

Quy Tech,  
Land to the north of the A14,  
Stow cum Quy

**Vision Document**



January 2026

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# 1.0 Introduction

## 1.1 Introduction



# 1.1 Introduction

## Foreword

**This Vision Document has been prepared by Carter Jonas LLP to promote Quy Tech, Stow cum Quy (hereafter referred to as the “Site”), for the development of a mixed use campus, including commercial, campus housing, campus amenities and solar.**

Cambridge City Council and South Cambridgeshire District Council are working together to create the first Local Plan for Greater Cambridge. Public Consultation on the Draft Local Plan runs from 1st December 2025 to 30 January 2026.

The Vision Document responds to the Greater Cambridge Draft Local Plan. Given the Site’s strong links to the primary regional road network and strong connectivity to the east of Cambridge the Site is considered to have strong potential to deliver a range of commercial uses within a mixed-use commercial campus. This Document sets out a design vision for the Site, for consideration in the Plan making process.

## Purpose of the Document

This vision document will:

- Set out a high level vision and broad design principles;
- Illustrate the process that has led to the emerging masterplan proposals and explain the design principles and concepts that have been applied;
- Introduce the concept masterplan and explain the rationale behind its development;
- Justify and confirm that the Site is available, suitable and deliverable and should be considered for development; and
- Enable positive engagement with the local community and key stakeholders.

## Document Structure

The scope and content of the document, set out here, fully meets local guidance:

### Section 1.0: Introduction

Describes the purpose of the document, content and scope.

### Section 2.0: The Site

An assessment of the area’s history, character, transport links and facilities that inform the design process, before describing the Site’s characteristics and providing a visual tour of the land.

### Section 3.0: Planning and Market Demand

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

### Section 4.0: Technical Analysis

A review of the technical information undertaken by our consultant team, including ecological, highways and drainage principles, culminating in a combined considerations plan.

### Section 5.0: The Vision

Presents the vision for the development.

### Section 6.0: The Masterplan

Explains the existing site influences and the masterplan design rationale before presenting the concept masterplan.

### Section 7.0: Sustainable Credentials

Describes how the proposals are sustainable throughout the project life cycle and how they achieve an overall Biodiversity Net Gain.

### Section 8.0: Summary & Next Steps

This section sums up all the material presented in this document.



Figure 1: Precedent Imagery

# 2.0 The Site

- 2.1 A Well Connected Place
- 2.2 A Sustainable Location for Growth
- 2.3 The Opportunity
- 2.4 The Site
- 2.5 Visual Tour of The Site



## 2.1 A Well Connected Place

The Site lies to the northeast of Cambridge, just 4.75km away from the city centre. The southern boundary is shaped by the A14, a major road running between Leicestershire and Suffolk. As a result, the Site is well positioned to take advantage of the strong movement routes the area affords.

The Site is just over 2km from Cambridge North Train Station, which provides direct access to Ely (12 mins), Stansted Airport (40 mins), Kings Lynn (46 mins), Norwich (1 hr 12 mins) and London Liverpool Street (1 hr 33 mins), on Greater Anglia services. The station also provides direct access to London Kings Cross (56 minutes) on Great Northern Services.

In terms of the Site's wider context, Cambridge is easily accessible from Newmarket Road, with direct pedestrian and cycle access provided via the foot tunnel under the A14.

Spatially Cambridge is to expand eastwards, as foreseen in the draft Cambridge Local Plan, considered at Section 3. The Site is well located in this context.



26 minute cycle to Cambridge City centre



Connections to Ely, Kings Lynn, London Kings Cross and London Liverpool Street



Direct access onto A14 in 1 minute

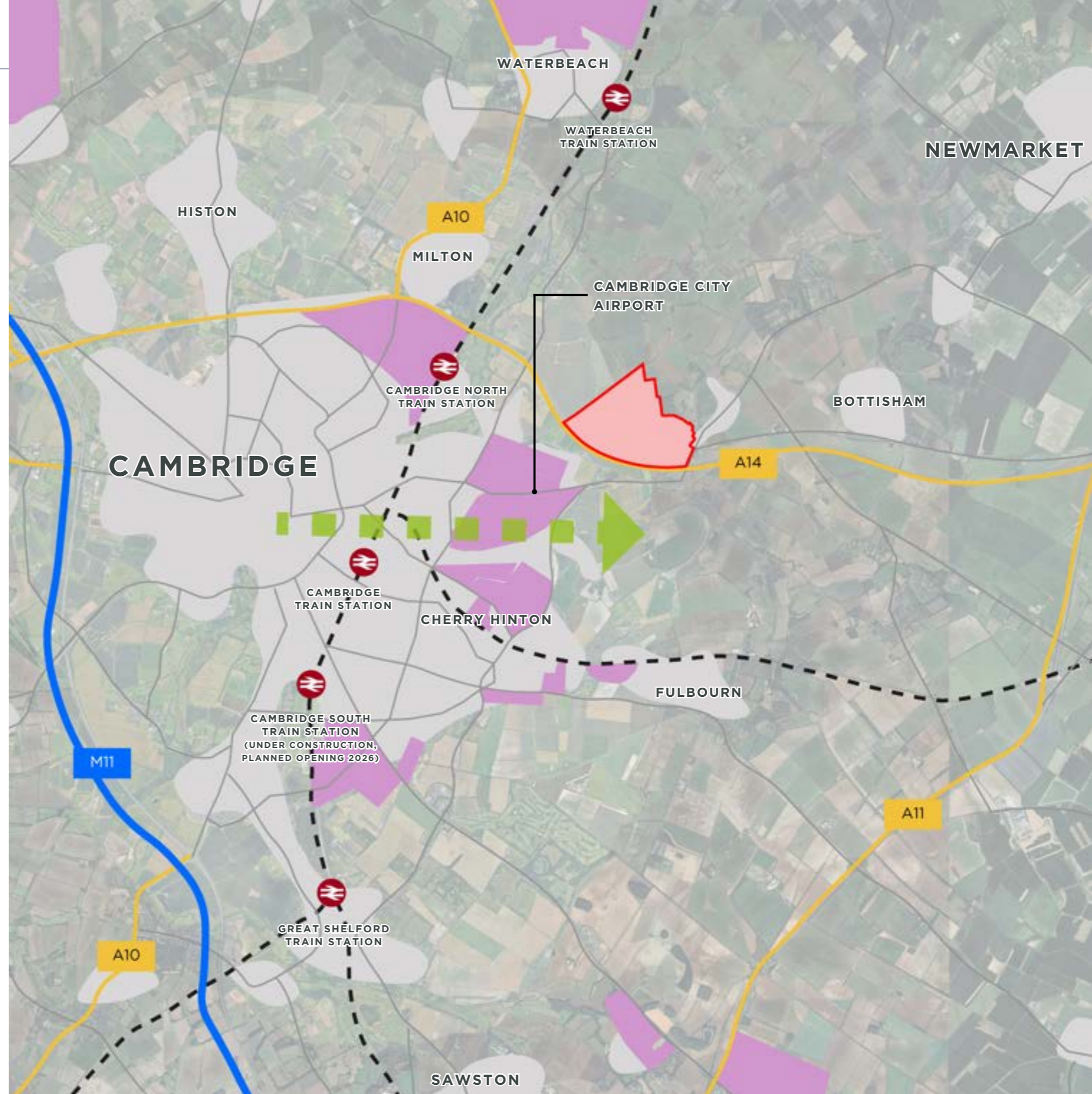
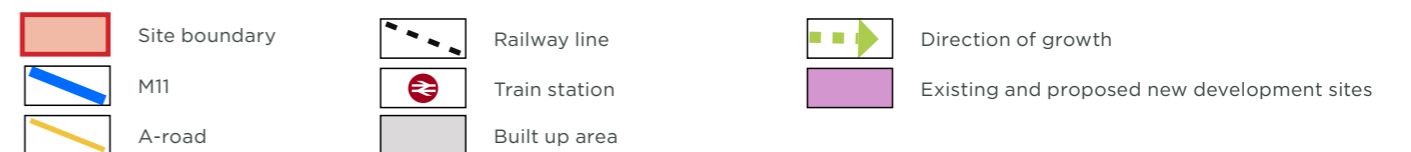


Figure 2: Wider Context Plan



## 2.2 A Sustainable Location for Growth

The Site is located in close proximity to a number of community facilities, as illustrated on the plan opposite (**Figure 3**).

Cambridge is home to a wide range of facilities, including David Lloyd's Gym, Cambridge Retail Park, Cambridge City Airport, Royal Papworth Hospital, a number of large supermarkets (Marks & Spencer, Tesco's, Sainsbury's) and numerous places of worship, educational facilities and outdoor sports complexes.

Cambridge is to expand to the east enhancing connectivity of the Site. Existing facilities close to the Site are listed below.

- **Convenience Stores**
  1. Marks and Spencer Simply Food
  2. Co-op Food Cambridge Jubilee Square
- **Schools**
  3. Marleigh Primary Academy
  4. Monkey Puzzle Cambridge Nursery & Preschool - Marleigh
  5. Fen Ditton Community Primary School
- **Community Buildings**
  6. Quy Village Hall
  7. Marleigh Community Centre
- **Pubs / Restaurants**
  8. The Waterwheel Restaurant
  9. The White Swan Stow cum Quy
  10. Salento Marleigh
- **Sport / Recreation Areas**
  11. Quy Recreation Ground
  12. The Plains - Marleigh
  13. Cambridge Ice Arena
- **Places of Worship**
  14. St Mary's Church, Quy
- **Transport**
  15. Newmarket Road: Proposed Travel Hub

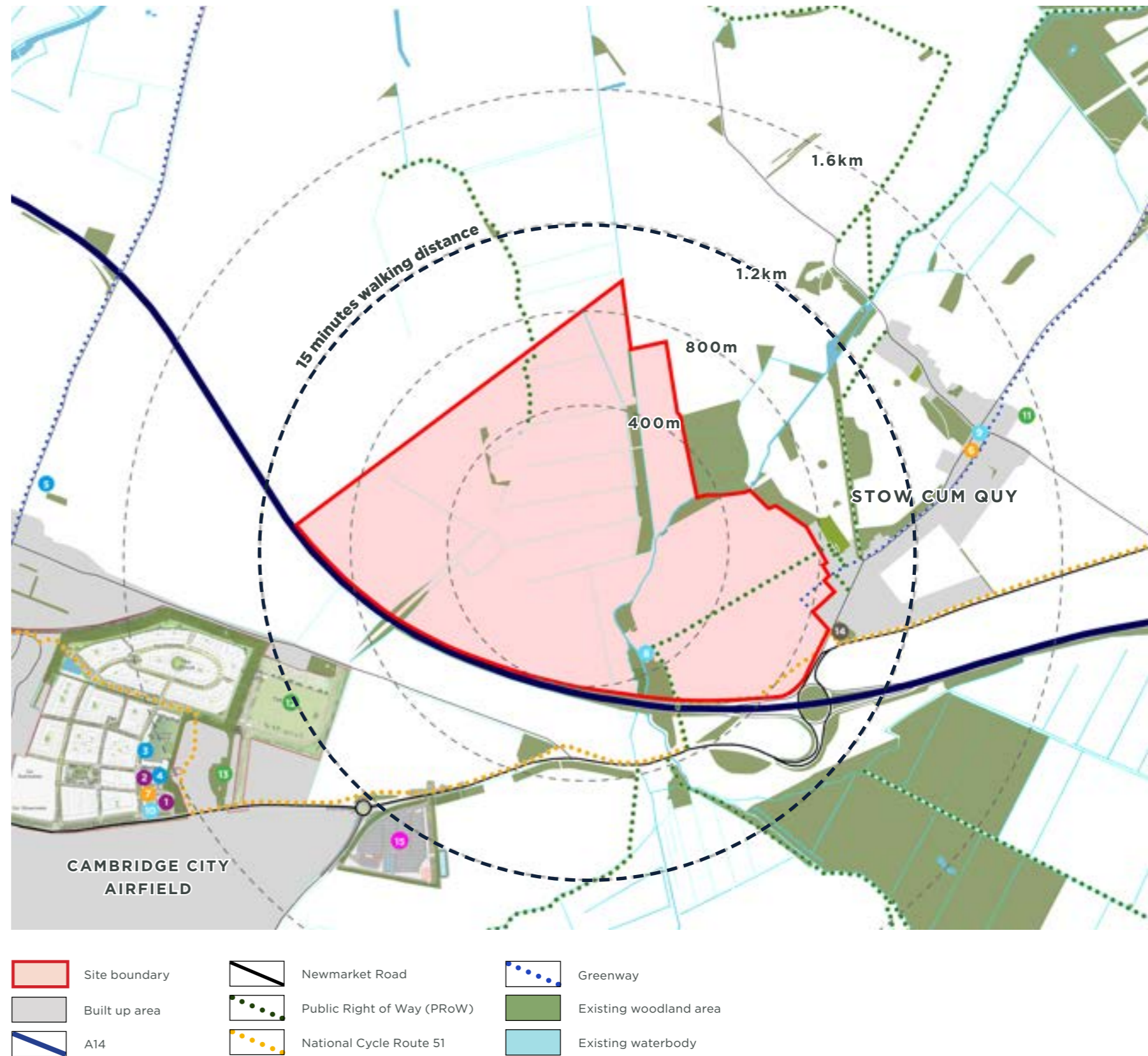


Figure 3: Local Facilities Plan

## 2.3 The Opportunity

Cambridge stands as a global hub for innovation, technology, and academia with a blend of traditional industries, cutting edge research, and entrepreneurial ventures.

The University of Cambridge is at the core of Cambridge's economy acting as a breeding ground for groundbreaking research and intellectual capital alongside the city's technology sector given the high concentration of tech companies, startups, and research institutions.

The Cambridge economy is estimated to have grown by 1.4% in 2024, outperforming the UK average, and is forecast to exceed 2% growth in 2025, led by office-based industries. The university contributes around £30 billion annually to the UK economy and supports 86,000 jobs.

Future infrastructure projects, including the East-West Rail, aim to further boost regional growth and connectivity by 2030.

The site presents an opportunity for a bespoke 'mid-tech' employment campus, able to provide the standard of accommodation and range of facilities sought by the global market.

Mid-tech is an important and fast-growing sector in the UK and global economy that balances research and manufacturing of sophisticated technology. The sector comprises a range of science and technology industries. The mid-tech sector requires a high level of investment in research and development coupled with space for manufacturing, given the need to prototype and develop concepts before they can go to market.

There remains a gap in the commercial / employment land market for a bespoke proposal such as this ('Guy Tech') especially if targeted at the 'mid-tech' sector given the lack of proposed accommodation towards the east of Cambridge with direct access to the A14.

Although there is proposed employment space in across the closest established north eastern parks, the majority is targeting office / R&D focused occupiers with constraints to delivery including obtaining vacant possession and finding solutions to either the relocation of major infrastructure or its consolidation to facilitate development.

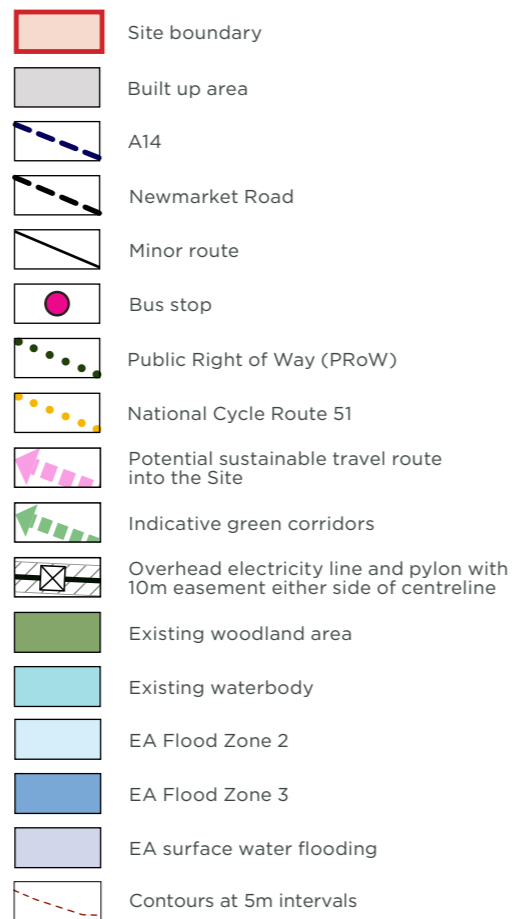


Figure 4: The Opportunity Diagram

## 2.4 The Site

The Site is well located immediately adjacent to the A14, junction 35, Stow Cum Quy. It is an area of change with significant residential development allocations to the south. Given the strong links to the primary regional road network, proximity to Cambridge and to upcoming residential developments, the Site is considered to have strong potential to deliver a range of commercial uses within a mixed-use campus.

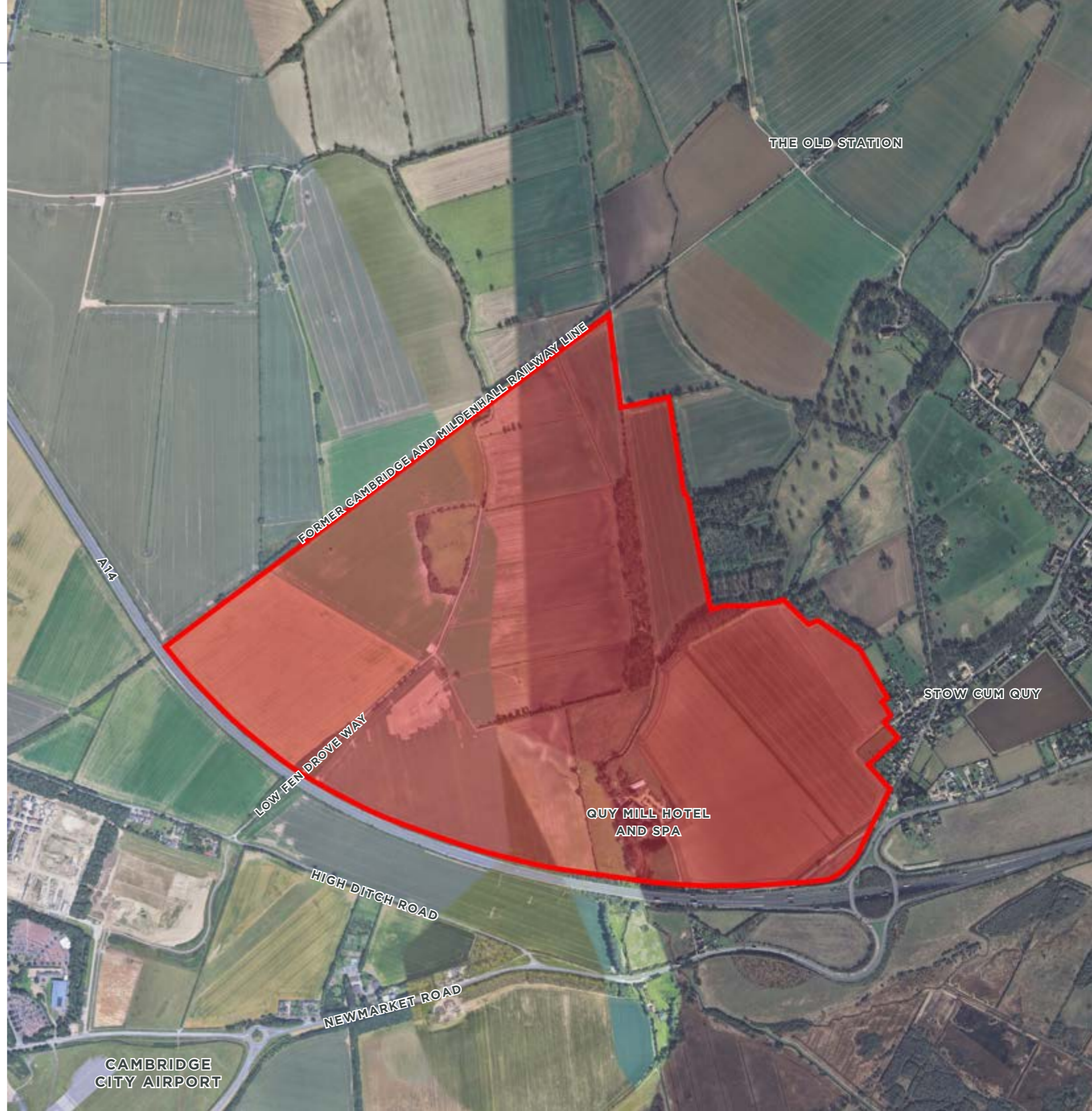
The Site is approximately 165 ha and comprises a number of fields in agricultural use. Towards the southern boundary of the Site sits Guy Mill Hotel & Spa.

The Site sits within the immediate surrounds of Cambridge which itself has a range of business and science parks including Cambridge Science Park, St John's Innovation Park and Cambridge Business Park close to Junction 33 of the A14 and Cambridge Research Park off the A10. These existing parks have varying focuses covering a mix of sectors including life sciences, deep tech, AI, hardware, R&D, biomedical research, healthcare, innovation, agri bio, pharmaceutical, biotech, bioinformatics, it, hi tech R&D, light manufacturing, software and digital technology.

In addition, there are a series of established industrial focused areas across this north / north eastern part of Cambridge. These are more focused on the light industrial, last mile logistics, hybrid production / prototyping, R&D enabled production, advanced manufacturing, hybrid lab industrial, light engineering, design/ manufacturing support sectors.



Figure 5: The Site Aerial



## 2.5 Visual Tour of The Site

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

1. View from Lower Fen Drove Way looking north-east across the Site;
2. View looking south-east across the Site from Lower Fen Drove Way towards Quy Mill Hotel & Spa
3. View looking east from Public Right of Way towards Stow cum Quy
4. View looking west from Public Right of Way towards Quy Mill Hotel & Spa

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



Figure 6: Photo location map

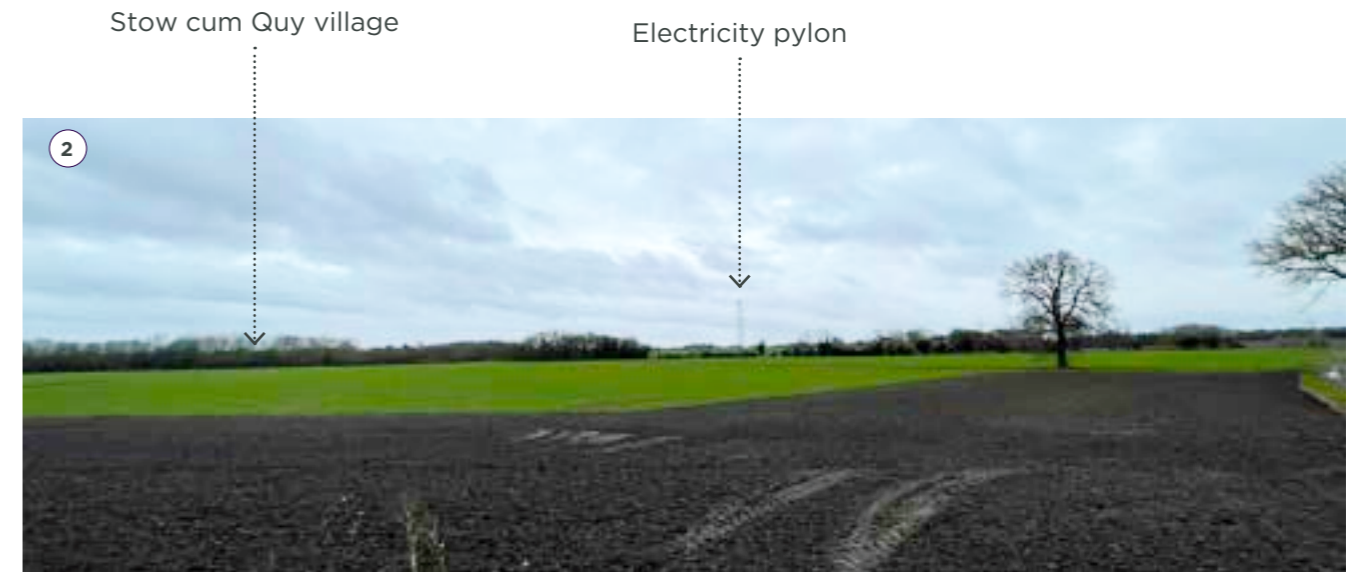


Figure 7: Site Photographs

## 3.0 Planning and Market Demand

- 3.1 Planning Context
- 3.2 The Plan Making Process
- 3.3 Call for Sites
- 3.4 Greater Cambridge Draft Local Plan
- 3.5 Draft Policy S/JH: New Jobs and Homes
- 3.6 Draft Policy S/DS: Development Strategy
- 3.7 Need for Mid-Tech Employment Land
- 3.8 Other Policies



### 3.1 Planning Context

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

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

This submission relates to land adjacent to the A14 at junction 35 at Stow Cum Quy.

Given the Site's strong links to the primary regional road network and strong connectivity to the east of Cambridge the Site is considered to have strong potential to deliver a range of commercial uses within a mixed-use commercial campus.

### 3.2 The Plan Making Process

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

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

### 3.3 Call for Sites

This Site is new to the emerging Local Plan. Details of the Site's potential have not been submitted in response to earlier iterations of the plan. Greater Cambridge has not therefore considered the ability of the Site to meet future needs of Cambridge, nor has green belt release been considered against the merits of these proposals.

Greater Cambridge makes clear the ability to submit new sites in response to this Reg 18 plan through the provision of a 'New Sites Form'. The opportunity remains therefore for the merits of additional sites to be considered ahead of preparing the Regulation 19 version of the Plan.

### 3.4 The Greater Cambridge Local Plan

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

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

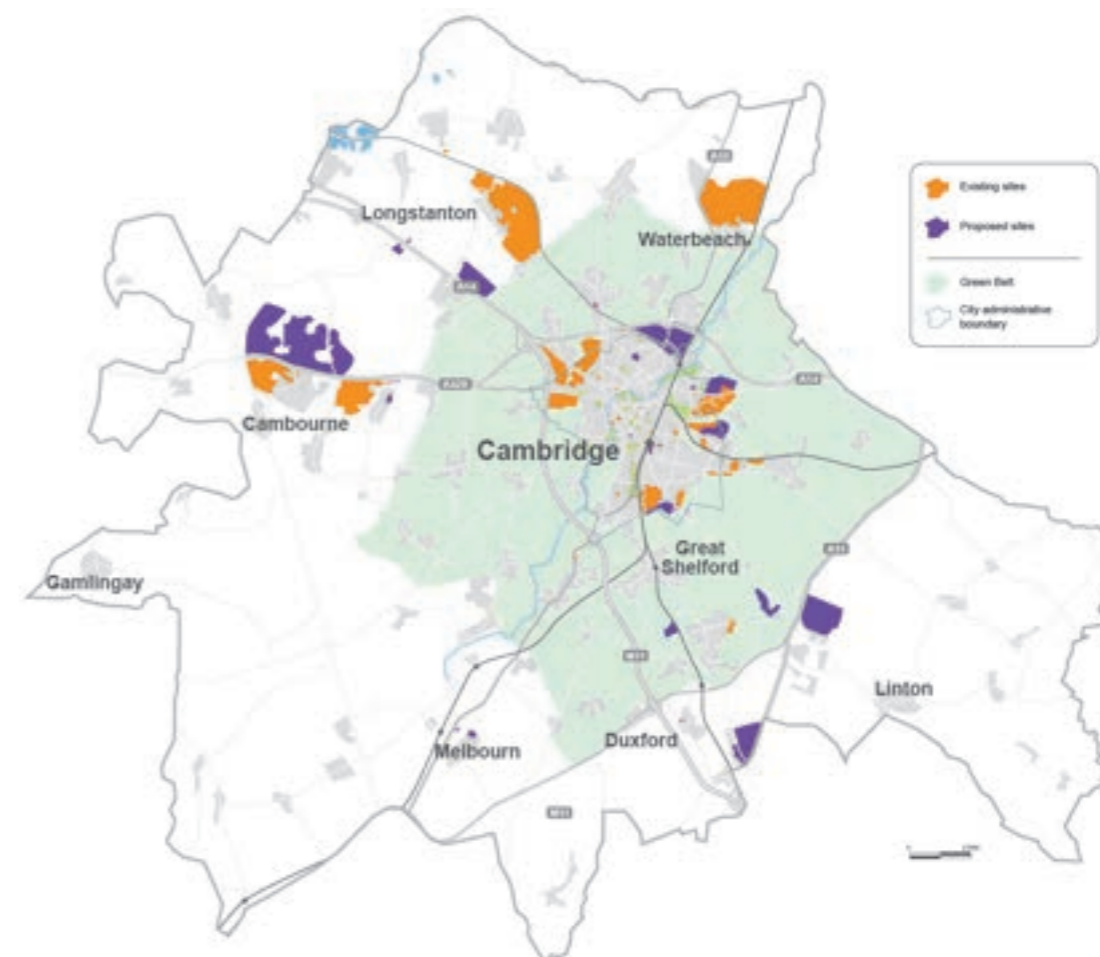


Figure 8: Map showing proposed Development Strategy (Draft Greater Cambridge Local Plan, 2025)

### 3.5 Draft Policy S/JH: New Jobs and Homes

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

Over the plan period need is identified for:

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

### 3.6 Draft Policy S/DS: Development Strategy

The proposed development strategy makes clear that “...we therefore plan for a greater amount of employment floorspace than that associated with our identified need, taking into account the needs of different employment sectors.”

The following strategic allocations are located close to the Site and have been identified to meet the office and research and development needs.

*a. Within Cambridge urban area:*

*i. North East Cambridge* – to maximise the opportunity provided by Cambridge’s last remaining significant brownfield site, a carried forward allocation for comprehensive mixed-use development, should Cambridge Waste Water Treatment Plant be relocated away from the Site; or else employment-led development and intensification of the existing science and business parks taking advantage of the Site’s highly sustainable location;

*b. On the edge of Cambridge:*

*i. Cambridge East* – a vibrant, inclusive well-connected new city district, reshaping eastern Cambridge while complementing the city centre, comprising: a new allocation at Cambridge Airport for mixed use development with supporting services and facilities, including approximately 8,000 homes and

*significant employment floorspace for office and research & development, and a minimum of 20,000m<sup>2</sup> employment floorspace for industrial uses, and the carried forward allocations of Marleigh and Springstead village, to be fully integrated within the wider Cambridge East site;*

*c. At new settlements:*

*iv. Waterbeach new town* – a carried forward allocation for mixed use development with supporting services and facilities, including approximately 11,000 homes and 37,000m<sup>2</sup> employment floorspace for office, research & development, and industrial uses delivering a vibrant community of a high quality and distinctive design, celebrating excellence in sustainable development and healthy living, with its own character and identity that respects its location on the Fen edge, its historic landscape and close proximity to Cambridge.

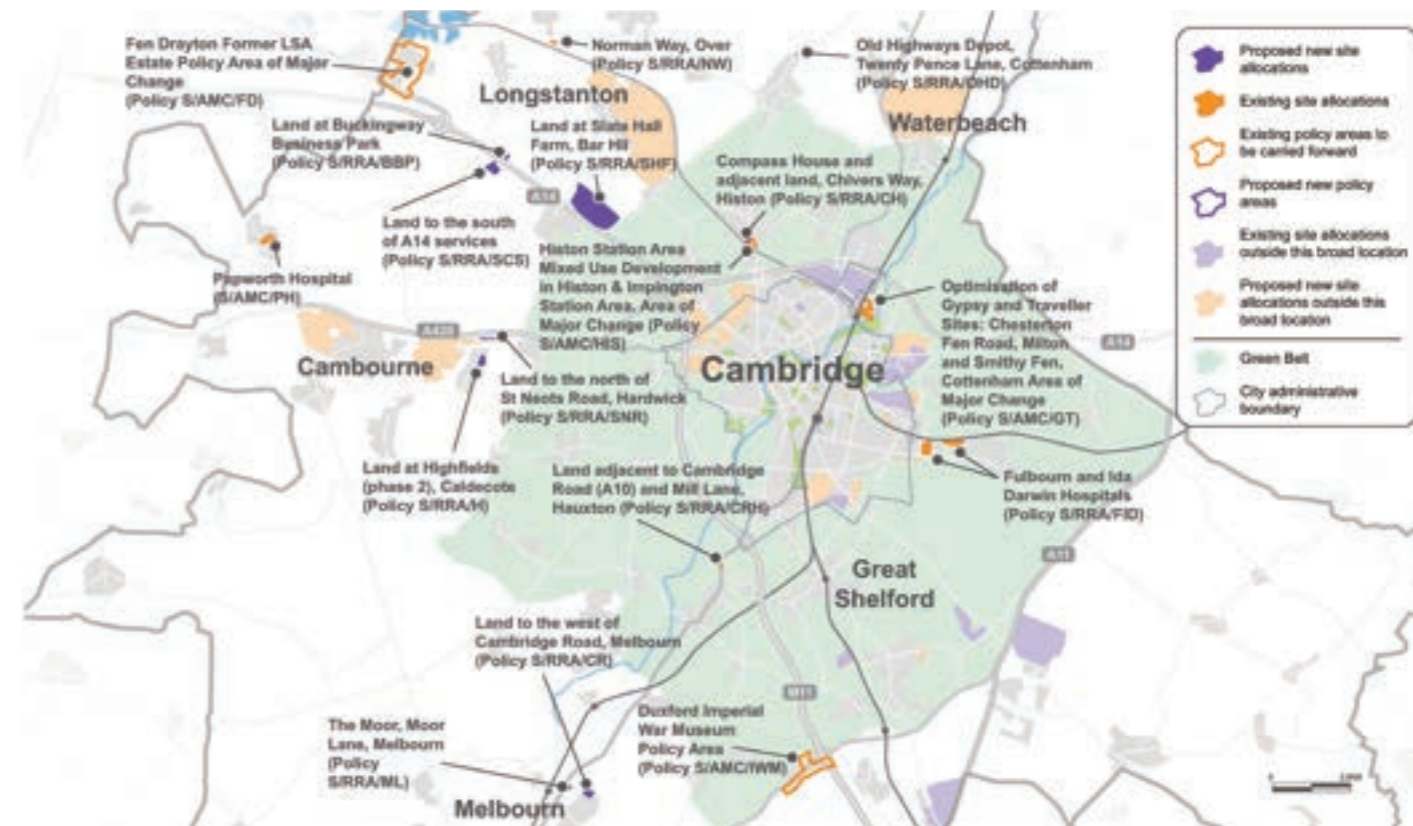


Figure 9: Map of Rest of Rural Area Site Allocations and Policy Areas (Draft Greater Cambridge Local Plan, 2025)

## 3.7 Need for Mid-Tech Employment Land

The Government has promised to deliver change and improve lives for citizens in every part of the UK identifying that achieving this ambition will require them to unlock the full potential of UK science and technology to drive growth and create jobs.

Science and Technology is at the heart of the Government’s ambitions as set out in the Industrial Strategy.

The NPPF was issued in December 2024. The framework makes clear that planning policies should ‘pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, data centres, freight and logistics. This is further echoed through the draft NPPF issued in December 2025.

There is a clear shortage of large-scale office, R&D, and mid-tech space in the eastern Cambridge corridor, where the subject site is located. Industrial and light industrial provision is similarly constrained, with few options for units above 50,000 sq. ft. The proposed development should prioritise flexible, high-quality space to meet these unmet needs.

Creating a campus that prioritises mid-tech facilities that includes adaptable floorplates to cater to hybrid occupiers requiring office, lab, and light manufacturing capabilities is to be focused on. This can be supplemented by a proportion of office / R&D space with supporting amenities.

Focusing on the mid-tech sector will help position the scheme to attract advanced engineering, technology and life science firms.

Cambridge supports a globally competitive R&D intensive ecosystem and there is reason to believe that much of the investment it attracts in the life sciences and high tech services industries might otherwise occur among its international competitor ecosystems.

According to the “Greater Cambridge: Growth Scenarios” research published by Government in November 2025, additional activity in knowledge intensive sectors and housing delivery could enable a substantial increase in employment. According to their growth scenarios, Greater Cambridge could support 380,000 to 465,000 jobs by 2050. This represents a 60% to almost doubling of the size of the existing Greater Cambridge workforce (236,000 jobs) and would see employment around 20% to 45% higher than in the baseline forecast (321,000 jobs).

Albeit these scenarios stretch as far as 2050 these figures are significantly higher than the 73,300 new jobs envisaged by the Greater Cambridge Local Plan.

The growth scenarios represent faster employment growth (1.8% to 2.5% per year) than that observed historically (1.7% per year). The increase in employment would be primarily driven by knowledge intensive sectors, which would form around two-thirds of additional employment.

The economic strategy of the Greater Cambridge Local Plan is focussed on the knowledge intensive sector, including R&D, and therefore, it would appear that the predictions and the strategy are not as ambitious as they should be, and critically as ambitious as the Government would like them to be.

Therefore, there is a strong argument for the Councils to look again at the evidence which underpins the economic strategy, and to support more economic development on Site, such as the proposal supported by this report.

## 3.8 Other Policies

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

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

- **Policy I/ID:** Infrastructure and delivery
- **Policy I/CM:** Construction management

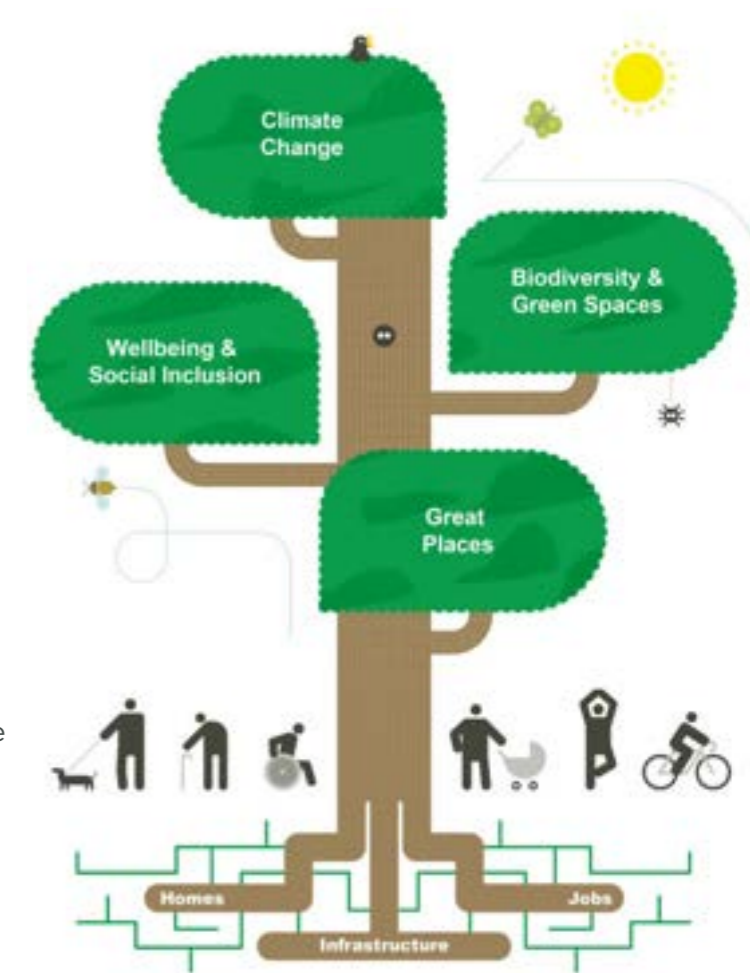


Figure 10: Graphic on front cover of the Draft Greater Cambridge Local Plan (2025)

## 4.0 Technical Analysis

- 4.1 Green Belt Review
- 4.2 Landscape Context
- 4.3 Connectivity
- 4.4 Ground Conditions
- 4.5 Flood Risk and Drainage
- 4.6 Access and Highways
- 4.7 Archaeology
- 4.8 Noise and Vibration
- 4.9 Air Quality
- 4.10 Opportunities & Considerations



## 4.1 Green Belt Review

The Greater Cambridge Green Belt Assessment (August 2021) makes clear that the Quy Tech Site is closely associated with the settlement of Stow-cum-Quy and that it does not contribute therefore to the unique character of Cambridge. In this context, the Quy Tech opportunity is considered against the purposes of the Green Belt as set out at draft Policy S/GB: The Cambridge Green Belt of the draft Greater Cambridge Local Plan, below:

- a. Preserve the unique character of Cambridge as a compact, dynamic city, with a thriving historic centre: As is identified in the Greater Cambridge Green Belt Assessment the land is not close enough to the main urban area of Cambridge to be associated with it. The land is closely associated within the settlement of Stow-cum-Quy. It therefore makes no contribution to Cambridge.
- b. Maintain the enhance the quality of its setting: As identified in the Greater Cambridge Green Belt Assessment the land contains no features/aspects that contribute specifically to the quality of Cambridge’s setting. Overall, the land at Quy Tech makes a relatively limited contribution to the purpose of maintaining Cambridge’s setting.
- c. Prevent communities in the environs of Cambridge from merging into one another and with the City: Development of this site would not lead to the merging of neighbouring towns, a key test of the Green Belt as set out at paragraph 143 of the NPPF. Cambridge is identified at the top of the settlement hierarchy, whilst Stow-cum-Quy is identified as a 6th (lowest tier) ‘Infill Village’ in the draft Local Plan. Notwithstanding this, Cambridge is bordered by agricultural fields, the A14 is between the two sites and further landscape buffers would be designed into the campus itself. Development of the Quy Tech Site would not read as a continuation of the Cambridge Urban Area.

On the basis of these considerations, the Site is considered Grey Belt i.e. a less significant area of the Green Belt in which development should be allowed.

Relative also to this is the impact on the Green Belt to expand any existing large-scale research and development site in Cambridge to meet the need for additional employment floorspace. These sites include: Cambridge Biomedical Research Campus, Babraham Research Campus, Cambridge Science Park and Peterhouse Technology Park. It is clear that all existing sites in close proximity to Cambridge require Green Belt release to meet any additional need. Of these the opportunity at Quy Tech presents the least impact in terms of loss of Green Belt.

The following numbers correspond to those on Figure 11 opposite, identifying the existing developmens proposed around Cambridge.

- 1 Peterhouse Technology Park**
- 2 St John Innovation Centre**
- 3 Cambridge Science Park Milton Road**
- 4 Cambridge Biomedical Campus**
- 5 Babraham Research Campus**
- 6 Granta Park**

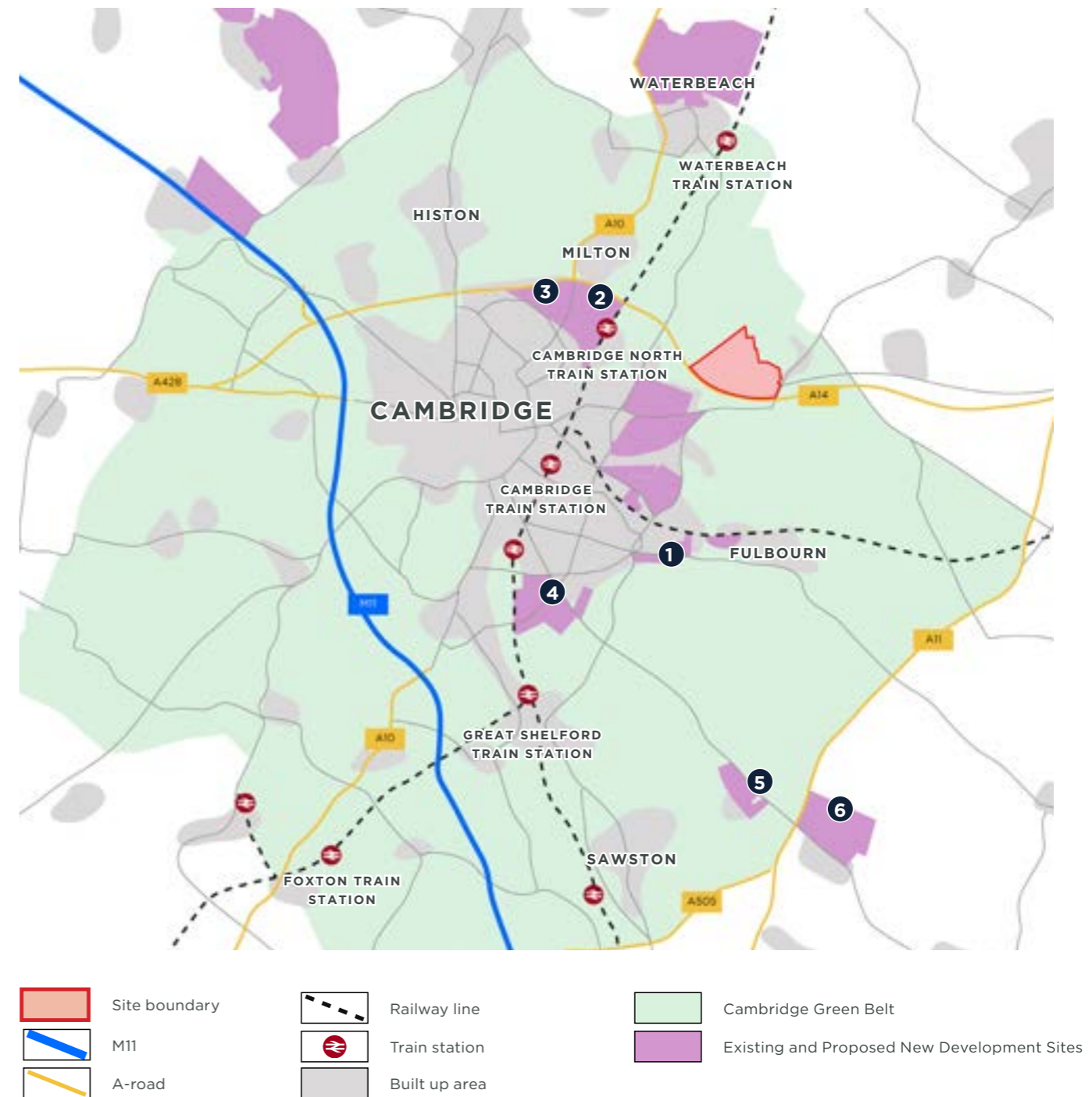


Figure 11: Wider Site Context with Green Belt

## 4.2 Landscape Context

### Greater Cambridge - Landscape Character Assessment February 2021

The Site is relatively flat although Church Road to the east runs along a ridge (north to south) above the Site. Mature woodland, trees, and hedgerows and are evident on the Site alongside large arable fields.

The Site is considered part of the Fulbourn Fen Edge Chalklands in the Landscape Character Assessment prepared by Greater Cambridge in 2021. The characteristics of the area are depicted as follows.

#### Key Characteristics

- Scattered woodland cover includes remnant historic parkland in proximity to historic villages
- Small scale field patterns around settlement edges
- Settled rural landscape with historic linear settlements and isolated farms
- Pockets of ecological value including floodplain grazing marsh and lowland meadow

Fulbourn Fen Edge Chalklands is a gently undulating landscape that continues east into East Cambridgeshire District. Within the Study Area, the landform gently rises from c. 5m AOD at the edge of The Fens, to c. 25m AOD in the south-west where it meets the Chalk Hills. A small number of minor streams in the south of the LCA flow into LCA 1E: Fulbourn Fen where they converge to form Quy Water, and re-emerge in the north of the LCA to eventually join the ditch network in The Fens to the north. The ditch network intermittently extends from LCA 1E: Fulbourn Fen, generally coinciding with tree cover east of Fulbourn, west of Great Wilbraham and north of Stow cum Quy.

Much of the landscape comprises open, arable fields generally enclosed by intermittent, gappy hedgerows and ditches. The field pattern is irregular, with smaller scale more regular fields found close to settlement. Tree cover is higher than other Fen Edge

Chalklands LCAs, with scattered areas of woodland, often including remnant parkland, clustered near to villages.

Settlement includes a number of small, linear villages and scattered farms separated by farmland. The villages, Fulbourn, Great Wilbraham, Little Wilbraham and Stow cum Quy, are located on relatively high ground and their church towers are prominent in the landscape. Of these villages, only Fulbourn has expanded with significant areas of modern housing surrounding the historic core. Village edges tend to be enclosed by small scale pastoral fields, shelter belts and robust, well-trimmed hedgerows, forming localised visual enclosure and a soft rural edge to the historic cores. The gently rolling landform and intermittent hedges combine to offer long, framed views from settlement across arable fields to distant woodland. From higher land there are distant views to Cambridge across the open landscape. Vertical features breaking the skyline include trees, poles associated with the communications network, pylons, and wind turbines in the Chalk Hills to the south. The A14 and A1303 cut through the LCA, locally detracting from the rural character and tranquillity experienced elsewhere in this LCA.

Variety in the landscape is achieved through scattered designed parkland landscapes. These include Wilbraham Temple, a Registered Park and Garden east of Great Wilbraham, and Quy Hall, an 18th century Deer Park with areas of floodplain grazing marsh. Further ecological value is found at Fulbourn Fen Nature Reserve, a SSSI and local nature reserve which contains a pocket of lowland meadow, fen woodland and good quality semi improved grassland. It is publicly accessible, with a local network of footpaths for recreational use. Part of the Harcamlow Way long distance footpath passes through it, linking several heritage and nature features and sites in adjoining character areas.

#### Evaluation

##### Specific Landscape Sensitivities

In addition to the generic landscape sensitivities for this landscape character type, the following sensitivities are specific to this character area:

- Network of small pastoral fields enclosed by hedgerows and shelter belts close to settlement
- Parkland features at Quy Hall and Wilbraham Temple
- Pockets of ecological diversity including floodplain grazing marsh and lowland meadow

##### Specific Landscape Guidelines

In addition to the generic landscape guidelines for this landscape character type, the following guidelines are specific to this character area:

- Restore parkland in areas where it has been fragmented, enhancing the specific features that give character and its context within the wider landscape

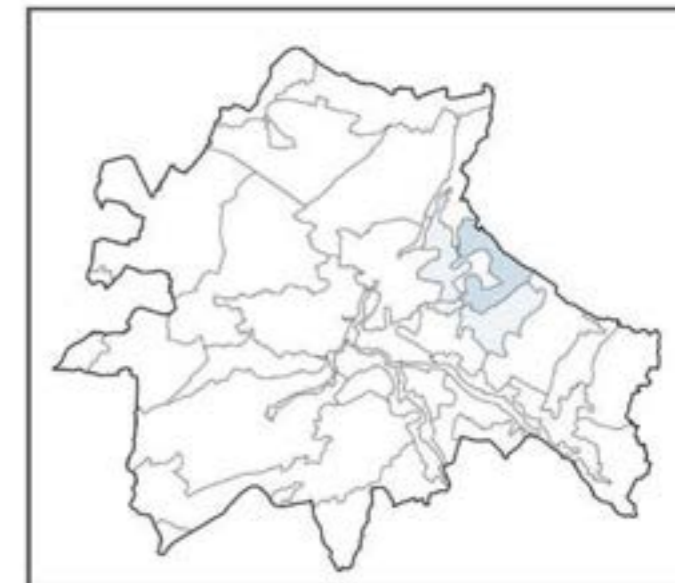


Figure 12: Characteristics and maps of Landscape Character Area 6C: Fulbourn Fen Edge Chalklands (Landscape Character Assessment 2021)

## 4.3 Connectivity

### Marleigh Development

Marleigh is a new community located in the north-east corner of Cambridge, north of Newmarket Road. It forms part of the adopted Cambridge East Area Action Plan.

Outline Permission (Ref: S/2682/13/OL) was granted in November 2016 for “Up to 1,300 homes, a primary school, community hall, food store, children’s play areas, sports pitches, allotments, a sports pavilion, and an allotment clubhouse”

The proposals are currently being built through a 3-phased development. The proximity of the development to the Site provides significant community benefits, with the south-western boundary of the Site just a 3 minute walk / 1 minute cycle along Low Fen Drove Way to the north-eastern boundary of the Marleigh Development.



Figure 13: Concept Masterplan for the Marleigh development (Outline Permission S/2682/13/OL, from Pollard Thomas Edwards Architects, 2013)

### Newmarket Road Park and Ride

A proposed new Travel Hub has recently undergone consultation, located near the Newmarket Road and Airport Way junction, to the south-west of the Site. The project is part of the Cambridge Eastern Access Programme - one of four corridor schemes improving connectivity across Greater Cambridge.

The proposals state that a larger travel hub is needed to support Cambridge’s sustainable growth and rising travel demand, aiding people to complete journeys by bus, bike or on foot.

If approved, these proposals would mean that Park and Ride services would be a 15 minute walk / 5 minute cycle from the Site boundary, along existing Public Rights of Way / National Cycle Route 51.

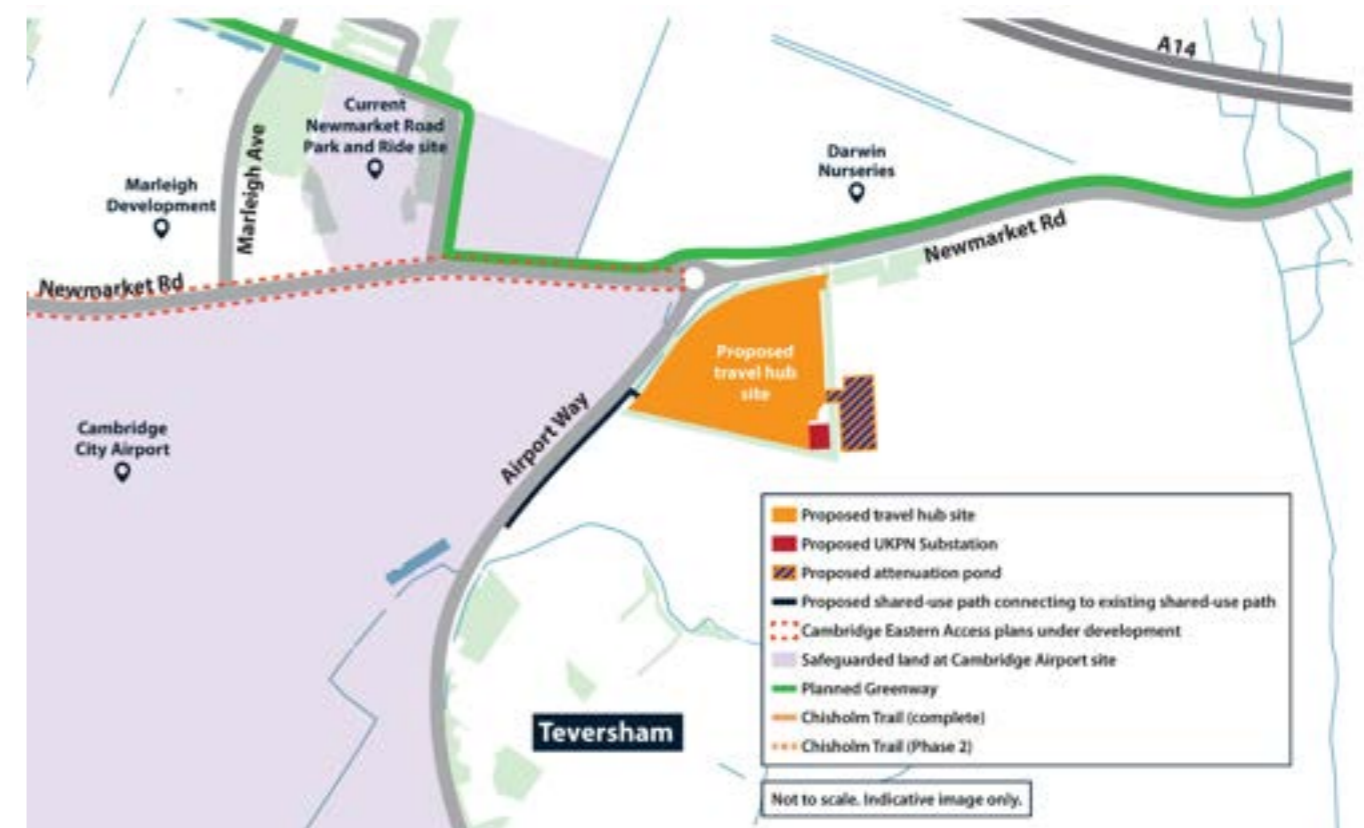


Figure 14: Indicative Site Layout for the Travel Hub on Newmarket Road (Greater Cambridge Partnership Consultation, 2025)

## 4.4 Ground Conditions

The Site is not located within a Principal Aquifer, nor is the Site located within a Groundwater Protection Area.

The British Geological Survey's Geology Viewer indicates that whilst there are no reported superficial deposits on the majority of the Site, there are River Terrace Deposits of sand and gravel to the southern corner of the Site. Additionally, in the centre of the Site, peat deposits run generally parallel to the Black Ditch and Quy Water.

The Site is underlain by the West Melbury Chalk Formation.

A Phase 1 Desk Based Assessment will be undertaken in due course, with the findings forming the scope for detailed Phase 2 Site Investigation to inform detailed design of the scheme.

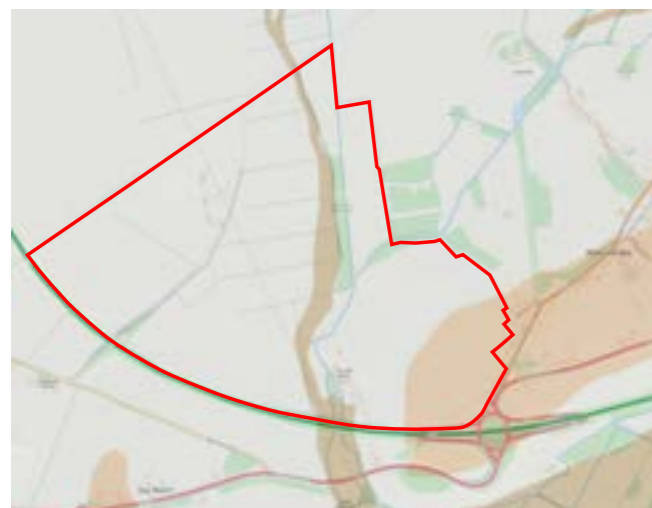


Figure 15: Surface Deposits Map (British Geological Survey's Geology Viewer)



Figure 16: Bedrock Formation Map (British Geological Survey's Geology Viewer)

## 4.5 Flood Risk and Drainage

### Flood Risk and Surface Water Features

The Environment Agency (EA) Flood Map for Planning indicates the Site is located partially within Flood Zones 1, 2 and 3. The 'Quy Water' EA Main River passes through the Site, flowing south to north. In addition the 'Black Ditch', which is not an EA Main River, is located outside of the northern boundary. There are smaller ditches within the Site which connect Black Ditch to Quy Water.

All developable areas will be located outside of the Flood Zones. A detailed Flood Model will be procured to establish the full extent of any Flood Zones.

The Site is located mostly at a very low risk of flooding from surface water. There are pockets at low, medium and high risk associated with the ditches present within the Site. All developable areas will be located outside of these areas.

The Site is not shown to be at risk of flooding from reservoirs.

Flood Defences are shown to exist within the boundary of the Site which are associated with 'Quy Water'.

The Site will adopt a highly sustainable and green approach to the management of surface water runoff via the use of Sustainable Drainage Systems (SuDS).

Infiltration testing undertaken for the recent planning application at the Quy Mill Hotel demonstrated that discharge of surface water runoff via infiltration is unlikely to be viable.

A controlled discharge to either Quy Water or the ditches associated with this will be sought. The runoff will be limited to 1 in 1-year greenfield rates and will achieve the four essential pillars of SuDS by managing the water quantity, improving water quality, enhancing biodiversity and adding amenity value. This will be achieved through an appropriate treatment train, making effective use of swales, rain gardens, rills, permeable paving and attenuation basins, all designed in accordance with the Building Regulations, The SuDS Manual (CIRIA C753) and HCC Lead Local Flood Authority recommendations.

Using SuDS and limiting the runoff, the Site will mimic the natural drainage from the site. There will not be any increase in the risk of flooding offsite as part of the scheme.



Figure 17: Risk of Flooding from Rivers and Seas (EA Flood Map)

## 4.6 Access and Highways

The Site is located to the north of the A14, near to Junction 35. The location of the Site to this junction provides an opportunity to improve this junction and offer a betterment to existing and future users of this junction.

The form of the access into the Site will be informed by appropriate Transport Modelling which will consider current traffic flows as well as future growth. There are numerous solutions which could be employed, and could take the form of widened slip roads, traffic signals, independent turning lanes and new roundabouts. National Highways and Cambridgeshire County Council Highways, as the Local Highway Authority, will be consulted with a Transport Scoping Note to identify the scope of all traffic surveys and Transport Modelling to inform the new access.

The proposed access into the Site will be designed in accordance with the Cambridgeshire Design Guide and Cambridgeshire Highways Development Management Documents.

The Site is located within a highly sustainable location, with a range of Cycle Networks, Bridleways and Public Footpaths (PROWs) within the vicinity of the Site.

Cycle Network Route 51 passes along the southern boundary of the Site. This route provides a link into the centre of Cambridge and the wider excellent cycle network that the city has to offer. Opportunities exist to improve this route within the vicinity of the Site and will be explored as the scheme continues to develop.

A PROW Footpath passes through the Site providing potential leisure connectivity routes, as well as active travel opportunities. This Footpath provides connections to a wider network of PROWs.

In addition, Low Fen Drove Way, to the western boundary of the Site (but located within the Site boundary), is a highway maintainable at public expense. Connectivity opportunities to this will be explored with the potential for significant improvements and the potential for this to form a new active travel route as the scheme develops.

There are two bus stops within close proximity to the Site, which are served by the no. 12 bus and Tiger 5. Both services offer connections into Cambridge and run every hour.

The Site is located in a highly sustainable location and benefits from existing active travel links which can be improved as part of the scheme. These connections provide excellent routes into the City Centre and all of the associated amenities, including shops, train station, schools and employment. New footways and cycleways will be provided within the Site, to further enhance these existing links and ensure future employees have easy access to these amenities. Extensions and improvements to the existing PROWs will be explored, adding further benefit and increasing connectivity for future employees.

There are a good range of alternative modes of transport which will provide future employees with a feasible range of transport options so that they are not dependent on the private motorcar. This would be consistent with the aims of national planning policy, which requires new homes be allocated in locations that are or can be made accessible.

## 4.7 Noise and Air Quality

Any noise associated with the A14 which will impact the scheme will be considered appropriately.

The layout and orientation of any homes proposed will be carefully considered to any noise source identified and will provide suitable mitigation to ensure that residents have ambient noise levels within their homes. These will not exceed 55dB within private amenity areas, as outlined by the World Health Organisation and BS8233:2014 guidelines.

The Site is not located within an Air Quality Management Area. An appropriate Air Quality Assessment will be undertaken to demonstrate that air quality will not present a constraint to the development of the Site.

## 4.10 Opportunities and Considerations

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

The key technical opportunities and considerations are:

- 1 Vehicular Access** - Potential vehicular access taken from Newmarket Road.
- 2 Pedestrian and Cycle Access** - Potential pedestrian and cycle way access via foot tunnel under the A14.
- 3 Heritage** - The two Grade II Listed assets (Quy Watermill and its Garden Wall) sit within the Site, towards the southern boundary. Proposals should preserve and enhance the setting of these heritage assets.
- 4 Public Rights of Way** - A number of existing routes run through the Site. One arches through the Site following Low Fen Drive Way, with others located in the south-east of the Site. These present opportunities to link into Stow cum Quy and the wider sustainable movement network.
- 5 Flood Risk** - Central areas around Quy Water and Quy Mill Hotel fall within EA Flood Zone 2 & 3.
- 6 Green Belt** - The entirety of the Site lies within Cambridge Green Belt.
- 7 Green Infrastructure** - There are opportunities for the Site to provide a large area of open recreational space or country park.
- 8 Topography** - The topography of the Site is relatively flat.
- 9 National Cycle Route** - A section of National Cycle Route 51 runs along the southern boundary, connecting Cambridge with Newmarket, and beyond into Bedfordshire, Essex and Suffolk.
- 10 Noise** - Due to proximity with the A14 to the south, there may be potential noise impacts to development along this boundary.
- 11 Utilities** - An overhead electricity power line runs through the Site.
- 12 Proposed Newmarket Road Travel Hub** - Opportunity to connect with the proposals at Newmarket Road to improve connectivity and provide sustainable transport options.
- 13 Marleigh Development** - Opportunity to provide a pedestrian / cycle connection along Lower Fen Drive Way to the new Marleigh Development, providing community benefits and access to a range of open spaces.
- 14 Sustainable Travel Route** - Key route into the Site via Low Fen Drive Way / High Ditch Road.

-  Site boundary
-  Potential vehicular access
-  Potential pedestrian / cycle access
-  A14
-  Newmarket Road
-  Bus stop
-  Public Right of Way (PRoW)
-  National Cycle Route 51
-  Potential sustainable travel route into the Site
-  Listed building
-  Overhead electricity line and pylon with 10m easement either side of centreline
-  Existing woodland area
-  Existing waterbody
-  EA Flood Zone 2
-  EA Flood Zone 3
-  EA surface water flooding
-  Contours at 5m intervals

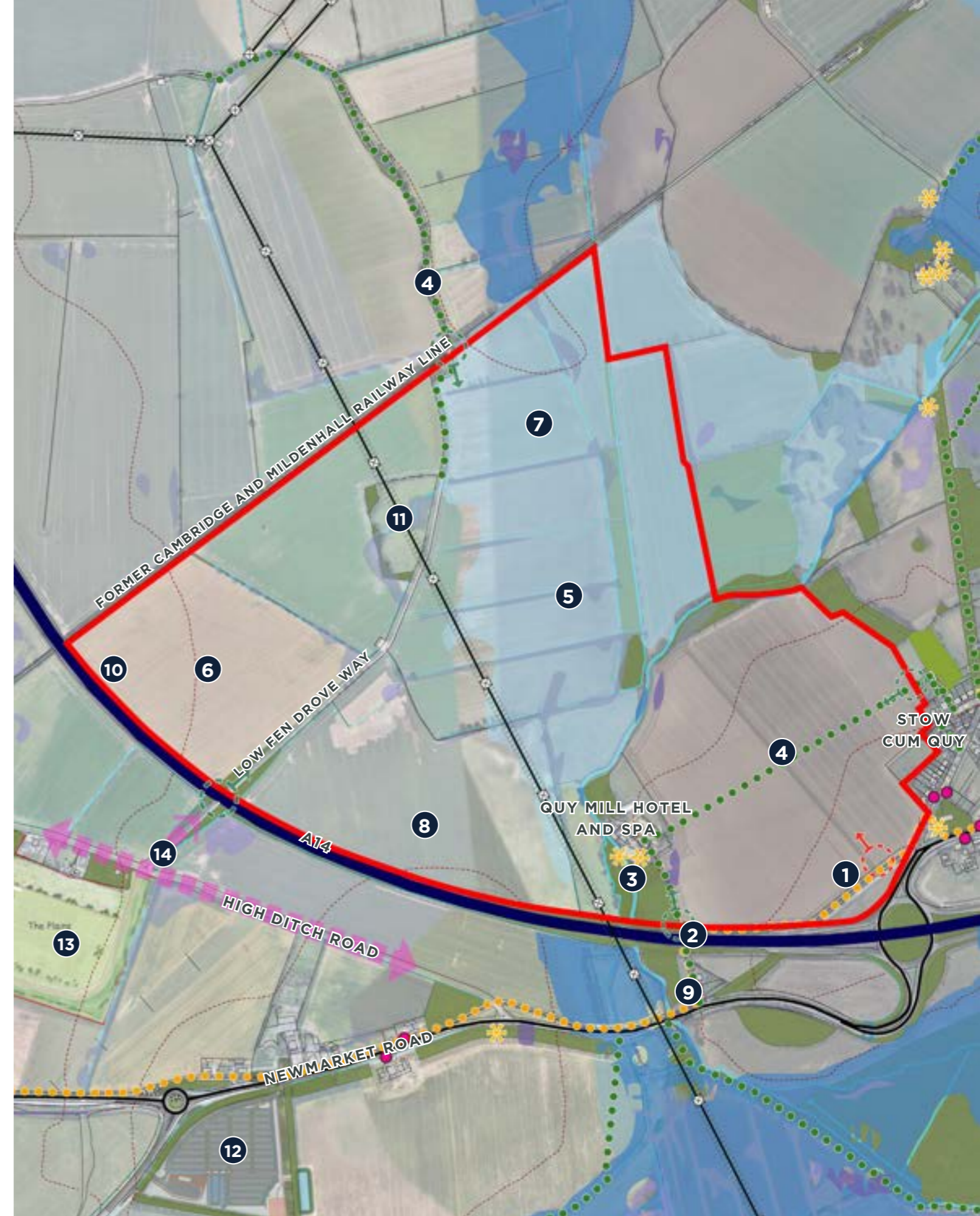


Figure 18: Site Opportunities & Considerations

# 5.0 The Vision

## 5.1 Vision for the Site



## 5.1 Vision for the Site

“

Our vision for Quy Tech is for a **high-quality, commercial-led, mid-tech development**, in a strategic, convenient and accessible location alongside the A14.

The proposals will feature approximately **5 hectares of residential use**, with the new community having direct access to existing facilities within Cambridge, including shops, schools, doctors, community facilities and Cambridge North Train Station.

The development has potential for a solar farm to sit on its northern boundary, maximising opportunities for the new and existing communities to benefit from renewable energy forms.

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

The proposals will improve **pedestrian and cycle connections** between the new development, Stow-cum-Quy and into Cambridge East to the south-west, encouraging the use of **sustainable transport options**.

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

The new development will make use of land to ensure a **minimum 20% biodiversity net gain**.

”



Figure 19: Vision Images for Land to the north of the A14

# 6.0 The Masterplan

- 6.1 Existing Site Influences
- 6.2 A Landscape-Led Response - Working with Nature
- 6.3 Concept Masterplan
- 6.4 Creating Connections



## 6.1 Existing Site Influences

### Green and Blue Infrastructure



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

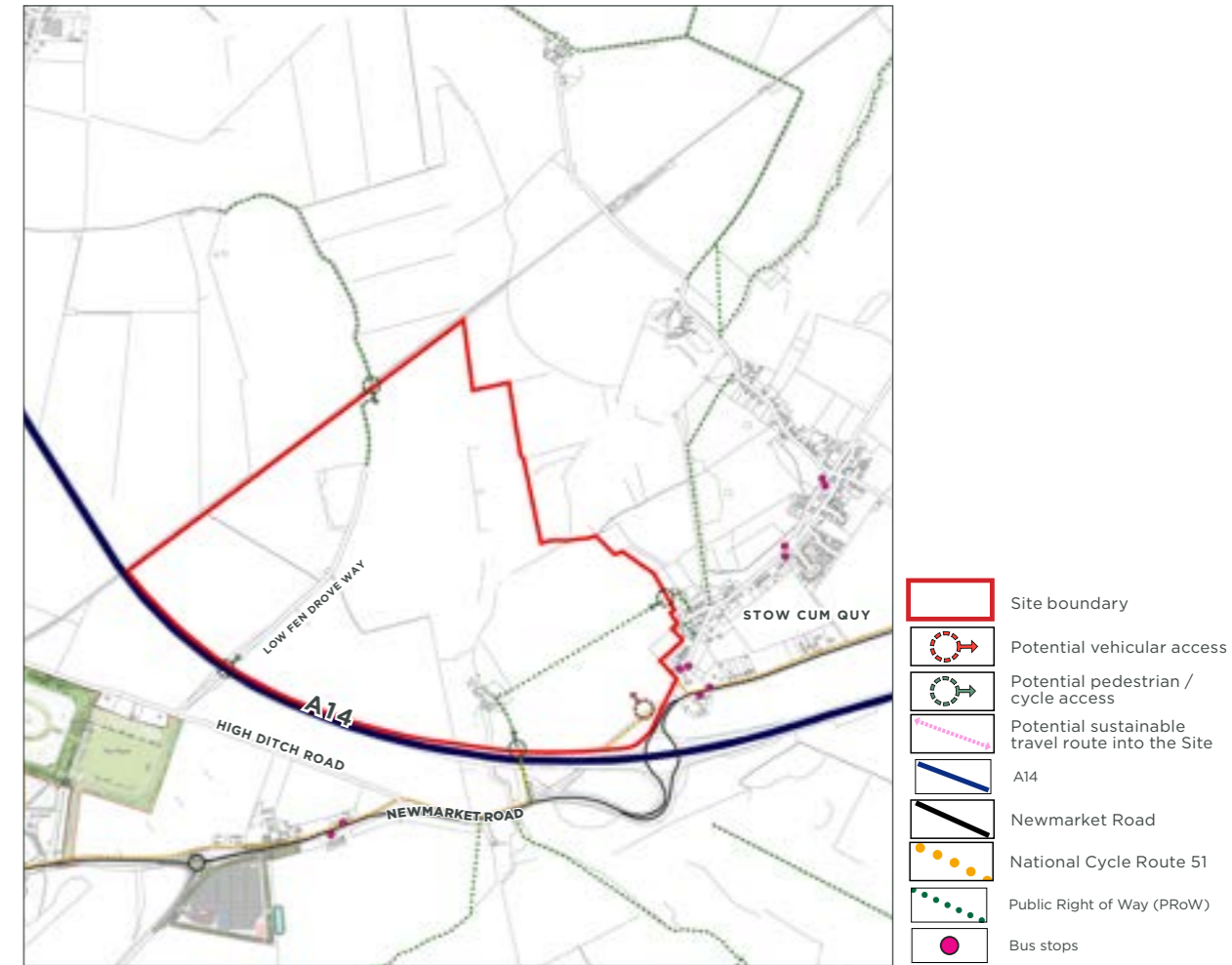
The areas of vegetation are illustrated on **Figure 19** above. The Site features a number of groups of existing woodland, particularly along its north-eastern boundary and towards the south, close to Quy Mill Hotel & Spa.

A number of small brooks and ditches run east-west across the central area of the Site.

There are a few areas of medium-high surface water flood risk around the Site, particularly around Quy Water in the central areas. The majority of the Site sits within Flood Zone 1, with the exception of these central areas around Quy Water.

The topography is gently sloping towards the south, with long-ranging view across the Site possible from the northern boundary.

### Access



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

A new potential primary access point is to be taken from Newmarket Road / Quy Interchange in the south-eastern corner.

The Site benefits from a number of Public Rights of Way, with existing pedestrian access points into the Site from the north, east and south. The eastern connection affords pedestrian connections into Stow cum Quy, whilst the southern connection provides

opportunity to connect with the ongoing proposals at Cambridge East, to the south-west. These include the Marleigh Development and Newmarket Road Park & Ride.

In addition, National Cycle Route 51 runs within the Site's south-eastern edge, providing sustainable connections to Cambridge to the west.

## 6.2 A Landscape-Led Response - Working with Nature

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

All boundaries of the Site will retain existing trees and hedgerows, and will include new native tree and hedgerow planting to reinforce field boundaries where possible. This will ensure the development has a robust landscape framework.

The Site benefits from a number of green corridors, which include along the overhead powerline, Lower Fen Drive Way and along the Public Rights of Way. These help to successfully integrate the development within the surrounding landscape.

A large area of open space is proposed in the northern areas of the Site. This area has potential for solar uses due to its slightly raised elevation when compared to the rest of the Site.

A number of attenuation features are proposed at the lowest points of the Site, in the central areas of the Site around Quy Water. Swales will run alongside the primary movement corridor to collect and convey surface water into these basins.



Figure 22: Precedent image: Native vegetation



Figure 23: Precedent image: Solar farm



Figure 24: Precedent image: Recreation

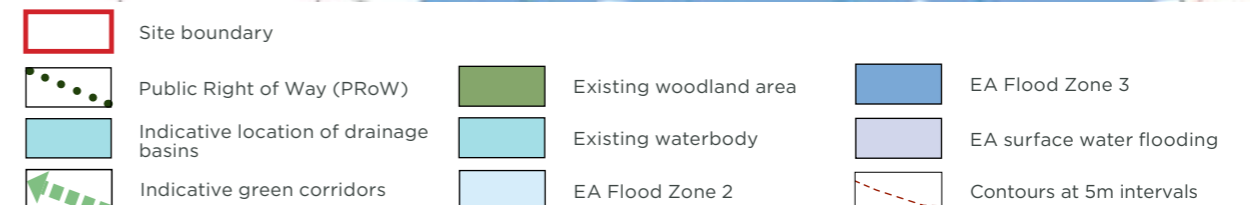


Figure 25: Landscape Design Rationale

## 6.3 Concept Masterplan

The concept masterplan is illustrated in Figure 25 opposite. This has been designed as a result of the technical work undertaken to date.

The masterplan illustrates a holistic campus arrangement, with approximately 80 ha of commercial land use. The masterplan also illustrates the potential to deliver multi-storey accommodation with around 50 ha of land for solar gain.

The commercial units are located around the southern / western boundaries, whilst accommodation is proposed on the eastern boundary of the Site, close to the existing village at Stow cum Quy. Campus amenities / facilities are located at the centre of development.

The key principles of the plan are detailed as follows:

- 1 Site access points from the existing roundabout off the A14.
- 2 Primary routes through the development.
- 3 Active travel links around the development peripheries.
- 4 Green corridors shaped by existing Public Rights of Way.
- 5 Retained water feature/drain with natural enhancements to attract biodiversity.
- 6 Campus housing along the eastern boundary, closest to the existing community at Stow cum Quy.
- 7 Commercial units
- 8 Campus amenities and facilities
- 9 New solar farm in the northern area of the Site, contained by retained trees and vegetation.
- 10 New strategic landscaping throughout the development



Figure 26: ConceptMasterplan

## 6.4 Creating Connections

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

Figure 29 illustrates the vehicular movement routes around the proposals. Primary access is taken from a new access road / roundabout off the Guy Interchange / Church Road at the south-east corner of the Site, with the primary movement route creating two connecting loops around the development, illustrated in orange.

Secondary movement routes branch off the primary access route to provide access to the development parcels.

A new active travel route is illustrated by the pink dashed lines, prioritising active forms of movement, including walking and cycling. This weaves around the development edges, creating two large circular loops.

Informal active travel links work their way through the development, branching off from the main active travel link into the central areas of development.

The figure also illustrates the existing Public Rights of Way that cross the Site.



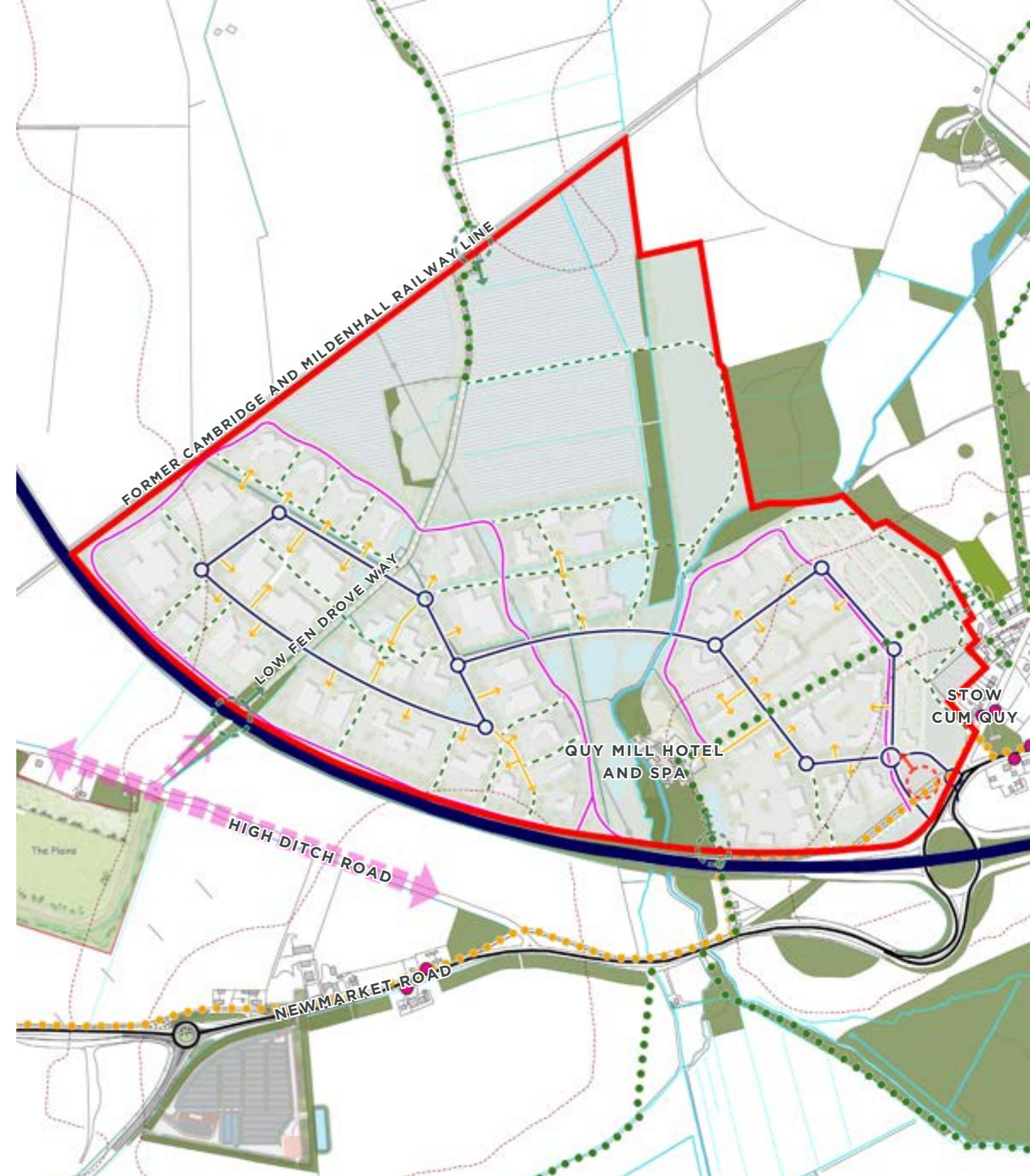
Figure 27: Precedent image: Cycling



Figure 28: Precedent image: Informal recreation



Figure 29: Precedent image: Public Rights of Way
















- |   |                                     |   |  |   |   |
|---|-------------------------------------|---|--|---|---|
|  | Site boundary                       |  | Bus stop   |  | Indicative primary movement route       |
|  | Potential vehicular access          |  | Public Right of Way (PRoW)                       |  | Indicative secondary movement route     |
|  | Potential pedestrian / cycle access |  | National Cycle Route 51                          |  | Indicative main active travel route     |
|  | A14                                 |  | Potential sustainable travel route into the Site |  | Indicative informal active travel route |
|  | Newmarket Road                      |   |  |   |   |

Figure 30: Movement Design Rationale

# 7.0 Sustainable Credentials

7.1 Approach to Sustainability

7.2 Sustainability Proposals



## 7.1 Approach to Sustainability

Sustainability is split into a three-pillar approach: social, economic and environmental. Together these provide a holistic view of all the measures to be taken at Quy Tech, to ensure a sustainable, successful and adaptable development. The page opposite highlights how the proposals contribute towards each aspect of sustainability.

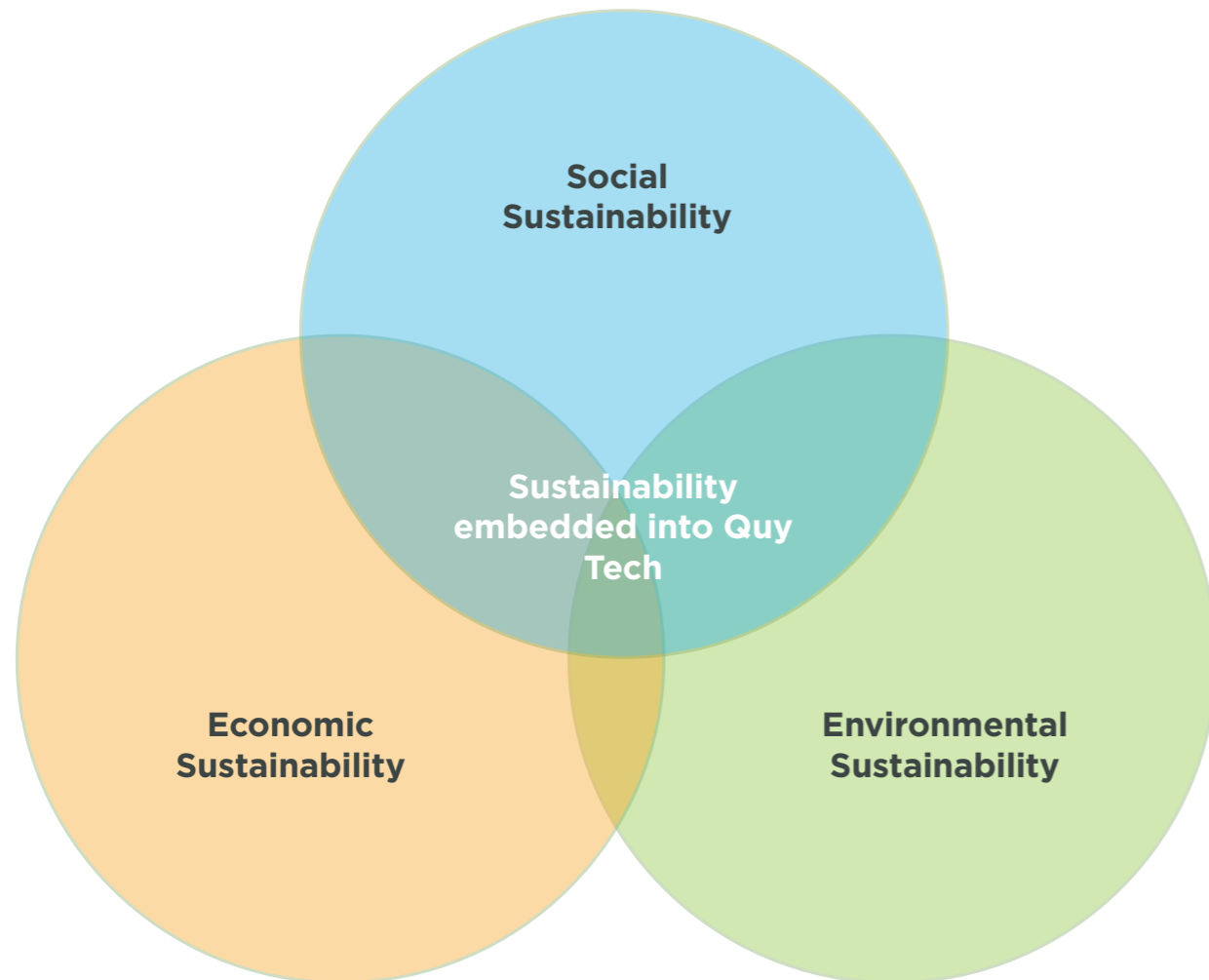


Figure 31: Sustainability venn diagram

### Social Sustainability

- A range of new homes catering for families, starter homes, and accessible homes which are M4/2 and M4/3 compliant.
- Creating quicker and more sustainable connections between the Site and the Cambridge East Development which connect via existing Public Rights of Way.
- Supporting healthier ways of living by providing access to green corridors and extensive public open spaces, with integrated SuDS habitat areas.
- A focus on equitable and inclusive design to ensure that leisure areas and play areas are considerate of all residents' needs.



Figure 32: Social Sustainability

### Economic Sustainability

- Making new homes highly energy efficient by taking a fabric-first approach reducing energy usage and costs.
- New commercial buildings for a range of services, strengthening the local economy.
- Creating new jobs through providing employment opportunities.
- Providing sustainable energy systems within homes and businesses by incorporating air source heat pumps and solar photovoltaic panels.
- Supporting home working by providing high speed broadband and opportunities for home offices in all new homes, to ensure the development is digitally connected.



Figure 33: Economic Sustainability

### Environmental Sustainability

- Achieve an uplift in biodiversity through the creation of new habitat types including wetland areas, and by protecting and enhancing the existing hedgerows.
- Creation of a new solar farm to provide renewable energy for the development and surroundings.
- Further renewable energy onsite through solar PVs, air source heat pumps, on-plot vehicle charging and a mobility hub.
- Improving the surface water run-off rates from the baseline condition through incorporation of a comprehensive network of sustainable drainage.
- Improving air quality by minimising car use and maximising trips onsite by providing green walking and cycling infrastructure for all.
- Creating a climate resilient community through provision of new native planting, solar shading and cooling to buildings, green corridors, and by creating resilient drainage systems.
- Green Network: Increasing the network of habitat corridors and other green connections. Incorporating new tree planting, hedgerows and meadow grassland.
- Reduced embodied carbon and waste through the use of timber frame construction methods



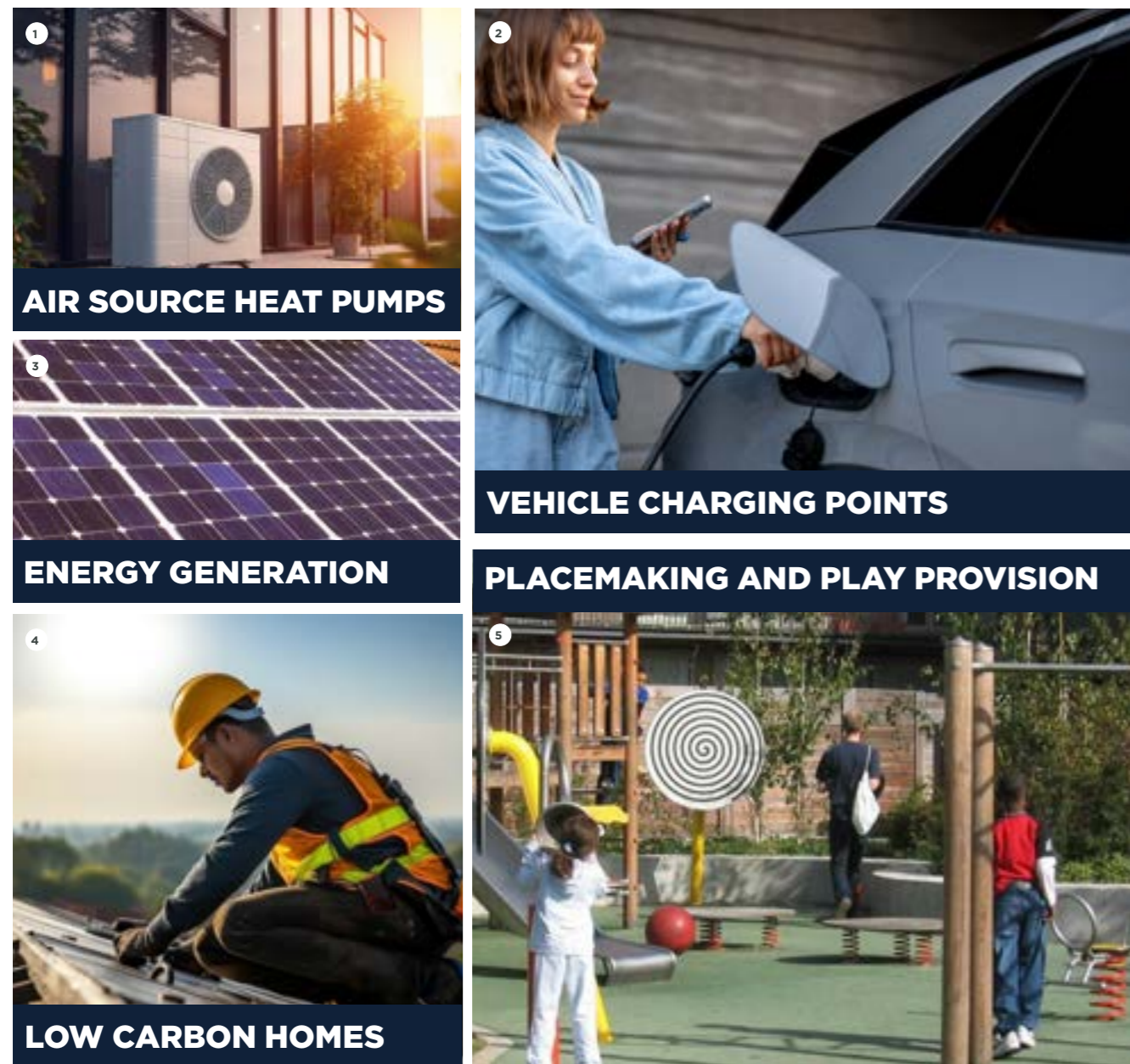
Figure 34: Environmental Sustainability

## 7.2 Sustainability Proposals

The Site will blend in with its surroundings to create a sustainable neighbourhood. The development will facilitate easy walking and cycling links into Cambridge, together with creating new green spaces for walking, recreation and convivial socialising.

The development delivers clear environmental benefits, including the creation of a new solar farm and a designated area for biodiversity net gain, to ensure the development delivers a minimum 20% net gain.

In terms of economic sustainability, the development will provide a range of new homes that can suit local need, including market and affordable homes for families. These homes will be in-line with Greater Cambridge's Sustainable Design and Construction SPD. Examples of sustainability measures are illustrated within the following montages.



1. Air source heat pumps
2. Electric vehicle charging points
3. Photovoltaic cells to generate energy use on site
4. Local materials to be used
5. Proposed play areas to serve the new and existing communities
6. Integral bird boxes
7. New native woodland planting
8. Sustainable Urban Drainage Systems
9. Hedgerows and boundary planting
10. Flood attenuation basins
11. Public open space for recreation

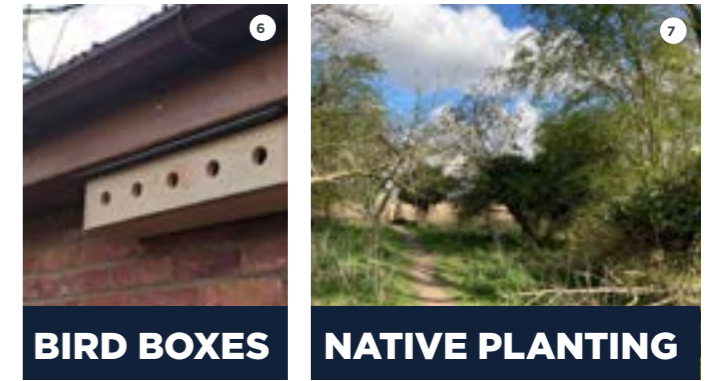


Figure 35: Sustainability Precedent Imagery

# 8.0 Summary and Benefits

8.1 Summary and Benefits

8.2 Key Benefits



## 8.1 Summary and Key Benefits

**This document has demonstrated a strong technical understanding of the Site, and presented proposals for a new holistic campus arrangement at Quy Tech. The proposals will feature commercial land uses, campus housing and amenities, together with a solar farm. The development will be complemented by a network of open spaces, preserving existing habitats and ensuring biodiversity net gain.**

The proposals embody sustainable and inclusive design principles, delivering:

- Approximately 80 ha of commercial land, delivering a range of job opportunities and directly contributing to strengthening the local economy;
- Approximately 5 hectares of new high-quality homes including a range of types, tenures and sizes to support a mixed and balanced community whilst contributing to local housing needs;
- Strong new green corridors which build upon the existing landscape and green network to encourage healthy active lifestyles;
- Creation of a new sustainable community which maximises existing movement routes to deliver a permeable, accessible and legible development;
- Creation of a place with a clear identity, informed by the character of Cambridge and its recent developments, including Marleigh Development and Cambridge East; and
- A range of active travel options which build upon the proximity to existing Public Rights of Way and National Cycle Route 51 to provide direct connections into Cambridge East.

## Quy Tech: Key Benefits



Approximately 80 ha of commercial land, providing job opportunities and benefits to the local economy



A range of campus facilities and amenities for the local community



Approximately 5 ha of high-quality new market and affordable homes in campus style accommodation



Connectivity to Cambridge East including access to the A14 and the proposed Newmarket Road Transport Hub



A range of new accessible open spaces at the heart of the development



A new solar farm and agrivoltaics



In excess of 20% biodiversity net gain, achieved through the integration of new woodland, hedgerows and meadow grass habitats



Preserving and reconnecting existing Public Right of Way, connecting the development with Marleigh and Newmarket Park and Ride



Low carbon development, including air source heat pumps, PV panels and EV charging

Figure 36: Key Benefits

# 9.0 Appendices

## 9.1 Appendix 1 - List of Figures



## 9.1 List of Figures

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