular focus on East Anglia, they are one of the most active developers in the region, having physically implemented 15 major phases of enabling infrastructure and completed over 3 million square feet of warehousing and office development.

Our success is driven by our highly experienced and motivated team (coupled with best-in-class advisers) who consistently adopt scrupulous attention to detail to master planning and the development management of complex projects.

Jaynic works with a diverse range of landowners across the public and private sectors. Their current and historic projects in the area include the initial planning application, enabling works and opening two phases of development at Cambridge Research Park, initial infrastructure and three phases of offices at Buckingham Business Park, Haverhill Business Park / The Epicentre Innovation Centre, Knowledge Gateway Colchester (working with the University of Essex), [Suffolk Park](#) (Bury St Eds) and [Gateway 14](#) (where Jaynic acts as development manager on behalf of Mid Suffolk Babergh District Council).

Sustainability and the environment are at the core of Jaynic’s development philosophy. We carefully consider and minimise the impact of our developments, from design and construction through to their operation by our occupiers. We strive to deliver well-designed, efficient buildings working with leading sustainability consultants.



Figure 2: Precedent Imagery from Jaynic Properties Limited

1.4 Delivery Programme

Consideration of the Site in the Draft Cambridge Local Plan envisages the Site being available for development in 0-5 years. It is anticipated that the Draft Cambridge Local Plan will be submitted for examination in December 2026 with the timeline for adoption subsequently then dependent on the progress of this examination.

The need to alleviate existing pressure on Cambridge Services through the provision of new lorry parking is current, as is demand for new employment floorspace. The timeline for submission of a planning application needs to be considered in this context. Any formal details submitted to Greater Cambridge ahead of the formal adoption of the Local Plan will further substantiate the deliverability of development proposals that meet with Draft Policy aspirations.

The aim is that development will have begun onsite within the next five years, as Greater Cambridge have factored into their consideration of the Site.



Figure 3: Aerial view of the Site looking north-west

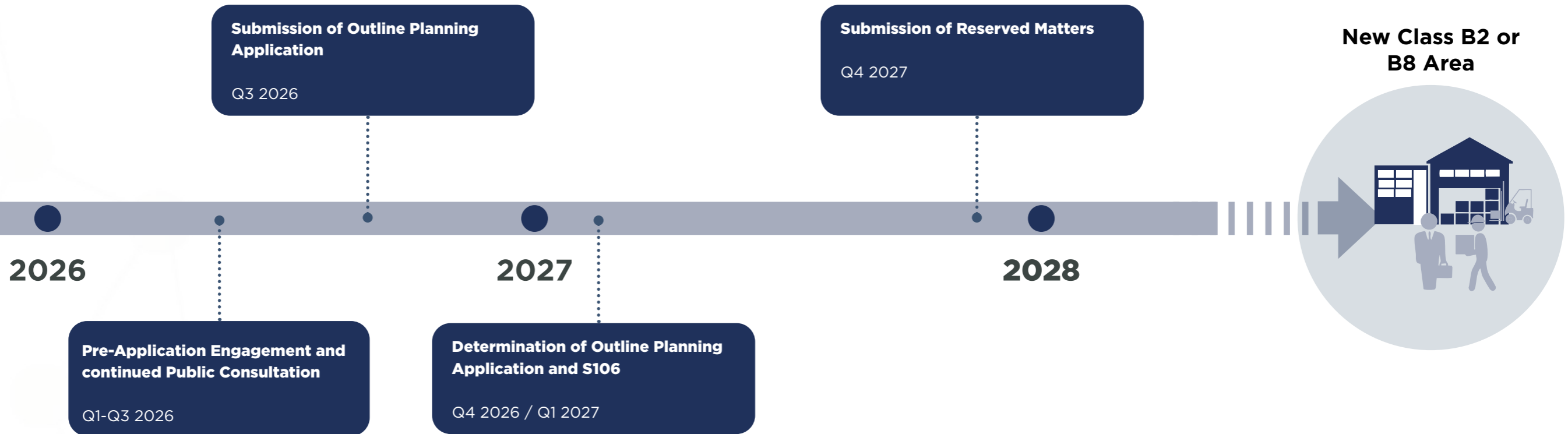


Figure 4: Timeline to delivery

1.5 Why Here?

The Greater Cambridge Warehouse and Industrial Space Needs Assessment (2025) identified that manufacturing, general industry and distribution uses need good accessibility, with junctions off the A14.

The 24.58 hectare site lies to the south of the A14, just 1.2km to the north-east of the village of Boxworth. The Site sits almost equidistant between the city of Cambridge (10 km to the south-east) and the market town of Huntingdon (13km to the north-west). As a result, the Site is well positioned to take advantage of the strong movement routes the area affords.

The Site sits to the south of the A14 - a major trunk road running approximately 200 km between Leicestershire in the west and Suffolk in the east. The road itself is one of the busiest shipping lanes in the UK, carrying large amounts of cargo between the West Midlands, East Anglia and mainland Europe.

This section of the route between Cambridge and Huntingdon provides a strategic link between the M1 and the M11 motorway. Recent improvements to the local infrastructure include widening sections of the route and junction improvements (for all forms of movement including cyclists, horseriders and pedestrians).

As a result, the location has potential to provide development to support the needs of greater Cambridge and the local economic area.

Figure 5: Google Aerial



2.0 The Site

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2.1 A Well Connected Place

2.2 The Site

2.3 Visual Tour of The Site



2.1 A Well Connected Place

The Site is located in close proximity to a number of facilities as illustrated on the plan opposite (**Figure 9**).

Convenience Stores

1. Shell
2. M&S Food To Go
3. WHSmith
4. Costa Coffee

Food Outlets

1. McDonald's
2. German Doner Kebab (GDK)
3. KFC Cambridge - A14 Services
4. El Mex Burrito Bar
5. Chopstix - Cambridge Xtra
6. Herbie's American Diner
7. Fiery Hut

Accommodation

1. Ramada Cambridge A14
2. Travelodge Cambridge Swavesey



Figure 6: Cambridge Services Facade



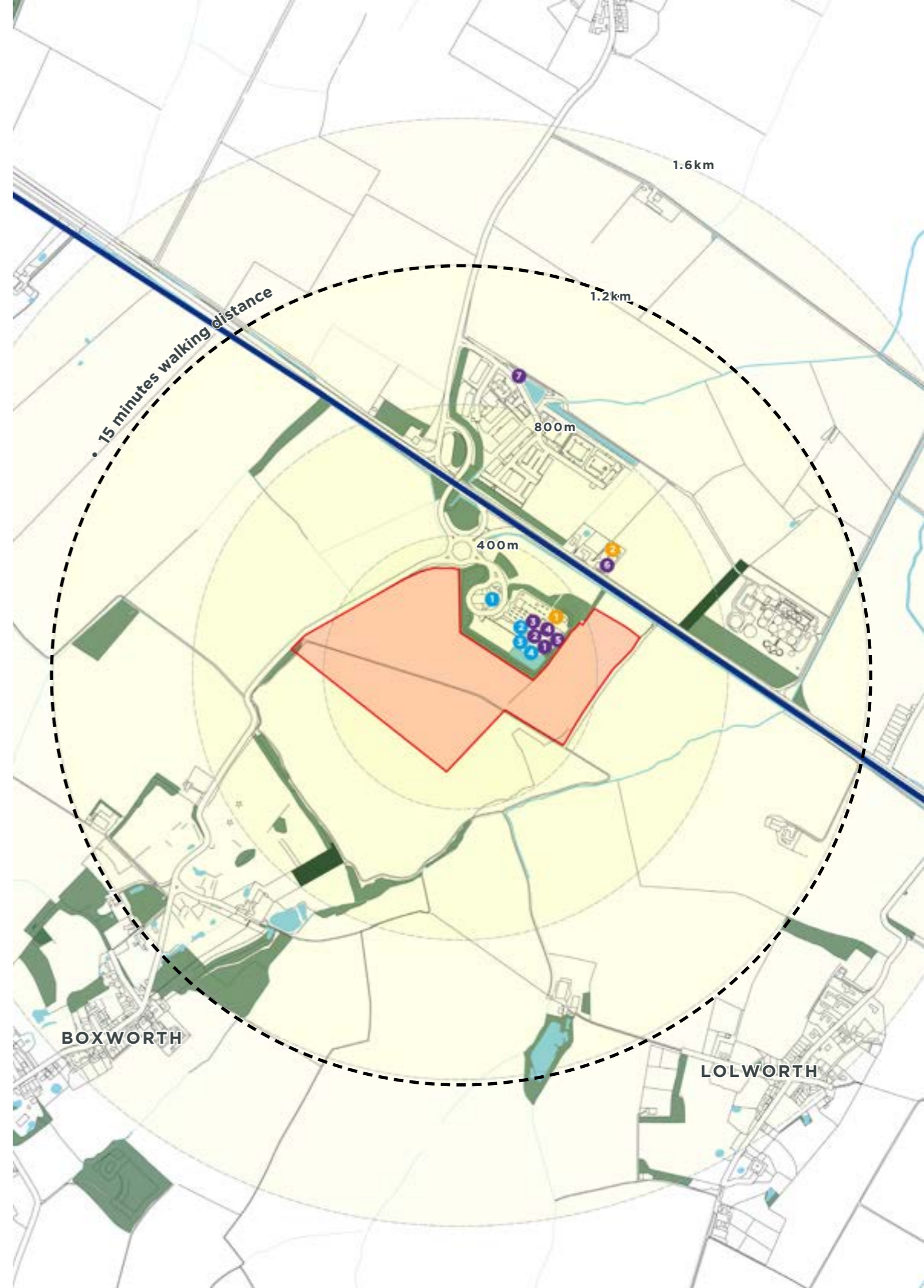
Figure 7: Pedestrian / cycle link across the A14



Figure 8: Ramada Cambridge A14 Accommodation at Cambridge Services



Figure 9: Local Facilities & Wider Connections Plan



2.2 The Site

The Site comprises 24.58 hectares to the south of the A14, equidistant between Cambridge and Huntingdon.

The Site is comprised of three parcels of land within two ownerships which sit to the south of the A14, wrapping around the west, east and southern boundaries of J24A's Cambridge Services.

Each of the parcels are separated by existing field boundaries, with a track separating parcels A and C. The sizes of each parcel is outlined below:

- Parcel A - **10.49 ha**
- Parcel B - **5.82 ha**
- Parcel C - **8.27 ha**

Parcel A

The north-western boundary of Parcel A is shaped by Boxworth Road / Elsworth Road. A dense area of woodland runs along the parcel's north-eastern boundary, separating the Site from the existing Cambridge Services at J24(A). The eastern boundary is the parcel's shortest edge, which is shared with Parcel B. An existing ditch / watercourse defines the parcel's southern boundary and the northern boundary of Parcel C.

Parcel B

Parcel B is largely rectangular in shape and is the smallest of the three parcels. It shares its western boundary with the eastern edge of Parcel A. This boundary is also shared with the rear of Cambridge Services. The northern boundary of Parcel B is defined by the A14. Agricultural fields lie to the south and east, with the eastern boundary defined by a row of hedgerow.

Parcel C

Parcel C sits directly to the south of Parcel A, with its western boundary defined by Boxworth Road / Elsworth Road and a portion of dense vegetation. To the south and east lie agricultural fields.

Figure 10: Site Location Aerial



2.3 Visual Tour of The Site

The following are a series of Site photographs which highlight the key characteristics of the Site and its immediate context. Descriptions of the photos are provided as follows:

1. View looking along the northern boundary with the A14, looking north-west;
2. View towards Boxworth, looking south-west;
3. View looking east across the Site.

These views illustrate the Site's key boundary features and show how the Site has potential to create strong connections into Boxworth.



Figure 11: Photo location plan

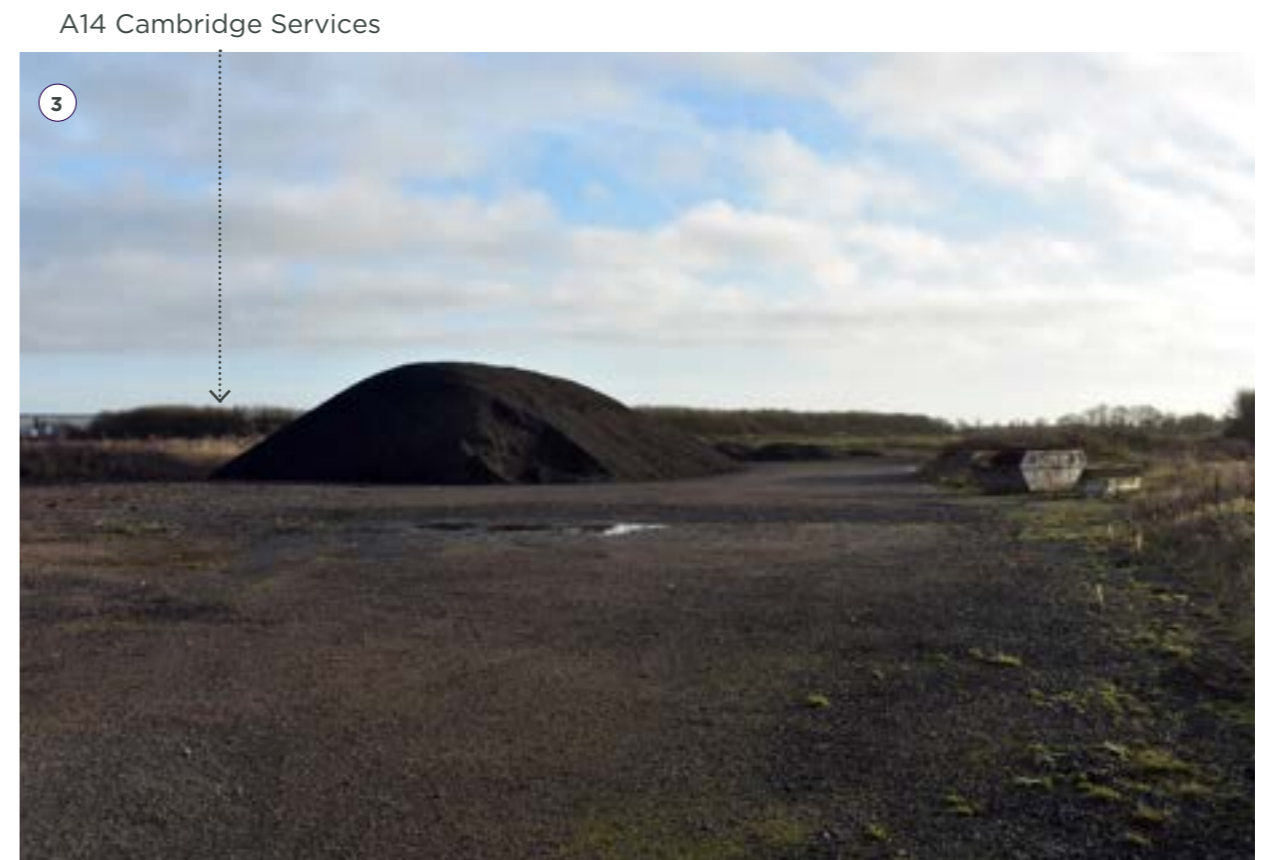
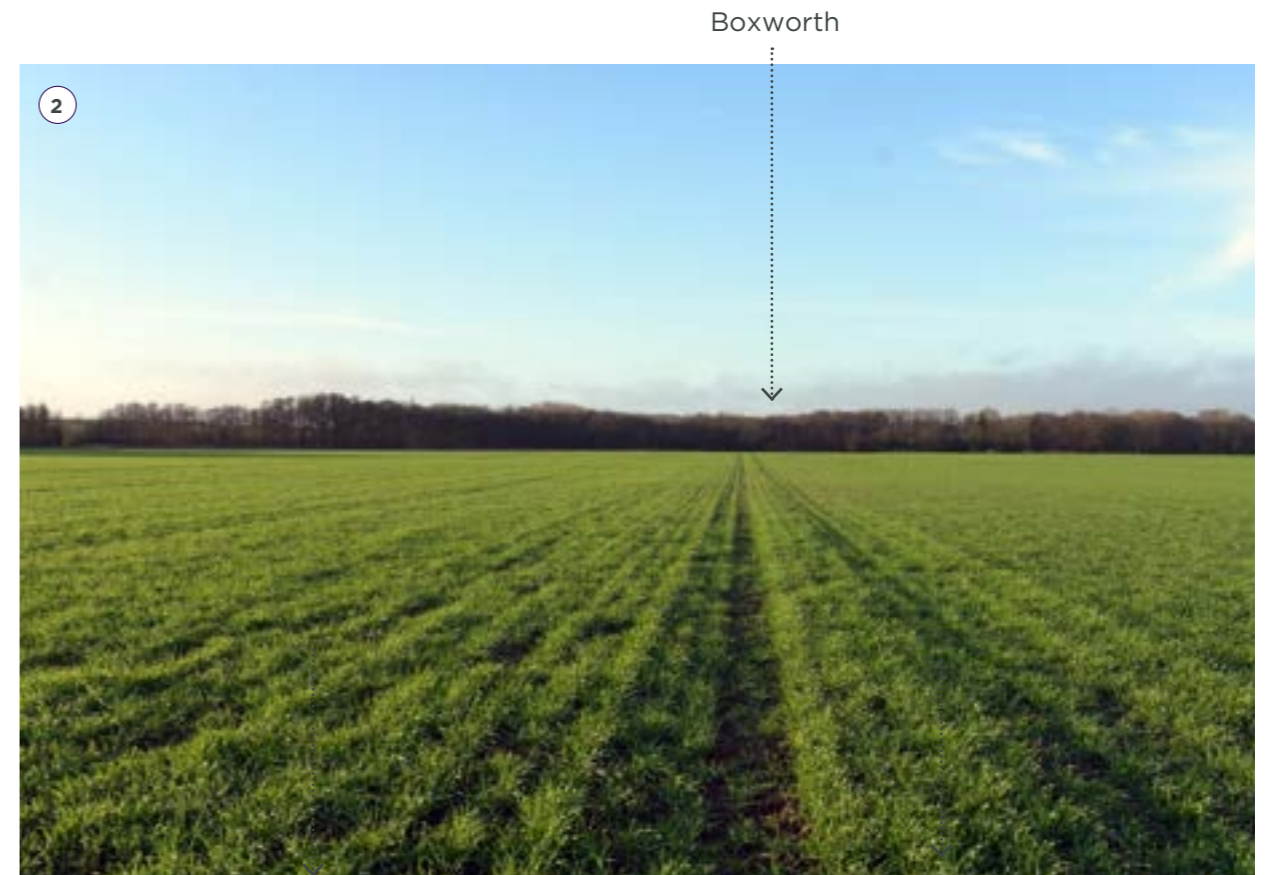


Figure 12: Viewpoints 1-3

3.0 Planning Context

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- 3.1 Greater Cambridge Local Plan
- 3.2 The Plan Making Process
- 3.3 Previous Submission Material
- 3.4 Needs Assessment
- 3.5 Draft Policy S/JH: New Jobs and Homes
- 3.6 Draft Policy S/DS: Development Strategy
- 3.7 Draft Policy S/RRA/SCS: Land to the south of Cambridge Services, A14
- 3.8 Other Policies

3.1 The Greater Cambridge Local Plan

This Vision Document responds to the Greater Cambridge Draft Local Plan.

Cambridge City Council and South Cambridgeshire District Council are working together to create the first Local Plan for Greater Cambridge. The Draft Local Plan was approved for consultation at a joint Cabinet meeting between both councils on Tuesday 25 November. Public consultation on the Draft Local Plan runs from 1st December 2025 to 30 January 2026.

This submission relates to land adjacent to Cambridge Services at Boxworth, adjacent to the A14, north west of Cambridge, namely the allocation of this site for Class B2 (General Industrial) or Class B8 (Storage and Distribution) through Draft Policy S/RRA/SCS: Land to the south of Cambridge Services, A14.

This submission follows the submission of details to the previous Call for Sites.

3.2 The Plan Making Process

The following stages of plan making have preceded the current Draft Greater Cambridge Local Plan:

- First Conversations (Issues and Options) 2020: held between January and February 2020 this comprised public consultation on the themes and challenges for the plan and a Call for Sites.
- First Proposals consultation (Regulation 18) 2021: A full public consultation of the first proposals for the plan was held in late 2021. This comprised a wide range of in-person and online events and activities. Again, this element of the process included a Call for Sites.
- Between Autumn 2022 and Spring 2023 meeting of the Joint Local Plan Advisory Group were held to talk about consultation feedback received.
- In early 2023 Members made decisions about the development strategy and key sites as well as confirming an updated need for jobs and homes, drawing on new evidence.
- Site Submissions Update: In 2025 Greater Cambridge allowed for updated information to be provided on previously submitted sites, or new sites to be submitted.
- Draft Plan Consultation (Reg 18) December 2025 – January 2026.

Moving forward the Local Development Strategy, adopted in November 2025, envisages consultation on the REG 19 version of the plan in Summer/Autumn 2026 with submission to the Secretary of State for Public Examination in December 2026, with the plan to be adopted thereafter.

Draft Policy S/RRA/SCS: Land to the south of Cambridge Services, A14

- **Site area of 24.58 hectares**
- **Capacity for approximately 90,000 square metres gross internal area of Class B2 (General Industrial) or Class B8 (Storage or Distribution), with around 2.25 hectares focused on lorry parking to provide around 150 spaces.**
- **The Site should provide a range of primarily small to medium-scale units and lorry parking with associated facilities. Any storage and distribution floorspace should meet local needs.**

1. **Development proposals must demonstrate how they will meet the following requirements:**
 - a. **Site boundaries to provide landscape buffers of a minimum of 25m wide to mitigate adverse landscape impacts of built form and light pollution as well as the provision of open space and tree planting through the Site as part of a landscape led masterplan;**
 - b. **Existing balancing ponds to be re-profiled and watercourse utilised and enhanced for biodiversity net gain and to address surface water flooding. Existing watercourses to be utilised and enhanced, with further native planting within the drainage proposals;**
 - c. **To undertake a Landscape and Visual Impact Appraisal to fully assess landscape impacts and identify mitigation measures where necessary, including the careful arrangement and scale, bulk and massing of built form;**
 - d. **The preservation of the rural countryside character with the development integrated with local patterns of tree planting and hedgerows with existing hedges to be retained;**
 - e. **The provision of proportionate and necessary services and facilities to support the provision of lorry parking and the 24-hour nature of this facility;**
 - f. **The active and passive provision of rapid and trickle electric charging for e-HGVs;**
 - g. **Deliver measures to integrate the Site with active travel networks; and**
 - h. **Given the area’s high potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource, and evidence demonstrating how the proposals, including the form and extent of development, have responded appropriately to the assessment to avoid or, as necessary, mitigate likely impacts of the development on the archaeological remains.**

3.3 Previous Submission Material

Part of the submission site was allocated for industrial development in the First Proposals Regulation 18 Greater Cambridge Plan 2018 (reference S/RRA/SAS). The area allocated comprised 18.62 Ha.

A further submission was made in 2025 to the Call for Sites Consultation: Site Submissions Update 2025. This sought the expansion of the allocation to allow for extended employment area and the incorporation of land for additional HGV parking associated with the adjacent Cambridge Services.

The proposed additional area for allocation comprised approximately 6.05 Ha of which it was proposed 2.25 Ha would be for additional HGV parking and the remaining 2.8 Ha for additional employment land. The proposal, as made, is shown graphically below:

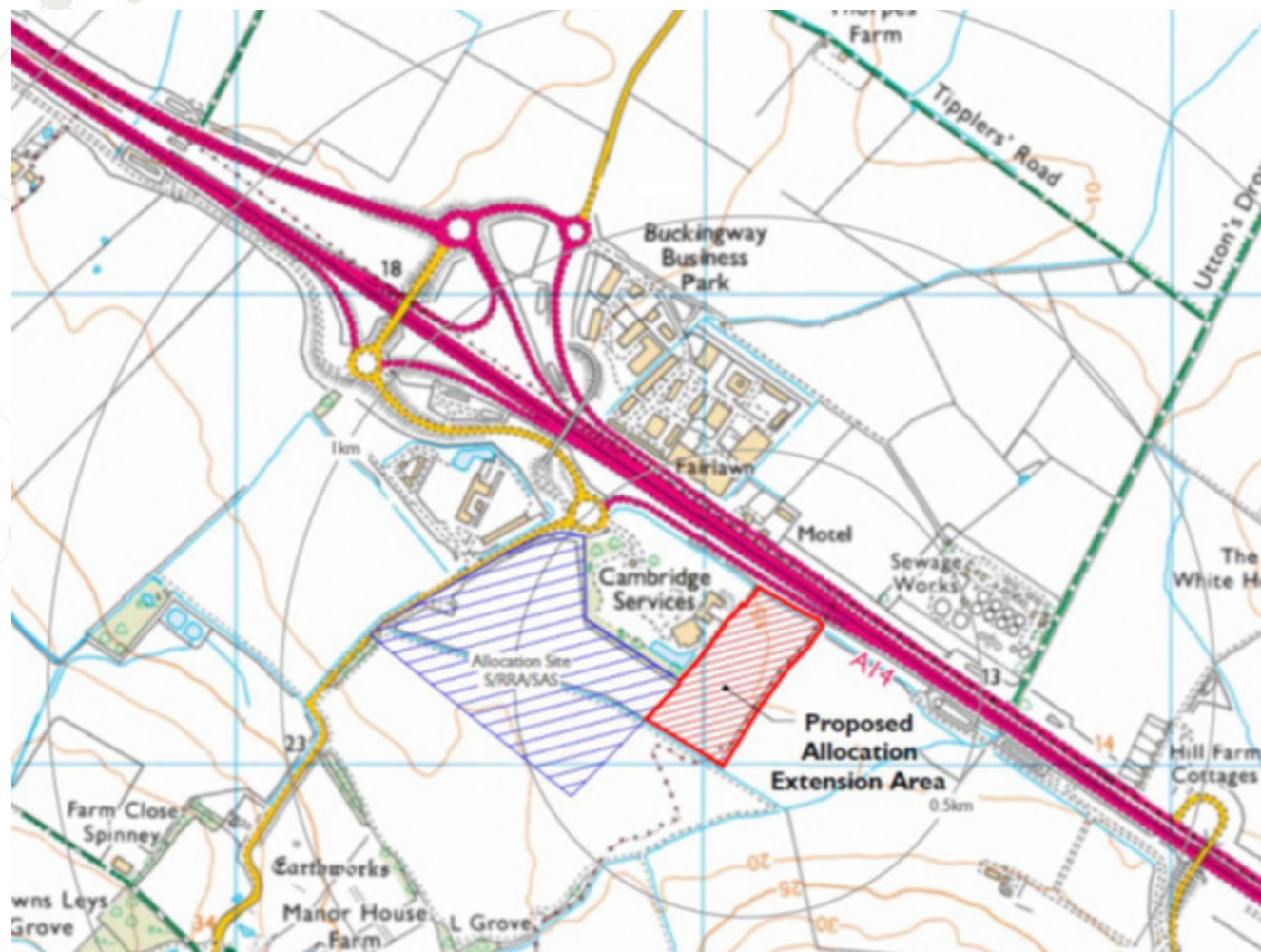


Figure 13: Plan from the Call to Sites Submission in 2025

3.4 Needs Assessment

The vision for the Site is for the development of high-quality industrial uses (Class B2 and/or Class B8) use, in a strategic, convenient and accessible location alongside the A14 together with the provision of, in effect, HGV parking to meet the identified need and alleviate existing problems arising from limited provision at Cambridge Services. It is also envisaged that the proposals will bring forward revised circulation space around Cambridge Services which will alleviate the existing bottleneck at the entrance roundabout, at the end of the slip road off the A14 at Junction 24A.

Employment Uses (Class B2 and B8)

Draft Policy S/JH of the Draft Local Plan for consultation sets out the Council's strategic aspirations for New Jobs and Homes in Greater Cambridge. The plan seeks the provision of an additional 73,300 jobs to 'support Greater Cambridge's knowledge intensive sectors and also provides a diverse range of local jobs' to meet an objectively assessed need.

These figures are derived from the Greater Cambridge Employment and Housing Evidence update (2025), which is informed by preceding assessments including the Greater Cambridge Employment and Housing Evidence Update 2023 and the Greater Cambridge Employment Land and Economic Development Evidence Study 2020.

This work has continually identified strong demand for industrial floorspace and in allocating sites for employment development the Draft Cambridge Local Plan has purposefully therefore adopted an optimistic growth scenario above the baseline forecasting.

The 2025 update therefore concludes as follows:

Excluding margin and vacancy adjustment, the labour demand scenarios report need in a range between 90,200 sqm – 112,200 sqm. This is higher than the 2023 update results, which were for between 40,000-60,000 sqm. The difference is largely due to higher population forecasts which increase the level of forecast industrial employment in several key population serving sectors (including through the further population-driven employment uplift). Demand is also increased by warehousing space requirements partly related to changes in shopping patterns, and due to key sector adjustments to forecast 'other manufacturing' employment.

These figures are higher than the net completions trend position, but considerably lower than the gross completions trend position.

The labour demand results are considered too low in the context of market signals, and do not make an allowance for replacement demand. The market absorption rates suggest a need of around 270,000 sqm looking forwards (10 year Co-star trend). Further adjustments to align it with the EEU methodology are an uplift for future vacancy requirement of 7.5%, as well as a margin for flexibility, which are considered appropriate to include. These components amount to a revised total of around 317,000 sqm with adjustments. Delivering space to meet this level is assumed to include replacement demand as well as net growth, the additional labour component for which is explored in Section 3. This responds positively to the level of market need reported in market indicators and stakeholder feedback.

HGV Parking

Draft Policy S/RRA/SCS requires additional lorry parking with associated facilities, noting a need for overnight HGV provision in this area. In reality, the need is greater. Improved lorry parking and wider circulation upgrades – deliverable only through this Site – are now critical and form a key part of the proposal.

Jaynic are working with Extra Motorway Service Area Group, owners of Cambridge Services. Extra has confirmed directly to Greater Cambridge that more HGV spaces are needed to meet current and future demand.

Cambridge Services has recently been upgraded with extra HGV and car parking. The current level of parking provision onsite is:

- 132 HGV spaces
- 525 car/LGV spaces (including 20 disabled spaces)
- 24 coach spaces
- 12 caravan spaces

Since completion of the A14 scheme, HGV parking demand has grown significantly. Despite recent upgrades, night-time demand already exceeds capacity. A new Needs Assessment by David Tucker Associates updates future demand projections.

The DfT's Lorry Parking Demand Assessment (August 2024) shows high offsite HGV parking demand along the A14, with "critically utilised" sites on the M6/A14 corridor. Cambridge Services is recorded at 93% utilisation; 85-100% is considered "Critical." This aligns with onsite evidence showing peak demand approaching 200 HGVs—far above existing capacity.

There are now instances of HGVs parking on the public highway or in non-HGV areas within the facility when limits on driving hours prevent onward travel. Some drivers have also resorted to parking on slip roads.

The Needs Assessment notes the Site caters for up to 40,000 vehicles per week, including nearly 4,000 HGV movements—almost 10% of daily A14 traffic. Based on National Highways forecasts, A14 flows are expected to rise to 106,000 vehicles per day by 2035 (around 30% growth), with weekday HGV flows potentially reaching 27,000 per day.

Circular 01/2022 sets out minimum MSA HGV parking requirements. While Circular 02/2013 used 0.5% of daily HGV and coach flows, the updated Circular requires 1% where there is an "identified need." Cambridge Services is confirmed as operating at "critical" utilisation, justifying use of the higher figure.

Using 2024 peak AADT HGV flows, the current requirement is 186 HGV spaces, rising to around 242 spaces with forecast traffic growth.

The Needs Assessment concludes that the Draft Local Plan's allowance for 150 additional spaces—giving a total of 282—would meet the 242-space requirement and result in around 86% utilisation, which still falls within the "critical" range. Further expansion may therefore be needed.

Crucially, the proposed allocation, including land to the east, would also enable a redesign of traffic flows within the Services, reducing conflicts between cars and HGVs that can cause queues back to the A14 spur. Only development of this Site can deliver these essential improvements.

Spatial Considerations

The Greater Cambridge Warehouse and Industrial Space Needs was produced in 2025. It identified key considerations for the sector typologies as follows:

Manufacturing / Advanced Manufacturing:

Optimally, new sites for expanding or new businesses would be readily commutable to Cambridge. Bar Hill / Buckingham Business Park offer the current prime locations albeit are primarily car commutable. Some expansion of existing locations could be considered alongside the need for new investment location(s).

General Industrial:

There is demand for general industrial space including for trade counter uses in part through population growth and part through losses in Cambridge, which would preferably be minimised in the future. Planned sites associated with the new settlements will help provide some general industrial space. An edge of Cambridge allocation with good network access would be a suitable strategy for supporting relocations and market expansion, including trade park and wholesale. This could be up to 40,000 sq.m / 10 ha and again could be in part associated with an expansion area such as Cambridge East.

Distribution:

Junctions on the A14, M11 and potentially A428 provide the optimum locations for meeting business to business and business to consumer deliveries supporting the Cambridge population and business supply chains. The current proposal at J24 A14 is unlikely to be sufficient to meet the scale of demand anticipated, so revisiting / expanding this and considering a secondary location is recommended. It may be preferable to have two locations brought forward simultaneously to improve occupier choice and competitiveness. Anticipated demand for this type of space is substantial and could form two 10-15 ha (additional) parcels or one larger site.

The report also observes that:

Final mile distribution:

Delivery operators, mostly third party, are seeking locations close to the A14 (such as Buckingham Business Park or Bar Hill), where there is also an available local workforce, and the A428 is also viewed as increasingly attractive given upgrades and A1 connectivity. For parcel carriers, a 20-30 acre (8- 12 ha) site close to Cambridge would be ideal, and one agent noted that they would already have three-four prospective occupiers for this land. These need to be close enough for sustainable trips to the urban population including for electric LGVs with a 50-150 mile range - in that sense the urban fringe (for example M11 J14) is even more optimal than A14 J24/25. There are currently numerous specialist wholesale and distributions firms located at Buckingham Business Park and Bar Hill.

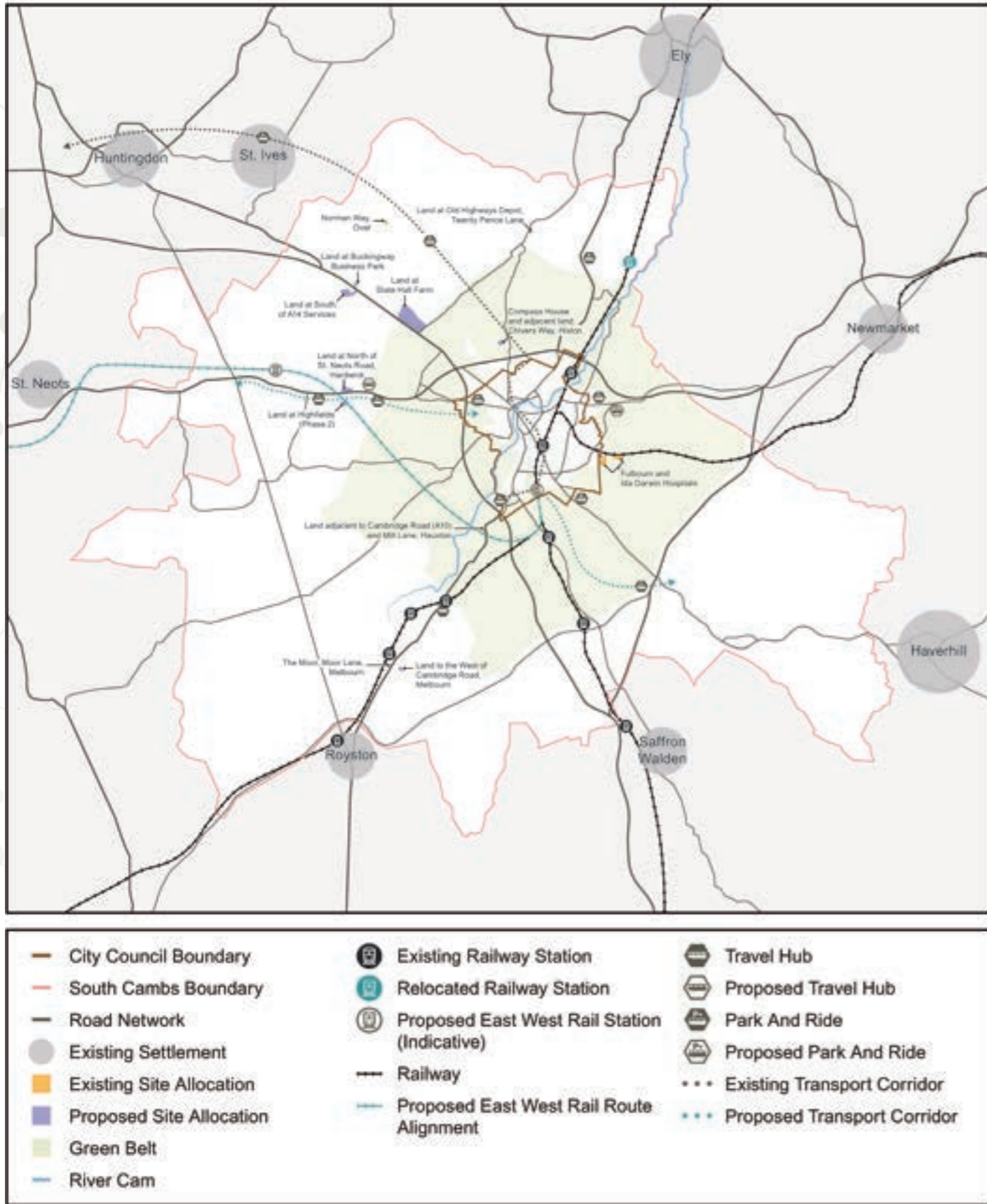


Figure 14: Strategic Vision Key Area: for the Rest of Rural Area (Draft Greater Cambridge Local Plan, 2025)

3.5 Draft Policy S/JH: New Jobs and Homes

The central jobs forecast informing the Draft Greater Cambridge Local Plan assumes strong growth of around 4,000 additional jobs per annum. Draft Policy identifies a need for 73,300 additional jobs over the period 2024-2045.

Over the plan period need is identified for:

- 302,600 sqm offices and 600,000 sqm of Research and Development (R&D) space;
- 317,000 sqm of industrial / warehousing (use classes B2/B8).

3.6 Draft Policy S/DS: Development Strategy

The proposed development strategy makes clear that **“...we therefore plan for a greater amount of employment floorspace than that associated with our identified need, taking into account the needs of different employment sectors.”** The draft plan makes clear that sites have been allocated to meet this need.

Within this context it is envisaged that this site will bring forward approximately 90,000 sqm of employment floorspace for industrial, warehousing and lorry parking to support the future space needs of Cambridge businesses and deliver a range of new employment opportunities.

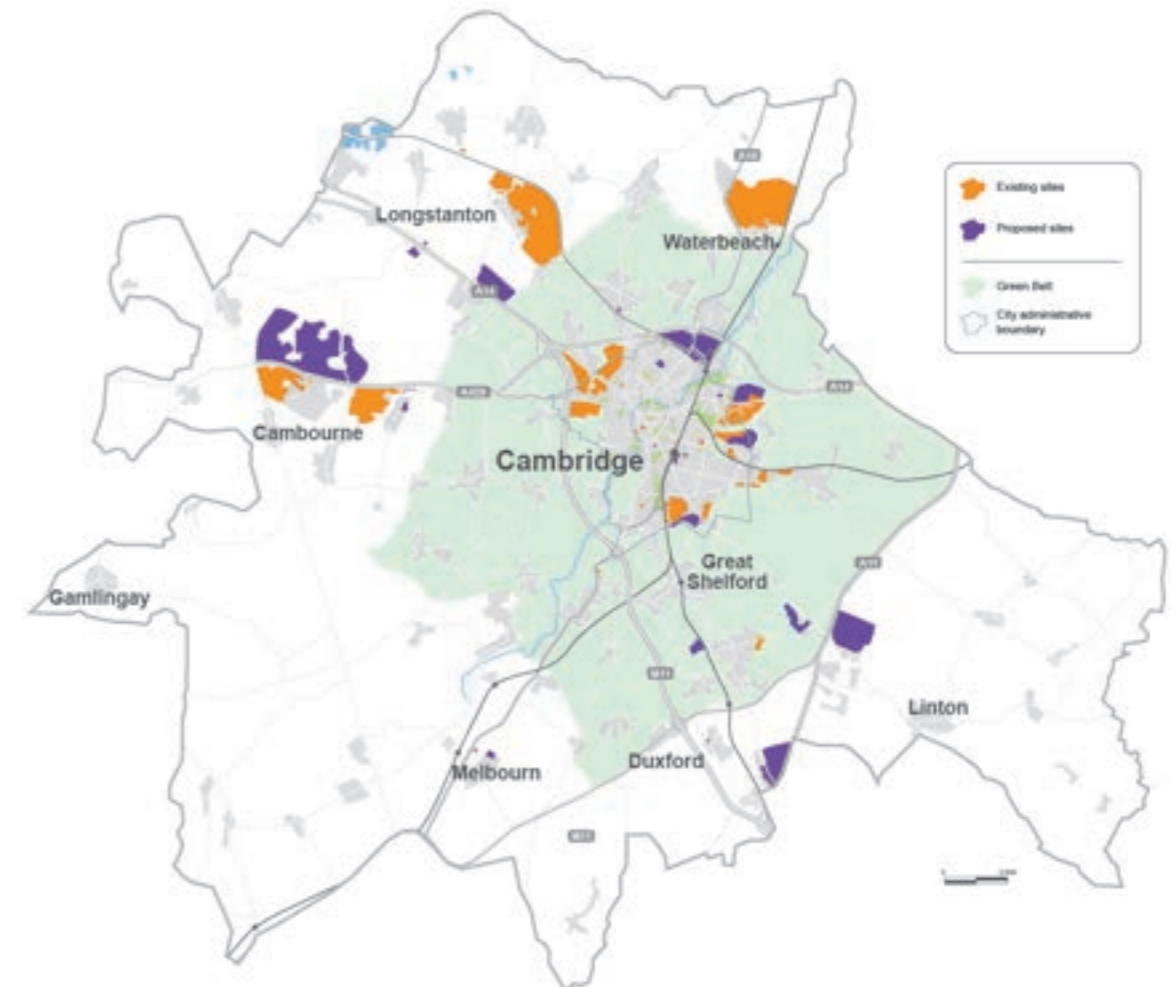


Figure 15: Map showing proposed Development Strategy (Draft Greater Cambridge Local Plan, 2025)

3.7 Draft Policy S/RRA/SCS: Land to the south of Cambridge Services, A14

Aspirations for the Site are as follows:

This 24.58 hectare site is allocated for employment uses to meet the demand for local warehousing and logistic employment floorspace adjacent to an existing A14 Services. The Draft Policy responds to the landscape and heritage impacts identified. The required mitigation measures include undertaking a Landscape Visual Impact Appraisal and provision of additional landscaping to the boundaries of the Site, and an Archaeological Assessment, required to address long distance views and ensure no unacceptable adverse impacts to landscape character and to protect the historic environment. Development is also contingent upon water management measures to be introduced for flood risk mitigation and ecology benefits.

The Site is also allocated for 150 lorry parking spaces. This is to help address an identified need for overnight lorry parking provision in this area. The National Highways improvement works to the A14 removed a significant number of existing roadside HGV laybys which may have contributed to the recent increase in the number of HGVs using stopping spaces on local roads and near to local villages. The Department for Transport's Future of Freight (2022) recognises the importance of supporting the freight industry including through high standard roadside facilities on the strategic

road network and this allocation seeks to positively respond to this need.

By 2040, all new heavy goods vehicles (HGVs) will be zero emission and therefore the Draft Policy requires active and future provision for a range of electric HGV charging options to be incorporated into the infrastructure and layout of future proposals. The Site has capacity for approximately 90,000 square metres of Class B2 (General Industrial) or Class B8 (Storage or Distribution).

It is clear from the vision set out through this document that proposals for the Site will successfully meet these aspirations.

3.8 Other Policies

Other policies in the draft Local Plan relevant to the proposals include:

- **Draft Policy CC/SD:** Sustainable development and the climate emergency
- **Draft Policy CC/DC:** Designing for a changing climate
- **Draft Policy CC/NZ:** Net zero carbon new buildings
- **Draft Policy CC/WE:** Water efficiency in new developments
- **Draft Policy CC/FM:** Managing flood risk
- **Draft Policy CC/RE:** Renewable energy projects and infrastructure
- **Draft Policy CC/CE:** Supporting a circular economy and sustainable resource use
- **Draft Policy BG/BG:** Biodiversity and geodiversity
- **Draft Policy BG/GI:** Green and blue infrastructure
- **Draft Policy BG/TC:** Improving tree canopy cover and the tree population
- **Draft Policy BG/RC:** River corridors
- **Draft Policy GP/PP:** People and place responsive design
- **Draft Policy GP/QD:** Achieving high quality development
- **Draft Policy GP/QP:** Establishing high quality landscape and public realm
- **Draft Policy GP/AR:** Archaeology.
- **Draft Policy I/ST:** Sustainable Transport and Connectivity
- **Draft Policy I/EV:** Parking and electric vehicles
- **Draft Policy I/SD:** Servicing and last mile deliveries
- **Draft Policy I/ID:** Infrastructure and delivery
- **Draft Policy I/CM:** Construction management

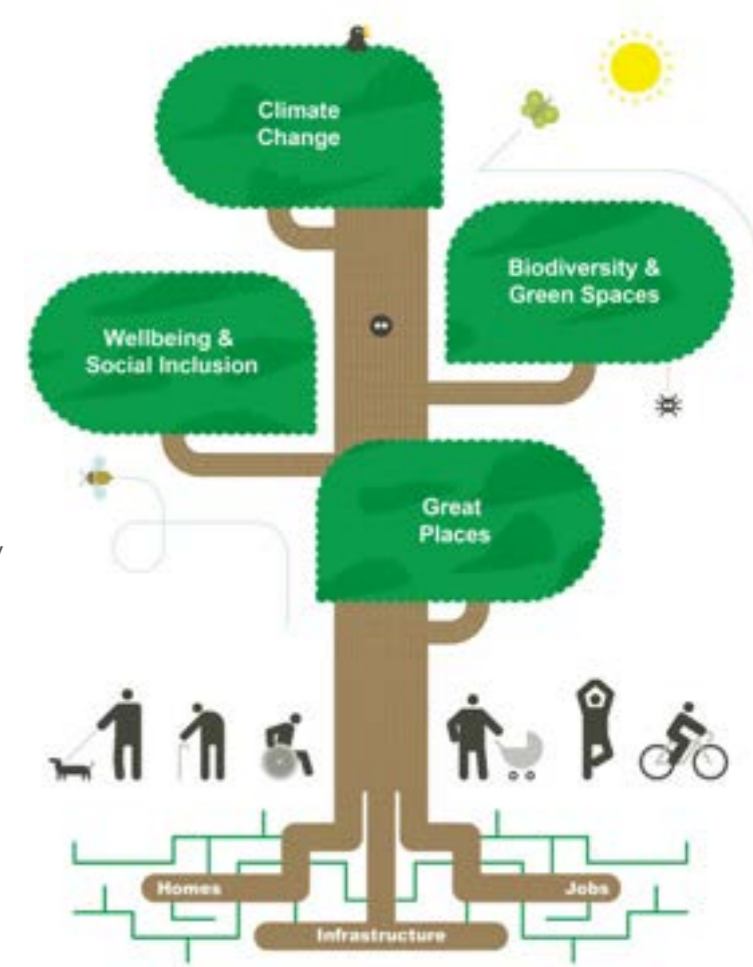


Figure 16: Graphic on front cover of the Draft Greater Cambridge Local Plan (2025)

4.0 Technical Analysis

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- 4.1 The Team
- 4.2 Landscape & Visual
- 4.3 Ecology
- 4.4 Access
- 4.5 Arboriculture
- 4.6 Air Quality & Odour
- 4.7 Noise
- 4.8 Drainage
- 4.9 Heritage and Archaeology
- 4.10 Site Considerations



4.1 The Team

In order to understand the technical constraints of the Site, we have undertaken a series of technical studies and surveys produced by our expert technical team.

These include:

- Architecture & Urban Design (by **Frank Shaw Associates**);
- Planning (by **Carter Jonas**);
- Landscape and Visual (by **Indigo Landscape Architects**);
- Highways and Drainage (by **Richard Jackson Engineering Consultants**);
- Ecology (by **Southern Ecological Solutions**);
- Arboriculture (by **Ground Control**);
- Heritage and Archaeology (by **Oxford Archaeology**);
- Noise (by **Cass Allen**);
- Air Quality (by **Cass Allen**); and
- Combined Services (by **Cannon Consulting Engineers**).

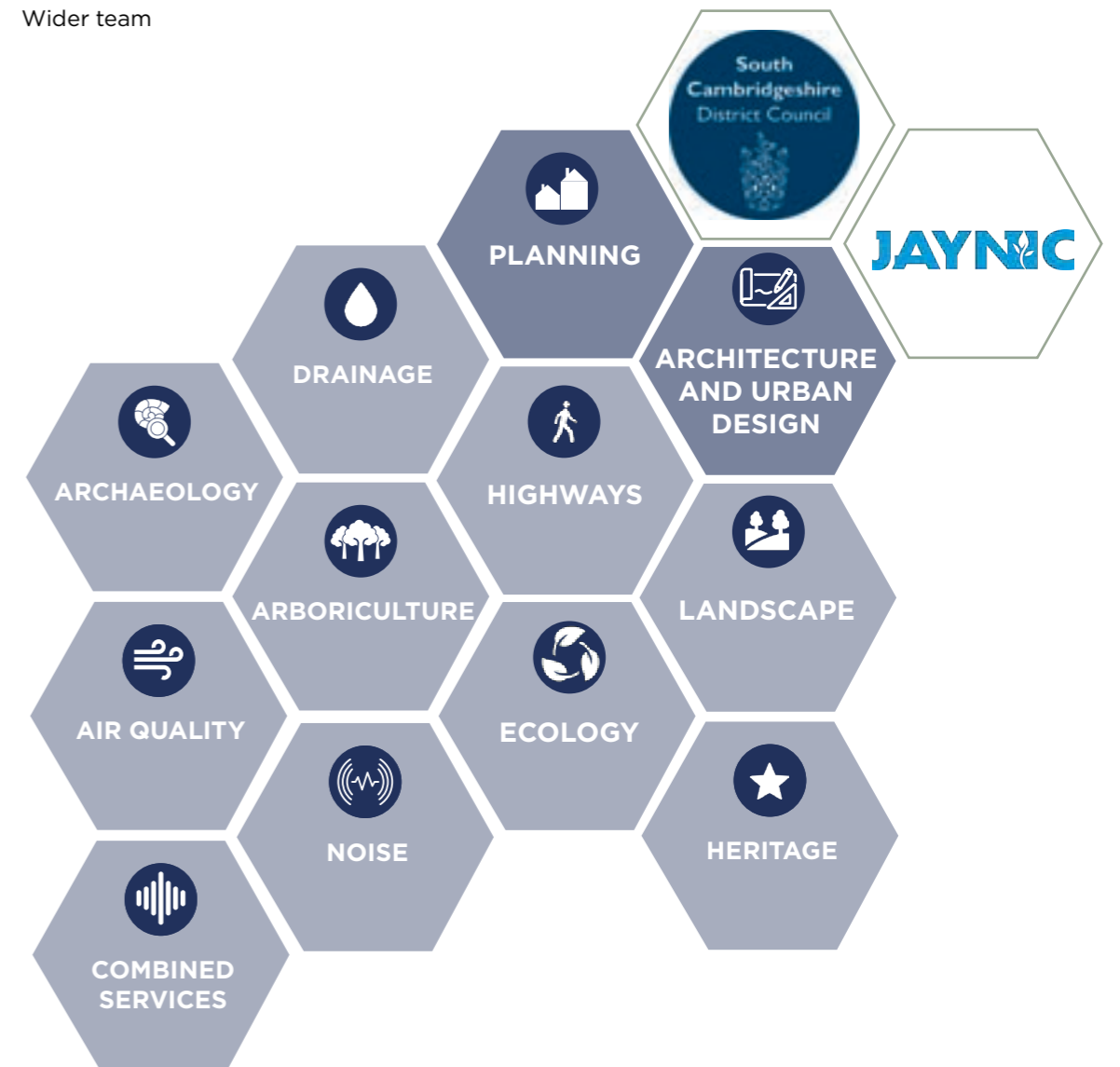
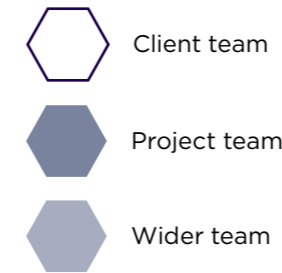


Figure 17: Team organogram

4.2 Landscape & Visual



Indigo Landscape Architects undertook a Landscape and Visual Analysis of the Site which focused on assessing the potential landscape and visual effects of developing the Site for Class B2 and B8 uses.

The topography of the Site is flat, low-lying landscape at the base of a ridge, surrounded by arable farmland and small villages including Boxworth and Lolworth.

In terms of landscape character, the Site falls within the Bedfordshire and Cambridgeshire Claylands (NCA 88) character area, and locally within the Fen Edge Claylands Area (LCA 2A). These areas are characterised by large-scale open fields, low vegetation cover and gently undulating land. The Site itself is heavily influenced by the adjacent Cambridge Services site, A14 infrastructure and Buckingham Business Park.

There are no statutory designations nearby, with the closest SSSI being 2.25km away.

Views of the Site have been assessed from roads, public rights of way and nearby residences. For road users along the A14 and Boxworth Road, the Site has low-sensitivity with short-duration views and is well screened by a dense landscape buffer and existing development to the north. Views from nearby residential receptors are largely screened by topography and existing vegetation, however there would be moderate adverse effects on some views from nearby Public Rights of Way, in particular Bridleway 150/1. These effects would be mitigated by a proposed 25m-wide landscape buffer around the Site perimeter.

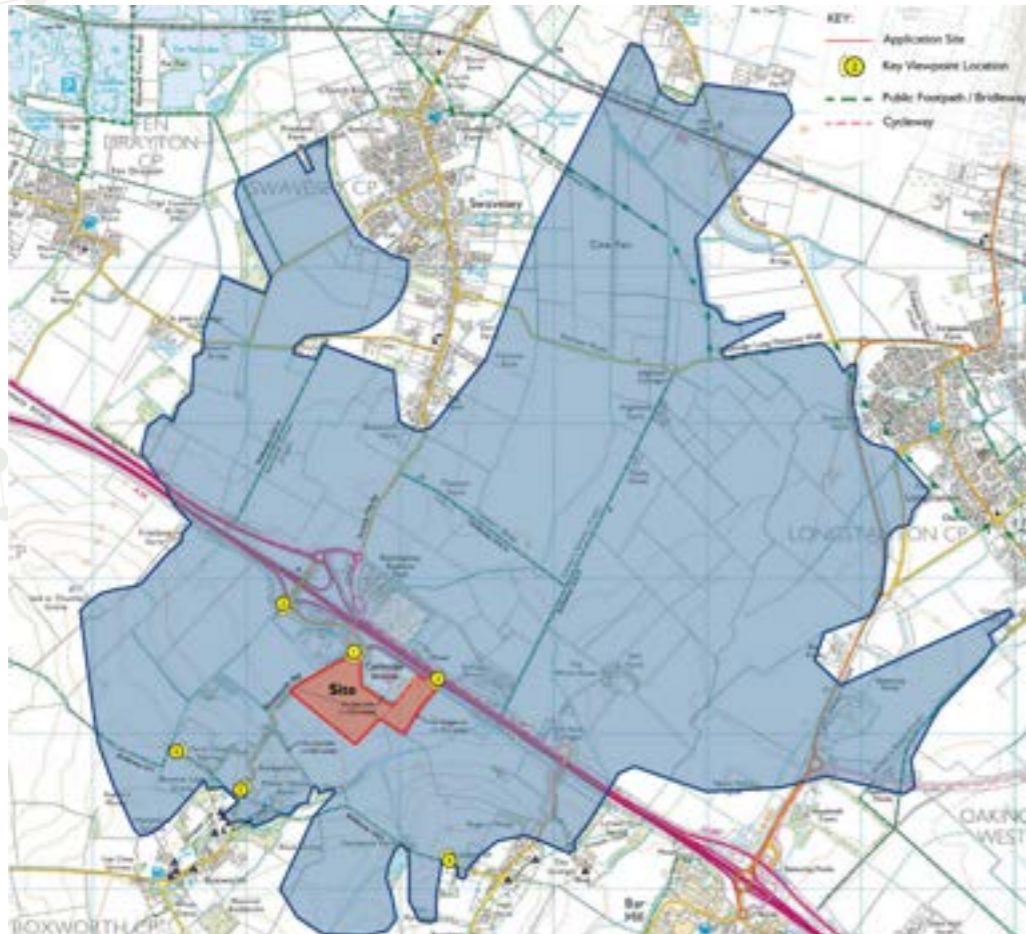


Figure 18: Estimated Zone of Visual Influence



Figure 19: Viewpoints into the Site from its immediate context

4.3 Ecology



The baseline surveys for the Site have been completed - including the initial biodiversity net gain site condition assessment and preliminary ecological appraisal. The Site was dominated by tall forms, with large areas of arable land, boundary treelines, woodland and hedgerows. Ditches were found to be separating the northern and southern parcels. Patches of developed land were also found within the western landscape of the Site.

A policy compliant net gain will be achieved likely through a combination of onsite enhancement and habitat creation. These will be reflected in the updated full BNG plans for the Site, following a finalised landscape plan, which may highlight the need for offsite enhancements as required to ensure the 20% target is met.

A suite of further ecological surveys will be programmed for the Site including: updated BNG condition assessments; Night-time Bat Walkover surveys and automated detector surveys; great crested newt eDNA surveys/District Level Licence application; reptile presence/likely absence surveys; breeding and wintering bird surveys; water vole surveys. The outcomes of these surveys will be fed into an Ecological Impact Assessment, with mitigation and enhancement outlined to ensure the Site provides a neutral and/or beneficial impact for biodiversity, in line with current guidance/legislation.

A Habitat Regulation Assessment will also be produced in relation to the impacts on designated sites (in particular Ouse Washes), with necessary mitigation outlined in line with current guidance/legislation.



Figure 20: Baseline UK Habitat Plan (SES Ecology)

- | | | |
|---|---|--------------------------------|
| Red Line Boundary | Native hedgerow - associated with bank or ditch | Cereal crops |
| Line of trees | Native hedgerow with trees | Developed land; sealed surface |
| Line of trees - associated with bank or ditch | Ditches | Non-cereal crops |
| Bramble scrub | Tall forbs | Other woodland; broadleaved |

4.4 Access



The development is expected to take access from the C184 Boxworth Road which locally connects Boxworth with the A14 at Junction 24/24A in the form of a simple priority junction with most vehicular movements expected to be to/from the A14. The junction format would include provisions for pedestrians and cyclists to access the development and also include connecting with an active travel route between Cambridge Services and Boxworth to which the development will contribute to its facilitation.

The development is located immediately adjacent to Cambridge Services which provides amenities (including small food retail and fast food) for the future employees of the development within walking distance. Boxworth lies within cycling distance of the development at approximately 1.5km distant to the south. Boxworth End and Swavesey are within cycling distance at approximately 2.7 km and 3.75 km respectively to the north with cycleway provided between the A14 Junction 24 and Boxworth End where the national speed limit applies and cycling is then on street with a 30mph speed limit thereafter.

Part of Bar Hill is also within a 5.0km cycle distance and can be accessed via cycle facilities alongside the A1307 between the A14 and Bar Hill itself.

As illustrated on Figure 21 below, an existing bus route passes the Site on the C184 Boxworth Road operated by Dews Coaches, as route 8 between Papworth Everard/Hilton and Cambridge for which new stops would be provided. A further bus service passes through the north part of the A14 Junction 24 by Whippet Coaches as route T1 connecting Huntingdon, Swavesey and Cambridge, and access to this service would also be investigated. On bus route 8, there are 2-3 Services per direction Monday to Saturday passing the Site covering varying parts of the overall route; whilst on route T1, Services operate Monday to Saturday typically every 60-70 minutes.

The consideration of further sustainable access options will be explored further as part of design development and stakeholder engagement, including to assist with aspirations for pedestrian / cycle connectivity with Boxworth village.



Figure 21: Bus routes within immediate proximity of the Site (Richard Jackson)



4.5 Arboriculture

Ground Control Limited undertook an Arboricultural Appraisal for the Site in January 2026.

Tree groups within and around the Site are dominated by elm, ash, hawthorn and blackthorn. Additional species include goat willow, common alder, pedunculate oak, field maple, rowan, dogwood and hazel.

Vegetation is mainly semi-mature to early mature, with one recently planted young hedge near the north-eastern edge of the Site.

The linear belt and block of trees found along the north-eastern, eastern and western boundaries provide partial screening of the Site, including a semi-mature mixed native species planted on a bund on the southern side of Cambridge Services, and early mature linear belts of trees adjacent to the eastern side of the Site, flanking a disused field access track.

The report concludes that much of the Site is open with minimal screening. Hedge remnants are severely flailed and offer little visual or habitat value, with some elm trees having died or dying due to Dutch elm disease.

Future development presents opportunities to carry out strategic planting of trees, shrubs and hedges to enhance visual landscape and biodiversity.



4.6 Air Quality & Odour

Air Quality

Given the Site's location away from highly sensitive receptors, such as residential dwellings, it is considered to be Low Risk for construction-phase dust impacts, based on current drawings and proposals.

The proposed development is a low sensitivity use with respect to air quality, and therefore air quality is not considered to be a determining factor in the Site layout, in terms of exposure to existing sources of pollution.

Regarding air quality impacts from development traffic generation, our dispersion modelling exercise is dependent on traffic data, with traffic surveys conducted by the appointed Transport Consultant anticipated in mid-February 2026. Unless the trip generation is substantial, significant air quality impacts along the A14 are considered unlikely, as the road already accommodates a high volume of vehicles and has few sensitive receptors in close proximity. To the south-west of the Site, in Boxworth, there are roadside residential properties and an area of Ancient Woodland that may be subject to air quality impacts; however, the Transport Consultant has confirmed that the majority of development traffic is expected to route towards the A14 rather than through Boxworth. Accordingly, significant air quality impacts in this area are not anticipated, but will be confirmed following completion of the Air Quality Assessment.

Odour

Uttons Drove Sewage Treatment Works (STW) is located approximately 250m east of the Site, on the opposite side of the A14, and has the potential to generate odour. However, any odour effects at the Site are expected to be negligible due to the prevailing south-westerly wind direction, the separation distance, and the low sensitivity of the proposed site use. Furthermore, previous odour assessment work undertaken by Cass Allen for a separate site located approximately 340 m to the north-west of Uttons Drove STW concluded that there was a negligible risk of odour impacts, following site odour surveys. The closest anticipated developable area within the Site boundary is approximately 350m from the nearest water tank within the STW. On this basis, odour is not expected to represent a constraint to the development or influence the Site layout.



4.7 Noise

Cass Allen Associates undertook a Noise Impact Assessment for the Site.

The existing noise environment was found to be dominated by road traffic noise from the A14. Additional sources include Boxworth / Elsworth Road traffic, HGV deliveries, commercial operations at the Extra Services and Ramada Hotel and occasional aircraft flyovers, but all these were insignificant compared to the A14 noise.

In conclusion, the Site is considered suitable for development in terms of noise levels, provided that appropriate glazing and ventilation systems are specified and that mechanical plant and operational activities meet BS4142 limits.



4.8 Drainage

Flood Risk

The Environment Agency’s flood map for planning accessed in January 2026, shows that the Site is in Flood Zone 1, i.e. not at risk of fluvial or tidal flooding.

The topographical survey indicates that the Site is relatively flat with shallow gradients in various directions, the fall being from south to north.

The Environment Agency’s surface water flood risk mapping indicates that for the 1 in 30 year (3.33% Annual Exceedance Probability [AEP]) flood event, there are areas associated with topographical low points to the northwestern part of the Site, east of Boxworth Road. The flood risk is shown to extend to the south forming a natural flow path in two locations for the 1 in 100 year (1% AEP) and 1 in 1000 year (0.1% AEP) events respectively. Similarly, there is a risk of surface water flooding at the extreme eastern red line boundary associated with the 1% AEP and 0.1% AEP events.

The topographical survey and aerial photographs reveal an ordinary watercourse (OWC) through the Site. An existing ditch is located to the east of the Site (outside the development site boundary) flowing in a northerly direction based on the topographical levels.

Based on the observations discussed above, it is concluded that the risk of flooding from rivers and surface water as it stands presently has a risk rating of medium to high. The development will be constructed to ensure the risk of surface water flooding is significantly reduced thus lowering the risk to a low rating. The risk of flooding from sea is highly unlikely.

Surface Water Management

The updated National SuDS Standards prioritise water reuse for non-potable purposes to manage surface water, especially in water-stressed areas. As most Local Plans are not expected to have adopted the new hierarchy, this development will follow the updated SuDS hierarchy.

Surface water will be managed through a combination of SuDS features—including rainwater harvesting, basins, swales and permeable paving—supported by below-ground storage and piped networks for conveyance and connections between features.

The system will accommodate all events up to the 1% AEP event plus climate change without offsite impacts. BGS 1:50,000 mapping indicates the Site is underlain by the West Walton Formation and Ampthill Clay, meaning infiltration is unlikely to be suitable.

Runoff will be discharged at greenfield rates to avoid downstream impacts. A previous Catchment Assessment reviewed capacity, hydraulic constraints and flood zones of onsite watercourses, concluding that the existing system can convey flows up to the 1 in 1,000 plus climate change event. It also confirmed that commercial development is acceptable in flood-risk terms, as the Site lies entirely in Flood Zone 1.

The design will account for extreme rainfall and incorporate overland flow routes to reduce internal flooding risk. Detailed discussions with the LLFA will form part of the design development and consultee engagement process.

Surface Water Quality

The proposed surface water drainage systems will provide a sufficient level of water quality treatment to prevent pollution to the ground or receiving surface water bodies. Such treatment will be in accordance with Table 4.3 of the CIRIA SuDS Manual (C753) that advocates the use of the ‘simple index approach’ to determine an appropriate level of pollution mitigation for development sites.

The Site will promote the use of nature-based solutions as a hierarchy priority directing surface water to a range of SuDS features to include rainwater harvesting, detention basins, rain gardens, permeable paving, conveyance swales and rills located along estate roads and spine roads where suitable.

Due to the close proximity of the A14 Trunk Road, consideration will be given to the appropriate drainage design guidance to include pollutant and sediment removal prior to discharging runoff into the ground or to any watercourses.

The bodies responsible for the maintenance of the SuDS train elements will be defined at application stage, however it is anticipated that each plot occupier will be responsible for maintaining the Suds elements within their boundary and that a management company will be responsible for the remainder of the system.

The surface water strategy will comply with the National SuDS Standards, LLFA and EA policies.



Figure 22: Site's location on the EA Flood Risk Map - Rivers and Seas (EA Flood Map)



Figure 23: Site's location on the EA Flood Risk Map - Surface Water Flooding (EA Flood Map)

4.9 Heritage and Archaeology



Oxford Archaeology have undertaken an archaeological desk-based assessment for the development.

The report evaluates the archaeological potential of the Site.

There are two listed buildings to the south-west of the Site in Boxworth: St. Peter's Church (Grade II*) and Church Farmhouse (Grade II). The latter is approximately 880m south-west of the Site.

There is high potential for both medieval and post-medieval & modern historical remains, due to the Site forming parting of the agricultural landscape linked to Boxworth's shrunken village. This is evidenced by the existing field boundaries and historic hedgerows.

Whilst there have already been excavations onsite, further geophysical surveys and trial trenching will need to be carried out in fields B and C to confirm the presence, condition and significance of any remains. This will inform the extent of mitigation required for future development. However, it is clear that the hedgerow along the parish boundary should be retained.

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Figure 24: Designated heritage assets within the study area (Oxford Archaeology)



Figure 25: Medieval historic environment records within the study area (Oxford Archaeology)

4.10 Site Considerations

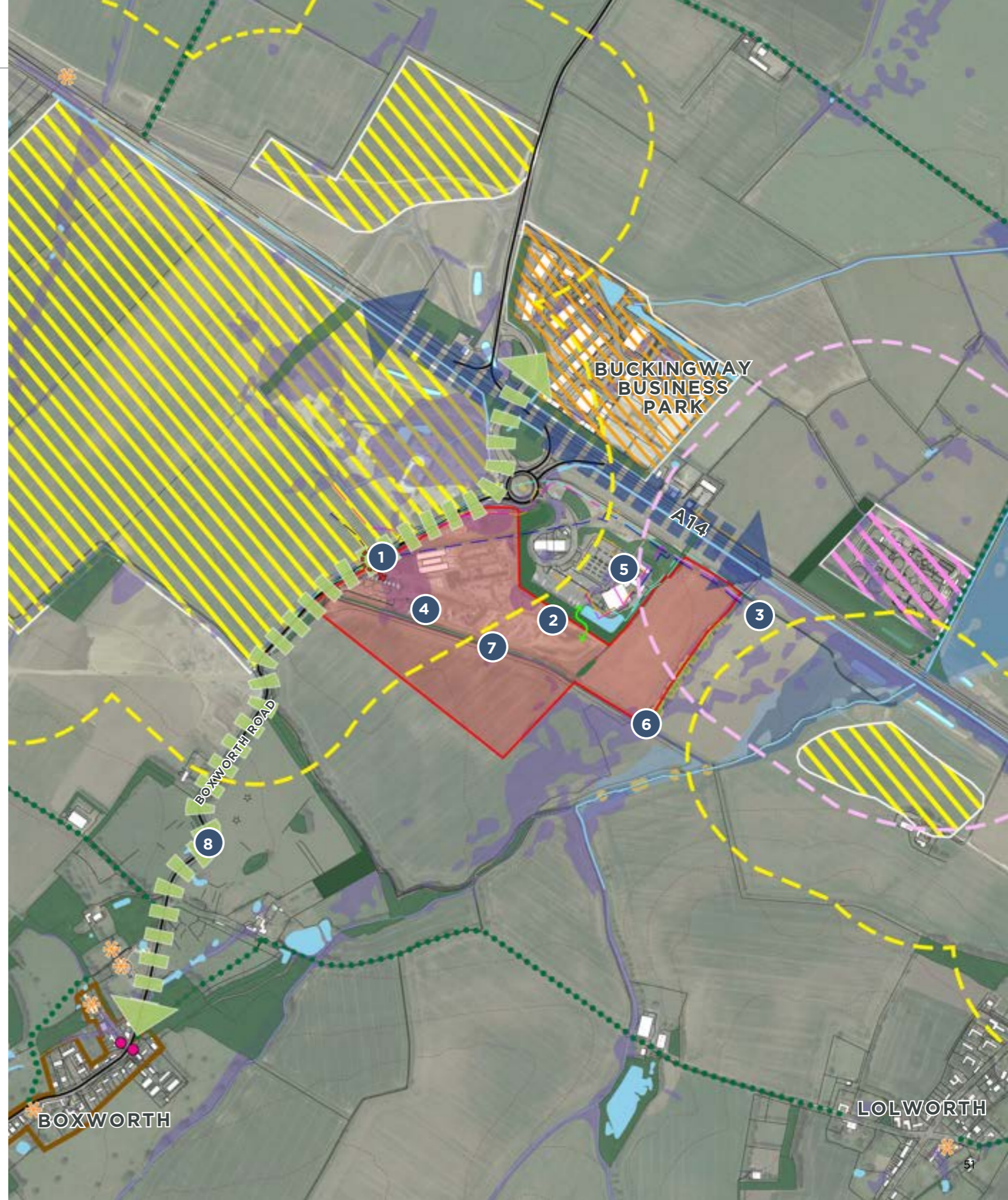
The plan opposite summarises the Site's existing constraints and opportunities. Subject to further detailed technical work, the following are considered key considerations and opportunities to inform the composition of the masterplan.

The key technical considerations are:

- 1 Primary Access** - The main vehicular access into the Site is proposed from Boxworth / Elsworth Road.
- 2 Pedestrian / Cycle Access** - There is an opportunity to create a pedestrian / cycle connection with the neighbouring Cambridge Services and the footpath which runs alongside the A14.
- 3 Utilities** - An underground gas main run across the northern edges of Parcels A and B, requiring 6m easements either side. In addition, an underground sewer pipe runs across the northern edge of Parcel B, along the boundary shared with the A14.
- 4 Flood Risk** - The whole of the Site lies within Flood Zone 1. There are a number of areas around the Site with medium surface water flood risk.
- 5 Neighbouring Commercial Uses** - The Site wraps around the western and southern boundaries of Cambridge Services.
- 6 Existing Vegetation** - An existing hedgerow runs through the centre of the Site, running almost east-west, forming a natural separation between the parcels. Existing trees also line the eastern boundary of Parcel B, providing natural screening.
- 7 Existing Watercourse** - A watercourse runs through the Site, following the same route as the existing hedgerow.
- 8 New Connections** - Opportunity to contribute towards footway and cycleway desire line.

KEY	
	Site boundary
	A14
	Public Right of Way (PRoW)
	Bus stops
	Listed building
	Boxworth Conservation Area
	South Cambridgeshire Local Plan - Waste Water Treatment Works and Safeguarding Area
	South Cambridgeshire Local Plan - Area of Search and Mineral Consultation Area
	Existing water main
	Existing electricity cable
	Existing sewer pipe with easement
	Existing gas main with 12m easement
	Existing woodland area
	Existing waterbody
	EA Flood Zone 2
	EA Flood Zone 3
	EA surface water flooding
	Contours at 5m intervals

Figure 26: ConsiderationsPlan



5.0 Vision

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5.1 Vision for The Site



5.1 Vision for the Site

“

Our vision for Land to the south of Cambridge Services is for a **high-quality industrial (Class B2 or Class B8) use**, in a strategic, convenient and accessible location alongside the A14. The location has potential to provide development to support the needs of greater Cambridge and the local economic area.

The proposals will directly contribute towards **alleviating the existing HGV issues**, including traffic and nuisance parking. There is also opportunity to provide revised circulation space around Cambridge Services to alleviate the bottleneck at the spur roundabout off the A14.

The development will preserve the existing landscape features and establish **strong, well-landscaped buffers** to the countryside edges to help reduce the visual impact of new buildings from the wider countryside.

The proposals will improve **pedestrian and cycle connections** between the new development and into the existing Cambridge Services / A14 footpath, encouraging the use of **sustainable transport options**.

Both the construction and design of the buildings will incorporate strategies to ensure the development is as sustainable as possible, through the promotion of **energy, waste and resource efficiency**.

The new development will make use of otherwise poor quality land to ensure an **overall biodiversity net gain**.

”

Figure 27: Vision statement for Land to the south of Cambridge Services

Figure 28: ConceptImagery



6.0 The Masterplan

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6.1 Existing Site Influences

6.2 A Landscape-led Response-Working with Nature

6.3 Concept Masterplan

6.4 Creating Connections

6.5 HGV Parking



6.1 Existing Site Influences

Blue and Green Network

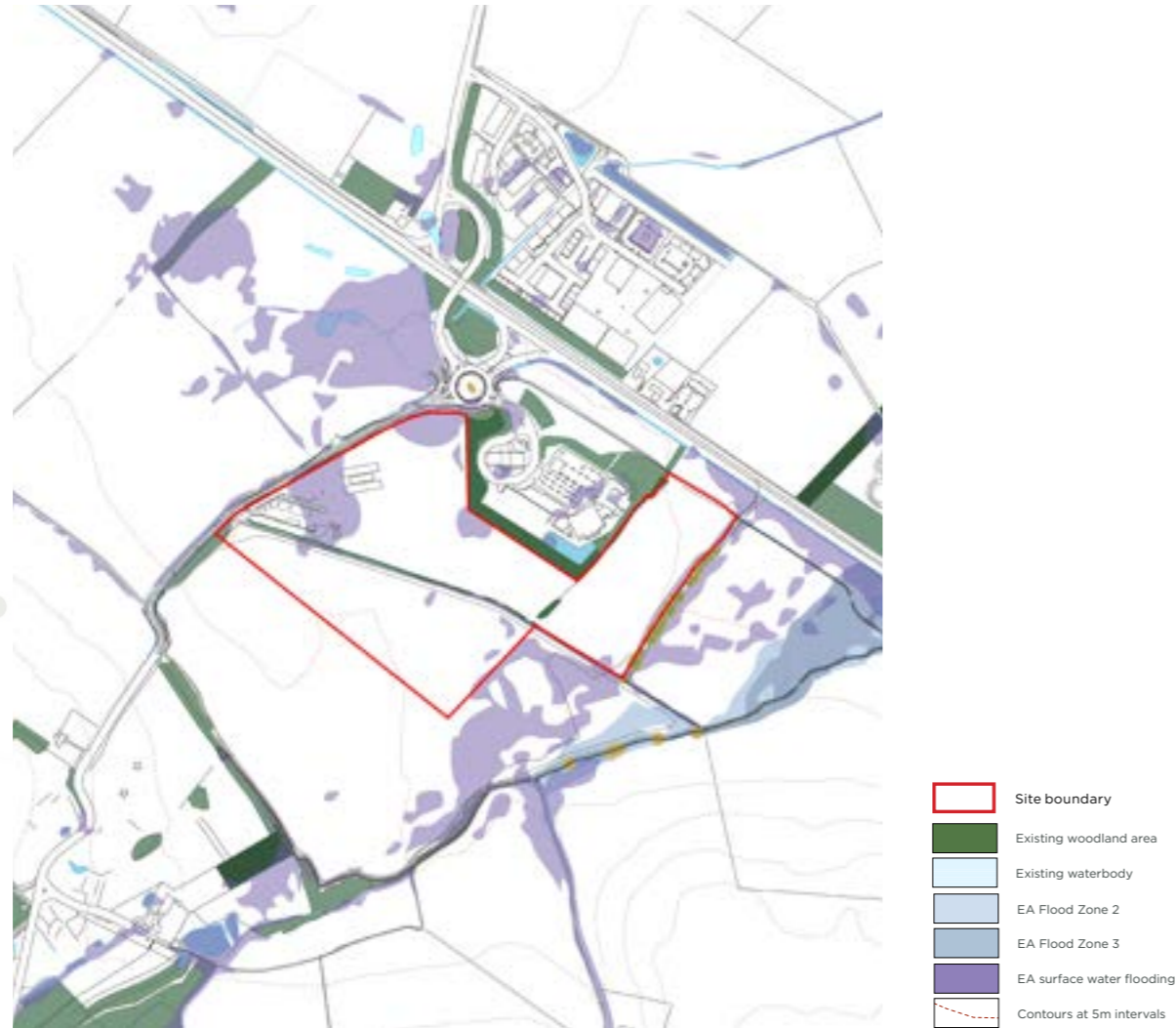


Figure 29: Existing Site Influences - Blue and Green Landscape

We have identified the landscape context around the Site and its boundaries as a key consideration for future development.

The areas of vegetation are illustrated on **Figure 29** above. The Site features a number of groups of existing vegetation, particularly along its boundary shared with Cambridge Services and along the eastern boundary.

Most of the Site is not subject to surface water flooding, with the exception of a couple of areas along Boxworth / Elsworth Road, as illustrated in purple.

Access & Movement

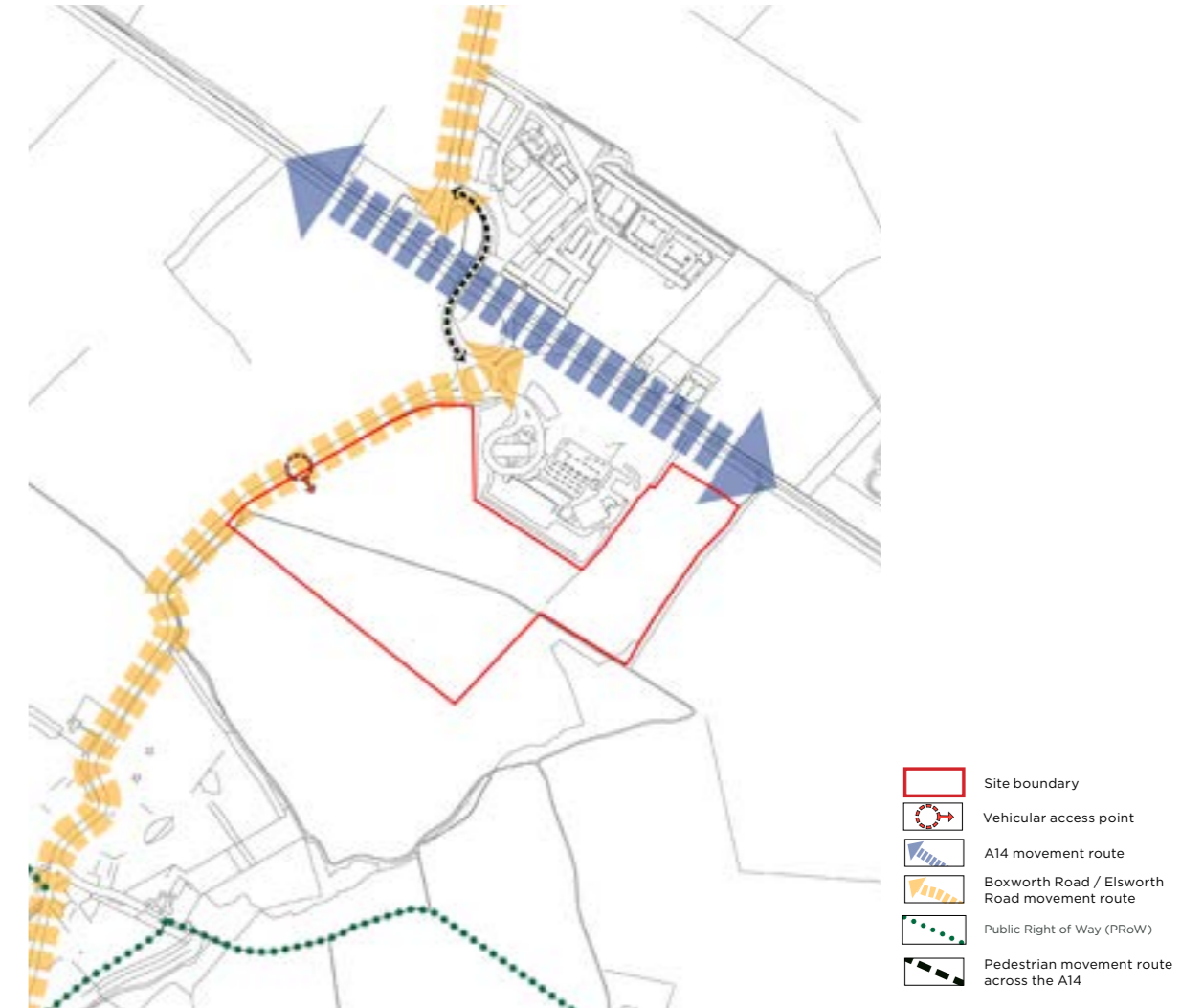


Figure 30: Existing Site Influences - Access & Movement

The Site is well located to take advantage of excellent highways connections, including the A14 trunk road.

The Site benefits from an existing vehicular access point off Boxworth / Elsworth Road, which also provides access into neighbouring villages, including Boxworth to the south-west and Swavesey to the north.

The dashed black arrow on **Figure 30** above indicated the position of a pedestrian / cycle crossing over the A14. We are working proactively with Boxworth Parish Council to explore options for pedestrian and cycle connectivity from Boxworth village, to maximise sustainable connections into the wider context.

6.2 A Landscape-led Response, Working with Nature

The concept masterplan has been designed with landscape at the forefront of the design principles.

The Site's landscape strategy is driven by the aspiration to create a high quality, landscape led design which recognises the rural character of the area. The main driver behind the landscape proposals is to deliver a robust green infrastructure which benefits users and local wildlife, resulting in an attractive landscape setting, enhancing biodiversity and ecological connectivity across the Site.

The following objectives summarise the developing landscape approach, including:

- Retain and enhance existing landscape features such as hedgerows, trees, ditches, etc, incorporating these into a 25-metre-wide landscape buffer around the Site's western and southern boundaries to help screen and soften views of the Site and minimise its effects on the character of the surrounding landscape;
- Incorporate existing field boundaries and ditches into a network of man-made SuDS channels and basins characteristic of the fen-edge landscape which can be used to frame movement routes and development plots;
- Provide a range of new habitats including hedgerows, scrub and woodland planting, wildflower grassland and marginal and aquatic planting to create a variety of wildlife habitats and increase biodiversity;
- Where possible, extend areas of planting into the Site, creating wildlife corridors between large areas of hard standing whilst providing screening and security;
- Create an attractive, well-managed public realm within the Site for the benefit of all users; and
- Improve connectivity in the local area with an easily accessible network of cycle and pedestrian links.

Plant selection will be based on enhancing wildlife value, creating year-round seasonal interest including flowering and fruit bearing varieties, and robustness / tolerance of site specific conditions to provide continuous structure throughout the year.



Figure 31: Precedent image: Native vegetation



Figure 32: Precedent image: SuDS features



Figure 33: Precedent image: Connectivity

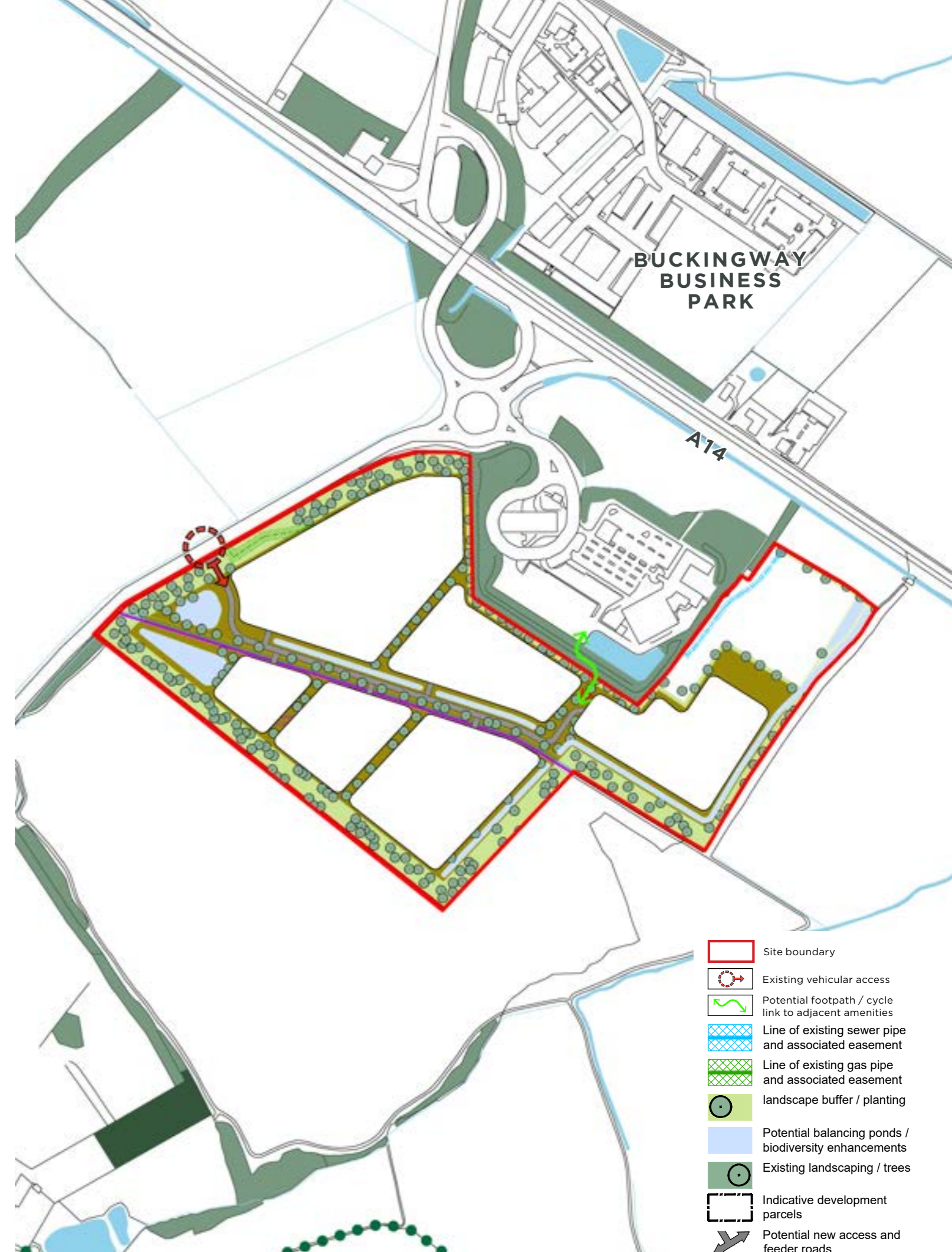


Figure 34: Landscape Design Rationale

6.3 Concept Masterplan

The concept masterplan features a series of key open spaces, biodiversity, access and movement and mobility features which are listed below, with reference to the plan opposite. The proposed access and drainage is subject to further pre-application dialogue with the relevant authorities, e.g. Cambridgeshire County Council Highways and the LLFA.

- 1 Proposed access from Boxworth Road
- 2 Proposed location of surface water drainage basins and swales throughout the development
- 3 Potential footpath / cycle link to adjacent amenities at Cambridge Services / A14
- 4 Existing landscaping and vegetation
- 5 Potential landscape buffer and planting
- 6 Land for extension of Cambridge Services and HGV Parking












-  Gross site boundary 16.39 hectares
-  Line of existing sewer pipe and associated easement
-  Line of existing gas pipe and associated easement
-  landscape buffer / planting
-  Indicative developable land
-  Potential balancing ponds / biodiversity enhancements
-  Existing landscaping / trees
-  Potential footpath / cycle link to adjacent amenities
-  Indicative development parcels
-  Potential new access and feeder roads
-  Existing agricultural access retained



Figure 35: Concept Masterplan

6.4 Creating Connections

The proposed movement network aims to create a legible and permeable scheme which builds upon the existing connection points.

Figure 39 illustrates the vehicular movement routes around the proposals. Primary access is taken from Boxworth Road, with the primary movement route running almost east-west into the Site. Feeder roads branch off the main route to provide access into the development parcels.

A new pedestrian / cycle route is proposed to the south of the existing Cambridge Services, integrating the development into its surroundings and linking with adjacent amenities.

There is potential for this sustainable movement route to connect with the pedestrian / cycle link which bridges the A14 to the north. This would provide sustainable and accessible movement between the development and Buckingham Business Park, contributing towards the wider desire line of pedestrian cycle movement to Boxworth, the contribution to which is to be considered as part of these proposals











-  Site boundary
-  Existing vehicular access
-  Potential footpath / cycle link to adjacent amenities
-  Existing Public Right of Way
-  Opportunity to contribute towards footway / cycleway desire line
-  A14 movement corridor
-  Minor road movement corridor
-  Proposed primary movement route
-  Proposed feeder roads
-  Indicative development parcels



Figure 36: Precedent image: Cycle parking

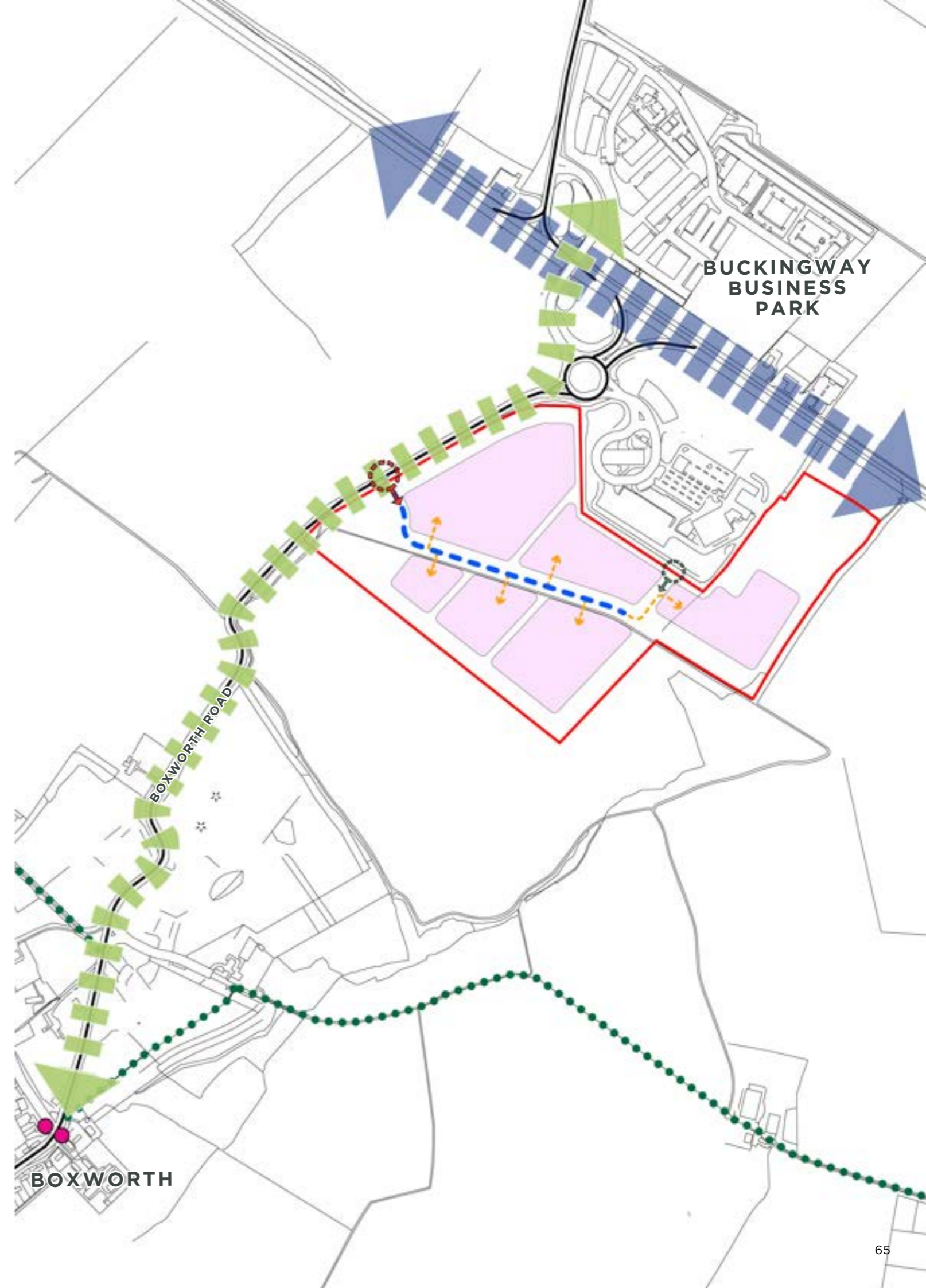


Figure 37: Precedent image: Pedestrian / cycle route



Figure 38: Precedent image: Lorry parking alongside A14

Figure 39: Access and movement design rationale



6.5 HGV Parking

There is a significant and growing need for more HGV parking at Cambridge Services on the A14. Following major A14 improvement works—which removed many roadside HGV laybys and increased overall traffic—demand for lorry parking at the services has risen sharply.

Current provision of 132 HGV spaces is regularly exceeded, with peak demand sometimes approaching 200 vehicles, resulting in HGVs parking in inappropriate or unsafe locations such as slip roads and non-designated areas within the service area.

National-level evidence supports this pressure: the DfT’s 2024 Lorry Parking Demand Assessment identifies Cambridge Services as operating at 93% utilisation, categorising it as a “critical” site. Increased traffic growth is forecast to raise HGV flows significantly up to 2035, creating an existing requirement of 186 spaces, increasing to around 242 spaces in future.

The proposed expansion would add 150 additional HGV spaces, bringing the total to 282, which would meet projected needs and help ensure safe, compliant rest opportunities for drivers. The additional land also offers opportunities to redesign internal circulation, reducing conflict between cars and HGVs and improving the overall functioning of the services. The expansion therefore supports both road safety and the operational effectiveness of this strategically important motorway service area.

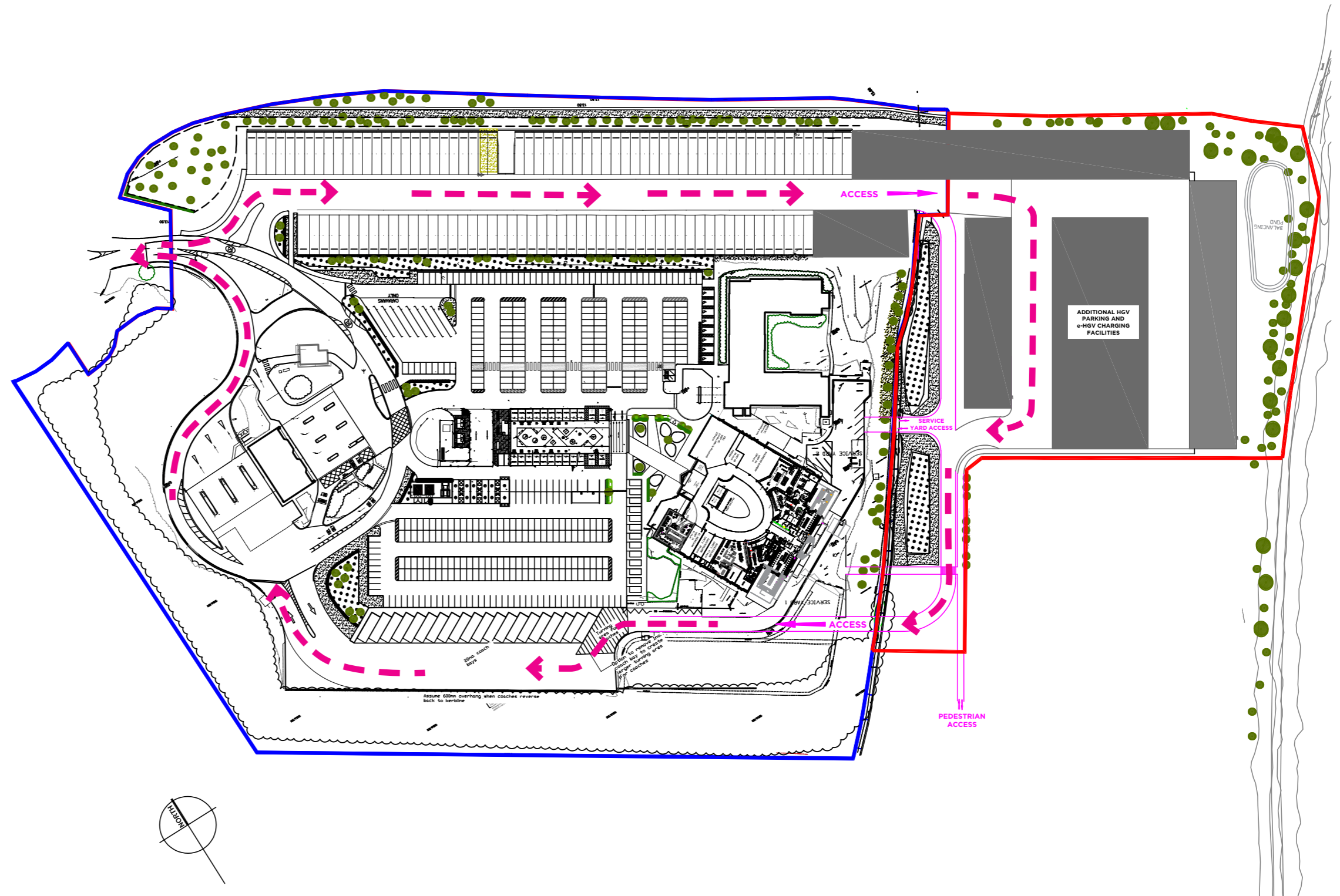


Figure 40: HGV Parking plan

7.0 Sustainability

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7.1 Approach to Sustainability



7.1 Approach to Sustainability

The Greater Cambridge Sustainable Design and Construction SPD was adopted by Cambridge City Council and South Cambridgeshire District Council in January 2020. Through sustainable design and construction, it seeks to lower consumption of resources, both in the construction of new buildings and in their use, providing a means of implementing sustainable development at the scale of individual sites and buildings. The guidance set out in this document, along with emerging Policies set out in the draft plan, will form an integral part of the design process to ensure Draft Policy requirements are met.

Our comprehensive sustainability strategy will align with local planning policies and the Client's ESG design brief. It is centred around reducing carbon and promoting a resilient, healthy, and inclusive environment for site users and the local community.

Key principles driving the strategy include:

- Energy efficiency and renewables
- Water efficiency
- Circularity and waste reduction
- Embodied carbon
- Biodiversity and greening
- Climate resilience
- Connectivity and accessibility
- Community

Respectful of Resources

- Energy efficient, low carbon, renewable energy.
- Low in water use, recycle wastewater where possible.
- Adopt a circular approach to waste, design for disassembly and easy adaptation
- Use materials that are sustainable and low embodied carbon

Regenerative

- Provide a restorative environment through urban greening
- Increase natural habitats to achieve a Biodiversity Net Gain
- Improve water quality and reduce pollution through sustainable drainage measures
- Promote health and wellness for all

A Place for Growth and Success

- Promote a sense of community, inclusivity, and other positive social indicators
- Bring forward economic benefits for the new and existing local communities
- Provide amenities for site users
- Access to and promotion of sustainable transport and mobility

Future Ready

- Buildings and infrastructure that are resilient to future climate impacts
- Sustainable measures that reduce the urban heat island effect
- Buildings that can adapt and flex with changes in use and changes in user needs

As part of the sustainability strategy we are establishing performance targets for the commercial buildings, looking to go beyond policy requirements where possible.

		Targets and Approach
	Climate Resilience (Overheating)	Ensure cooling demand is below that of the Part L Notional building <ul style="list-style-type: none"> • Follow the cooling hierarchy to limit cooling demand
	CO2 Emissions and Operational Energy	Reduce energy in use and benchmark against UK Net Zero Carbon Building Standard limits <ul style="list-style-type: none"> • High performance façade specifications • High efficiency building services systems • Consideration for heat pumps and solar PV
	Upfront Embodied and Whole Life Carbon	Benchmark performance against UK Net Zero Carbon Building Standard limits <ul style="list-style-type: none"> • Appraise structural options • Life Cycle Assessment
	Waste Reduction through Circularity	<ul style="list-style-type: none"> • Aspire towards a minimum 90% diversion from landfill (demolition and construction waste) • Consider adaptability, flexibility, and dismantlability to enable end of life reuse and recycling.
	Water	5No BREEAM Wat01 credits <ul style="list-style-type: none"> • Water efficient sanitaryware • Consider rainwater harvesting
	Biodiversity & Greening	Aim for 20% BNG <ul style="list-style-type: none"> • Diversity in plant species (pollinators, foraging, nesting, and other habitat creation)
	Certifications	<ul style="list-style-type: none"> • BREEAM Excellent as a minimum
	Sustainable Drainage	Follow SUDs hierarchy <ul style="list-style-type: none"> • Consider blue roof systems • Consider SUDs that complement landscape strategies



Figure 41: Sustainable Principles

8.0 Summary and Next Steps

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8.1 Summary and Next Steps

8.2 Key Benefits



8.1 Summary and Next Steps

This vision document presents proposals for a new commercial development at Land to the south of Cambridge Services, A14. The proposals will deliver 90,000 m² of Class B2 and / or B8 floorspace, alongside approximately 150 new HGV parking spaces. The development will be completed by extensive buffer planting along its western and southern boundaries, preserving existing vegetation and ensuring biodiversity net gain.

The Site is allocated in the draft Greater Cambridge Local Plan for employment uses under Draft Policy S/RRA/SCS: Land to the south of Cambridge Services, A14. As is clear from the details as set out in this vision document, the proposed development will successfully meet the aspirations of this Draft Policy.

This document has demonstrated a strong technical understanding of the Site and that the form and quantum of the proposals for the Site has been informed by the appropriate technical assessments.

Greater Cambridge envisage consultation on the Regulation 19 version of the draft Local Plan in November 2026 before submission of the plan for examination in late 2026. The allocation of the Site is fully supported. As has been demonstrated the Site is both available and deliverable. It is fully expected therefore that the Site will be promoted through the emerging Local Plan to the point of adoption.

The proposals have the potential to not only to meet identified commercial needs but also to alleviate existing pressures at Cambridge Services both in terms of providing much needed additional lorry parking and providing circulation space which will alleviate the bottleneck at the roundabout servicing the A14 spur road from the westbound carriageway. In this context the timeline for bringing detailed proposals forward through a planning application needs to be considered.

Any formal details submitted to Greater Cambridge ahead of the formal adoption of the Local Plan will further substantiate the deliverability of development proposals for the Site, in line with the Draft Policy aspirations.

Figure 42: Key Benefits

Cambridge Link - The Key Benefits



Around 90,000m² of Classes B2 or B8 use floorspace, contributing to local need.



Approximately 150 new HGV parking spaces, including provision for active and passive e-HGV charging and access to amenity and welfare facilities.



Extensive landscape buffering along the Site boundaries to mitigate visual impact arising from development as well as tree planting and open space within the development for occupiers and employees.



Provision of jobs in a range of sectors for local residents. In addition, the scheme will support indirect employment opportunities beyond end-users, including ancillary and service-sector roles



Preserving the Site's existing habitats, flora and fauna to ensure biodiversity net gain, improving the biodiversity and habitat value through native specie planting



Provision for new sustainable linkage to Boxworth village via Boxworth Road with a cycleway in agreement with Boxworth Parish Council.



Expanded HGV provision at Extra Services will allow a redesign of traffic flows around the Services and highway safety improvements, reducing potential conflicts between cars and HGVs, which can at times lead to traffic backing-up on the roundabout.

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Appendix 1: List of Figures

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