

Possible Locations For Relocating The 'Cambridge 25' Warehouse Development And Other Similar Warehouse Proposals Along A14 Corridor

PROPOSAL A

- that would provide direct HGV access to the road and rail infrastructure, instead of road only as is at present, in the vicinity of Cambridge, taking into account the proposed East-West Rail project as a part of the planned Cambridge-Oxford corridor, to help meeting government targets for zero carbon by 2050.

Background

The core planning argument is:

large logistics sites on the A14 corridor should not be approved as road-only alternatives where realistic rail-served alternatives exist.

Cambridge 25 is draft-allocated for about **240,000 m²** of employment floorspace, while the Tritax/Queens' Cambridge proposal near Bar Hill/J25 is road-led, despite presenting itself as "low-carbon" and A14/M11/A1 connected.

Best candidate relocation areas

1. Ely / Soham rail-freight zone

The strongest option. Ely already appears on Network Rail's intermodal freight map as an operational rail freight interchange, and Ely is the key junction linking Felixstowe, Cambridge, Peterborough, the Midlands and the North.

A logistics allocation here could connect to **rail freight + A10/A142 + A14 via Milton/Soham/Newmarket routes**, reducing HGV dependency around Cambridge.

Planning case: expand or create a modern rail-linked logistics park around Ely/Soham, tied to Ely Area Capacity Enhancement.

2. Soham / Fordham / Newmarket corridor

This area sits near the **Ipswich–Ely–Peterborough rail freight axis** and has road links to the **A14 and A11**. It is east of Cambridge, closer to Felixstowe flows, and avoids forcing all freight movements through the Cambridge western fringe.

Planning case: suitable for a new road-rail freight interchange serving Cambridge, Newmarket, Bury St Edmunds and the A14 corridor.

3. Waterbeach / Cambridge North fringe

This has rail access on the Cambridge–Ely line and road access via the A10, with onward A14 access. It is less ideal for heavy logistics because of housing growth, local

congestion, and environmental sensitivity, but it could support **smaller urban consolidation / last-mile freight** rather than mega-warehousing.

Planning case: not a replacement for all Cambridge 25 floorspace, but useful for rail-fed consolidation and electric last-mile delivery into Cambridge.

4. St Neots / Tempsford / A428–EWR interchange area

This is strategically important because East West Rail is planned as part of the Oxford–Cambridge corridor, and the Cambridge–Bedford section is moving toward DCO consultation.

A future rail-road logistics node near Tempsford/St Neots could link **EWR, the East Coast Main Line, A428 and A1**, though it is less directly A14-based.

Planning case: a longer-term Oxford–Cambridge corridor freight node, providing EWR is designed for freight from the start.

Key policy argument

East West Rail itself says future freight could remove nearly **70,000 HGV journeys** from the road, but only with wider rail-network investment. Network Rail also says Ely is already at capacity and that enhancement is needed to support more freight between Felixstowe, the Midlands and the North.

So, the best recommendation is:

Do not relocate Cambridge 25 to another road-only A14 site. Relocate or redistribute it to a planned network of rail-served freight nodes, led by Ely/Soham, with secondary provision at future St Neots/Tempsford/EWR.

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PROPOSAL B

- *this proposal is offering "Reasonable Alternatives" to an Independent Planning Inspector by listing several viable alternative locations, that align with both the National Planning Policy Framework (NPPF) and the UK's legally binding Net Zero 2050 targets.*

The proposal lists three highly strategic locations, featuring direct HGV access and rail-freight capability, directly addressing the "blind spots" of the current Plan.

The Three Multi-Modal Alternatives

1. The Cambourne / Bourn Airfield Intersection (A428 & EWR Central Section)

This is the most logical alternative for capturing freight moving along the Oxford-Cambridge Arc before it ever reaches the congested Cambridge northern bypass.

- **The Infrastructure Nexus:** This site sits directly on the dualled **A428** and is the exact location of a major proposed station on the **East-West Rail Central Section** (Bedford to Cambridge).
- **The Logistical Advantage:** Siting a Strategic Rail Freight Interchange (SRFI) here allows goods from the West (Oxford/Milton Keynes/Midlands) to switch from rail to electric HGVs or local delivery vehicles *before* hitting the A14 bottle-necks at Girton Interchange. It eliminates "backtracking" completely.
- **The Policy Reference:** The Draft Greater Cambridge Local Plan already designates Cambourne as a "Strategic Growth Cluster." Inclusion of multi-modal freight alongside thousands of new homes here would enhance the claim for it to be a vital part of integrated planning.

2. The Tempsford / St Neots Interchange (A1 / A428 & EWR / East Coast Main Line)

Slightly further west, but still within the immediate Cambridge-Oxford economic trajectory, this is the premier macro-freight solution for the region.

- **The Infrastructure Nexus:** This location marks the intersection of the **A1**, the **A428**, the **East-West Rail line**, and the **East Coast Main Line (ECML)**.
- **The Logistical Advantage:** This is a true four-way multi-modal hub. It can receive deep-sea container freight directly from the ports of Felixstowe and Ipswich via the existing eastern lines, and cross-country freight from the West via EWR.
- **Key Policy Argument:** EWR Co's official *Route Update Report* confirms a major new station at **Tempsford**. Allocating heavy logistics here satisfies NPPF

Paragraph 108 by fully exploiting a major national rail junction, keeping thousands of daily HGV movements away from the Cambridge village networks.

3. The Ely / Soham Freight Corridor (A142 / A14 & Greater Anglia Line)

If logistics hubs must serve the eastern flow toward the ports, they should be pushed north-east to the existing rail-freight powerhouse of Cambridgeshire, rather than greenfield sites on the edge of Cambridge villages.

- **The Infrastructure Nexus:** Connected via the **A142** to the **A14**, this site taps into the electrified rail line running from Felixstowe through to the Midlands.
- **The Logistical Advantage:** The government has already committed significant funding to the **Ely Area Capacity Enhancement (EACE)** scheme specifically to unlock rail-freight bottlenecks. Siting warehousing here utilizes a network that is already built for heavy freight, allowing container trains to drop cargo directly into distribution centres without utilizing road transport for the long-haul leg.

Proposal How To Frame These Locations In The Objection, Presented At The Formal Representation For The Regulation 19 Consultation

Submissions on Reasonable Alternatives (Spatial Strategy)

"The Draft Local Plan is **Unsound** because it has failed to evaluate **Reasonable Alternatives** for strategic logistics allocations, as required by the Sustainability Appraisal process.

Rather than locking in 100% road-dependent transport at the edge-of-town locations along the A14 (e.g., Cambridge 25, Tritax), the Council should re-allocate this employment land to multi-modal corridors where the **East-West Rail** alignment intersects major strategic roads.

Specifically, the **Cambourne (A428/EWR)** and **Tempsford (A1/A428/EWR)** nodes present superior, sustainable alternatives. These locations fulfil the mandate of **NPPF Paragraph 108** to facilitate rail freight, and dramatically lower the lifecycle transport carbon in accordance with the Council's own **2020 Bioregional Net Zero Evidence Base.**"

Note for the Examination in Public (EiP)

During the public hearings, the Council's planning officers should be asked:

"Did you consider the emerging East-West Rail freight intersections as alternative locations for these large-scale warehouses? If not, why not?"

If the Council cannot produce a study proving they looked at these rail-linked options, the Plan should be declared **"Deficient"** and suspended until those assessments are made.

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PROPOSAL C

Relocating warehouse developments like "Cambridge 25" and Tritax to sites with direct road-and-rail access would substantially reduce HGV movements and align with net-zero targets. Based on the proposed East West Rail alignment and existing freight infrastructure, here are the strongest candidate locations:

Candidate Sites for Rail-Linked Logistics Along the A14 Near Cambridge

1. Tempsford (New EWR Station Area)

Why it works:

East West Rail will build a new station at Tempsford, roughly midway between Bedford and Cambridge. The route corridor passes through open land near the A1/A428 junction, offering dual-carriageway access plus new rail infrastructure.

- **Rail:** A dedicated freight siding or logistics interchange could be designed into the EWR project from the outset.
- **Road:** Direct A1 access; A428 improvements (Black Cat to Caxton Gibbet) are underway.
- **Land:** Lower land values and fewer constraints than sites closer to Cambridge.

Challenge: It would require negotiation with EWR Co to incorporate freight facilities into the scheme.

2. Bletchley / Fenny Stratford (Milton Keynes)

Why it works:

Bletchley already sits at a rail junction and will be a key node on EWR. There is an established rail freight terminal nearby (Calvert), and the existing West Coast Main Line offers connectivity to national logistics networks.

- **Rail:** Existing freight infrastructure; potential for expansion.
- **Road:** A5 and A421 access; close to M1 Junction 14.
- **Land:** Milton Keynes has allocated logistics and employment land in this corridor.

Challenge: Although further west than A14 corridor, it has strong multimodal credentials.

3. Histon / Waterbeach Corridor (North of Cambridge)

Why it works:

The existing Cambridge–Ely line (which EWR services may use east of Cambridge) passes through Waterbeach, where a major new town and relocated station are planned. A logistics hub here could serve north-Cambridge distribution while reducing city-centre HGV traffic.

- **Rail:** Fen Line already handles freight; Network Rail is upgrading capacity.
- **Road:** A10 access; A14 via Milton interchange.
- **Land:** Waterbeach New Town includes employment zones.

Challenge: Proximity to new housing; freight operations would need to be separated from residential areas.

4. Ely Area (North Cambridge / Fens Gateway)

Why it works:

Ely is a regional rail hub where routes to King's Lynn, Norwich, Peterborough, and Cambridge converge. Network Rail's Ely Area Capacity Enhancement programme is upgrading the junction to handle more freight.

- **Rail:** Existing strategic freight route; planned capacity increases.
- **Road:** A10 and A142; A14 via short connection.
- **Land:** Relatively unconstrained fen-edge sites available.

Challenge: Further from the A14 core corridor; suited to regional rather than hyper-local distribution.

Recommended Next Steps

1. **Engage EWR Co early** — their 2024 consultation closed, but further statutory consultations for Connection Stages 2–3 are expected. Requesting freight facility provision now increases the chance of design integration.
2. **Coordinate with Network Rail's Strategic Freight Network** — particularly for Ely and Waterbeach, where capacity upgrades are already funded.
3. **Liaise with Greater Cambridge Shared Planning and Central Bedfordshire** — both authorities are reviewing A14-corridor employment allocations and could incorporate rail-linked logistics criteria into site assessments.

Traffic Calming LHI Project – Email from Highways

Dear Laura,

Please find below the complete answer from Highways regarding the speed bumps:

Good afternoon Councillor Luis Navarro,

Thank you for writing to us this afternoon. I'm pleased to be able to provide a summary of the progress made to date, as follows:

Summary of progress:

- As expected -> the re-review of the project designs and proposed locations for the cushions (as designed) were acceptable.
- Road Safety Audit 3 (review of delivered works) conclusion = expected to complete during June. Remaining agreed actions to occur in June & July.
- Request for opportunities to improve the project, and overall service with Rosehill Highways (the manufacturer of the speed cushions) has been undertaken. There is a follow up meeting to occur, but those arrangements have not been arranged / confirmed yet; we expect that to occur W/C 29/06/2026.
- Topographical Survey of the speed cushions and immediate highway round them – this item is overdue. Expected to conclude in July 2026. This information will influence carriageway maintenance repairs.
- Traffic behaviours and patterns. :- Traffic surveys, and source of longer term motorist data to sample has been arranged. Expected to conclude in July 2026.

Formal feedback to the Parish Councils:

I expect to be fully ready to present the outcomes to the Parish Councils from early September. (This allows July for me and Officers to close the outstanding items; to resolve the ongoing LHI and 20mph scoring assessments; and then August for CCC service provision flexibilities around summer holidays).

I hope this information is helpful for now. Please do message / call me if you would like to discuss anything further.

Mill Road Flood Attenuation Cllr. Julie Grove

Proposed siting of the flower bed.



(Photo: J. A. Grove)

Although the lamp standard may present a problem

Hi all

I have been trying to alleviate flooding in Mill Road now for 45 years. The central drainage pipe was installed in the late 1970's when Church View was developed; Since we have recorded a dramatic shift in climate change. I believe it is predicted that winters will get 30% wetter and summers 60% hotter in the near future. We have asked for a resolution for so many years it is ridiculous. I spoke to the Highways contractors a few years ago they outlined the problem is the pipe being 5 inch (12.7 cm) gauge which is now totally inadequate following modernisation/extension of existing properties in High Street and Church View itself. Plus, the lack of kerb drainage at the Church end of High Street. I attended this webinar earlier in the year, I have extracted some material as an illustration of how the scheme works. I hope that some of you will find time to view the webinar before the next meeting. The council hope to get enough applicants to submit a collaborative funding bid. The site must be registered through Parish Online.

How it works: basically, you lower the kerb in specific localities to allow out flow from the gutter. (Fig. 1) to enter a specifically designed attenuation flower bed (Fig. 2) which is designed to hold back the flood water where it slowly dissipates off. There is a second lowered kerb further downhill to alleviate excess outflow during extreme flooding in order to preserve the planting. Trials have shown that the flower bed will increase absorption and flood mitigation even though inundated. We would need archaeology as the site is part of the Saxon village ring ditch. Next time it rains I will check flows.

Some of the considerations before starting

- Landowner agreement
- Depth to groundwater
- Overflows and changes in flow routes.
- Soil or ground condition – proximity to structures
- Long-term maintenance
- Community buy in – any loss of amenity such as access. Parking or play areas
- Permits and permissions – especially in designated areas such as highways and wildlife site
- Historic environment – Archaeological interests and conservation areas
- Underground services (The Lamp standard?)

Best regards Julie

Fig. 1.

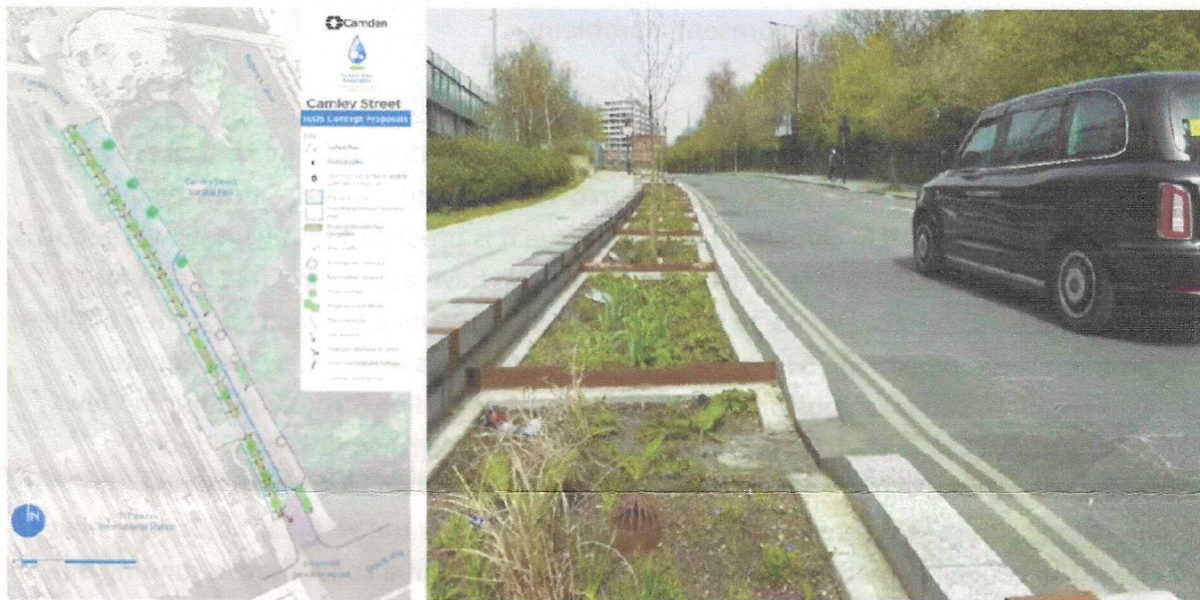
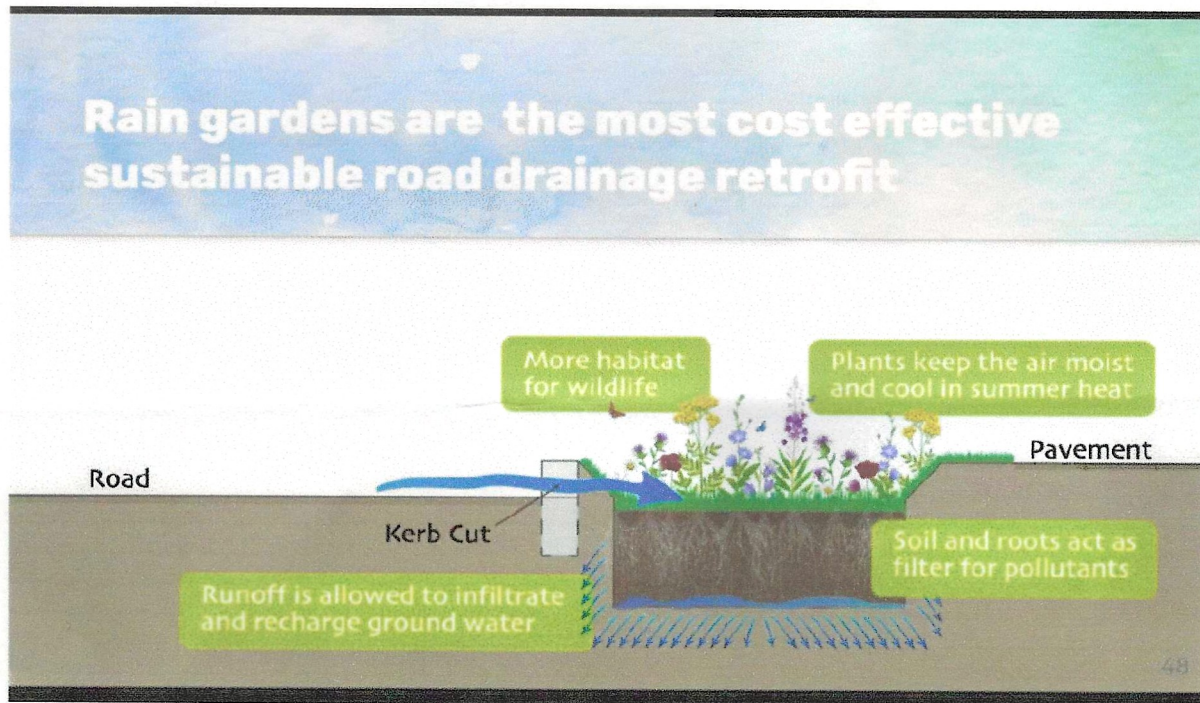


Fig. 2



Reference:

All external material extracted from:

How to specify a rain garden webinar – You Tube. (Cambridge County Council)
Available at

[How to specify a rain garden webinar - YouTube](#) (Accessed 19/06/26)

Oakington & Westwick Parish Council

Prepared by: _____ Date: _____
Name and Role (Clerk/RFO etc)

Approved by: _____ Date: _____
Name and Role (RFO/Chair of Finance etc)

	Bank Reconciliation at 30/06/2026			
	Cash in Hand 01/04/2026			114,835.66
	ADD			
	Receipts 01/04/2026 - 30/06/2026			34,606.00
				149,441.66
	SUBTRACT			
	Payments 01/04/2026 - 30/06/2026			17,522.29
A	Cash in Hand 30/06/2026 (per Cash Book)			131,919.37
	Cash in hand per Bank Statements			
	Petty Cash	30/06/2026	0.00	
	Unity Trust Current Account	30/06/2026	90,417.40	
	Cambridge&Counties 95 Day Notic	30/06/2026	41,531.96	
				131,949.36
	Less unrepresented payments			29.99
				131,919.37
	Plus unrepresented receipts			
B	Adjusted Bank Balance			131,919.37
	A = B Checks out OK			

Oakington & Westwick Parish Council

06 July 2026 (2026-2027)

Detailed Budget Summary

All Cost Centres and Codes (Between 01/04/2026 and 06/07/2026)

Administration		Last Year 2025-2026				Current Year 2026-2027				Next Year				
		Receipts		Payments		Receipts		Payments		Receipts	Payments			
		Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget
3	Expenses									50.00	15.00		15.00	
6	Training			500.00	145.00					300.00				
7	Insurance			3,000.00	2,494.00					2,500.00				
11	Audit			605.00	655.00					700.00	250.00		250.00	
12	Journal			500.00						500.00				
14	Street Lighting			250.00	346.14					400.00	48.33		48.33	
16	Subscriptions			1,000.00	1,239.74					1,200.00	732.50		732.50	
17	Allowances			200.00	200.00					200.00	200.00		200.00	
18	Community Grants			1,000.00	645.68					1,000.00				
24	Caretaker Duties			500.00						500.00	539.00		539.00	
27	Website			700.00	670.06					1,000.00	46.66		46.66	
32	Accounting Software			400.00	483.84					500.00				
40	General Admin			1,550.00	737.15					1,500.00	703.02		703.02	
45	Election									2,000.00				
59	Contracted mainten			4,000.00										
SUB TOTAL				14,205.00	7,616.61					12,350.00	2,534.51		2,534.51	

Capital Items & New Projects

Capital Items & New Projects		Last Year 2025-2026				Current Year 2026-2027				Next Year				
		Receipts		Payments		Receipts		Payments		Receipts	Payments			
		Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget
15	Highways													
46	Bus Shelters													

Detailed Budget Summary

All Cost Centres and Codes (Between 01/04/2026 and 06/07/2026)

SUB TOTAL

Earmarked Reserves		Last Year 2025-2026				Current Year 2026-2027				Next Year				
		Receipts		Payments		Receipts		Payments		Receipts	Payments			
		Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget
34	Section 106/Open Spa													
54	S106-Indoor Commun				525.69									
56	EAG Information Boar				3,115.04									
57	Pavilion & MUGA mair									2,500.00				
60	Stocks Green Renova				4,580.00					5,000.00				
SUB TOTAL					8,220.73					7,500.00				

Grounds & Open Spaces		Last Year 2025-2026				Current Year 2026-2027				Next Year				
		Receipts		Payments		Receipts		Payments		Receipts	Payments			
		Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget
4	Grounds Maintenance			6,200.00	5,205.00					6,000.00	1,110.00		1,110.00	
5	Cemetery			2,000.00	1,051.16					2,000.00	890.00		890.00	
13	Trees			2,000.00						2,000.00				
19	Extra Grounds Mainte			2,000.00	1,166.37					5,000.00	1,280.00		1,280.00	
21	Stocks Green				303.08									
22	Flood Mitigation													
25	Play Area			6,150.00	6,160.25					6,150.00	2,865.00		2,865.00	
26	Orchards			450.00						200.00				
33	Planted containers			740.00						750.00				
42	Sign Boards													
43	Drainage works													
49	Open Spaces Project													

Oakington & Westwick Parish Council

Detailed Budget Summary

All Cost Centres and Codes (Between 01/04/2026 and 06/07/2026)

- 50 Bins
- 51 Property
- 53 Bus Shelters
- 58 Biodiversity projects

80.00

SUB TOTAL	19,540.00	13,965.86	22,100.00	6,145.00	6,145.00
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		Last Year 2025-2026				Current Year 2026-2027				Next Year					
		Receipts		Payments						Receipts	Payments				
Code	Title	Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget	Budget
36	Precept	67,356.00	67,356.00			66,272.00	33,136.00		33,136.00						
37	Interest	1,500.00	1,778.07			1,700.00									
38	Cemetery	1,000.00	2,190.00			1,800.00	750.00		750.00						
39	Miscellaneous	50.00	1,305.00			50.00	200.00		200.00						
41	VAT														
44	Donations														
48	Grants		20,395.00				520.00		520.00						
SUB TOTAL		69,906.00	93,024.07			69,822.00	34,606.00		34,606.00						

		Last Year 2025-2026				Current Year 2026-2027				Next Year					
		Receipts		Payments						Receipts	Payments				
Code	Title	Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget	Budget
9	Pavilion			2,200.00	27,920.36					4,350.00	550.55		550.55		
10	MUGA	520.00		5,560.00	4,361.41					3,200.00	600.00		600.00		
47	Pavilion & MUGA (Sinl			5,000.00						5,000.00					

Oakington & Westwick Parish Council

Detailed Budget Summary

All Cost Centres and Codes (Between 01/04/2026 and 06/07/2026)

SUB TOTAL	520.00	12,760.00	32,281.77		12,550.00	1,150.55	1,150.55
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		Last Year 2025-2026				Current Year 2026-2027				Next Year					
		Receipts		Payments		Receipts		Payments		Receipts	Payments				
Code	Title	Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget	Budget
1	Salary (Inc Tax and NI)			16,540.00	16,272.61					17,330.00	4,078.35		4,078.35		
2	Pension			2,300.00	2,010.03					2,380.00	503.73		503.73		
SUB TOTAL				18,840.00	18,282.64					19,710.00	4,582.08		4,582.08		

		Last Year 2025-2026				Current Year 2026-2027				Next Year					
		Receipts		Payments		Receipts		Payments		Receipts	Payments				
Code	Title	Budget	Actual	Budget	Actual	Budget	Actual	Forecast	Total	Budget	Actual	Forecast	Total	Budget	Budget
8	Youth Work			11,550.00	9,216.00					12,000.00	1,480.00		1,480.00		
SUB TOTAL				11,550.00	9,216.00					12,000.00	1,480.00		1,480.00		

Summary

TOTAL	70,426.00	93,024.07	76,895.00	89,583.61	69,822.00	34,606.00		34,606.00	86,210.00	15,892.14		15,892.14
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