

Development Strategy

Topic Paper

Appendix 7: Review of sites for industrial and warehousing space



Greater Cambridge Local Plan

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Development Strategy Topic Paper 2026 Appendix 7: Review of sites for meeting industrial and warehousing need

7a: Summary of approach to meeting industrial and warehousing need

Introduction

- 5.1 This appendix explains the approach taken to identifying sites to meet the plan period need for 289,000 square metres of industrial and warehousing and distribution floorspace (B2/B8 use classes). This reflects the need as identified at the Draft Plan stage in 2025, which has been confirmed as robust and up to date for the Proposed Submission Local Plan based on the Review of economic data, context and representations 2026 (published separately). This is significantly higher than the need identified at the First Proposals stage in 2021.
- 5.2 Sites previously proposed for allocation – identified in the main Strategy Topic Paper - were reconfirmed at both Draft Plan and Proposed Submission stage to be suitable, available and achievable, and meet a substantial proportion of the plan period need, including proposed provision at the strategic-scale mixed use allocations, and a limited number of smaller scale allocations for B2/B8 uses.
- 5.3 To address the additional needs identified in 2025, at the Draft Plan stage all relevant sites submitted to the Local Plan process were considered, drawing on updated site information, and two additional sites were proposed for allocation. This 2026 Appendix updates that earlier assessment to account for updated sites information received through the Draft Plan consultation, though no further changes have been proposed as a result.

Overview of approach

- 5.4 To meet the need for the additional 289,000 square metres of industrial and warehousing and distribution floorspace, an exercise was undertaken to review all relevant site proposals submitted to the local plan process. An initial sift of the sites submitted took place based on the findings of the Greater Cambridge Industrial and Warehousing Sector Study (Iceni Projects, 2025) on the preferred locations for industrial and local distribution and warehousing companies. These were:

- Manufacturing / advanced manufacturing: Readily commutable to Cambridge, Bar Hill / Buckingway Business Park offer the current prime locations. Some expansion of existing locations could be considered alongside the need for new investment location(s).
- General industrial: 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.
- 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.

5.5 Combining these requirements to enable the creation of a mixed B2/B8 development led us to search for locations on the strategic road network and close to Cambridge. Two other factors were also considered in the initial sift:

- Given the primary requirement for access to the strategic road network, and the availability of sites beyond the Green Belt, we concluded that there are no exceptional circumstances required to release land from the Green Belt to meet the area's need for industrial and warehousing uses. As such, sites submitted for such uses within the Green Belt were not preferred.
- Cambourne North is the largest new settlement proposed in the Proposed Submission Plan. Given its importance, it was concluded that sites which were within the settlement's proposed boundary or its Strategic Enhancement Area would be removed from consideration. We also considered that the allocation of sites on the A428 could potentially impact on the success of employment space provided as part of the Cambourne North allocation. Therefore, these are also not preferred.

5.6 A second sift then took place on the sites identified in the first sift. This sought to identify those sites that could provide a substantive proportion of the 289,000 square metres of need identified in the Sector Study. Smaller sites that were submitted with floorspace estimates that would not be able cater for significant logistics and industrial activity were excluded from consideration.

5.7 Given the inherent scale of proposals that could meet these needs, the HELAA process identified that such proposals would result in significant landscape and other impacts. However, given the market's locational preferences noted above and the fact that no remaining options are without significant impacts, it was determined that individual sites for such industrial and warehousing uses meeting the evidence based location and scale criteria should be subject to site specific consideration for allocation, and for sustainability appraisal.

5.8 Completing this second sift identified the following sites:

- Brickyard Farm, Boxworth (HELAA ref: 47353) is an 85 hectare site to the south of the A14 and north of Boxworth Road mainly agricultural land and recently partially used as a site compound for the A14 improvements. The site submission suggests that up to approximately 150,000 square metres of B8 uses could be accommodated on the site.
- Land at Junction 25 of A14, Bar Hill (HELAA Ref: 40248) is a 100 hectare site to the north of the A1307 and A14 currently predominantly in agricultural use. The site submission suggests that 232,000 square metres of B2, B8 uses and mid-tech floorspace could be accommodated on the site.
- Land North of A14, J25, Bar Hill (HELAA Ref: 40121) is a 121 hectare site to the north of junction 25 of the A14 and A1050 to Longstanton. It is currently in agricultural use. The site submission suggests that 250,000 square metres of B2, B8 and Class E uses could be accommodated on site.
- Land to the south of the A14 Services, Boxworth (HELAA Ref: 45107) is a 25 hectare site to the south of the A14 and adjacent to the A14 Services at junction 24A. An allocation for a majority of the site was included in the First Proposals. A subsequent submission added an additional 6 hectares to the north east of the original which includes 2.25 hectares of lorry parking. A significant portion of the site was used as a site compound for the A14 improvement works. The remainder is currently in agricultural use. We have estimated a site capacity of 90,000 square metres.

5.9 The next stage of the site selection process was a review of the HELAA assessment of each of the sites. This is set out in Appendix 6: Review of sites for

industrial and warehousing space.

Conclusion

5.10 Having explored the planning merits of the reasonable alternative sites, the Councils' preferred locations for the provision of B2/B8 space are **Land at Junction 25 of A14, Bar Hill** and **Land to the south of the A14 Services, Boxworth**.

5.11 Whilst the access to **Land North of A14, J25, Bar Hill** is relatively close to that of Land north of A1307, Bar Hill (Slate Hall Farm), it is not preferred as it has been assessed as a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3 and significant negative impacts on the landscape. In conclusion, while at a strategic level this location is well located for access to centres of population, the site itself is unsuitable for development.

5.12 The site **Land at Junction 25 of A14, Bar Hill** is located closest to Cambridge and close to Northstowe, next to existing active travel infrastructure, such as the A1307 cycleway, which would provide reasonable opportunities for residents from these two areas, and from Bar Hill which is also nearby, to commute to and from the site sustainably. Businesses in the manufacturing / advanced manufacturing and general industrial sub sectors are seeking locations which are readily commutable from Cambridge and on the edge of the City with good network access for both workers and customers. As such, given its location, **Land at Junction 25 of A14, Bar Hill** meets this need to a greater degree than the other suitable sites. This location closer to Cambridge and its surrounding villages will also optimise the ability of logistics companies to use sustainable modes of transport such as electric vehicles and bicycles for final mile deliveries.

5.13 **Land at Junction 25 of A14, Bar Hill** surrounds a much smaller 3.14 hectare site - Slate Hall Industrial Estate, Lolworth (200800) which was submitted in the recent call for sites for smaller scale industrial uses. Given the proximity of the two sites, the Councils proposed to combine these to create a large 113 hectare allocation to be called Land north of A1307, Bar Hill (Slate Hall Farm). The dry island issue identified in the HELAA for the smaller site would be addressed by this merging with more scope to mitigate the AMBER issues raised on site.

5.14 **Land to the south of the A14 Services, Boxworth** and **Brickyard Farm** are not as well located as Land at Junction 25 of A14, Bar Hill with distances from

Cambridge and Northstowe potentially prohibitive to substantial active travel to and from these major centres of population. The two sites are similarly located, accessing the road network at a similar points. Based on the above assessment the Councils prefer the Land to the South of the A14 Services site for the following reasons:

- A significant portion of **Land to the south of the A14 Services, Boxworth** was used as a site compound for the A14 improvement works. Whilst part of the **Brickyard Farm** site has also been used for as similar purpose, the development of unused greenfield land would form a much larger area of this site. Taking forward Land at Junction 25 of the A14, given that the scale of development proposed at Brickyard Farm would not be required to meet our needs, the smaller A14 Services site is considered less impactful.
- **Land to the south of the A14 Services, Boxworth** lies adjacent to the Extra A14 Services which would provide services for workers on the site. The site would provide around 150 lorry parking spaces adjacent to an existing lorry park and the services provided by Extra Cambridge. Brickyard Farm may be able to provide a lorry park of around 60 spaces. Land to the south of the A14 Services, Boxworth would therefore meet more of the identified need for lorry parking in a location that is better related to the existing lorry park and adjacent services.
- Development at **Land to the south of the A14 Services, Boxworth** would likely have a lesser archaeological impact on the same linear pattern of landscape division and enclosure located in this area, noting this feature traverses the proposal area at **Brickyard Farm**, but is located to the east of **Land to the south of the A14 Services, Boxworth**. Further information would be necessary to determine the suitability of either site for development, but based on the most recent

information, the RAG rating for **Brickyard Farm** has been amended to RED, with the rating for **Land to the south of the A14 Services, Boxworth** being AMBER.

5.15 Both **Land at Junction 25 of A14, Bar Hill** and **Land to the south of the A14 Services, Boxworth** will need to address through mitigation: air quality: biodiversity and geodiversity: contaminated land: historic environment; landscape; flood risk; noise, vibration, odour and light pollution; site access and strategic road network capacity. Archaeology will also need to be mitigated on both sites but particularly on **Land to the south of the A14 Services, Boxworth**.

7B: Detailed review of sites for industrial and warehousing space

Introduction

1.1 This appendix reviews the following alternative sites for meeting the identified industrial and warehousing space needs for Greater Cambridge within the plan period 2024-45:

- Brickyard Farm, Boxworth (HELAA ref: 47353) is an 85 hectare site to the south of the A14 and north of Boxworth Road mainly agricultural land and recently partially used as a site compound for the A14 improvements. The site submission suggests that up to approximately 150,000 square metres of B8 uses could be accommodated on the site, and suggests the potential to include a 60 space lorry park.
- Land at Junction 25 of A14, Bar Hill (HELAA Ref: 40248) is a 100 hectare site to the north of the A1307 and A14 currently predominantly in agricultural use. The site submission suggests that 232,000 square metres of B2, B8 uses and mid-tech floorspace could be accommodated on the site.
- Land North of A14, J25, Bar Hill (HELAA Ref: 40121) is a 121 hectare site to the north of junction 25 of the A14 and A1050 to Longstanton. It is currently in agricultural use. The site submission suggests that 250,000 square metres of B2, B8 and Class E uses could be accommodated on site.
- Land to the south of the A14 Services, Boxworth (HELAA Ref: 45107) is a 25 hectare site to the south of the A14 and adjacent to the A14 Services at junction 24A. An allocation for a majority of the site was included in the First Proposals. A subsequent submission added an additional 6 hectares to the north east of the original which includes 2.25 hectares of lorry parking (around 150 spaces). A significant portion of the site was used as a site compound for the A14 improvement works. The remainder is currently in agricultural use. We have estimated a site capacity of 90,000 square metres.

1.2 The sites were compared drawing on HELAA assessments and information in the site submissions under the following headings:

- Meeting development needs
- Environmental issues
- Transport

Site assessments

Meeting development needs

2.1 As above, our evidence shows that we have a need for 289,000m² for industrial and warehousing space, but also recommends that we identify two locations to ensure occupier choice and competitiveness.

Industrial and warehousing needs

- The **Brickyard Farm, Boxworth** submission proposes 150,000 square metres of B8 floorspace. Shifting the use to B2 and B8 uses, the site would meet over 51% of the need identified for Greater Cambridge.
- The **Land at Junction 25 of A14, Bar Hill** proposed 232,000 square metres of B2, B8 and mid tech floorspace. This would meet over 80% of the need identified for Greater Cambridge.
- The **Land North of A14, J25, Bar Hill** site submission suggests that it could accommodate 250,000 of B2, B8 and class E floorspace. This would meet over 86% of the need identified for Greater Cambridge.
- An assessment of **Land to the south of the A14 Services, Boxworth** suggests that the site could accommodate around 90,000 square metres of B2 and B8 floorspace. This would meet just over 31% of the need identified for Greater

Cambridge.

HGV parking needs

2.2 The A14 is a primary HGV route from the west and Felixstowe.

The 2017 [National Survey of Lorry Parking](#) categorised the Extra Services lorry park at A14 Junction 24a as at a Critical Utilisation of 132%. The [2022 survey](#) found that the East of England is at a critical utilisation level across all on-site parking facilities, ranging from 92 to 100 per cent utilised.

- **Land at Junction 25 of A14, Bar Hill** provides 2.25 hectares of additional lorry parking space (providing around 150 spaces) adjacent to an existing lorry park and the services provided by the Extra Services.
- **Brickyard Farm** updated submission to the Draft Plan consultation suggests it may provide a 60 space lorry park (albeit the information provided is not consistent and clear on this proposal).
- Additional provision of lorry parking outside that which meets the needs generated by the site itself is not currently identified at **Land North of A14, J25, Bar Hill** and **Land at Junction 25 of A14, Bar Hill**.

Economic/strategic location issues

2.3 The Proposed Submission Local Plan is seeking to minimise carbon emissions and reliance on the private car. Our site selection is seeking to maximise a) the number of employees who commute each day from the larger centres of population at Cambridge, Northstowe, and Bar Hill and surrounding villages by bus, cycle or walking and b) the frequency of deliveries to these places by electric vehicles or cycle. Therefore, proximity and connectivity by sustainable means for employees and businesses

to centres of population forms a key element of the selection process.

Public transport connectivity to centres of population

2.4 All the reasonable alternative options are located within walking distance to a stop on a public transport route albeit the number of buses from these stops varies and further infrastructure would be required to provide a connection to stops in a number of cases.

- **Brickyard Farm** is located within 1 km of the nearest bus stop, which is served by a twice daily service to Cambridge. An additional bus stop is around 2 km away, offering services throughout the day to St. Ives. Improved infrastructure would be needed to connect Brickyard Farm directly to the A14 crossing for walking access to these bus stops.
- **Land at Junction 25 of A14, Bar Hill** is around 1 km from a Bar Hill bus stop served throughout the day by services to Cambridge and St. Ives. Bus stops in Bar Hill can be accessed via a pedestrian/cycle bridge across the A14.
- **Land North of A14, J25, Bar Hill** is around 1 km from a Bar Hill bus stop served throughout the day by services to Cambridge and St. Ives. There is a pedestrian and cyclist connection across the A14 albeit no direct crossing of the B1050.
- **Land to the south of the A14 Services, Boxworth** is located within 1 km of the nearest bus stop, which is served by a twice daily service to Cambridge. An additional bus stop is around 2 km away, offering services throughout the day. Improved infrastructure would be needed to connect Brickyard Farm directly to the A14 crossing for walking access to these bus stops.

Proximity and active travel access (for walkers and cyclists) from and to Cambridge, Northstowe and other population centres.

2.5 Brickyard Farm is approximately 14 km from central Cambridge by bicycle and approximately 16km by car. Subject to additional infrastructure to connect to it, the A14 pedestrian and cycle crossing provides a connection across the A14 to the A1307 off-road cycle/pedestrian route which in turn connects to Huntingdon Road and then on to central Cambridge. The site is around 9 km by car and bicycle to Northstowe Secondary School (as a proxy for the future town centre), and around 3-4 km from the centre of Swavesey.

2.6 Land at Junction 25 of A14, Bar Hill is around 9 km from central Cambridge by bicycle and approximately 11-12km by car. The primary entrance to the site is on the A1307 cycle route which connects to Huntingdon Road and then on to central Cambridge. A bridleway runs through the site and provides a direction connection to the Northstowe with the site vehicle entrance around 5 km by bicycle and car from Northstowe Secondary School and around 1-2km from the centre of Bar Hill.

2.7 Land North of A14, J25, Bar Hill is around 10 km from central Cambridge by bicycle and approximately 12-13 km by car. Cyclists and pedestrians would be able to reach Cambridge via the off-road cycle route which connects to the segregated cycle route along Huntingdon Road. The site is around 4 km by bicycle and car from Northstowe Secondary School and around 1-2 km from the centre of Bar Hill.

2.8 Land to the south of the A14 Services, Boxworth is approximately 14 km from central Cambridge by bicycle and approximately 16km by car. Subject to additional infrastructure to connect to it, the A14 pedestrian and cycle crossing provides a connection across the A14 to the A1307 off-road cycle/pedestrian route which in turn connects to Huntingdon Road and then on to central Cambridge. The site is around 9 km by car and bicycle to

Northstowe Secondary School (as a proxy for the future town centre) and around 3-4 km from Swavesey.

Environmental

issues

Archaeology

2.9 At **Brickyard Farm** there is known archaeology of significance which could not be mitigated through design or conditions (HELAA assessment score: RED). At this site a linear pattern of landscape division and enclosure traverse the proposal area. This is likely to date from the middle Iron Age. There is also some evidence for Saxon activity in the area. Further information would be necessary to determine the suitability of this site for development but based on the updated Historic Environment Records (HER) data, the assessment score is RED.

2.10 **Land North of A14, J25, Bar Hill, Land to the south of the A14 Services, Boxworth and Land at Junction 25 of A14, Bar Hill** have been assessed as having a detrimental impact which could be satisfactorily mitigated. Differences between the sites include:

- At **Land North of A14, J25, Bar Hill** Archaeological investigations undertaken in connection with the A14 upgrade revealed settlement of Iron Age date. Cropmarks are also recorded in the area. Based on the latest updated information about this site the assessment score has been amended to AMBER. Further information would be needed to determine the suitability of the site for development.
- At **Land to the south of the A14 Services, Boxworth**, linear arrangement of landscape division and enclosure is recorded to the east of the proposal area. This is likely to date from the

middle Iron Age. There is also some evidence for Saxon activity in the vicinity. Further information would be necessary to determine the suitability of this site for development but based on the updated information provided within the vision document, the assessment score has been amended to AMBER.

- At **Land at Junction 25 of A14, Bar Hill** Emerging information indicates the presence of a significant and substantial settlement of Iron Age to Roman date in the area with significant areas of peripheral enclosure and occupation. Significant archaeological mitigation will be required in advance of development including areas of open area excavation, areas of preservation in situ and programs of outreach and publication as per NPPF paragraph 218. The assessment score is AMBER.

Landscape and townscape

2.11 **Land North of A14, J25, Bar Hill** has been assessed as having significant negative impacts on the landscape (RED). It is in a very open, exposed area of agricultural landscape next to the A14 and so the proposed development for large-scale logistics buildings will have significant negative impacts on the landscape. Much more significant mitigation would be required to integrate such a large-scale development on this site.

2.12 **Brickyard Farm, Land at Junction 25 of A14, Bar Hill and Land to the south of the A14 Services, Boxworth** have been assessed as having a detrimental impact which could be satisfactorily mitigated (AMBER). All sites would require a full Landscape and Visual Impact Assessment to guide proposals, including height, massing, screening and integration with the receiving landscape.

2.13 Differences between the sites include:

- The submitted documents for **Brickyard Farm** indicate

that the scale of development could be integrated into the site if reasonably mitigated.

- **Land at Junction 25 of A14, Bar Hill** is in an area of exposed, open farmland. The scale of the proposed development will make it highly visible and bring significant change to the landscape. However, the existing framework of small woodlands, tracks, field boundary trees and hedgerows will be retained and incorporated into the proposed layout and provide some mitigation for the development. Retention of a large swathe of green space on the east of the site will also mitigate the impacts on landscape.
- Some harm to landscape and views is likely to arise from **Land to the south of the A14 Services, Boxworth** development but local receptors are of low sensitivity, particularly around the A14. Development should be landscape-led, with strong screening, biodiversity gains, and context-appropriate height and massing.

Historic Environment

2.1 Development of **Brickyard Farm** and **Land North of A14, J25, Bar Hill, Land at Junction 25 of A14, Bar Hill** or **Land to the south of the A14 Services, Boxworth** would all have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets (GREEN).

2.2 Differences between the sites include:

- **Land at Junction 25 of A14, Bar Hill** surrounds Slate Hall Farm, previously thought to be a potential non-designated heritage asset. Additional information has been assessed and it is agreed that the Slate Hall Farm buildings are not considered to be non-designated heritage assets. Therefore, the RAG score has been updated to GREEN.

- **Land to the south of the A14 Services, Boxworth** sits to the north of Boxworth village and its various heritage assets. The landscape is very open with long views from the main road. Additional information has been reviewed showing the site would have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets. Therefore, the RAG score has been updated to GREEN.

Flood Risk

2.3 **Land North of A14, J25, Bar Hill** is a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3 (RED).

2.4 **Brickyard Farm, Land at Junction 25 of A14, Bar Hill** and **Land to the south of the A14 Services, Boxworth** contain areas at high, or medium risk from surface water flooding and/or the site contains some land in Flood Zones 2 and/or 3 but there is sufficient land outside these areas to accommodate substantial employment floorspace (AMBER).

2.5 Differences between the sites include:

- **Brickyard Farm** is wholly in Flood Zone 1. For surface water flooding, 8% of the site lies in a 1 in 30 year event, 6% lies in a 1 in 100 year event and 10% lies in a 1 in 1,000 year event.
- Whilst a proportion of **Land at Junction 25 of A14, Bar Hill** is within flood risk zone 1, the site contains an area at high risk of fluvial and surface water flooding around Oakington Brook. Additionally, the hydraulic modelling information referenced was not supplied to the Local Planning Authority, so it is not possible to verify its suitability.
- **Land to the south of the A14 Services, Boxworth** lies wholly in Flood Zone 1. For surface water flooding of the northern area of the site,

14% lies in a 1 in 30 year event, 7% lies in a 1 in 100 year event and 14% lies in a 1 in 1,000 year event. In the southern area, 4% lies in a 1 in 30 year event, 7% lies in a 1 in 100 year event and 14% lies in a 1 in 1,000 year event.

Biodiversity

2.6 Development of all four sites may have a detrimental impact on a designated site or those with a regional or local protection, but the impact could be reasonably mitigated or compensated (AMBER).

2.7 Differences between the sites include:

- **Brickyard Farm** is likely to be of low ecological value (compound / arable), although it may support farmland bird populations. Drains may have ecological value and support protected or notable species. Adjacent woodland may qualify as Habitat of Principal Importance.
- **Land at Junction 25 of A14, Bar Hill** may contain priority habitat which will require assessment and possible compensation if removed. Hedgerows, woodland, mature trees and watercourses may qualify as priority habitat / Habitats of Principal Importance and support protected / notable species. Otherwise, likely to be of low ecological value (arable). Buildings and mature trees may support roosting bats (if suitable). Records of bats (including barbastelle), water vole and otter within site. Farmland bird populations may be present. A development of the size and scale described would not provide any specific ecological risks to statutory or non-statutory designated sites. However, this does not remove the likelihood of protected and priority species being impacted.
- At **Land North of A14, J25, Bar Hill** there are no apparent priority habitats within the site; however, there are

grasslands, hedges and wooded boundaries on site that are likely to have ecological value. Development would also need to be managed to ensure it does not present any ecological risks to statutory or non-statutory designated sites.

- **Land to the south of the A14 Services, Boxworth** is likely to be of low ecological value, although adjacent woodland may qualify as Habitat of Principal Importance / be of high ecological value and support protected or notable species. Great crested newt has been recorded within 1 km, although there may be dispersal barriers. A development of the size and scale described would likely meet the criteria set out by Natural England that would raise concerns regarding impacts on statutory protected sites. A development of the type described would likely be eligible for mandatory biodiversity net gain.

Green Infrastructure (GI)

2.8 None of the sites sit within one of the area-specific strategic green infrastructure initiatives identified via the Local Plan process. As strategic scale sites these proposals all have opportunity to provide GI within the site.

Contamination

2.9 **Brickyard Farm** and **Land at Junction 25 of A14, Bar Hill** are likely to be capable of being developed after appropriate mitigation or remediation of contamination / ground stability issues (AMBER).

2.10 Differences between the sites include:

- **Brickyard Farm** has landfill to its southern aspect with

the potential for historic contamination and planning conditions will be required.

- **Land at Junction 25 of A14, Bar Hill** has potential for historic contamination and planning conditions will be required.

2.11 **Land North of A14, J25, Bar Hill and Land to the south of the A14 Services, Boxworth** are capable of being developed as there are unlikely to be any contamination / ground stability issues (GREEN).

Noise, Vibration, Odour and Light Pollution

2.12 All four sites are capable of being developed to provide healthy internal and external environments in regard to noise / vibration / odour / Light Pollution after careful site layout, design and mitigation (AMBER). They will all be affected by road traffic noise from nearby main roads but are acceptable in principle subject to appropriate detailed design considerations and mitigation.

Transport: site access and strategic road network capacity

2.13 Development on each of the sites would have an impact on the surrounding road network and would be expected to provide mitigation to address this. Initial assessments regarding safe access and road network capacity varies as below. A Transport Assessment and a Travel Plan will be required for all the sites. A vehicle trip budget for the development of this site is also expected to be required.

- At **Brickyard Farm** there are potential access constraints, but these could be overcome through development. Links will be required into local Non-Motorised User facilities such as the

existing A1307 cycleway. The site will potentially impact on the A14, associated junctions and local links, requiring mitigation. Therefore, the assessment score remains AMBER.

- At **Land at Junction 25 of A14, Bar Hill** a significant level of infrastructure will be required outside the site boundary to encourage more sustainable transport links. Development of the site will likely cause severe junction capacity issues at the Bar Hill Interchange due to the reduction in lanes originally proposed on the northbound off-slip as part of the A14 highways works. There are constraints which mean that additional required capacity cannot be easily implemented hence the reliance on the reduction of car trips through modal shifts to public and active travel. The assessment score remains AMBER.
- Access to **Land North of A14, J25, Bar Hill** is acceptable, subject to greater detail and consultation. A significant level of infrastructure will be required outside the site boundary to encourage more sustainable transport links. It is unclear whether these sustainable transport links can be achieved within the local available constraints. The development would need to provide mitigation to reduce the vehicle impact and encourage active travel and public transport use. The assessment score remains AMBER.
- At **Land to the south of the A14 Services, Boxworth** there are some concerns relating to how the increase in HGV traffic would impact the Swavesey Interchange, which is now known to suffer from capacity issues on the A1307 approach. The development would need to provide mitigation to reduce the vehicle impact and encourage active travel and public transport use. The assessment score remains AMBER.

Conclusion

3.1 Having explored the planning merits of the reasonable

alternative sites, including assessing updated information provided in response to the Draft Plan consultation, the Councils' preferred locations for the provision of B2/B8 space remain **Land at Junction 25 of A14, Bar Hill** and **Land to the south of the A14 Services, Boxworth**.

3.2 Whilst the access to **Land North of A14, J25, Bar Hill** is relatively close to that of Land north of A1307, Bar Hill (Slate Hall Farm), it is not preferred as it has been assessed as a 'dry island' whereby all potential accesses to the adopted public highway require crossing land that is within Flood Zones 2 or 3 and significant negative impacts on the landscape. In conclusion, while at a strategic level this location is well located for access to centres of population, the site itself is unsuitable for development.

3.3 The site **Land at Junction 25 of A14, Bar Hill** is located closest to Cambridge and close to Northstowe, next to existing active travel infrastructure, such as the A1307 cycleway, which would provide reasonable opportunities for residents from these two areas, and from Bar Hill which is also nearby, to commute to and from the site sustainably. Businesses in the manufacturing / advanced manufacturing and general industrial sub sectors are seeking locations which are readily commutable from Cambridge and on the edge of the City with good network access for both workers and customers. As such, given its location, **Land at Junction 25 of A14, Bar Hill** meets this need to a greater degree than the other suitable sites. This location closer to Cambridge and its surrounding villages will also optimise the ability of logistics companies to use sustainable modes of transport such as electric vehicles and bicycles for final mile deliveries.

3.4 **Land at Junction 25 of A14, Bar Hill** surrounds a much smaller 3.14 hectare site - Slate Hall Industrial Estate, Lolworth (200800)

which was submitted in the 2025 call for sites for smaller scale industrial uses. Given the proximity of the two sites, the Councils propose to combine these to create a large 113 hectare allocation to be called Land north of A1307, Bar Hill (Slate Hall Farm). The dry island issue identified in the HELAA for the smaller site would be addressed by this merging with more scope to mitigate the AMBER issues raised on site.

3.5 Land to the south of the A14 Services, Boxworth and Brickyard Farm are not as well located as Land at Junction 25 of A14, Bar Hill with distances from Cambridge and Northstowe potentially prohibitive to substantial active travel to and from these major centres of population. The two sites are similarly located, accessing the road network at a similar points. Based on the above assessment the Councils prefer the Land to the South of the A14 Services site for the following reasons:

- A significant portion of **Land to the south of the A14 Services, Boxworth** was used as a site compound for the A14 improvement works. Whilst part of the **Brickyard Farm** site has also been used for as similar purpose, the development of unused greenfield land would form a much larger area of this site. Taking forward Land at Junction 25 of the A14, given that the scale of development proposed at Brickyard Farm would not be required to meet our needs, the smaller A14 Services site is considered less impactful.
- **Land to the south of the A14 Services, Boxworth** lies adjacent to the Extra A14 Services which would provide services for workers on the site. The site would provide around 150 lorry parking spaces adjacent to an existing lorry park and the services provided by Extra Cambridge. Brickyard Farm may be able to provide a lorry park of around 60 spaces. Land to the south of the A14 Services, Boxworth would therefore meet more of the identified need for lorry

parking in a location that is better related to the existing lorry park and adjacent services.

- Development at **Land to the south of the A14 Services, Boxworth** would likely have a lesser archaeological impact on the same linear pattern of landscape division and enclosure located in this area, noting this feature traverses the proposal area at **Brickyard Farm**, but is located to the east of **Land to the south of the A14 Services, Boxworth**. Further information would be necessary to determine the suitability of either site for development, but based on the most recent information, the RAG rating for **Brickyard Farm** has been amended to RED, with the rating for **Land to the south of the A14 Services, Boxworth** being AMBER.

3.6 Both Land at Junction 25 of A14, Bar Hill and Land to the south of the A14 Services, Boxworth will need to address through mitigation: air quality; biodiversity and geodiversity; contaminated land; historic environment; landscape; flood risk; noise, vibration, odour and light pollution; site access and strategic road network capacity. Archaeology will also need to be mitigated on both sites but particularly on **Land to the south of the A14 Services, Boxworth**.