



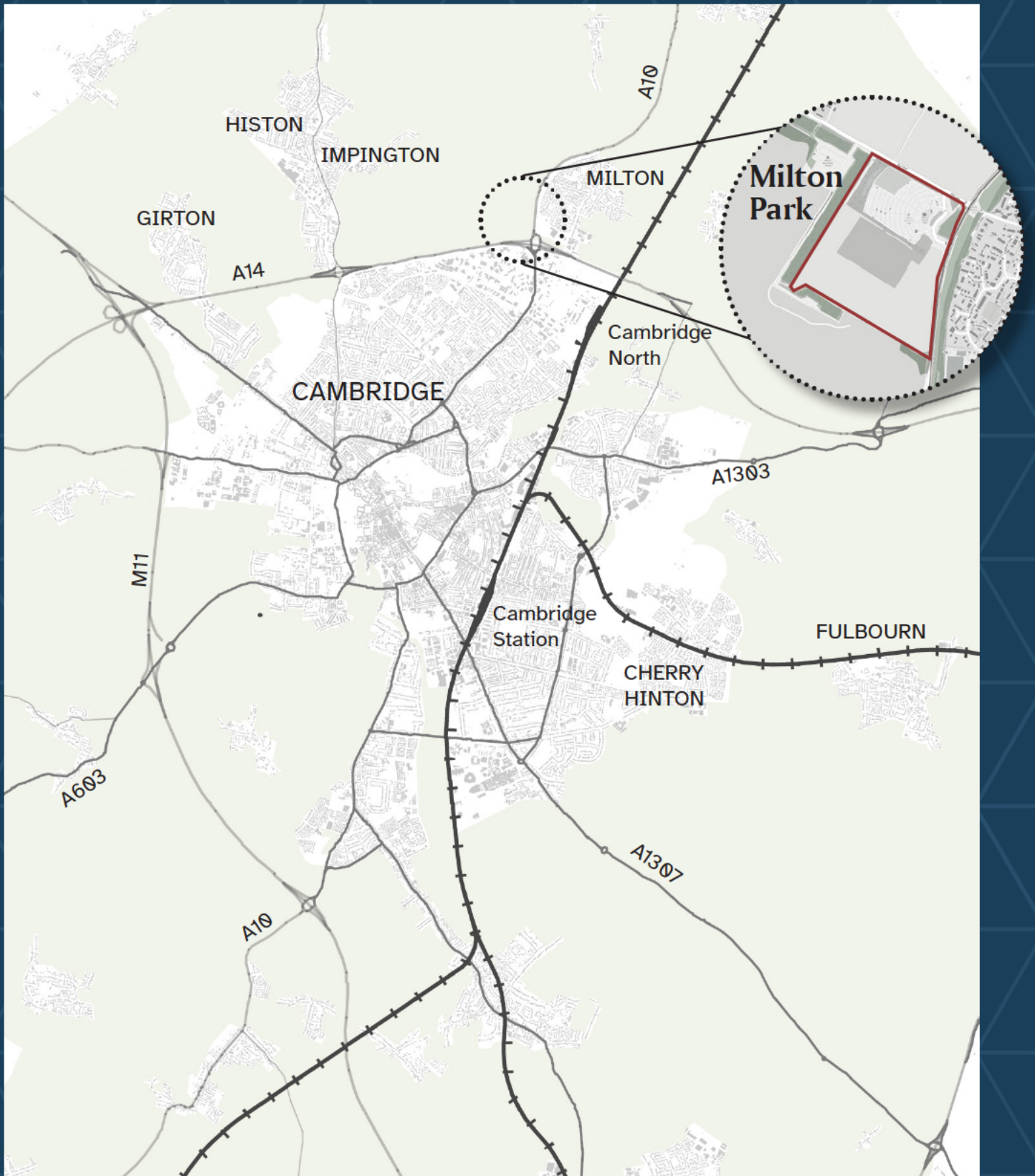
Milton Park

Vision Document
Representations to Greater Cambridge Shared Planning

January 2026



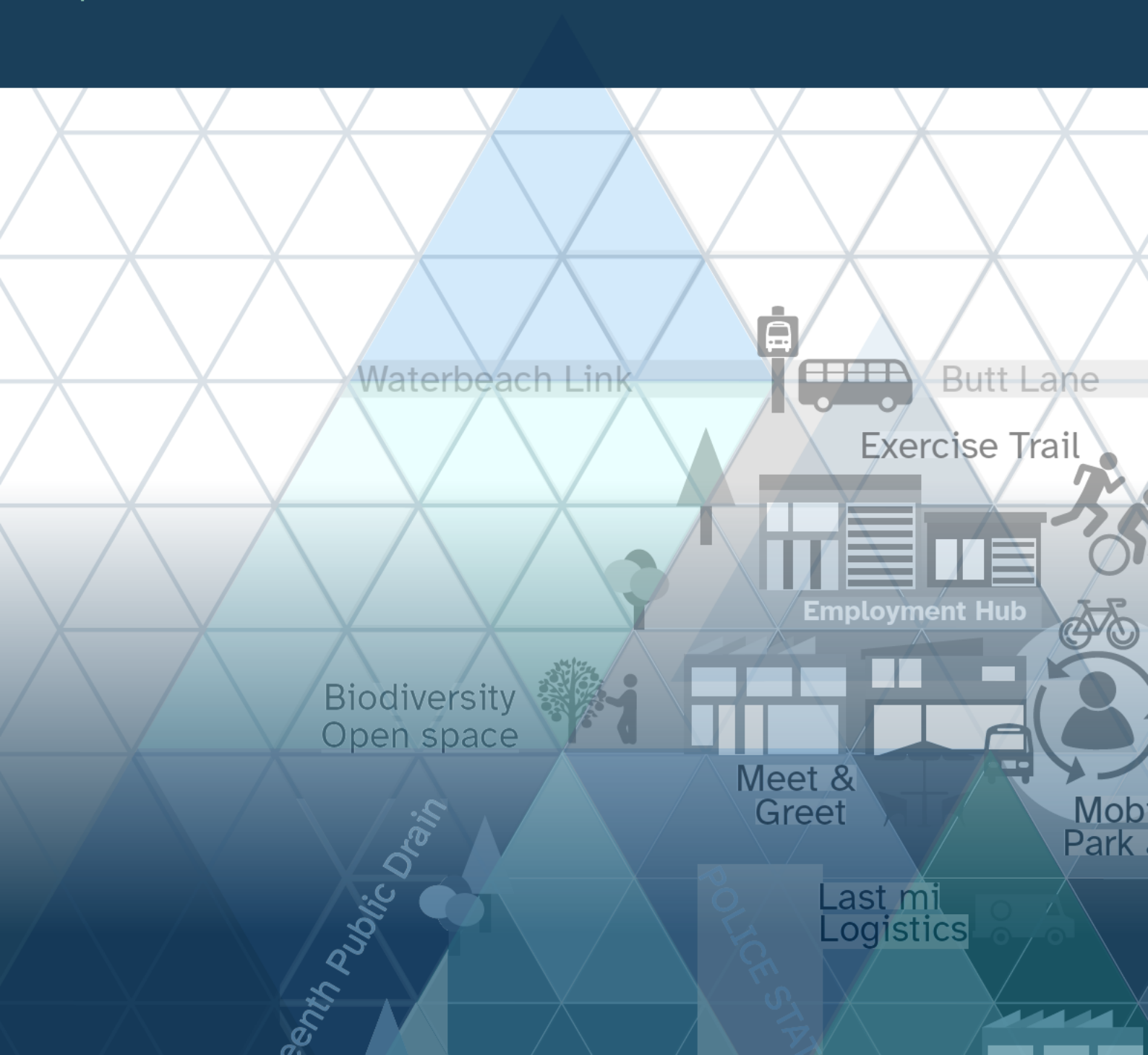
The Church of England
Diocese of Ely



Introduction

This proposal by the Diocese of Ely, and their development partner Turnstone Estates, demonstrates how their land at Milton provides a unique contribution to the growth of Cambridge.

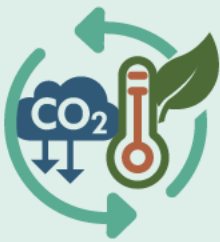
Now known as Milton Park (previously referred to as Land off Butt Lane, Milton) this vision illustrates the potential for a highly sustainable phased development to accommodate key employment land uses which is vital to Cambridge's planned growth aspirations.



The Big Vision

The long-term vision for the site is unique to its location, but underpinned by the overarching principles which aim to deliver the best for the environment, the economy and for life. The site aims to deliver the missing ingredients that Cambridge needs in order to have sustainable growth.

Overarching Principles



Environment

- Reduce impact to environment
- Mitigate effects of climate change
- Enable people to be more sustainable



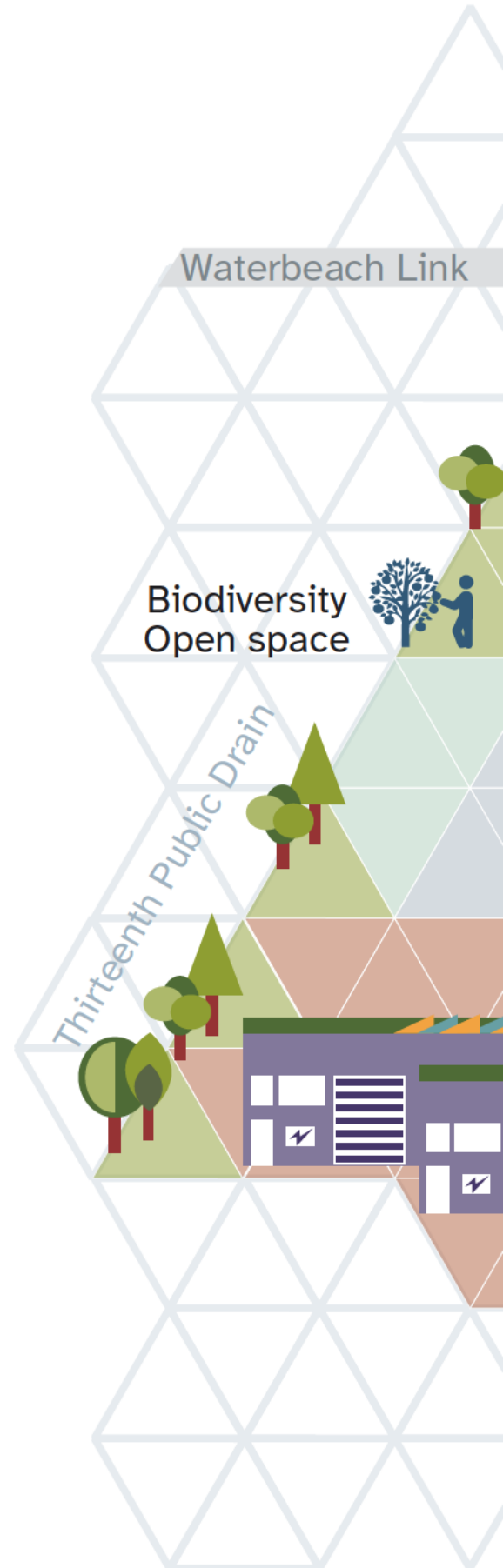
Economy

- Sustainable hierarchy of services and employment uses for city
- Adaptability
- Local jobs for local people



Life

- Embracing local culture
- Encouraging active, healthy lives
- Quality development that delivers a positive legacy for Cambridge





Milton vision



Land Ownership & Use

The Milton site is broadly divided into two phases. While the long-term vision for the site includes Phase 2, this document will primarily focus on Phase 1.

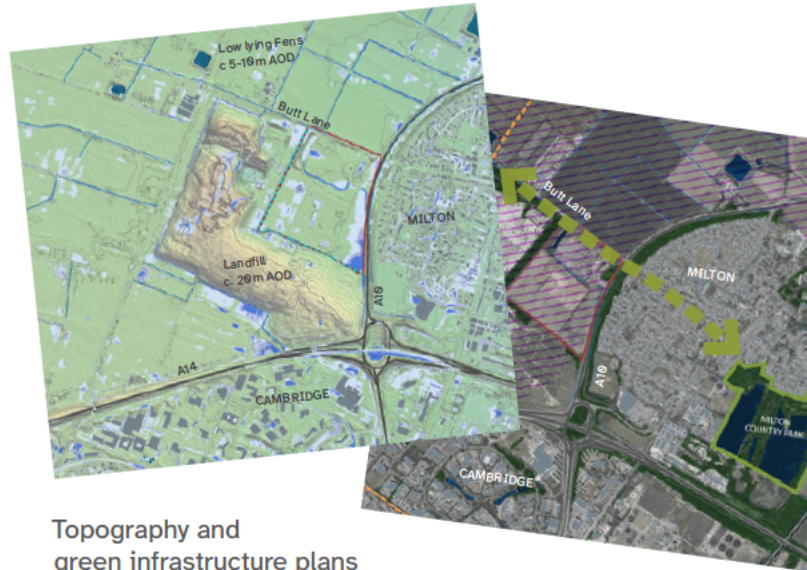
Firstly, the undeveloped land south of the Park & Ride, to the south and east of the new Cambridgeshire Southern Police Station is entirely owned by the Diocese of Ely. This area, totalling 9.6 hectares gross, is immediately available for development, subject to obtaining planning permission. We consider this 'Phase 1'.

Secondly, the north of the site is currently used as an 'Urban Park & Ride', let to Cambridgeshire County Council for a further 34 years. The freehold is owned by the Diocese of Ely and a third party, totalling 7.7 hectares gross. There is an opportunity to assemble the site and bring forward for a later phase, working in conjunction with the County Council. Given the future transport infrastructure investments associated with Waterbeach, it is anticipated the demand for the current 800 space park & ride will diminish, releasing the site for more intensive land uses, albeit still acting as key mobility hub. We consider this 'Phase 2'.

Topography & Drainage

The site is generally low lying and flat which is mirrored within the landscape to the north, being part of the wider Fen landscape. The exception is made-ground associated with Milton landfill which rises around the west and south of the site.

Following the perimeter of the site is the Thirteenth Public Drain, which is found in historic maps, helping to drain the Fenland. Sustainable drainage features have been created in association with the park & ride. The site is outside of fluvial flood areas, but is affected by surface water flooding along the eastern boundary adjacent to the A10. Attenuation features should be located in this area and is an opportunity to create habitat and visual amenity.



Topography and green infrastructure plans available on request. Full analysis to be carried out as part of next stage of design.

Green Infrastructure

The site is located within Area 2B Cottenham Fen Edge Claylands within Greater Cambridge Landscape Character Assessment (2021) which is predominantly an arable landscape with medium sized fields arranged in irregular rectilinear patterns defined by straight historic ditches (i.e. Thirteenth Public Drain enclosing the site) and droveways (i.e. Mere Way to the west of the site).

A number of visually strong tree belts are located along the A10 and around Milton land fill which help to provide a level of enclosure to the site, along with the raised ground associated with the latter.

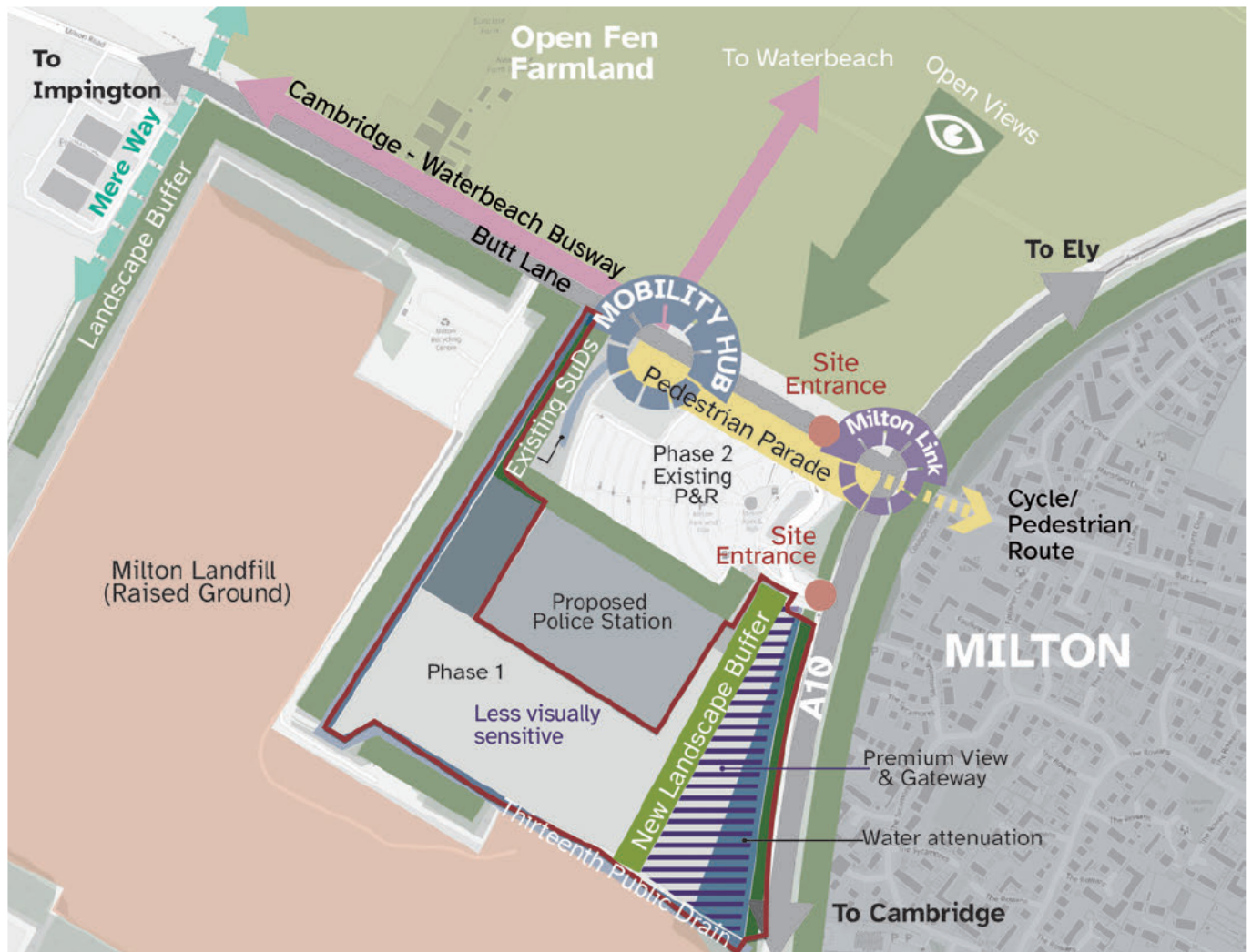
Given the general lack of vegetation within the site, there are opportunities to improve green infrastructure connections along Butt Lane through additional tree planting, that would also help to soften views to development from open fenland landscape to the north. Ditches, trees and planting could also extend into the site using rectilinear patterns to enhance Fen landscape and help create a distinctive place that attracts people and nature to thrive.



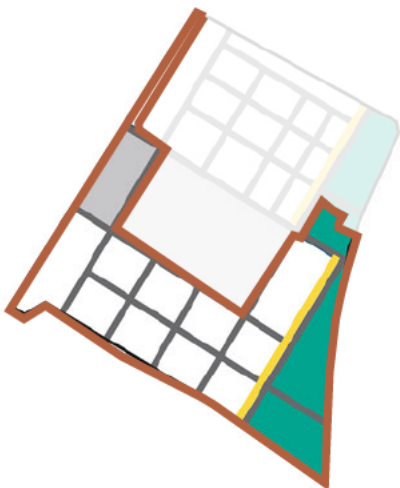
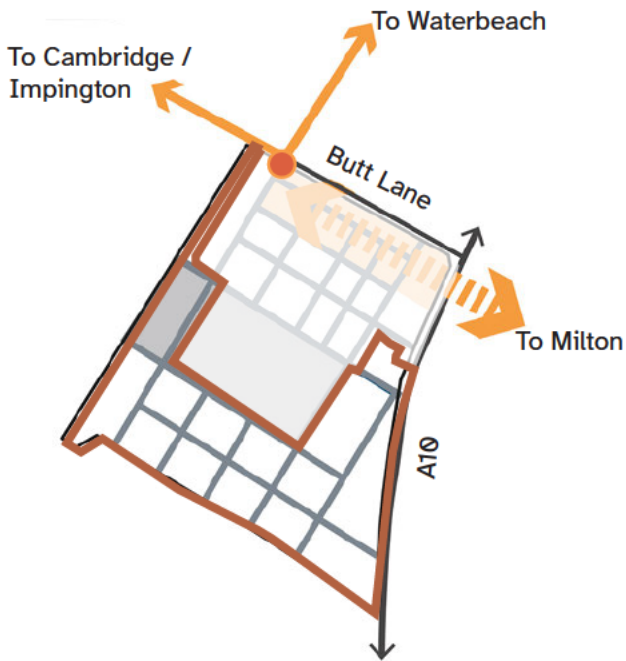
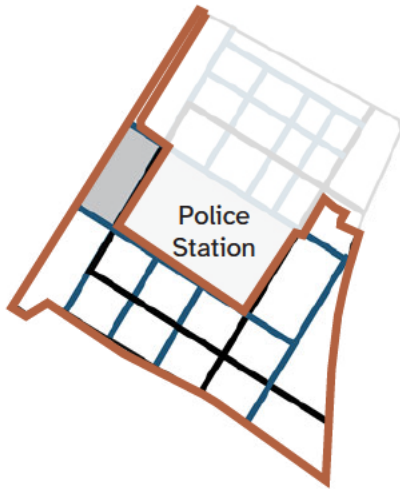
Understanding the site:

Opportunities & constraints

- Delivering employment land for identified need and displaced uses, including trade counter, mid-tech, last mile distribution and manufacturing.
- Creation of super mobility hub associated with Waterbeach Busway along Butt Lane.
- Creation of gateway with Milton at landing of improved cycleway bridge over A10, with associated improvements to A10/Butt Lane junction.
- Delivering wider mixed-uses for the benefit of Milton's residents and users of the transport hub, designed to complement and enhance existing provision, creating activity along Butt Lane
- Creating rectilinear grid of ditches and trees inspired by Fen landscape and green infrastructure opportunities linking into Thirteenth Public Drain.
- Locating water features that help attenuate site along A10 that also become an attractive gateway feature.
- Respecting existing and proposed uses on the site in terms of access and phasing around park and ride, police station and air ambulance.
- Consider lower, smaller grain buildings in north of site softened by tree planting to reduce visual impact to open Fen landscape to north.
- Use current vehicular access points into site.



Key Moves



Flexible

A grid framework that allows for flexibility and adaptability to meet market demand. The framework allows for the known occupiers (Police Station) whilst allowing new plots to be designed and configured to accommodate a range of typologies - from logistics and distribution to mid-tech and start up incubator spaces. The grid not only provides flexibility of use, but also stitches into the rectilinear character of the surrounding Fen landscape.

Connected

The site's location enables multiple modes of connectivity making it an ideal 'Urban Mobility Hub'.

- A10 - access to Park & Ride, logistics and distribution
- New Busway bus stop - commuting and visitor connection to Cambridge and Waterbeach
- East-west connection between Milton and Impington along Butt Lane (via improved bridge crossing over A10) connects Milton with proposed busway creating pedestrian parade of potential leisure, retail and community uses.

Fen Gateway

Locating sustainable drainage and waterbodies along A10 creates opportunity for an improved gateway to Cambridge and Milton, as well as creating an impressive, locally distinctive entrance into the site.

Connections and location presents the site with a multi-faceted opportunity to unlock its value for much needed logistics and distribution services, as well as high profile and high value mid-tech located along the A10 corridor.



Phase 1 Illustrative Masterplan

Summary

The masterplan for Phase 1 comprises a grid framework which provides flexibility and adaptability that can respond to market forces. The masterplan illustrates the option to deliver larger units associated with logistics, with the opportunity to deliver smaller units for mid-tech offices/workshops and start ups, in the east that overlook the lakes providing a high-quality frontage with kerb-side appeal.

The Fen landscape has been key to influence the rectilinear approach to ditches and street trees across the site creating the opportunity to deliver wetlands, waterbodies and meadows that also provide habitat and sustainable drainage that help to combat resilience climate change.

The site is not just an employment site. It's a place for local people to ensure they can live sustainably in Greater Cambridge whether to work on site, commute to Cambridge or use the community facilities and amenities available associated with a key mobility hub for the area.

Logistics Avenue

Large footprint buildings up to 10m high providing need for displaced commercial businesses in Cambridge set within a grid of tree avenues that reflect fen geometric landscape



Tree
avenues



Last-mile
Logistics

East Lakes

Campus up to 12m high overlooking lakes that provide attenuation for surface water within site along prime frontage to A10. Lakes provide key habitat and open space to enjoy



Biodiversity
Key Site



Mid-tech
campus



Contemplation



Water &
wetlands



Supercharge Square

Consented EV charging station off A10 within north-east of Phase I



Service
Businesses



Electric
Powerpoints



EXISTING PARK & RIDE

Police Station

Eastern Avenue

Trade Counter

Trade Counter

Logistics & Distribution

Logistics & Distribution

Avenue and loop road

Trade Counter

Logistics & Distribution

Thirteenth Drain Walk

EAST LAKES

Mid-tech/trade

Mid-tech/trade

Mid-tech/trade

Mid-tech/trade

Butt Lane

Bridge over A10

A10

© Aerial Photography – Source: Esri, Maxar, Earthstar Geographics and the GIS User Community



Long-term vision

The long-term vision for the entire site presents the opportunity of delivering c. 60,000sqm GIA of employment floorspace helping with meeting local demand in a highly connected location with direct links to strategic public transport and active travel.

It provides the opportunity of creating an active corridor for leisure and community facilities for Milton that links with the Cambridge-Waterbeach busway along Butt Lane, as well as creating a high-quality, locally distinctive gateway into Cambridge along the A10.

Mobility Hub

Key connection with Waterbeach-Cambridge Busway providing future sustainable travel



Sustainable Transport



Go cycling

Pedestrian Parade

Northern mixed-use corridor taking advantage of footfall along active travel link between Milton and Busway with associated multi-storey car park



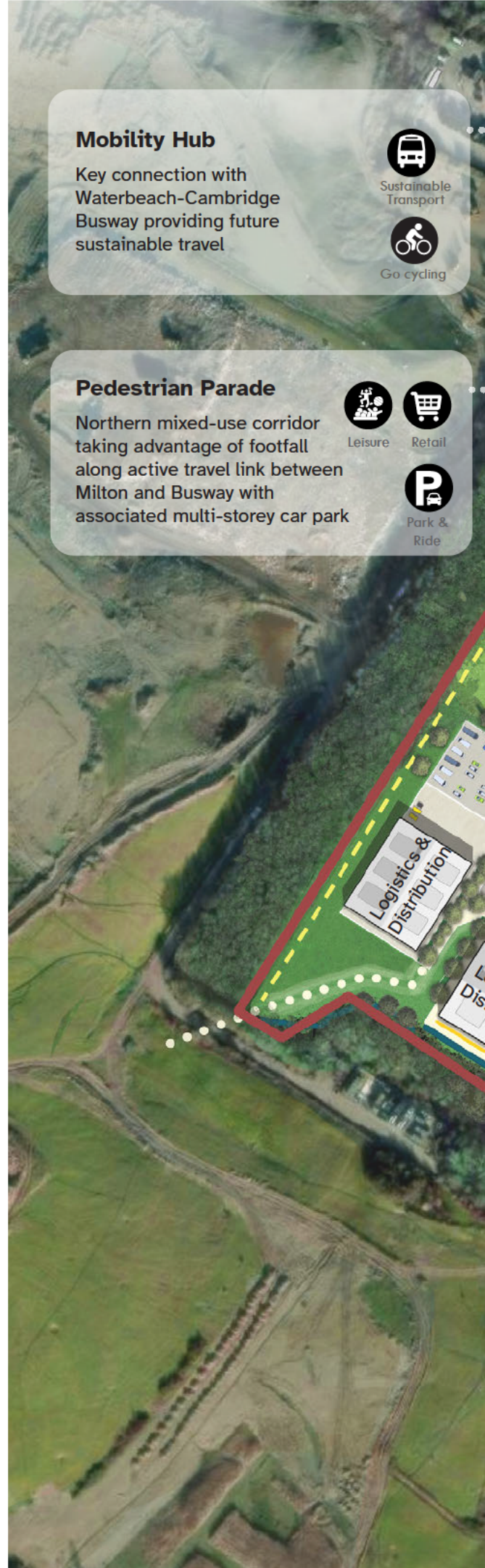
Leisure



Retail



Park & Ride



Supercharge Square

Improved bridge connection over A10 with leisure and community facilities overlooking park inspired by Fen landscape



Go for a coffee



Service Businesses



Meeting Friends



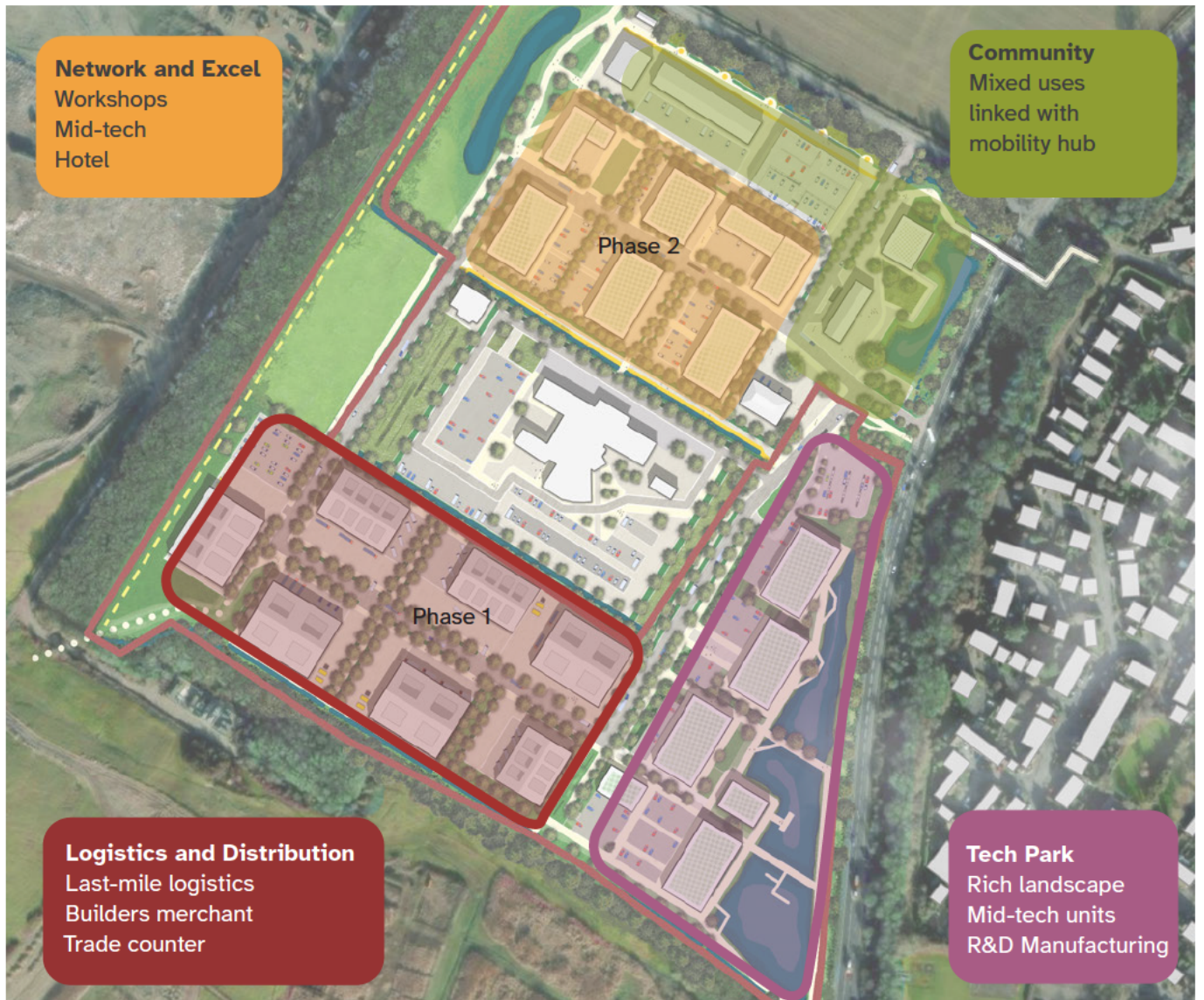
Electric Powerpoint



Diverse & Adaptable

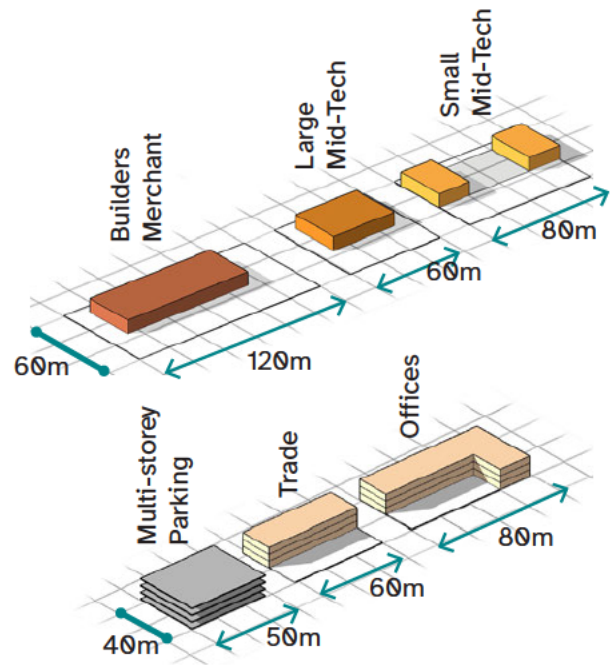
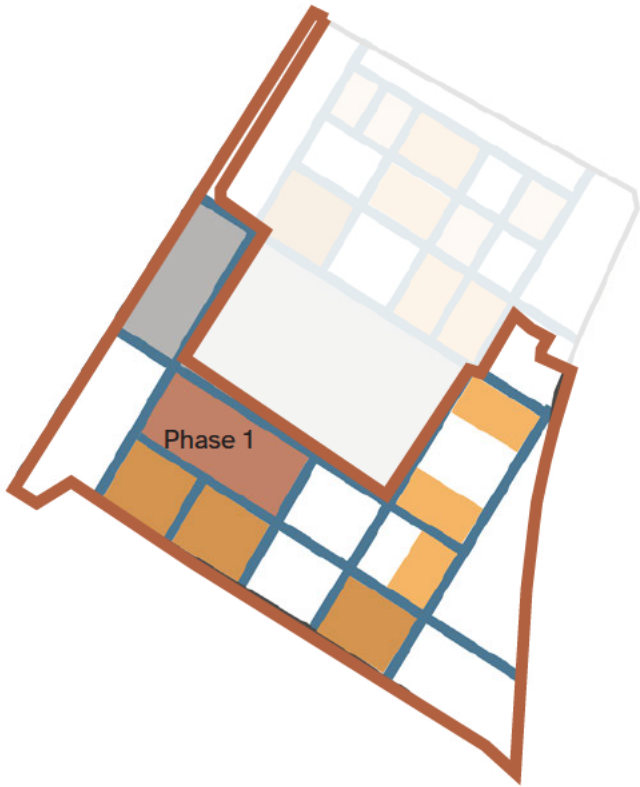


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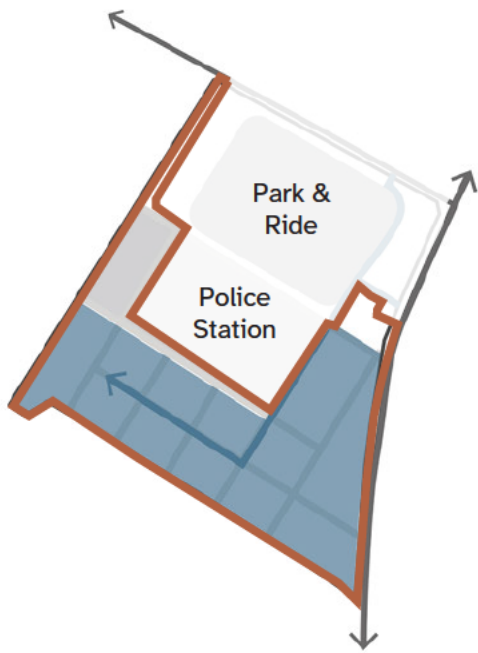
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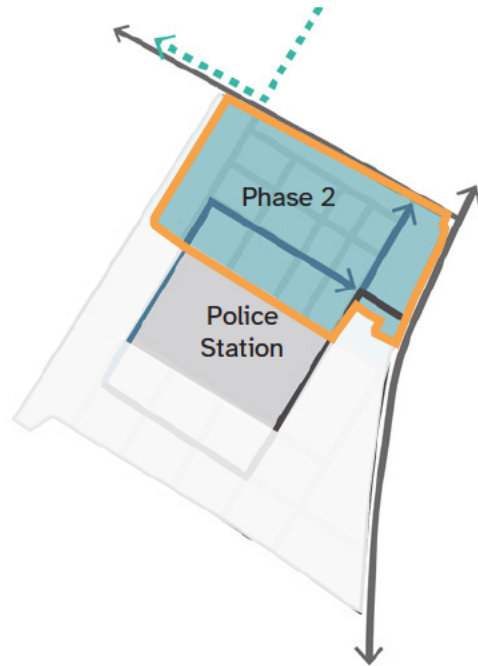
Agility is Key

Two sets of block depths provide a framework for a range of typologies to plug into the grid.



Phase 1

Southern site comes forward first offering larger plots that can serve current need for displaced services within Cambridge. Existing Park & Ride is retained.



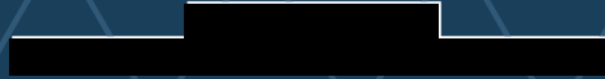
Phase 2

A long-term vision to consolidate Park & Ride in the north with east-west link and Cambridge-Waterbeach busway providing mobility hub along with mix of trade, mid-tech and community uses.





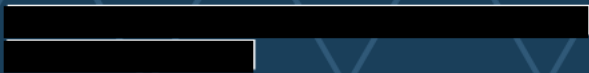
The Church of England
Diocese of Ely




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