



Cambridge Edge Business Park

Vision Document

January 2026

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1 Introduction

This Vision Document has been prepared on behalf of Orchestra Land.

The vision is intended to support the promotion of the Site through the Greater Cambridge Local Plan, and to provide a suitable evidence base to guide a future planning application.

The Cambridge Edge Business Park represents an opportunity for additional employment and mid tech space in a sustainable and accessible location to the south-west of Cambridge.

Orchestra Land, as the Site promoters, are keen to continue to work with the Council and other parties to bring forward this exciting opportunity.

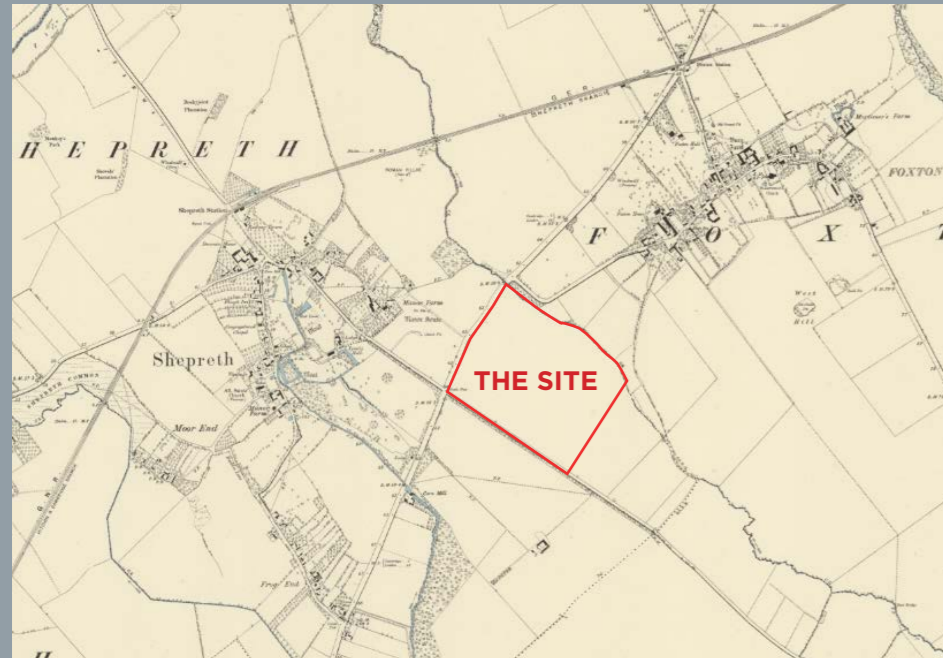
Cambourne Business Park
(source: Property Week).



2 The Site

The 24.11 hectare site is positioned beside the A10 highway to the south of Cambridge, directly to the east of Shepreth and south of Foxton. Access into the Site is via a field gate off Shepreth Road to the south as shown at image 2 opposite. Although a hedgerow and field trees defines the southern boundary with Shepreth Road, other site boundaries are largely open.

The Site is made up of a single large rectangular arable field, used for farming crops. There is visual evidence that the Site was once split into three separate fields, however the historic map below dating back to 1880 does not indicate any separation. A narrow chalk stream runs to the north of the site and forms the northern boundary.



Historic Map of the Site (1946)



Site Photographs



Site Location Plan

3 A Suitable Place for Growth

Trains



Shepreth Train Station (approximately 1.2 km from the Site) is accessible via a 15 minute walk / 4 minute cycle and has frequent services to Cambridge, London Kings Cross and neighbouring villages.



Buses



The nearest bus stops are located on the A10, adjacent to the sites where the no.26 bus runs to Cambridge, Trumpington park and ride and Royston.



Private Transit



The Site is located directly to the east of the A10 / Royston Road with direct access to Melbourn and Royston. Trumpington Park & Ride is 10-15 minutes drive to the north, offering bus links into central Cambridge.



Images of Transport Connections
Image Sources
 (Google / cambridgeshirepeterborough-ca.gov.uk / BBC News)



4 At the Centre of UK Mid Tech

The Site is located around 14 kilometres south of Cambridge city centre and sits at the heart of a number of major business / mid tech parks and industrial estates.

These include:

1. Butts Business Centre
2. Cherry Park Farm
3. The Way, Fowlmere
4. Duxford Business Park
5. Orchard Business Centre
6. York Way, Royston
7. Sawston Park
8. Eastern Counties Leather Industrial Estate
9. Copley Hill Business Park
10. Clifton Road Industrial Estate
11. Beadle Trading Estate
12. Cambridge Business Park
13. St John's Innovation Centre
14. Vision Park



③ The Way, Fowlmere
(source: Zoopla)



④ Duxford Business Park
(source: duxfordbusinesspark.co.uk)



⑫ Cambridge Business Park
(source: cambridgebusinesspark.com)



⑬ St John's Innovation Centre
(source: Google Street View)



5 Local Connections

The Site presents an ideally suited location for an employment campus, being located on the main road network with good access to rail connections and sustainable travel links. The Site presents a key opportunity for the expansion of mid tech / light industrial uses to the south west of Cambridge.



1. Foxton Train Station
(source: Google)



2. Foxton Post Office / Shop
(source: Google)

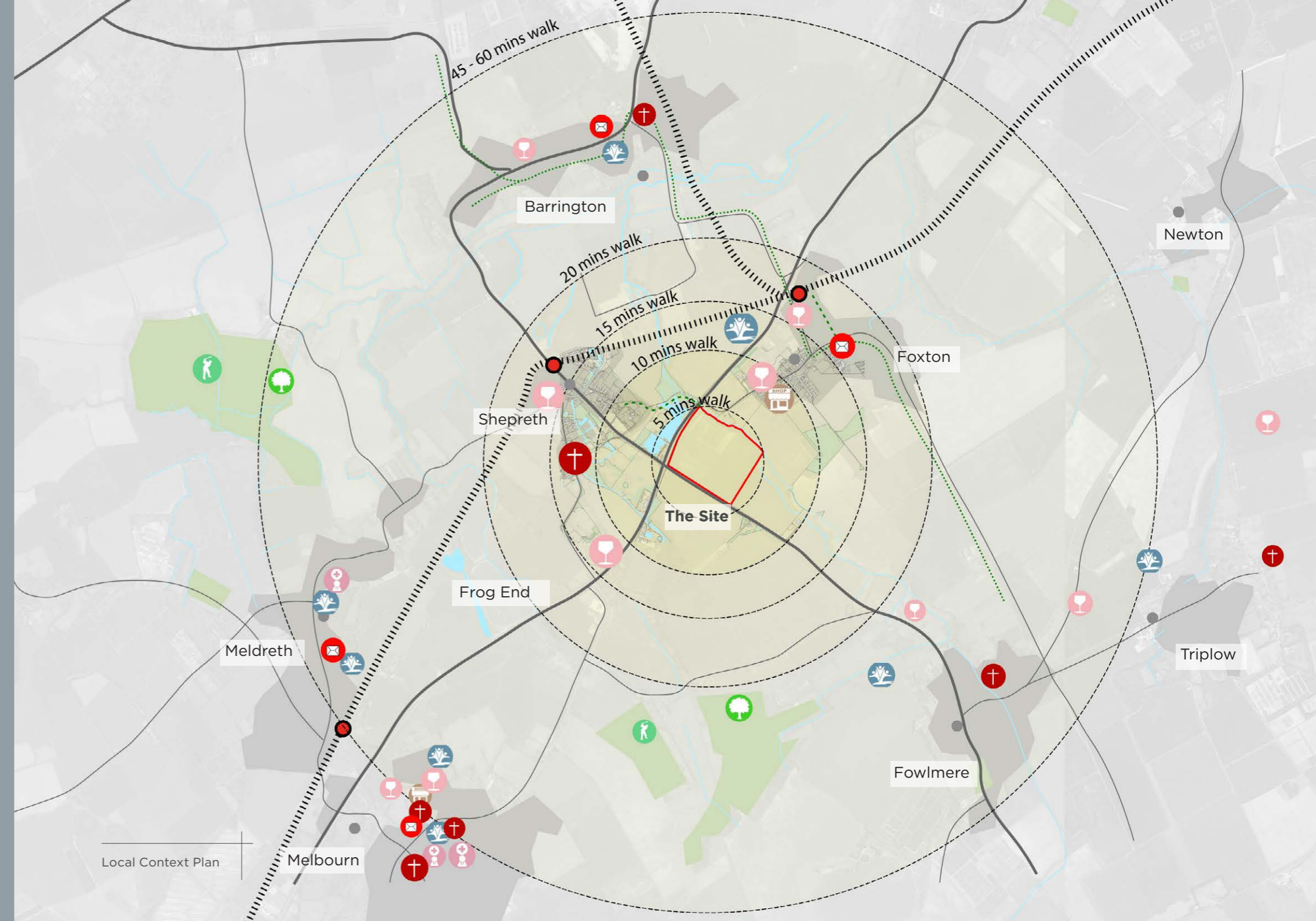


3. Shepreth Village Hall
(source: Google)



4. Shepreth Train Station
(source: Google)

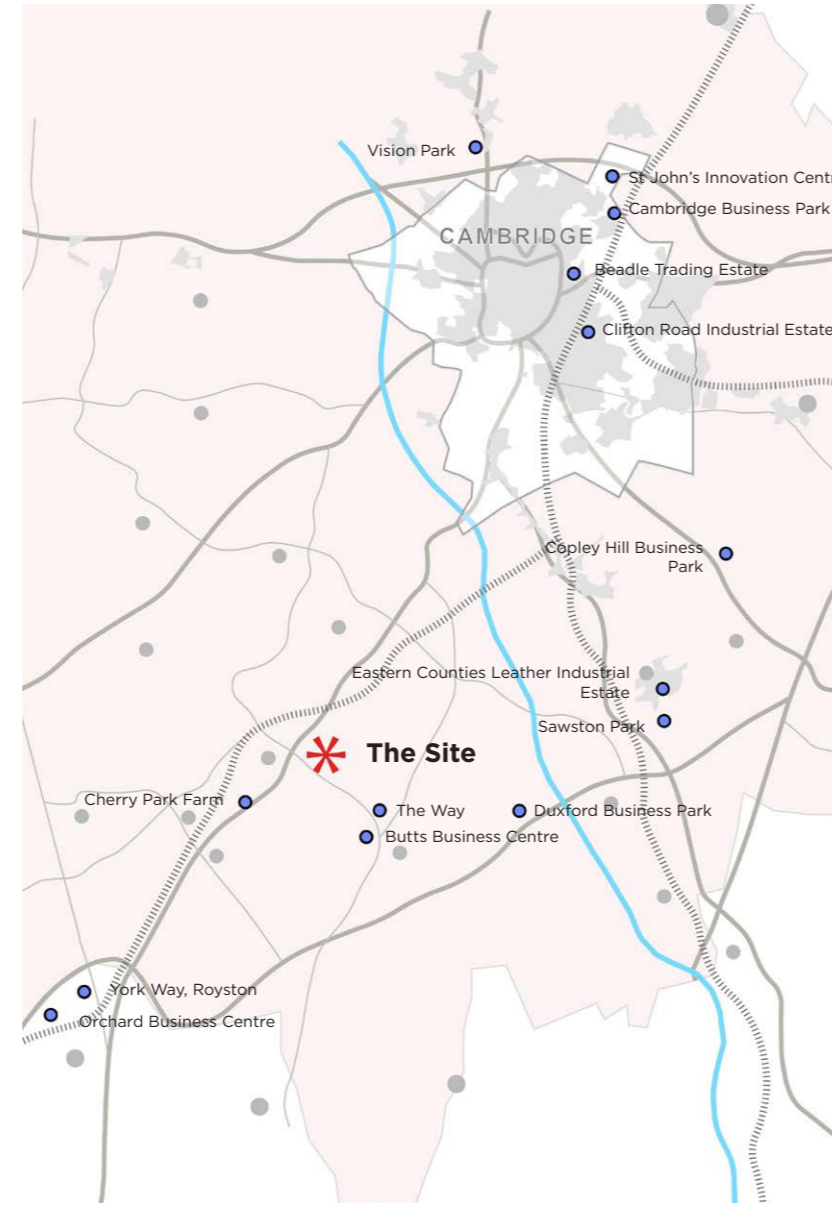
- Site boundary
- Urban areas
- Public open space
- River Granta
- Primary road (A3017)
- Secondary and local roads
- Rail
- Rail station
- Urban form
- Walking distances
- Community hall
- Church
- Education
- Retail
- Pub / cafe
- Surgery / pharmacy / optician
- Open space / woodland
- Post Office



6 The Opportunity

The Site is located to the east of Shepreth and is outside of the Green Belt which is drawn tightly around Cambridge and completely encircles the city. The Site is located within a highly sustainable and strategic location including being located less than a mile from Shepreth train station, and close to existing business / mid tech parks and industrial estates.

A report by Savills in 2024 (appended) identified that the mid tech industrial product has evolved to meet identified growing need for a new genre of high quality industrial type buildings, with the need for these in strong knowledge based locations such as Cambridge and Oxford. It confirms that the mid tech concept has been designed to satisfy occupiers who require a combination of office space, research and development, and production/storage space in high-quality landscaped environments. The report identifies a shortage of development sites coming forward in the medium term for such facilities. The Site thus offers the ideal solution to meet the needs of this growing sector in a sustainable location.



7 Market Demand

Shepreth / Foxton: The Ideal Industrial Location Near Cambridge

The Cambridge and surrounding submarket has an industrial stock of approximately 8.2 million sq ft, which remains relatively low compared to more industrialised areas in the region. The market is predominantly composed of small to mid-sized units, with limited provision for traditional warehouse and distribution sectors. Cambridge struggles to compete with larger conurbations and smaller nearby towns where rents are more competitive, and there is greater availability of development land. As a result, many footloose distribution occupiers opt for locations such as Peterborough, Biggleswade, Stevenage, Milton Keynes, and Bedford.

Manufacturing in Cambridge is largely concentrated within the technology and advanced manufacturing sectors rather than traditional industrial operations. Over the past decade, industrial activity has shifted towards the southern and western fringes of the city. Peripheral villages have historically been home to a diverse range of SMEs, particularly owner-occupiers drawn to competitive pricing and strong transport links.

Among these peripheral locations, Shepreth/Foxton stands out as a prime industrial submarket. Strategically positioned between Cambridge and Royston, Shepreth/Foxton benefits from excellent connectivity via the A10

corridor and the nearby M11, providing swift access to London, the Midlands, and the wider Oxford-Cambridge Arc. Additionally, both villages have direct railway connections to Cambridge and London King's Cross, making them highly accessible for businesses and employees.

Shepreth / Foxton's Role in the Emerging Mid-Tech Market

The growth of the mid-tech sector, which blends office, research & development, and industrial space, has gained momentum across the Oxford-Cambridge Arc. Science and technology firms are actively seeking flexible, cost-effective space that can be reconfigured to meet their needs. While Cambridge itself has seen strong demand for mid-tech buildings, Shepreth/Foxton presents an attractive alternative due to its affordable land values, strong transport links, and increasing investor interest.

Over the past decade, niche developers have responded to this demand by delivering high-quality mid-tech industrial space within business park settings. Recent developments, such as Enterprise in Waterbeach and Bourn Quarter, have achieved premium rents, with the latter securing £18.00 per sq ft. More traditional industrial locations, including Gateway Cambridge in Bar Hill, have reached £14.65 per sq ft. With limited planned industrial developments in the area and Phase 2 of Bourn Quarter set for completion in Q1 2025, availability will remain constrained, creating opportunities for Shepreth/Foxton to emerge as a key industrial hub.

The Future of Industrial Development in Shepreth / Foxton

Shepreth / Foxton is well-positioned to capitalise on the growing demand for high-quality mid-tech and industrial space. The area offers:

- Strategic connectivity – Quick access to Cambridge, London, and key regional markets.
- Affordability – More competitive rents compared to central Cambridge.
- Development potential – Availability of land suitable for industrial and mid-tech development.
- A growing business ecosystem – Proximity to the life sciences and technology sectors in Cambridge.

With limited supply and increasing demand for flexible industrial space, Shepreth / Foxton is poised to become one of the most sought-after industrial locations near Cambridge, offering businesses an attractive and cost-effective alternative to the city itself.



Bourn Quarter
(source: Savills).



8 Site Suitability

Flood Risk

An assessment of flood risk for the Site has been undertaken:

- **Fluvial:** Based on the latest Flood Zone Mapping, issued by the Environment Agency, the majority of the Site is located in Flood Zone 1. Areas of Flood Zone 2 and 3 extents are noted along the unnamed watercourse which forms the southern boundary.
- **Surface Water:** The latest Environment Agency mapping shows that a majority of the Site is designated to be at very low risk from surface water flooding. Areas of higher risk are noted along the watercourse and adjacent to the A10.
- **Groundwater:** The Environment Agency data suggested groundwater flood is unlikely in this area.
- **Sewer:** There is no recorded evidence of sewer flooding within the vicinity of the Site.
- **Artificial:** The latest Environment Agency mapping indicates the site is located outside the maximum extent of flood risk posed by reservoirs and no other artificial water bodies are located close to the Site.

Flooding from all sources is summarised below:

Source	Risk			
	High	Medium	Low	Very low
Fluvial			✓	
Tidal				✓
Surface Water			✓	
Groundwater				✓
Sewer				✓
Artificial water bodies				✓

In line with paragraph 175 of the NPPF the development takes a sequential approach to design with no built development including access or escape routes, land raising or other potentially vulnerable elements, located in areas at risk of flooding from any source, now and in the future.

All development will be located in Flood Zone 1 and outside identified fluvial and surface water flood extents.

Drainage Strategy

The surface water drainage strategy for the Site will follow the SuDS hierarchy.

British Geological Survey mapping indicates that most of the Site is directly underlain by bedrock comprising chalk with areas of superficial deposits comprising sands and gravels. As such infiltration may be a satisfactory method of disposal for surface water from the site. This will be verified through BRE365 soakage testing to be completed in due course.

The Site contains an unnamed watercourse along the northern boundary and if soakage testing fails this will be a suitable outfall point. If a positive surface water drainage arrangement is utilised, discharge rates will be restricted to below greenfield runoff rates to provide betterment.

The surface water drainage strategy is likely to comprise a series of swales and attenuation basins which cater for all events up to the 1 in 100-year return period with a 40% climate change allowance. Suitable levels of treatment will be provided for as part of the proposals and in line with SuDS Manual CIRIA document C753. Suitable levels of treatment will be included within the basins as well as the provision of filter trenches, rain gardens and permeable paving across the development area.

Foul drainage from the Site will be conveyed to the nearest suitable foul water subject to agreement with the Water Authority.



Masterplan Showing Potential Location of SuDS

Vehicular Access Strategy

Primary access will be taken from the A10, where the Site benefits from approximately 460m of frontage. The new access is likely to take the form of a roundabout junction. The junction will be located centrally, ensuring approach visibility splays, commensurate to the 85th percentile speed limit can be achieved to the north and south. The current subject speed limit of the A10 past the Site is 50mph.

The scale of the proposed roundabout junction will be determined in due course, as part of future highway assessment work. Sufficient space is available to ensure a suitable junction can be formed without constraint.

From the roundabout junction, a new access road will connect through the development area, leading to Shepreth Road. This new connection will enable the western section of Shepreth Road to be potentially downgraded to a pedestrian / cycle route, thereby reducing vehicle movements to the existing A10 / Shepreth Road crossroad

Masterplan Showing Potential Access Locations



Sustainability

A footway / cycleway is located on the western side of the A10. This extends from Melbourn to the south and Cambridge to the north. The route connects with Foxton Train Station and Trumpington Park and Ride which is located on the southern edge of Cambridge.

As part of the access strategy, improved crossing provision over the A10 (connecting the Site with the footway / cycleway), will be provided. This is likely to take the form of a signalised pedestrian crossing located on the northern side of the roundabout junction. This will connect to cycle provision around the roundabout junction and pedestrian / cycle routes contained within the development area. All new provision will be designed in accordance with LTN 1 / 20.

An existing footway extends from the A10 into Shepreth. Access into Foxton and Fowlmere can be achieved via cycling with no footways currently available. The proposals will enhance pedestrian and cycle connectivity to / from Shepreth and Foxton, improving existing provision and provide new routes where feasible. This will ensure improved connectivity to encourage sustainable travel to local services is key.

The number 26 bus service operates close to the Site, connecting with Cambridge, Foxton, Fowlmere, Melbourn and Royston Monday to Saturday. Stops are located close to the A10 / Shepreth Road junction. The service currently stops intermittently at these stops.

The development proposals will seek to enhance the

frequency of the number 26 services through funding commitments as well as integrating the services into the development proposals.

New bus stops will be provided within the development area, with the stops integrated mobility hub. The mobility hub will integrate pedestrian / cycle networks, E-scooter/ bike provision, cycle parking, car club provision, lockers, and information boards.

An additional on demand bus service will also be explored to improve connectivity with surrounding settlements and the train stations in Foxton and Shepreth.

Foxton and Shepreth train stations are located within 1.2km of the Site. The stations provide access to London Kings Cross and Cambridge on 30-minute frequencies. Connectivity to these stations will form a key part of the sustainable access strategy for the Site with pedestrian, cycle and public transport provision enhanced as required to ensure wide sustainable connectivity. The proposals will explore the provision of enhanced cycle parking at both stations.














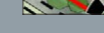
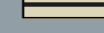



Example mobility hub

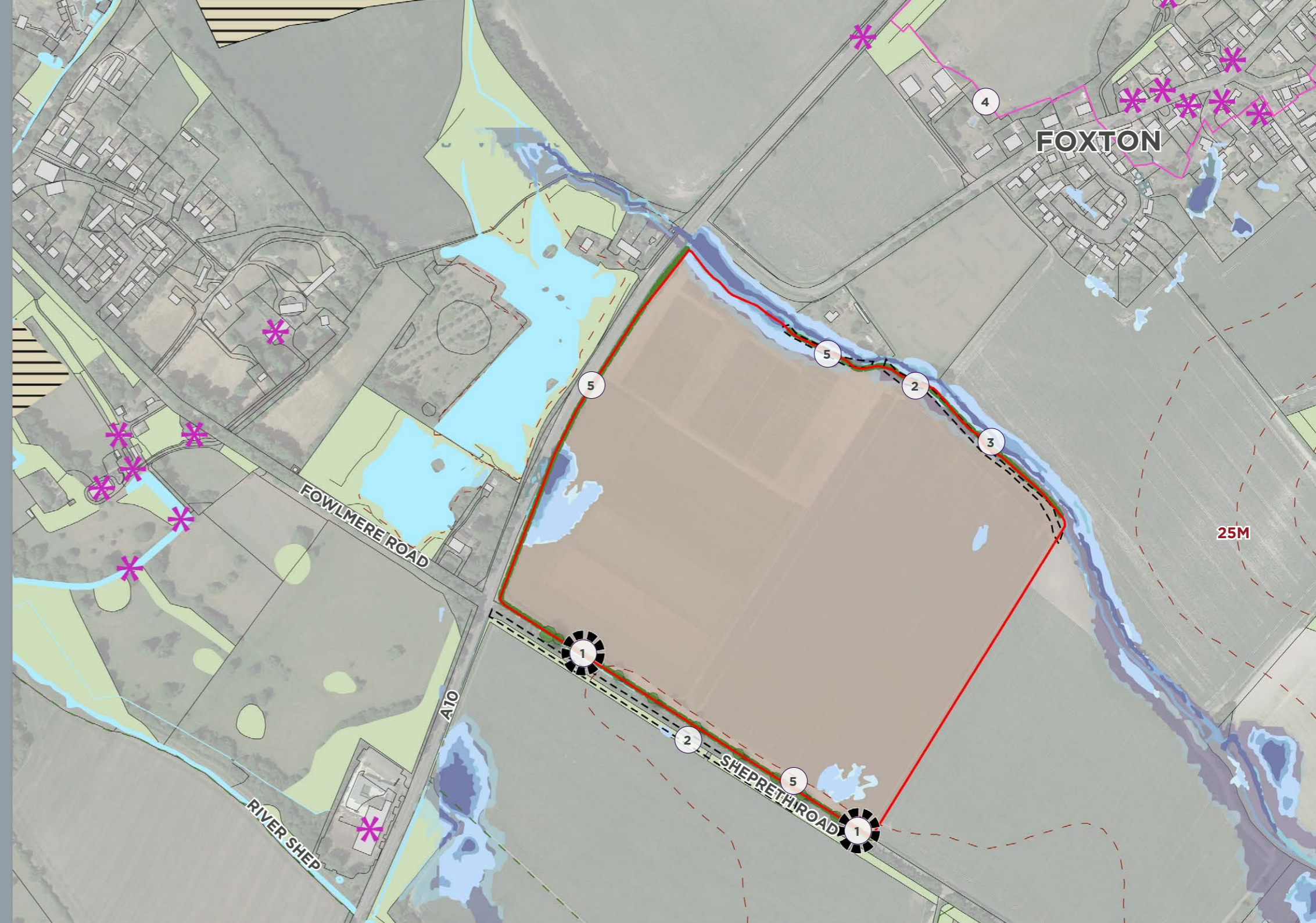


Opportunities and considerations have been identified which need to be addressed through the masterplan design process:

- 1 There are two existing access points off Shepreth Road. There is the potential to downgrade the western part of Shepreth Road to cyclist and pedestrian only access.
- 2 Several Tree Preservation Orders border the north and south of the Site.
- 3 Part of the Site to the north falls within Flood Zone 3, also with a low to high risk of surface water flooding.
- 4 Foxton Conservation Area sits further north of the Site where there are several listed buildings.
- 5 Hedgerows follow the Sites border to the north, south and west. There are several existing trees which sit on the Sites southern border.

-  Site boundary
-  Existing access
-  Footway
-  5m contour
-  Listed Building
-  Tree Preservation Order (TPO)
-  Existing hedgerow
-  EA high risk of surface water flooding
-  EA medium risk of surface water flooding
-  EA low risk of surface water flooding
-  EA flood zone 2
-  EA flood zone 3
-  Existing tree
-  Schedule Monument
-  Conservation Area
-  Existing woodland

Considerations
Plan



9 Design Rationale

Although the Site itself is largely made up of large agricultural fields, which in themselves offer little in terms of habitat, there is opportunity to create a new network of green and drastically enhance the biodiversity value of the Site. This can include areas of new woodland, wetland habitat areas, open mosaic grassland including wildflowers. Street trees within green spaces and green roofs can also be provided throughout the proposed developed parts of the Site.

Landscape



Design Rationale
- Landscape

A primary access point is proposed off the A10 via a new roundabout which will serve to redirect traffic off / onto the A10 highway. A mobility hub and low rise deck car park at the heart of the scheme can provide a multi-modal location for buses, cycles and vehicular traffic. Part of Shepreth Road can potentially be downgraded to a cycle and pedestrian link as part of the reworked highway arrangements, this will prevent issues of cross junction with Shepreth. There is also opportunity to provide a new EV charging hub as part of the scheme.

Movement



Design Rationale
- Movement

10 Masterplan - Option 1

The Concept Masterplan will feature a series of key open space, biodiversity, access and movement and mobility features which are listed below, with reference to the plan opposite.

- ① Proposed access from Shepreth Road
- ② Proposed roundabout off the A10
- ③ Potential location of surface urban drainage features
- ④ Area of accessible public open space
- ⑤ Location of mobility hub and coffee house
- ⑥ Location of retail facilities
- ⑦ Potential EV charging hub located close to proposed retail facilities



KEY FACTS:

Total site area **24.11ha***

Development Area **9.51ha***

(Excluding associated infrastructure)

Creation of between 1,068 (B2) and 1,595 (R&D) jobs*.

* All areas / figures are approximate and subject to change at the detailed design stage.

Vision Imagery

- Site boundary
- Primary movement route
- Secondary movement route
- Shared surface
- Mobility hub
- EV charging hub
- Open space
- Proposed trees
- Walking trail
- SUDs feature
- Existing tree
- Existing hedge
- Contours at 5m intervals
- Green roof
- Solar
- Parking
- 20m woodland buffer
- Potential to enhance pedestrian and cycle connectivity to / from Shepreth, Foxtton and Fowlmere



Concept Plan Option 1

11 Masterplan - Option 2

As a potential alternative to the all employment uses proposed within Option 1, Option 2 proposes residential development to the north west of the Site. This would support a development model that enables residents and workers to travel primarily by walking, cycling, or public transport. Key features of the masterplan are listed below:

- ① Proposed access from Shepreth Road
- ② Proposed roundabout off the A10
- ③ Potential location of surface urban drainage features
- ④ Area of accessible public open space
- ⑤ Movement route for residential development only
- ⑥ Movement route for employment development
- ⑦ Location of mobility hub and coffee house
- ⑧ Location of retail facilities
- ⑨ Potential EV charging hub located close to proposed retail facilities



Vision Imagery

- Site boundary
- Primary movement route
- Secondary movement route
- Residential development
- Mobility hub
- EV charging hub
- Open space
- Proposed trees
- Walking trail
- SUDs feature
- Existing tree
- Existing hedge
- Contours at 5m intervals
- Green roof
- Solar
- Parking (employment use)
- 20m woodland buffer
- Potential to enhance pedestrian and cycle connectivity to / from Shepreth, Foxtan and Fowlmere

KEY FACTS:

Total site area **24.11ha***

Employment Development Area **10.0ha***

Residential Development Area **2.90 ha***
(up to 100 dwellings)

Creation of between 870 (B2) and 1,299 (R&D) jobs*.

* All areas / figures are approximate and subject to change at the detailed design stage.



Concept Plan Option 2

12

Vision

“

Our vision for Cambridge Edge Business Park is to create a new sustainable hub for mid-tech businesses within the Cambridge cluster south of the city, providing new space for businesses to thrive within this growth sector. There will be a mix of offices, manufacturing and tech facilities to create an all encompassing holistic location for new and existing businesses to grow within the park. Alongside the extensive grade A office space, new mid-tech units will be provided supporting small and medium size enterprises alongside an EV hub, retail, leisure and hospitality uses to create a truly sustainable destination. The hub will support a multi-modal transport hub, with buses, a cycle centre and a low rise deck car park, all directly accessible off the A10 highway, 9 miles to the south of Cambridge. Commuters will have direct access into Foxton Station, a 15-minute walk or short bus / cycle ride to the north with onward connections into London within an hour and 15 minutes and into central Cambridge within 10 minutes. Most importantly, the Site will create significant uplifts in biodiversity over the current agricultural use by creating 14.5 hectares of new green space including new woodland, wetland areas, grassland and wildflowers, with integrated public spaces and extensive new walking routes. Green roofs, solar panels and accessible terraces at upper levels will make Cambridge Edge Business Park a 21st century place to work.

”

Vision Imagery



13 Scheme Benefits

The scheme will deliver a range of environmental and social benefits for the new and existing communities, some of which are outlined below and opposite.



ENHANCED BUS SERVICE

Opportunity to enhance the No.26 bus service and provision of a shuttle bus / on a demand service to provide enhanced connectivity to nearby settlements and the two train stations over and above any fixed timetable provision.



MID TECH AND INDUSTRIAL USE

Opportunity for mid tech and industrial uses in a location that further develops this offer within the Cambridge region.



CLOSE TO EXISTING BUSINESS / INDUSTRIAL PARKS

The Site is close to existing business parks such as Duxford Business Park and Orchard Business Centre.



EV CHARGING HUB

The Site can support a new high speed electrical vehicle charging hub at the gateway into Cambridge from the surrounding road network.



PEDESTRIAN AND CYCLE ROUTES

Opportunity to enhance pedestrian and cycle connectivity to / from Shepreth, Foxton and Fowlmere.



STRATEGIC LOCATION

Strategic location with direct access to the A10.



RETAINED VEGETATION

Existing trees and hedgerows retained and enhanced within green corridors and a new 20m woodland buffer.



LANDSCAPE AND DESIGN LED

High quality scheme which responds to its landscape and environmental context.



ECOLOGY & WILDLIFE

Ecological enhancements and an overall Biodiversity Net Gain.



MOBILITY HUB

The Site can support a mobility hub, including a secure cycle storage, and a low rise decked car park.



JOB CREATION / LOCAL ECONOMY

Creation of on-site jobs through the creation of a new business park which will support an influx of new business.



NEW RETAIL AND HOSPITALITY SPACE

New retail and hospitality space can be created alongside the commercial office space.

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