

Cambridge Edge Business Park

Vision Document

September 2026

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1 Introduction

This Vision Document has been prepared by Carter Jonas LLP on behalf of Orchestra Land Ltd for land to the south east of the A10, Foxton (the Site).

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

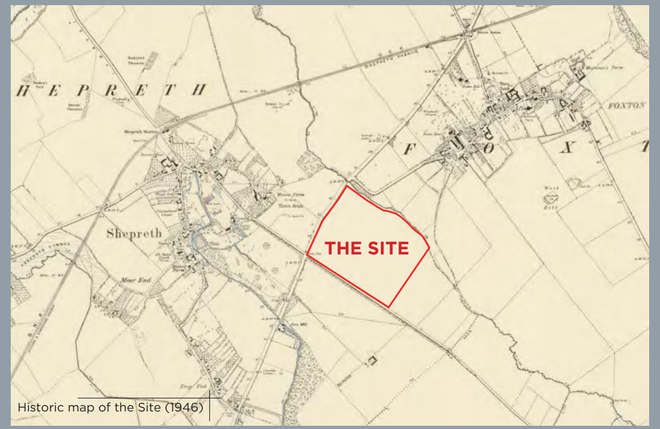


Cambourne Business Park (source: Property Week).

2 The Site

The Site measures 24.11 hectares and is located to the south east of the A10 trunk road, south of Cambridge, east of Shepreth and south west of Foxton. Access into the Site is via a field gate off Shepreth Road to the south west as shown at image 2 opposite. The Site's boundary with Shepreth Road is marked by an existing hedgerow; the Site's north western boundary with the A10 is marked by a gappy hedgerow; the Site's north eastern boundary is marked an existing watercourse and a small number of trees; and the Site's south eastern boundary is open.

The Site is made up of a single, large, broadly 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 east of the Site and forms the north eastern boundary.



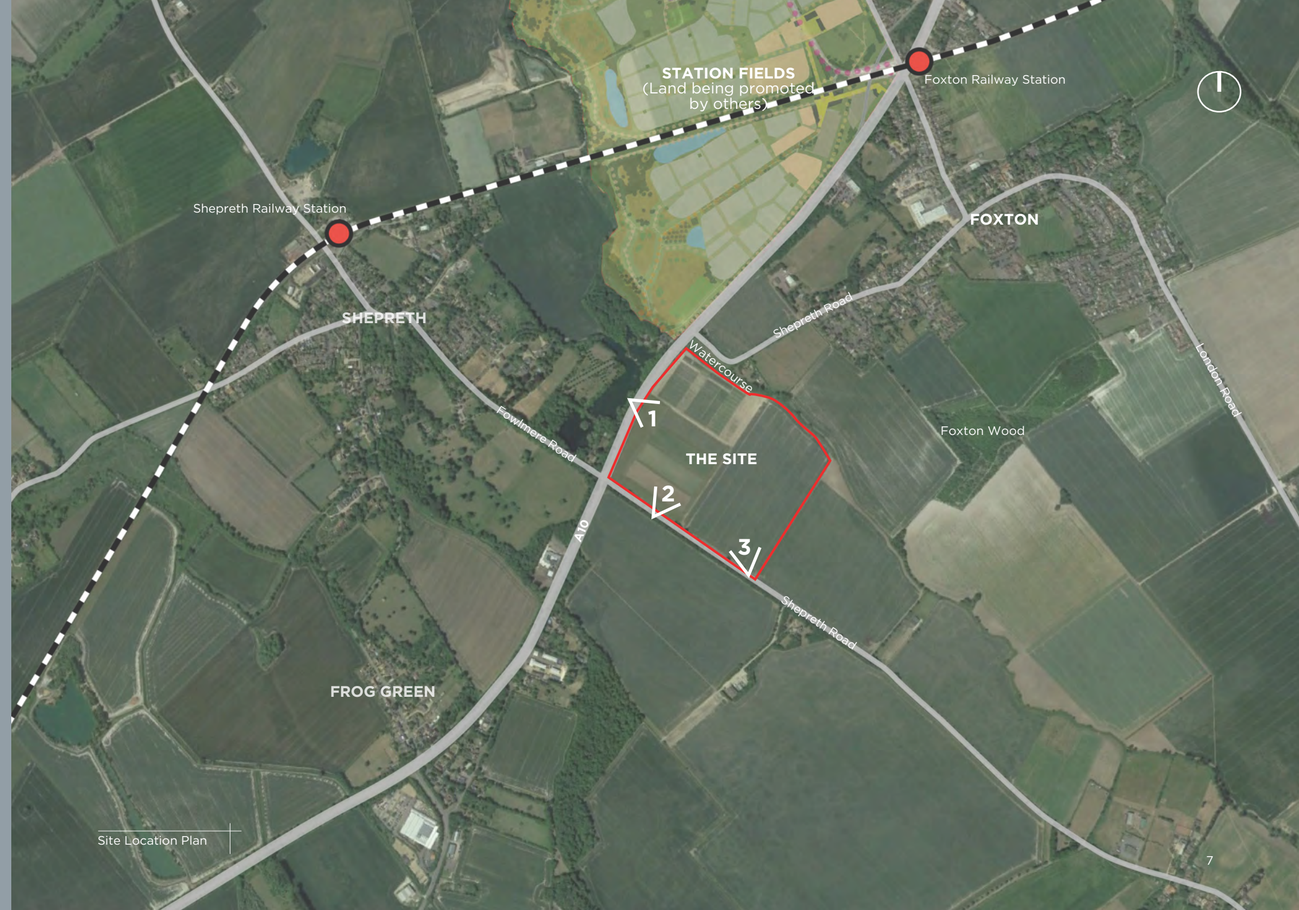
Historic map of the Site (1946)







Site Photographs



Site Location Plan

3 A Suitable Place for Growth

Trains

Shepreth Railway Station (approximately 1.2 km from the Site) is accessible via a 15 minute walk / 4 minute cycle, and Foxton Railway Station (approximately 1.2 km from the Site) is accessible via a 16 minute walk / 5 minute cycle and has hourly services to Cambridge, London Kings Cross and neighbouring towns and villages.

Buses

The nearest bus stops are located along the A10, approximately 320m south-west of the centre of the Site, where the no.26 bus runs between Cambridge and Royston. Additionally, Demand Responsive Transport (DRT) is available in the area.

Private Transit

The Site is located directly to the south 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)



Site Context Plan

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)



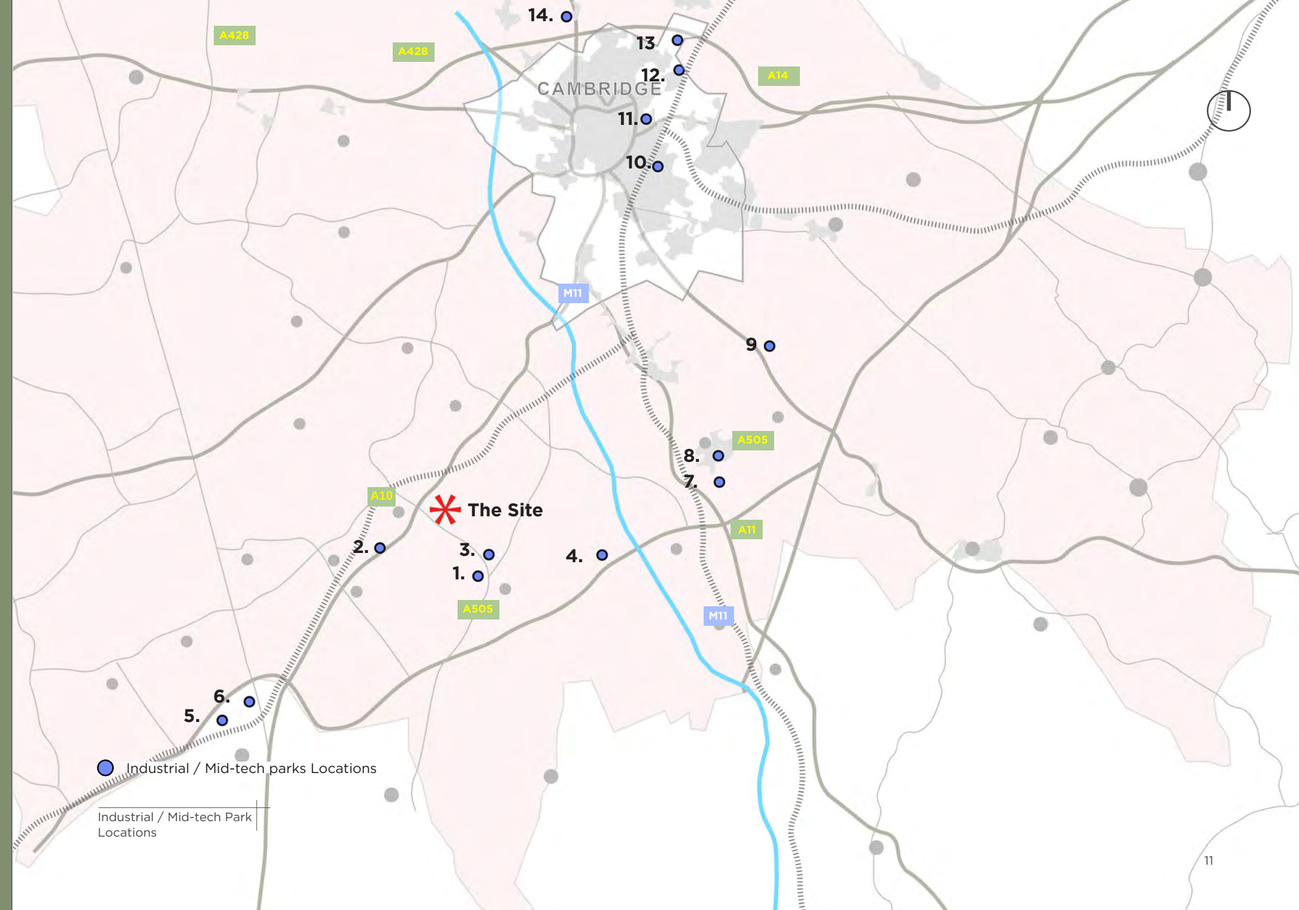
4. Duxford Business Park
(source: duxfordbuisnesspark.co.uk)



12. Cambridge Business Park
(source: cambridgebusinesspark.com)



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



5 Local Connections

The Site presents a suitable location for an employment campus, being located along the A10 corridor, 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)

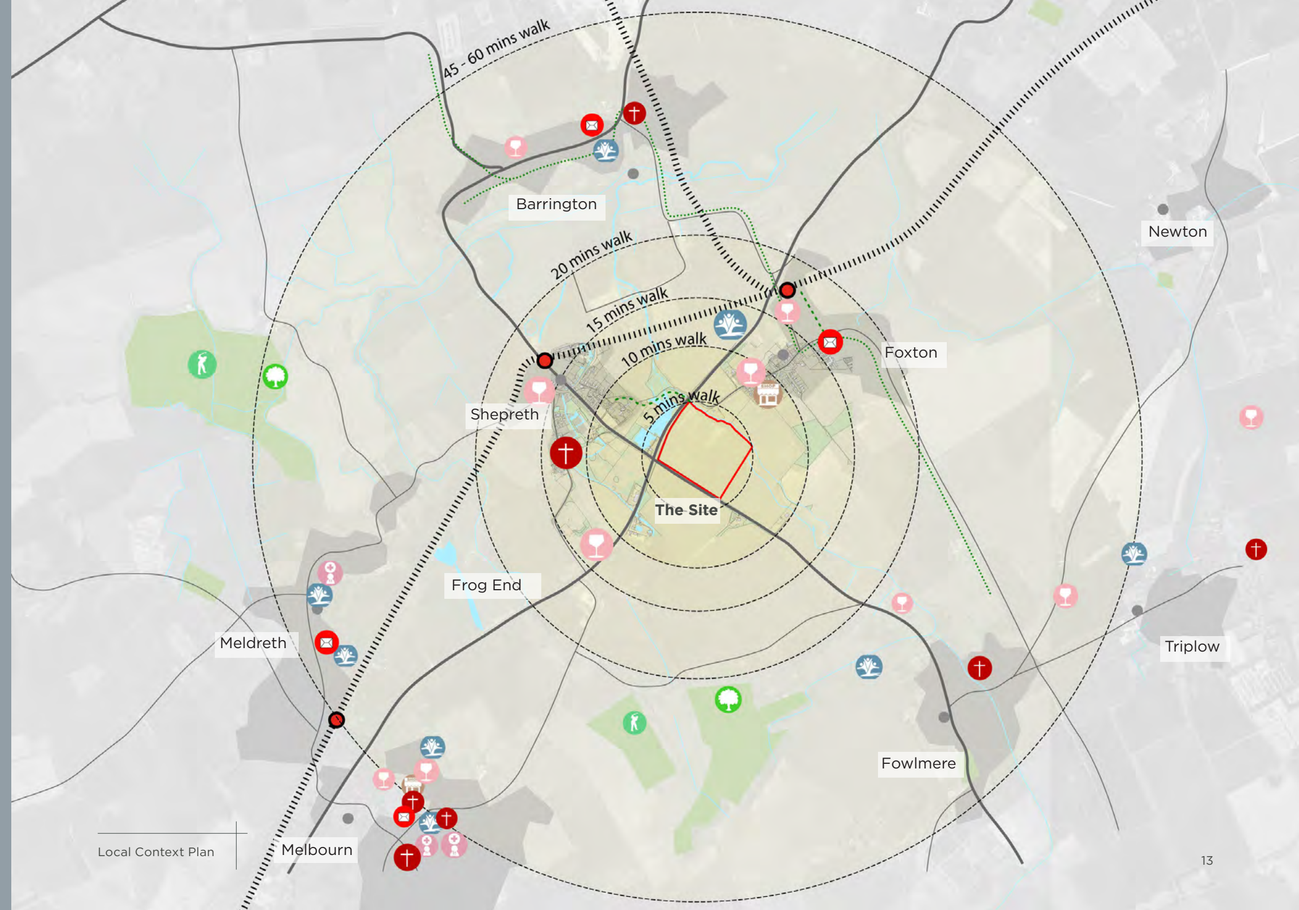


3. Shepreth Village Hall
(source: Google)



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

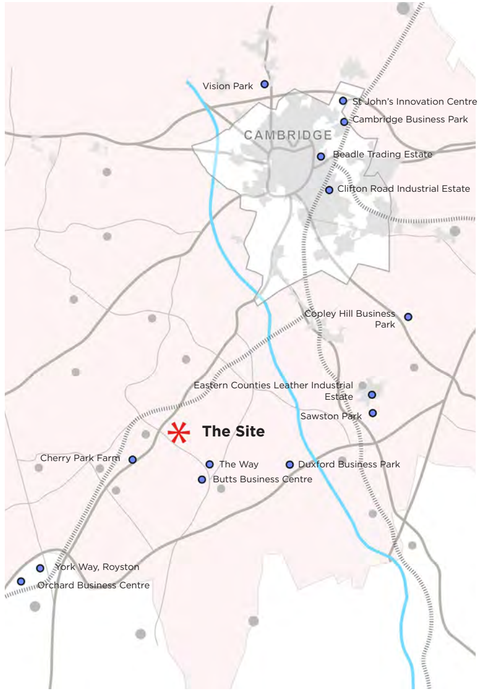


Local Context Plan

6 The Opportunity

The Site is particularly well positioned to respond to the identified need for mid-tech accommodation. The Site occupies a strategic location between Cambridge and Royston, with direct access to the A10, proximity to the M11 corridor and convenient access to both Foxton and Shepreth railway stations. It is also situated within an established employment corridor containing a number of existing business parks, innovation centres and industrial estates, enabling the Site to function as a natural extension to the wider Cambridge economic cluster.

The Council's own employment evidence provides clear support for additional mid-tech accommodation. The evidence consistently identifies mid-tech accommodation as an increasingly important component of the Greater Cambridge economy. Mid-tech occupiers typically require flexible premises capable of accommodating a combination of office functions, research and development, prototyping, testing, storage and light manufacturing activities. The evidence highlights growing demand from advanced manufacturing, aerospace, life sciences, clean technology and technology businesses, particularly those progressing from laboratory and R&D environments into commercialisation and production phases. The Jobs Topic Paper confirms that flexible mid-tech accommodation is required to support firms transitioning from research and development into production and identifies strong demand for such space across the Cambridge market. The proposed development would directly address this identified need by delivering modern, flexible employment accommodation capable of supporting a range of high-growth sectors.



Industrial / Mid-tech Park Locations



Green Belt Plan

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.

savills



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 north eastern 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.



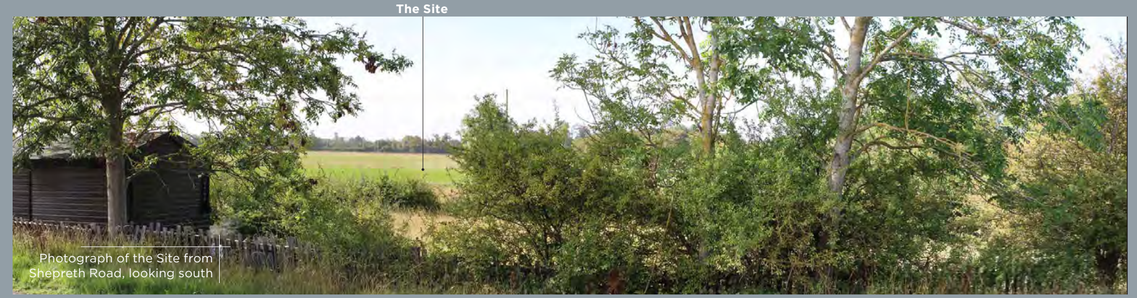
Masterplan Showing Potential Location of SuDS

Landscape

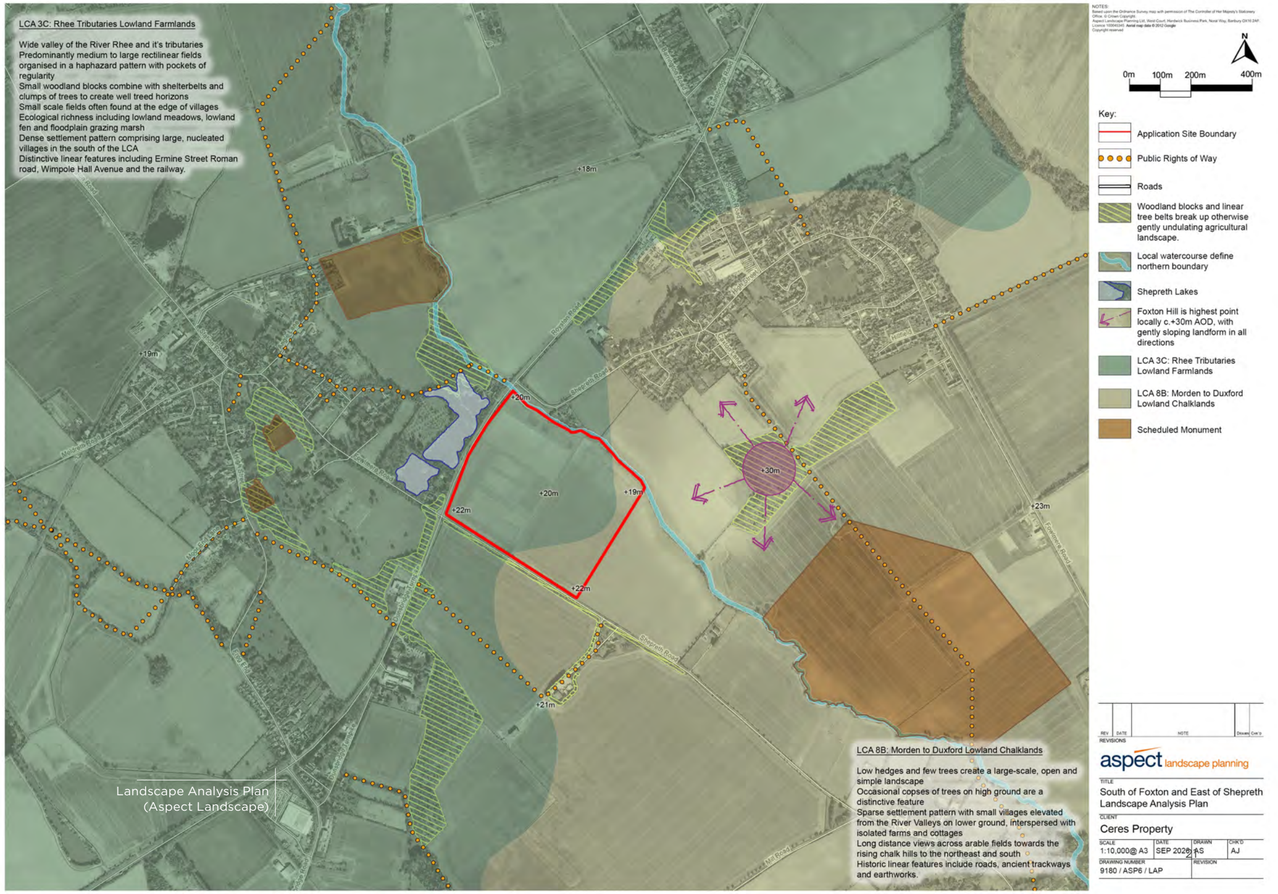
The Site comprises approximately 24 hectares of predominantly arable farmland located between Foxton and Shepreth. It occupies a transitional position between the Rhee Tributaries Lowland Farmlands and Morden to Duxford Lowland Chalklands landscape character areas, characterised by gently undulating agricultural land, large rectilinear fields, woodland belts, hedgerows and expansive rural views.

The Site does not fall within any national or local landscape designation and contains no landscape features of particular sensitivity within its interior. Existing boundary hedgerows, mature trees and the watercourse along the northern boundary provide a clear and defensible landscape framework, whilst woodland blocks and shelterbelts in the wider area contribute to visual containment, particularly from the south and west.

The Landscape and Visual Overview identifies that visibility of the Site varies across the surrounding area, with existing vegetation and landform limiting views from a number of receptors. Although the landscape is more open to the north and east, opportunities exist to reinforce existing landscape structure and integrate development within its wider setting. Overall, the Site's relatively contained visual envelope, absence of landscape designations and established landscape framework indicate that it is well suited to accommodate development of the type proposed.



Photograph of the Site from Shepreth Road, looking south



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 roundabout 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 posted 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 junction.

The existing A10 / Shepreth Road junction will remain open to serve a proposed EV charging station with the proposal unlikely to result in any greater impact at the junction due to existing base flows being removed.



Masterplan Showing Potential Access Locations

Sustainable and Active Travel Opportunities

Pedestrian and Cycle Movement

A footway / cycleway is located on the western side of the A10, which is currently being improved as part of the Melbourn Greenway scheme. This extends from Royston to the south and Cambridge to the north. The route connects with Foxton Railway 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 existing footway / cycleway provision and proposed 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 is currently achieved via cycling with no footways currently available. The proposals will enhance pedestrian and cycle connectivity to / from Shepreth and Foxton, through improving existing provision and proposing new high-quality (LTN 1/20 compliant) routes where feasible. This will ensure improved connectivity to encourage active travel to local services is key.

Public Transport and Mobility Hub

An existing “ghost stop” bus stop is located along the A10 approximately 320m south west of the Site and is served by the number 26 bus service which connects with Cambridge, Foxton, Fowlmere, Melbourn and Royston Monday to Saturday. The service currently operates on a 2 hour frequency. The development proposals will seek to enhance the frequency of the number 26 service through funding commitments as well as integrating the services into the development proposals. Additionally, the existing A10 “ghost stop” will be upgraded into a modern bus stop with a shelter and crossing facilities.

New bus stops will be provided within the development area, integrated into the proposed mobility hub with real-time travel information displays. The mobility hub will also provide e-bike and e-scooter infrastructure, secure, covered cycle parking, car club bays, parcel lockers, EV charging, bicycle repair facility and a cafe.

The existing ‘Tiger on Demand’ DRT will be integrated into the Site layout as part of the proposed development, and/ or the provision of a site-specific facility to connect to nearby settlements will be provided.





Example mobility hub

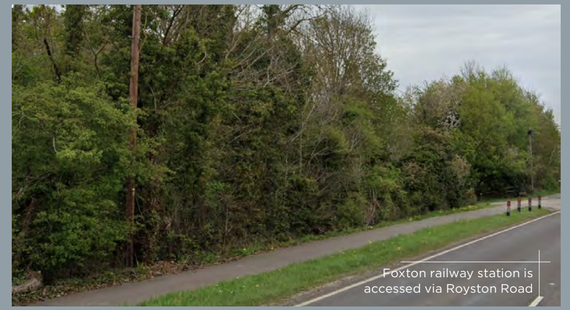
Rail connections

The Site sits between two rail stations on the Cambridge-to-London King's Cross line operated by Great Northern:

- **Shepreth Railway Station:** Located approximately 1.2 km – 1.3 km west of the site (approx. 15–17-minute walk / 4-minute cycle). Provides hourly services to Cambridge and London King's Cross.
- **Foxton Railway Station:** Located approximately 1.3 km north-east of the site (approx. 16–18-minute walk / 4–5-minute cycle). Provides matching hourly services to Cambridge and London King's Cross.



Shepreth railway station is accessed via Fowlmere Road



Foxton railway station is accessed via Royston Road



Active travel connectivity with Foxton and Shepreth railway stations

Melbourn Greenway

Melbourn Greenway improvements are currently under construction along the A10 corridor. The A10 Greenway is one of twelve Greater Cambridge greenways being constructed in South Cambridgeshire to provide better and safer walking and cycling routes into the city of Cambridge. The length of the greenway is approximately 10.5km and it consists of new routes and enhancements to the existing network to create an end-to-end walking and cycling route.

Localised public realm and safety interventions within and adjacent to Shepreth include:

- **A10 Crossing Infrastructure:** Planned signalised or refuge crossing provision over the A10 to link the site directly to the trunk footway/cycleway network;
- **Access Junction:** Proposed site entry roundabout designed strictly in accordance with LTN 1/20 cycle design guidance;
- **Traffic Calming:** Installation of a 30-mph speed zone with speed humps along Fowlmere Road (between Barron's Green and the A10), alongside raised tables across Station Road and Fowlmere Road; and
- **Public Realm Upgrades:** Drainage gullies, kerb realignment, junction tightening at Meldreth Road, upgraded street lighting, and targeted double yellow lines along Station Road to alleviate congestion bottlenecks.

Shepreth Link

- 30mph speed limit extension on Fowlmere Road.
- Speed reduction measures such as speed humps and raised tables on Fowlmere Road.
- Pedestrian improvements connecting to Shepreth railway station (subject to agreement with Network Rail).

Foxton Village

- 20mph speed limit within village and 30mph on Shepreth Road.
- Speed reduction measures such as raised table, road narrowing and chicanes on Station Road, High Street and Shepreth Road.
- Pedestrian improvements along Station Road.
- New toucan crossing at junction of A10 and Shepreth Road.

Foxton Level Crossing

Foxton level crossing upgrade to be delivered by separate Foxton Travel Hub scheme.



Melbourne Greenway overview map (Shepreth and Foxton only)

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. There are existing trees covered by Tree Preservation Orders along Shepreth Road and the existing watercourse.
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 Site's boundary to the north, south and west. There are several existing trees which sit on the Site's southern border.

- Site boundary
- Existing access
- Footway
- 5m contour
- Listed Building
- Tree Preservation Order (TPO)
- Existing hedgerow
- EA surface water flood risk (1 in 1000)
- EA flood zone 3
- Existing tree
- Schedule Monument
- Conservation Area
- Existing woodland

Considerations Plan

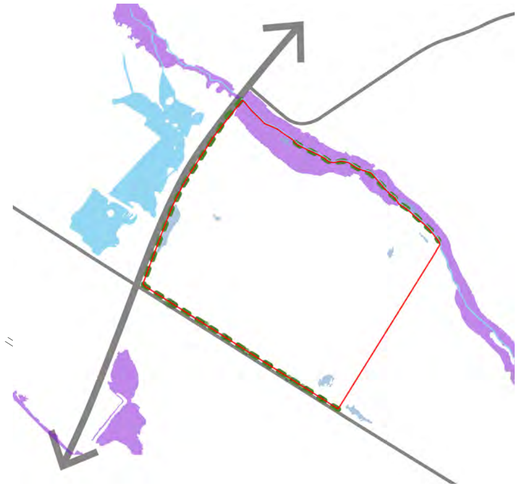


9 Design Principles

Existing influences

The first design principle is concerned with the existing influences found on the Site and along its boundaries. Primarily, these are as follows:

- **A10 trunk road:** A key arterial route between Royston and Cambridge, providing the opportunity to facilitate a new access roundabout into the Site.
- **Shepreth Road:** A minor road which runs along the south western boundary of the Site. Development of the Site would allow for realignment of the existing road within the Site, creating a safer and more accessible junction with the A10.
- **Open site boundary:** The south eastern boundary of the Site is undefined and therefore facilitates views of the Site from the south east. It is important to ensure that appropriate landscape mitigation is provided along this boundary.
- **Existing watercourse:** An existing chalk stream runs along the Site's north eastern boundary, which should inform the location of an ecological corridor, setting the proposed development back from the existing habitat.
- **Flood Risk:** The north eastern part of the Site, along the route of the existing watercourse, is located within Flood Zones 2 and 3, and should remain free from development.

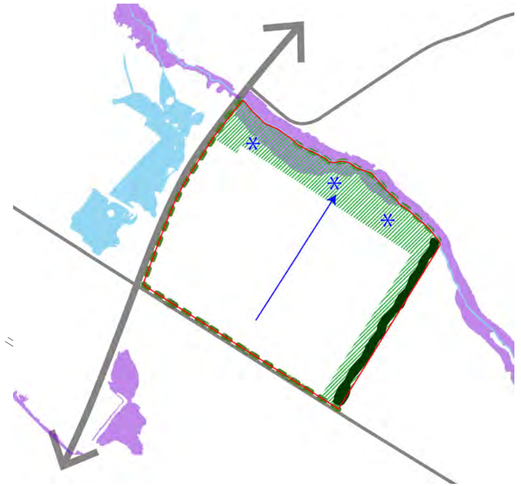


Design Principle 1 - Existing influences

Green edges

In response to the existing chalk stream and surface water flooding located along the Site's north eastern boundary, a linear area of open space / green corridor should be provided to protect and enhance the existing habitat, whilst also ensuring that no development falls within Flood Zones 2 or 3. Within this green corridor, new Sustainable Drainage Systems (SuDS) should be provided to mitigate for surface water run-off from the proposed development. The inclusion of a conveyance swale running south west to north east across the Site will also assist in managing surface water run-off from the proposed development.

Additionally, along the Site's south eastern boundary, a new hedgerow with tree planting should be provided to mark the boundary of the development, and to assist in filtering views of the proposals from the south east.



Design Principle 2 - Green edges

Movement

The principle of movement into and within the Site is focussed on creating a permeable development, providing access to all parts of the Site for pedestrians, cyclists and vehicles via tree-lined streets to ensure a verdant character is achieved. Furthermore, creating a safer junction via delivery of a new roundabout to replace the existing A10/ Shepreth Road roundabout is proposed. The key movement principles are as follows:

- Proposed access roundabout along the A10 provides the main access into the Site.
- Realignment of Shepreth Road through the proposed development along a tree-lined primary street, connecting with the new roundabout.
- Downgrading the remaining section of Shepreth Road to a pedestrian/cycle only route.
- Minor streets accessed via the primary street, providing access to all parts of the proposed development.
- Potential pedestrian connectivity through the development's open spaces, with potential connections to the land being promoted as a country park to the north.



Design Principle 3 - Movement

Land Uses

The various influences found on the Site, and the design principles identified, have informed the layout and block structure of the proposals. The key principles are as follows:

- Development set back from the Site's boundaries to ensure that appropriate levels of landscaping and linear areas of open space can be incorporated;
- Primarily blocks served by streets within the development blocks to minimise the amount of traffic along the Site's areas of open space; and
- A centrally located mobility hub, located along the proposed primary street and in a position which best serves the new development proposals.



Design Principle 4 - Land Uses

10 Masterplan

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 (Excluding associated infrastructure)	**9.51ha***

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, Foxton and Fowlmere



Concept Plan
Option 1

11 Masterplan - Residential Alternative

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

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.







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, Foxton and Fowlmere



12 Design Rationale

Landscape

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 infrastructure 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.



Design Rationale
- Landscape

Movement

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 could be downgraded to a cycle and pedestrian route as part of the revised highway arrangements, helping to simplify movements and improve safety at the existing A10/ Shepreth Road junction. There is also opportunity to provide a new EV charging hub as part of the scheme.



Design Rationale
- Movement

13 Masterplan in Context

The plan opposite shows the proposed masterplan for the Site in its wider context, including showing how it is particularly well-placed in relation to access to the existing railway stations at Foxton and Shepreth, via active travel modes.

Additionally, the Melbourn Greenway proposals, detailed in Section 8: Site Suitability of this Vision Document, will further enhance the connectivity between the Site and both of the railway stations.







Masterplan in Context

14 The Vision

Our vision for Cambridge Edge Business Park is to **create a thriving new hub for innovation, enterprise and sustainable growth** within the southern Cambridge cluster, **delivering the next generation of workspace** for the region's rapidly expanding mid-tech sector. **Bringing together high-quality office, research, development, manufacturing and technology space**, the park will provide a dynamic environment where **businesses can innovate, collaborate and grow**. Alongside Grade A office accommodation, flexible mid-tech units will **support businesses at every stage of their growth**, complemented by retail, leisure, hospitality and mobility facilities that create **a vibrant and sustainable destination.**

Strategically positioned on the A10 corridor, just nine miles from Cambridge, the development will **benefit from exceptional connectivity via a multi-modal transport hub** incorporating bus services, cycle facilities, EV infrastructure and parking. **Shepreth and Foxton railway stations will be within easy walking, cycling and shuttle-bus distance**, providing convenient connections to Cambridge, London and the wider region.

At the heart of the vision is **a commitment to environmental leadership**. More than **14.5 hectares of new green infrastructure** will transform the existing agricultural land into a **rich landscape of woodland, wetlands, wildflower meadows and grassland habitats**, delivering significant biodiversity gains and **creating an attractive setting for business, recreation and well-being**. Extensive walking routes, public spaces, green roofs, rooftop terraces and renewable energy technologies will **establish Cambridge Edge Business Park as a distinctive 21st-century business destination** where economic growth, sustainability and wellbeing go hand in hand.

Vision Imagery













15 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-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 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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