

DRAFT

CAMBRIDGE NORTHERN FRINGE EAST AREA ACTION PLAN

ISSUES AND OPTIONS
CONSULTATION DOCUMENT

DECEMBER 2014

FOREWORDS

The Cambridge Northern Fringe East Area Action Plan is an important document for Cambridge and the wider area. It sets out policies and proposals to guide future development. This strategy is an important first step in showing that Cambridge City Council and South Cambridgeshire District Council want to be proactive and engage with as many people as possible from the outset. It is about ensuring that people have an opportunity to have their say about the planning issues facing the area and how it should develop to 2031. The approach is about being inclusive, open and transparent. A successful Area Action Plan can't be developed without hearing the views from people who live, work and visit the area or might do so in the future.

Councillor Kevin Blencowe Executive Councillor for Planning Policy and Transport,
Cambridge City Council

Councillor Robert Turner Portfolio Holder.....
South Cambridgeshire District Council

DRAFT CNFE AAP Issues and Options Report

NOTE: This consultation document will be provided on line or will be made available on request in large copy print, audio cassette, Braille or languages other than English. If you require the document in one of these formats please contact:

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The Guildhall, Market Square, Cambridge CB2 3QJ*

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CONTENTS PAGE

	Page
1. Introduction	6
2. Vision	12
3. Development Objectives	13
4. AAP Boundary	14
5. Planning Policy Context	18
6. Site Context and Constraints	22
7. Development Principles and Redevelopment Options	28
8. Policy Options	41
9. Infrastructure and Delivery	62

Appendices

	Page
1. Local Plan Policies – Proposed Submission Versions (Cambridge: Policy 14, and South Cambridgeshire: SS/4)	65
2. Glossary	71

FIGURES

	Page
1. Location of Cambridge Northern Fringe AAP area	8
2. Plan showing Potential Extension Options for AAP	17
3. Planning Policy Designations Map	20
4. Existing Land Uses and Committed Development	23
5. Major Site Constraints	27
6. Redevelopment Options	
Figure 6.1 - Option 1: Lower Level of Development	32
Figure 6.2 - Option 2: Medium Level of Development	34
Figure 6.3 - Option 3: Higher Level of Development	36
Figure 6.4 - Option 4: Maximum Level of Development	38
7. Figure 7.1 - Cambridge Local Plan Proposed Submission Policy 14 : Figure 3.3	67
Figure 7.2 – Submission South Cambridgeshire Local Plan Policy SS/4: Figure 8	70

1. INTRODUCTION

- 1.1 Cambridge Northern Fringe East (CNFE) is the working title for this important part of the city that represents an exciting development opportunity for Cambridge and the wider area. Both Cambridge City Council and South Cambridgeshire District Council have committed to its regeneration and redevelopment through respective policies in their new Local Plans. The policies both propose the preparation of a joint Area Action Plan (AAP) to secure an employment led mixed use development of the area.
- 1.2 In February 2014, Cambridge City Council and South Cambridgeshire District Council (with the support of Cambridgeshire County Council) began work on the AAP for the CNFE area.

Purpose

- 1.3 The area at CNFE represents the largest brownfield regeneration opportunity in Greater Cambridge and its development has long been an objective for the two Councils. Extending to almost a square kilometre, this is a vitality important area to help provide new infrastructure and development to support the continued economic success of Greater Cambridge. The opening of the proposed new railway station in May 2016 is a key catalyst for finally delivering this development.
- 1.4 The CNFE AAP is a document that will shape the regeneration of the area. The improved accessibility afforded by the proposed new railway station and the Cambridgeshire Guided Busway provide an opportunity to create high quality employment led mixed use development, and help meet the long term growth needs of the Cambridge area.
- 1.5 We need your help to make this change happen. This issues and options report sets out the issues that need to be considered, and a series of options for future development. We would like your views on these issues and options, and your views on the development of this area. This will help to ensure that the final AAP meets the needs of the community as a whole.

Why you should read this document?

- 1.6 The AAP will significantly influence how the CNFE area will be regenerated including:
 - the look and feel of the area and design of new buildings and spaces;
 - the type and range of jobs which are to be provided;
 - access to the jobs and other facilities in the area;
 - improvements to the road layout and pedestrian and cycle links in the area;
 - the range and quality of new homes in the area;
 - the safety and quality of public spaces;
 - bringing in more people and creating a vibrant and active new area.
- 1.7 This includes opportunities to bring benefits to existing and neighbouring communities. New links can be created to better integrate the area with the rest of the city. New facilities will also benefit existing and new residents, employers and employees. More people living in the area will also make it more viable for service providers, such as the bus operators and local businesses.

Location and Site Description

- 1.8 Figure 1 shows the location of the CNFE area. The area is situated between the A14 to the north, the A10 Milton Road to the west, the Cambridge to King's Lynn railway line to the east, and the Chesterton residential area to the south. It includes Anglian Water's Water Recycling Centre, a mix of predominantly office and industrial uses alongside the various branches of Cowley Road, Chesterton Rail Sidings, offices on the Cambridge Business Park, and industrial uses off Nuffield Road.

What is the purpose of an Area Action Plan?

- 1.9 An Area Action Plan (AAP) is a statutory planning document used for areas where there is to be significant change. It has a strong emphasis on the actions required to ensure that the change is deliverable in line with the broad approach set out in the emerging Cambridge and South Cambridgeshire Local Plan(s). The CNFE AAP will set a vision for the CNFE area and ultimately provide guidance on how the key landowners and developers involved can bring it forward for development.
- 1.10 The proposed new railway station received planning permission in December 2013. The opening of the proposed station in 2016 will act as a catalyst for wider regeneration of the area and the Councils are giving priority to preparing an AAP to help bring forward redevelopment to create a vibrant and attractive new gateway and quarter of Cambridge. Given the multiple land uses and ownership, and the complexity of the area, it is important to provide clear and comprehensive guidance for its redevelopment. This will help to ensure there is an integrated, rather than piecemeal, approach which maximises the potential of the area and ensures development opportunities are not missed or compromised.
- 1.11 The AAP must be in conformity with the National Planning Policy Framework and National Planning Practice Guidance. It should also have due regard to other planning policy documents such as the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012).

What is the Cambridge Northern Fringe East Area Action Plan?

- 1.12 Both the Cambridge and South Cambridgeshire Local Plans (Submitted Versions) include planning policies (Policy 14 and Policy SS/4 respectively – see Appendix 1) for their respective parts of the CNFE area. The Plans have indicated the two Councils will jointly prepare an AAP for the CNFE area. The policies indicate the AAP will cover the amount and types of development, site capacity, viability, timescales and phasing of development. We now need to consider the planning framework to ensure that we take every opportunity to improve the area.
- 1.13 These opportunities include:
- Regenerating the largest brownfield area in Cambridge and South Cambridgeshire;
 - Maximising the benefits of the proposed new railway station on the Chesterton Rail Sidings and the extension to the Cambridgeshire Guided Busway as a catalyst for new investment in the area;



Look at options for new employment development which meets the growing needs of the Cambridge economy and provides jobs for the community;

- Providing more homes to meet the pressing needs of the local community;
- Utilising and enhancing Cambridge's only rail freight head;
- Making more of the existing environmental features including the 1st public drain;
- Improving vehicular access off Milton Road and make the area more friendly for all road users especially pedestrians and cyclists;
- Giving careful consideration to the amount of new development that will take place in the area. Generally speaking, if we increase the amount of investment that goes into the core area, by building more homes, shops and business space, more funding will be generated to improve public spaces and parks, pedestrian and cycle links, the road network and community facilities in the wider area.

1.14 Once adopted the CNFE AAP will:

- guide the regeneration and future development of the Cambridge Northern Fringe East area;
- set out a vision which describes the kind of place that Cambridge Northern Fringe East will be;
- provide clear objectives and a series of principles and concepts to guide development that will help the community, land owners and developers work with the Councils and their partners to deliver the vision by 2031;
- show how CNFE will become a joined up part of Cambridge;
- create a balanced approach to regeneration that will deliver a significant number of additional jobs, through the provision of space for existing and new businesses to grow and thrive, as well as housing, open space and community uses;
- set the planning policy and high level master-planning framework for its redevelopment including policies for employment, homes, transport, open space and a wide range of community and infrastructure development;
- protect areas particularly sensitive to change e.g. nature conservation;
- identify opportunities to deliver new development, growth and regeneration, and propose sites within the AAP boundary for certain uses;
- co-ordinate transport and public realm proposals in the area;
- set out a strategy for its development and regeneration, including how the opportunities presented by the development can be used to ensure that existing and nearby neighbouring communities benefit from the changes;
- set out the strategy and timetable for the implementation of its proposals including phasing and identify short, medium and long term actions to promote and manage growth and change.

1.15 The CNFE AAP will be used by:

- landowners, business owners to help them contribute to delivering the overall vision;
- local government and public sector organisations to bring forward infrastructure that supports sustainable development;
- local planning authorities making decisions on planning applications;
- the local community to influence sustainable development in CNFE.

How to get involved

- 1.16 This is your opportunity to tell us what you want CNFE to be like once it has been developed. What do you like and dislike about the area? What should be changed? What should stay the same?
- 1.17 To help you comment, we have outlined various issues that need to be tackled in CNFE, the different ways (options) we can deal with them, and the questions that we would like to know your answers to.
- 1.18 The report is arranged into different chapters:
- Chapter 1 - Background information on the CNFE area, what the AAP is and how you can get involved.
 - Chapter 2 - Our aspirations and overall vision of how we think CNFE should develop.
 - Chapter 3 - The development objectives that come from the spatial vision.
 - Chapter 4 - The site boundary, explanation of the underlying rationale, and possible options to change it.
 - Chapter 5 - Important information on the strategic planning policy context.
 - Chapter 6 – A high level summary of the site context and constraints (more detailed information is available in the supporting technical statement).
 - Chapter 7 - Summary of proposed development principles and redevelopment options for CNFE.
 - Chapter 8 – Goes through the policy issues and options for CNFE.
 - Chapter 9 – Outlines the infrastructure issues and options and the key delivery and phasing issues, and how we propose to deal with them.
- 1.19 It is really important you get involved at this early stage when your input now can have the most influence in shaping the future of CNFE.
- 1.20 Consultation on the Issues and Options Report begins on **Monday 8 December 2014**. All comments must be received by **12 Noon on Monday 2 February 2015**.
- 1.21 This Issues and Options Report, along with the questionnaire and details on how to make comments, are available to view on the Councils' websites.
- 1.22 PLEASE FILL IN THE ONLINE QUESTIONNAIRE AS THIS WILL HELP US TO PROCESS YOUR COMMENTS MORE QUICKLY.**
- 1.23 For more information, including the accompanying documents, go to the Councils' websites:
- <https://www.cambridge.gov.uk/development-plan-for-cambridge>
 - <https://www.scambs.gov.uk/cnfeaap>

1.24 For more details about how to get involved or if you have any queries, please contact either Cambridge City Council or South Cambridgeshire District Council:

Cambridge City Council:

Address: Planning Policy Team, Planning Services, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH.
 Email: policysurveys@cambridge.gov.uk
 Tel: 01223 457384

South Cambridgeshire District Council:

Address: Planning Policy Team, Planning & New Communities, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA
 Email: ldf@scambs.gov.uk
 Tel: 01954 713183

What happens next?

1.25 This public consultation will not be your last chance to get involved.

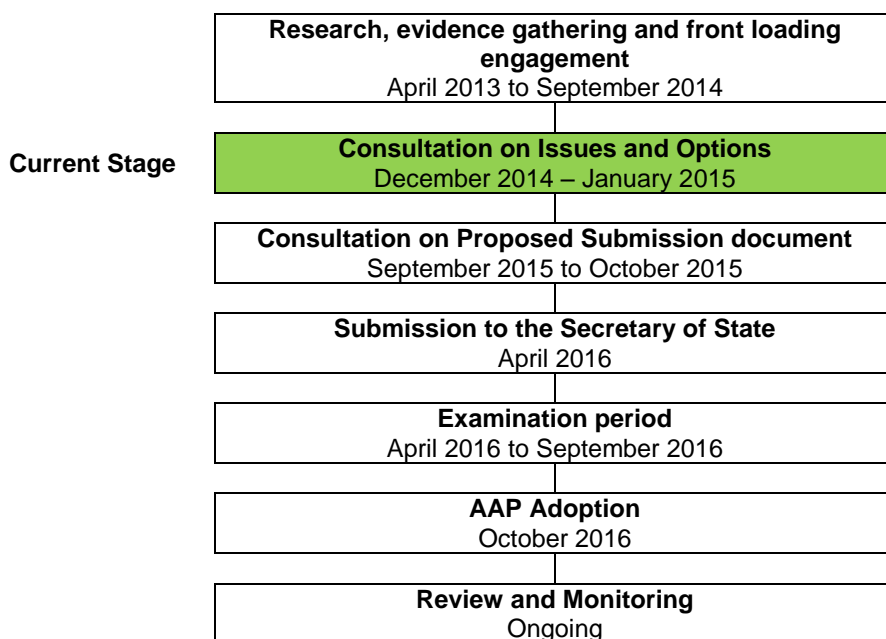
1.26 The AAP will be prepared in two main stages, each stage providing you with an opportunity to give your views.

- 1st stage – this document – the ‘Issues and Options’ stage. The comments you give us will be considered by us in preparing the...
- 2nd stage - the Proposed Submission version, which we will invite your views on in the autumn of 2015.

1.27 It is anticipated that this plan will be submitted to the Secretary of State in 2016, to go through formal examination (where an independent inspector will consider whether the plan is sound), and be adopted in October 2016.

1.28 A summary of the key stages in the preparation of the AAP is below.

Stages of preparation of the Cambridge Northern Fringe East AAP



2. Vision

- 2.1 It is important that we develop a strong vision and set of objectives for the area. We will use the vision and objectives to guide and help assess the options for development in the area and help select the preferred approach.

PROPOSED VISION:

CNFE will be a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community, and embracing;

- Successful regeneration of the wider area
- modern commercial business needs and buildings;
- sustainable urban living;
- the proposed new railway station and extension to the Cambridgeshire Guided Busway to create new high quality transport gateway and transform the area;
- opportunities to create a well-connected and vibrant place;
- opportunities to enhance the environmental assets

The development will also ensure;

- the new area is supported with the right transport, water, energy, social and community infrastructure;
- the relocation of existing businesses and release of former industrial land for other uses is properly managed and contributes towards creating sustainable communities;
- the regeneration and development of CNFE contributes to the wider growth agenda and shared prosperity of Greater Cambridge;
- the continued presence of strategic aggregates railheads that will facilitate the wider growth of Greater Cambridge;
- existing and new waste management facilities can be safeguarded/delivered (including Household Recycling Centre and inert waste recycling facility)

The development will reflect both Councils' visions for Cambridge's continued growth as an innovative, integrated, fair and sustainable city, whilst supporting sustainable economic growth and providing a high quality of life. The area will be comprehensively planned, but wholly integrated into the fabric of Cambridge.

Question 1

Do you support or object to this vision for CNFE? Do you have any comments?

- 2.2 The draft vision has been informed by and framed by CNFE's location and relationship to nearby uses, the opportunities provided by the proposed new railway station and extension to the Cambridgeshire Guided Busway, and the emerging Cambridge and South Cambridgeshire Local Plans, and the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012. The vision has also been informed by a visioning workshop with key stakeholders which took place on 12 April 2013, and the views of key stakeholders as a result of early evidence gathering and consultations undertaken since February 2014.
- 2.3 Cambridge City Council and South Cambridgeshire District Council will continue to work with the community and delivery agents to develop a shared vision.

3. Development Objectives

3.1 To guide the delivery of the vision for CNFE, one overarching objective and eight clearly defined and demonstrable spatial objectives have been formulated which articulate the key development principles (see Chapter 7). The objectives have been drawn from an understanding of the particular issues within CNFE and the results of early evidence gathering and consultation with key stakeholders. The objectives are set out below.

DEVELOPMENT OBJECTIVES:

PROPOSED OPTION:

OVER-ARCHING OBJECTIVE: TO SECURE THE SUCCESSFUL REGENERATION AND REDEVELOPMENT OF THE CNFE AREA AS A NEW GATEWAY FOR AND QUARTER OF CAMBRIDGE

PROPOSED OBJECTIVE 1: DELIVER A PLACE THAT SUPPORTS AND FOSTERS A STRONG NEW NEIGHBOURHOOD, WELL INTEGRATED WITH THE WIDER COMMUNITY

PROPOSED OBJECTIVE 2: PROVIDE A MIX OF LAND USES AT DENSITIES THAT MAKE BEST USE OF THIS HIGHLY SUSTAINABLE LOCATION AND REGENERATION OPPORTUNITIES

PROPOSED OBJECTIVE 3: MAXIMISE THE EMPLOYMENT OPPORTUNITIES

PROPOSED OBJECTIVE 4: CREATE A NEW LOCAL CENTRE THAT MEETS THE NEEDS OF THE NEW COMMUNITY AND WHICH COMPLEMENTS OTHER FACILITIES IN THE WIDER AREA

PROPOSED OBJECTIVE 5: DELIVER HIGH QUALITY AND WELL-DESIGNED BUILDINGS, STREETS AND SPACES THAT RESPONDS TO THE NEEDS OF THE COMMUNITY

PROPOSED OBJECTIVE 6: CREATE AN ACCESSIBLE, PERMEABLE, WELL- CONNECTED AND WELL- INTEGRATED NEW NEIGHBOURHOOD

PROPOSED OBJECTIVE 7: ENHANCE AND PROTECT THE NATURAL ENVIRONMENT AND EXISTING AND PROPOSED OPEN SPACES

PROPOSED OBJECTIVE 8: ENCOURAGE A LOW CARBON LIFESTYLE AND ADDRESSING CLIMATE CHANGE

Question 2

Do you support or object to these objectives and how would you improve them?

4. Area Action Plan Boundary

4.1 The boundary of the AAP will define the area that the policies of the AAP will relate to; i.e. planning applications inside the boundary will be assessed against them. Inclusion within the boundary does not signify that facilities will be lost or a property will necessarily be subject to change; the boundary has no impact on land ownerships for example. However, in planning the development, the whole area needs to be considered in order to provide the best option.

4.2 A boundary for the CNFE area is proposed in the Cambridge and South Cambridgeshire Local Plan policies (Policy 14 and SS/4 respectively – See Appendix 1) and reflected here. This takes account of a number of factors:

i) The *'Station Gateway'*: This relates to the committed and approved development of the proposed new railway station on the Chesterton Rail Sidings and Cambridgeshire Guided Busway extension linking to the proposed new railway station. Both schemes will be significant drivers for the redevelopment in the area and require enhancements to the approach along Cowley Road to provide an attractive gateway to Cambridge.

ii) *'Employment Opportunity'*: The aspiration is for a new employment focused quarter to respond to and continue the dynamism of the growing Cambridge economy. It therefore makes sense to concentrate on the sites in this area with commercial potential for new employment development or more intensified employment development. This is particularly alongside Cowley Road and the Chesterton Rail Sidings, but also the existing office and industrial areas.

iii) *'Green Belt and protected designations context'*: The Councils Local Plans identify the area to be considered through the Area Action Plan. This issues and options report identifies options consistent with the policies in the Local Plans. Two options to include land to the west or south are identified, which would be consistent with the Local Plans (as these areas are also already within the designated development boundaries of Cambridge). No options are included for land to the north or east. To include land to the north or east of the AAP area would include land which does not reflect the characteristics of the AAP area and would not be consistent with the submitted Local Plans. These areas are largely Green Belt. No changes to the Green Belt boundaries in these areas have been identified through the Local Plans' Green Belt review. Much of the land near the river is also at flood risk. The area to the east contains Gypsy and Traveller site provision. Existing Gypsy and Traveller sites are proposed to be safeguarded in the South Cambridgeshire Submission Local Plan.

iv) *'Physical and visual envelope'*: For CNFE, both the physical and visual envelope for the area is contained by the screening landscape alongside the A14 to the north, the highway environment along Milton Road to the west (with structural landscaping beyond), and the railway environment to the east created by the presence of the Cambridge to Ely line. The later boundary feature will need to be strengthened by planting and potentially acoustic barriers to mitigate against the noise impact particularly for the existing residential uses to the east of the railway. To the south, the visual boundary is less clear. The Cambridgeshire Guided Busway provides a visual break, but it is proposed to use the residential edge as the primary defining feature.

v) *'Green Network, Ecological mitigation and the water environment'*: This AAP will promote the creation of a network of green spaces and corridors, proposes ecological mitigation and enhancement, and measures to manage surface water. Central to this integrated nature and water management approach is the 1st Public Drain which runs from the Cambridge Science Park, through the CNFE area and out into the River Cam.

4.3 In light of these factors it is proposed the boundary continues to include the:

- St. John's Innovation Centre;
- Anglian Water's Water Recycling Centre;
- Golf driving range and former park and ride site north of Cowley Road;
- Cambridge Commercial Park (sometimes referred to as Cowley Road Industrial Estate);
- Chesterton Rail Sidings;
- Cambridge Business Park;
- Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate, and
- Some protected open space alongside the Cambridgeshire Guided Busway.

Question 3

Is the current area identified for the AAP correct?

4.4 Two possible extensions to the boundary of the CNFE area have been identified below and on the following map.

Boundary Extension Option (A) Cambridge Science Park

4.5 Cambridge Science Park, to the west of Milton Road, has been a successful part of the Cambridge economy since the 1970s. It provides a home for a range of science and technology based industries, with a range of supporting facilities. Some of the building stock on the site is dated, and the Cambridgeshire Guided Busway and the proposed new railway station mean that accessibility of the site is being significantly improved. The site offers opportunities for gradual redevelopment of some existing buildings and areas to deliver additional employment floorspace to help meet the future business needs of the Greater Cambridge area, and support the evolution of this important site. The Proposed South Cambridgeshire Local Plan includes a policy supporting this approach (Policy E/1 – see Appendix 2).

4.6 The CNFE AAP could enable a more proactive approach to include guidance, such as guiding principles to help steer the redevelopment, and consider linkages with the opportunities to the east of Milton Road.

Question 4

Should the CNFE AAP area be extended to include the Cambridge Science Park?

Boundary Extension Option (B) Chesterton Sidings Triangle

- 4.7 To include a very small triangular area of land to the south of the sidings that may be used for the proposed new railway station and to provide a pedestrian/cycle access for CNFE as part of the Chisholm Trail.

Question 5

Should the CNFE AAP area be extended to include the additional triangular area south of Chesterton Sidings?

Naming the new development area

- 4.8 We use Cambridge Northern Fringe East as a working title only. We are therefore keen to get your views on possible names for the new development area. There could be benefits of linking the name with existing employment areas or residential communities or maybe the development is of a scale that justifies its own name.

Question 6

This area is planned to change significantly over coming years. What do you think would be a good new name for this part of Cambridge?

Naming the proposed new railway station

- 4.9 With the new development being built around the proposed new railway station, what do you think is an appropriate station name? It is important that the new name is inspirational, reflects the local location, but will also mean something important outside of Cambridge. Some suggestions have already been made. If you want to put forward your suggestion; perhaps related to your suggestion for the new development area or a person's name that is synonymous with the city (subject to the individual agreeing to its use). Your responses will be shared with Network Rail and the Department for Transport who will make the final decision on the name of the proposed new railway station.

NAME OF PROPOSED NEW RAILWAY STATION:

Proposed Options

1. Cambridge Science Park Station
2. Chesterton Interchange Station
3. Cambridge North Station
4. Cambridge Fen Station
5. Do you have another suggestion?

Question 7

What do you think would be a good name for the proposed new railway station?

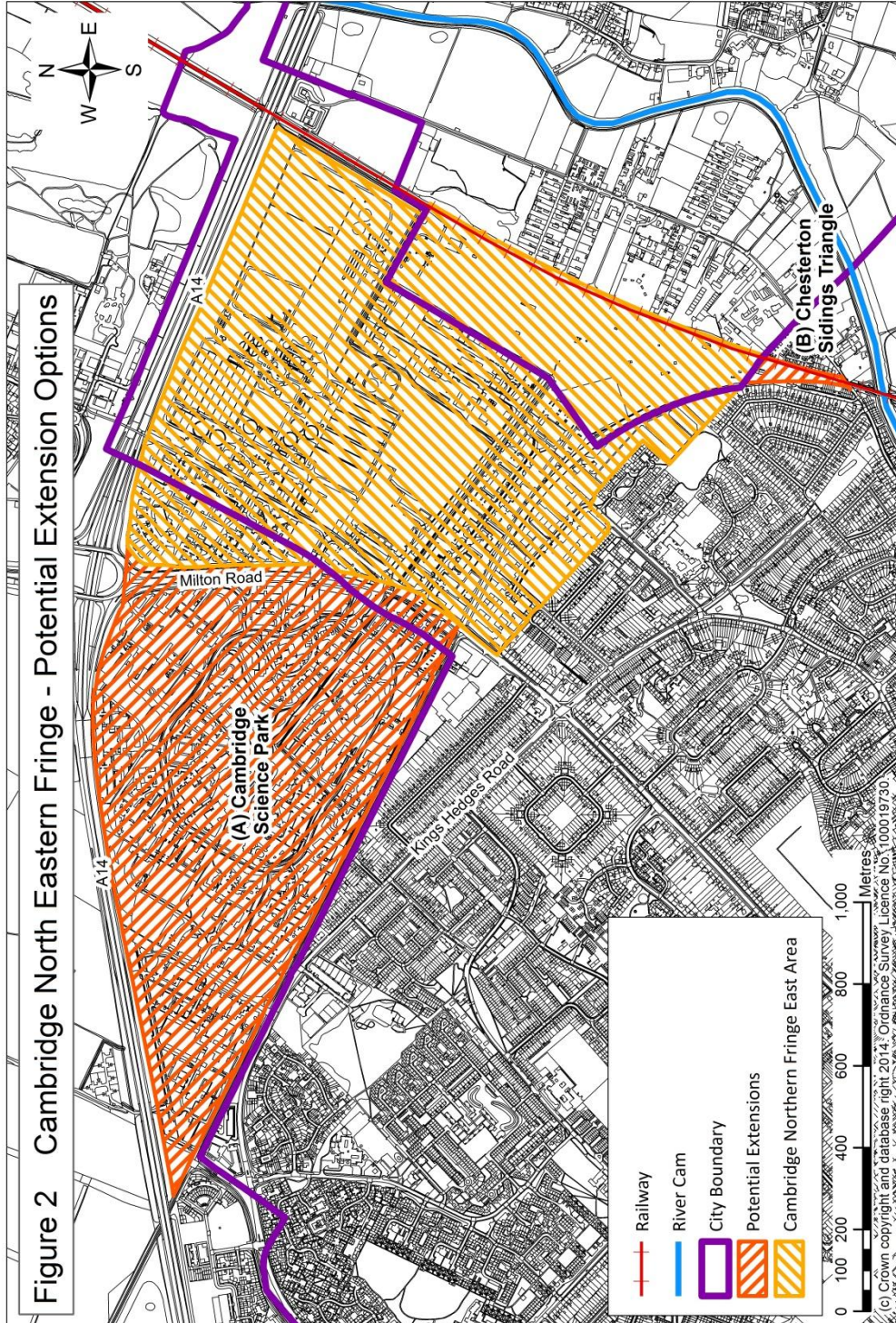


Figure 2 Cambridge North Eastern Fringe - Potential Extension Options

5. Planning Policy Context

Local Plans

- 5.1 The area crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council. As a result, the planning policies of both Councils will apply, subject to any changes through the Area Action Plan process. Both Councils submitted their new Local Plans to the Secretary of State in March 2014 and these are going through their Examination at the same time as this Issues and Options consultation. It is these proposed submitted policies and designations which are shown on the Planning Policy Designations Map below.
- 5.2 Both Councils have included a policy on the Cambridge Northern Fringe East area within their Local Plans; Cambridge City Council (Policy 14) and South Cambridgeshire District Council (Policy SS/4). Cambridge City Council's policy identifies an 'Area of Major Change' and South Cambridgeshire District Council's policy a 'Major Development Site'. The policies propose to allocate the area for a high quality mixed-use development with a range of supporting uses, and indicate this jointly prepared AAP will determine site capacity, the amount and phasing of development, viability, and timescales and phasing of the development. Both policies are attached in full as Appendix 1.
- 5.3 Some further Local Plan policies on ongoing development management issues will still apply in the AAP area, and it is not proposed to state them in full in the AAP.

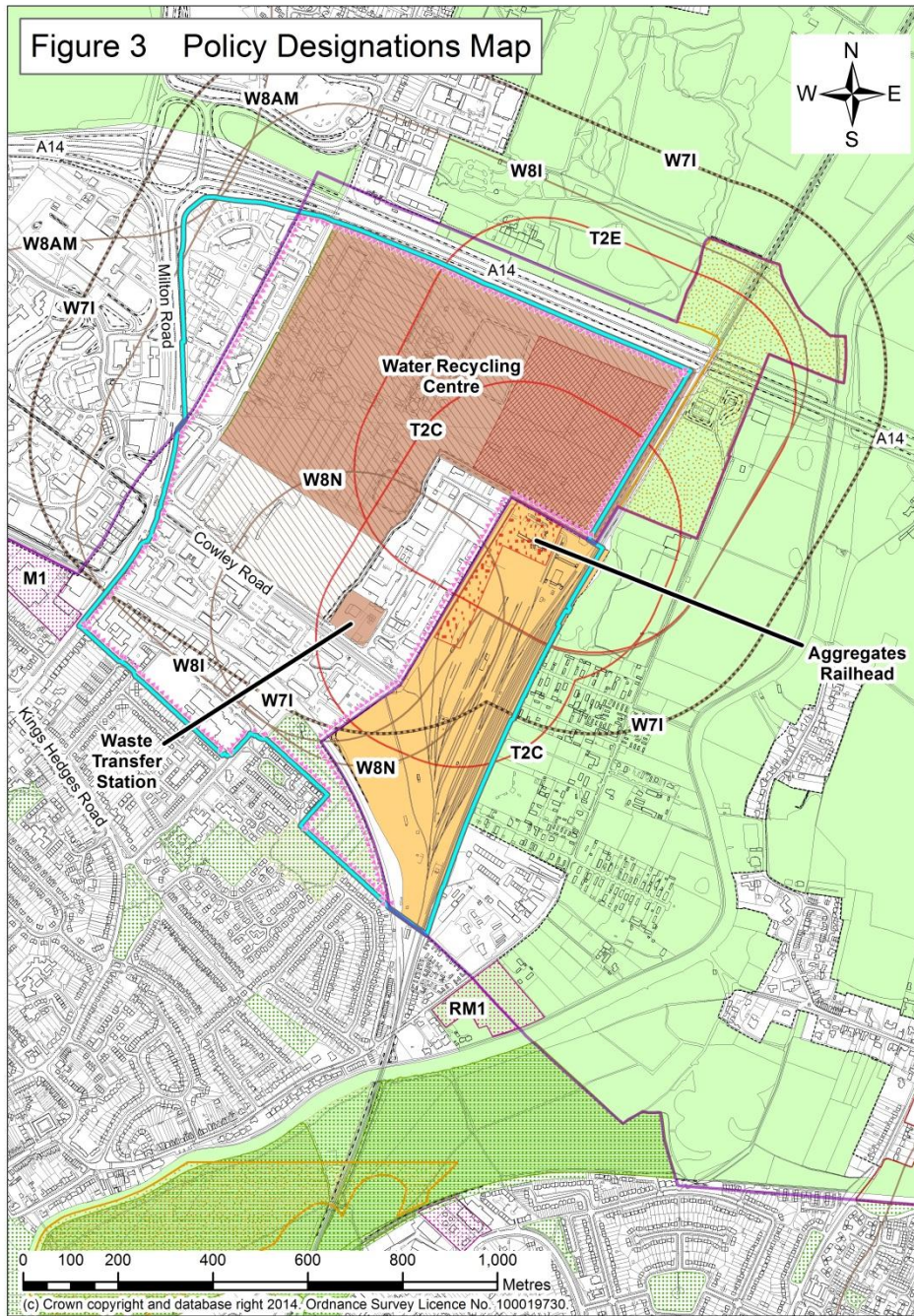
Minerals, waste management and transport

- 5.4 The county-wide planning policies that form the context for the AAP are set out in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plans (February 2012).
- 5.5 The Cambridge Northern Fringe East area and immediate surrounds is the subject of several adopted County minerals, waste management, and transport planning policies. Many of these are indicated on the Planning Policy Designations Map.
- 5.6 The waste management designations relate to the protection of existing waste facilities (Anglian Water's Water Recycling Centre and Veolia's Waste Transfer site); these seek to ensure that the future operation of this essential infrastructure is not prejudiced by future development, which therefore must be compatible with the existing waste management use. They also relate to finding sites for additional and/or replacement waste facilities in the area i.e. Household Waste Recycling Centre and Inert Waste Recycling Facility.
- 5.7 The transport designations focus on the retention and safeguarding of the strategic rail head and associated aggregates operations on the Chesterton Rail Sidings, and there is also a site identified for an aggregates rail head which could be used for a new railhead,

or as a replacement for those existing. This site is at the eastern end of the Water Recycling Centre. Cambridgeshire County Council have also recently identified the additional need for the temporary storage of aggregates on the same part of the Water Recycling Centre to supply material for the A14 road upgrade over the next few years.

Transport Strategy

- 5.8 Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014) seeks to ensure that for current and future transport needs are met and that there are continued improvements to the accessibility of key locations, such as the city, stations and district centres. For the CNFE and its surrounds, a strategy aim of the Transport Strategy is to connect the area, including the new station, with other key employment sites. CNFE, Addenbrooke's (Cambridge Biomedical Campus) and the west of the city are all examples of areas on the periphery of the city in need of greater connectivity and linkages, with proposals to achieve this via the creation of more orbital capacity, both for public transport as well as walking and cycling. In addition, increased permeability into the CNFE area for pedestrians and cyclists is prioritised, with improvements to the cycle network, for example through the 'Chisholm Trail', being key to this. Milton Road will also have focused public transport improvements, with the creation of a High Quality Passenger Transport (HQPT) option for this, and the other major Cambridge radials, planned.





Constraints affecting the whole site are:
 Air Safeguarding Zone - height restriction of 15m above ground level
 Special Control of Advertisement Zone
 Windfarm Development Consultation Zone
 Mullard Radio Astronomy Observatory, Lord's Bridge Consultation Area

6. SITE CONTEXT AND CONSTRAINTS

Introduction:

- 6.1 Before starting to plan for the future of CNFE, it is necessary to understand the area's physical, social and economic characteristics. This chapter highlights the key constraints currently facing CNFE and the wider area that will need to be addressed by the AAP and future development proposals. (Make reference to the technical document for further detail).
- 6.2 The main key issues and challenges which have been identified as being specifically relevant to the CNFE AAP are listed below and are addressed within this chapter:
- Land uses and creating balanced communities;
 - Movement/transport;
 - Environment and open space;
 - Built form and sustainable construction;
 - Infrastructure.

Land Uses and creating balanced communities:

Mixed land uses and densities

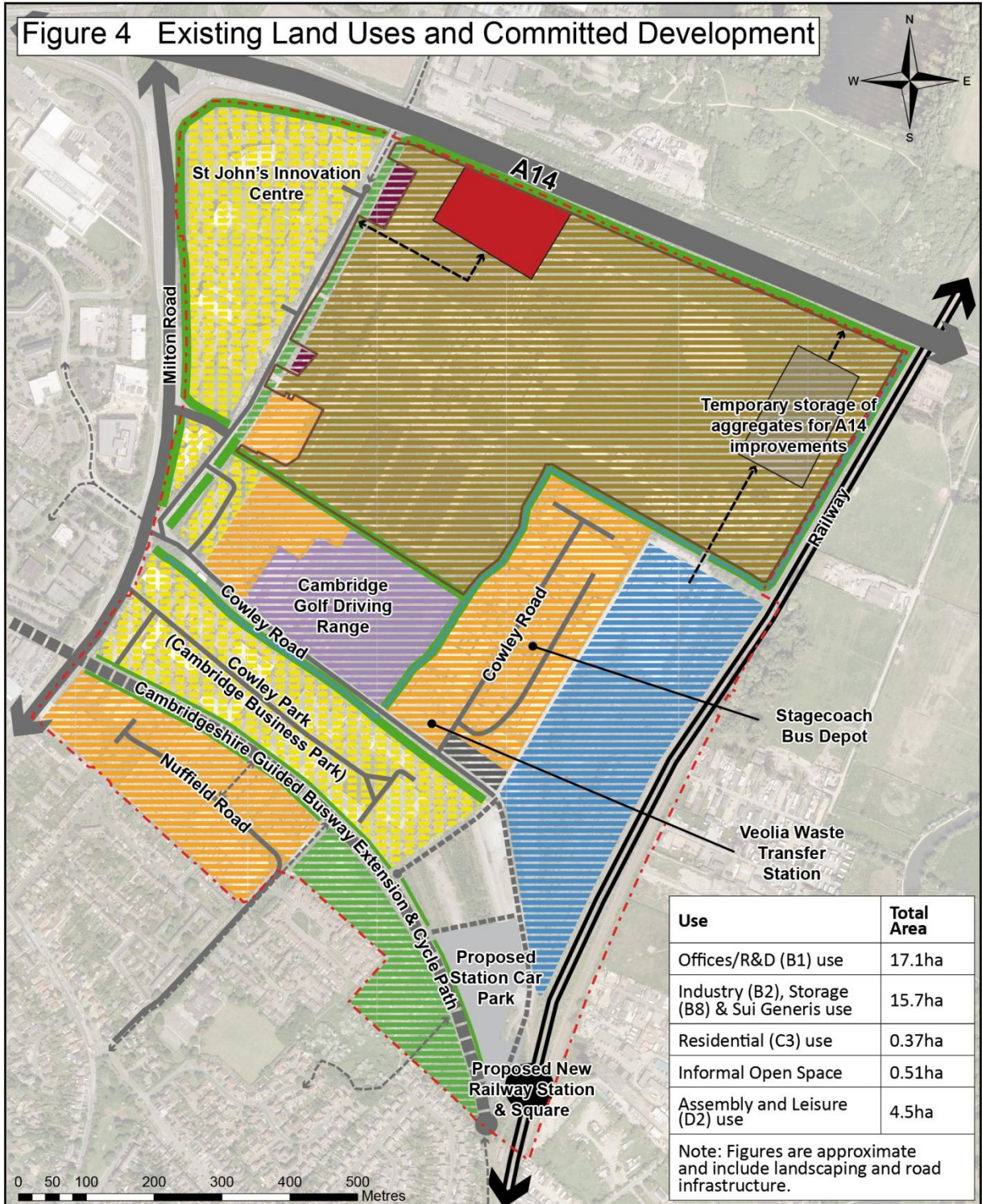
- CNFE is currently a mixed use area with a predominance of employment uses including office, industrial uses, storage and minerals and waste activities (see Map of Existing Land Uses and Committed Development).
- Much of the land in the area is under-utilised in terms of development density. Where possible, opportunities should be found to accommodate existing occupiers, while rationalising and increasing the density of the area.
- Anglian Water's Water Recycling Centre (WRC) occupies around 40% of the area, and is currently undergoing a £20 million upgrade to meet Cambridge's planned growth needs to 2031.

Neighbouring communities

- Neighbouring residential areas are home to some of the city's more disadvantaged communities. This AAP and subsequent development proposals represent a significant opportunity to provide employment opportunities and other benefits to local residents.
- Consideration will need to be given to the wider context of CNFE, including changes expected to occur at Cambridge Science Park in the coming years.

Employment

- Cambridge is one of the UK's five most competitive cities. Within CNFE, Cambridge Business Park and St John's Innovation Park, along with the nearby Cambridge Science Park, comprise around 30% of the office and R&D stock in the urban area of Cambridge.



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- Cambridge Northern Fringe East Area Action Plan Boundary
- Proposed roads
- Cycle/pedestrian routes
- Offices/R&DB1 business use (no intensification)
- Existing Industry (B2), Storage (B8) & Sui-Generis uses
- Existing Assembly and Leisure (D2) use
- Water Recycling Centre (upgraded)
- Existing Residential (C3) use
- Boundary of existing Water Recycling Centre
- Lafarge Tarmac Concrete Batching Plant
- Reconfigured aggregates railhead & sidings
- Protected Open Space/City Wildlife Sites
- Landscape and Open Space
- First Public Drain Watercourse
- Indicative location for Household Waste Recycling Centre and inert recycling facility¹

¹ Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

- CNFE is recognised as a strategic location for the provision of a range of employment development to enhance the economic potential of Greater Cambridge.

Housing

- There is a high level of housing need in the Cambridge area. While opportunities for housing on CNFE are limited, due to constraints such as odour and land contamination, the area can still make a valuable contribution to overall housing supply.

Community and Leisure Facilities

- CNFE currently has very limited facilities (e.g., retail, leisure and community uses) both within its boundary and in the surrounding area. The AAP and future development proposals offer an opportunity for provision of a new community core with shops, services, restaurants, cafés etc. with possible links to improved facilities on the Cambridge Science Park.

Movement/Transportation:

- The transport network in Cambridge is relatively constrained with finite capacity for vehicles. Access to the main part of the CNFE area is limited with just one main route in and out onto Milton Road. Capacity at this junction and along the Milton Road Corridor is a significant constraint. The Nuffield Road industrial area is separately accessed off Green End Road to the south.
- The AAP and subsequent development proposals provide an opportunity to maximise the sustainable transport opportunities offered by the proposed new railway station, the extension to the Guided Bus and connection to the existing high quality off-road cycle network alongside the existing Guided Busway, as well as enhancements to the network including the new Chisholm Trail.
- The aim should be to reduce the proportion of employed city residents who drive to work to 24% in order to keep traffic levels stable.
- Careful consideration needs to be given to appropriate levels of car parking provision for the site, with a potentially strong argument for strict parking standards given CNFE's highly sustainable location.
- Permeability across the site is currently severely restricted due to physical barriers including the A14, the railway line and Milton Road. Increasing permeability is therefore crucial.

Environment and Open Space:

Contamination

- Various contaminants are present on site, including heavy metals in soils, hydrocarbons in the soil and groundwater and chlorinated solvents. Elevated ground gases have also been identified on parts of the site. Further investigation and remediation will be required as part of any future development proposals.

Water Management

- Anglian Water's WRC serves Cambridge and a number of surrounding villages;
- The River Cam lies towards the east of the site, and the First Public Drain, which provides the surface water drainage for the whole of CNFE and the surrounding area, flows through the site. Both are potential sources of fluvial flooding, although the risk to the CNFE site is low.
- There is a risk of surface water (pluvial) flooding within CNFE, although this is confined to small areas. Development proposals will need to take this level of risk into consideration, providing mitigation through carefully designed sustainable drainage systems and other design measures.
- Levels of groundwater in the area are known to be high, although there are no recorded instances of groundwater flooding within CNFE.

Odour

- The WRC is a source of both odour and insects, which have an impact on the amenity of the surrounding area and the mix of uses that will be considered acceptable within CNFE. Odour zones, which will help inform the location of different uses on the site, have been mapped and are shown on following the Major Site Constraints plan.

Noise

- Areas immediately adjacent to the A14, the railway line and sidings, and the minerals and waste operations will be unsuitable for some forms of development due to noise issues. Other areas will require mitigation.

Other Environmental Impacts

- Consideration will need to be given to air quality associated with the industrial areas and adjacent major roads; dust from the minerals and waste operations; and vibration close to the railway line and sidings. Measures to reduce light pollution from new development will also be required.

Landscape, Ecology and Open Space

- It is important that major high density development is accompanied by landscaping and enhancements to the natural environment and this will be assessed through the development of the AAP. CNFE includes several areas of landscape which, along with their associated biodiversity, should be retained and enhanced, where possible.
- The area contains three notable areas of ecological value that will need to be protected and enhanced: Bramblefields Local Nature Reserve (LNR); the protected hedgerow on the east site of Cowley Road opposite St. John's Innovation Centre, which is a City Wildlife Site; and the First Public Drain, which is a Wildlife Corridor.
- The CNFE area has very limited existing open spaces, and what open space exists, such as the Bramblefields LNR and Nuffield Road allotments, is utilised by the existing

community. The neighbouring East Chesterton Ward has 2.89 hectares of mixed quality protected open space per 1,000 population, which compares poorly with the Council's target of 4.1 hectares per 1,000 population. These deficiencies highlight the importance of open space provision within the CNFE site.

Built Form and Sustainable Construction:

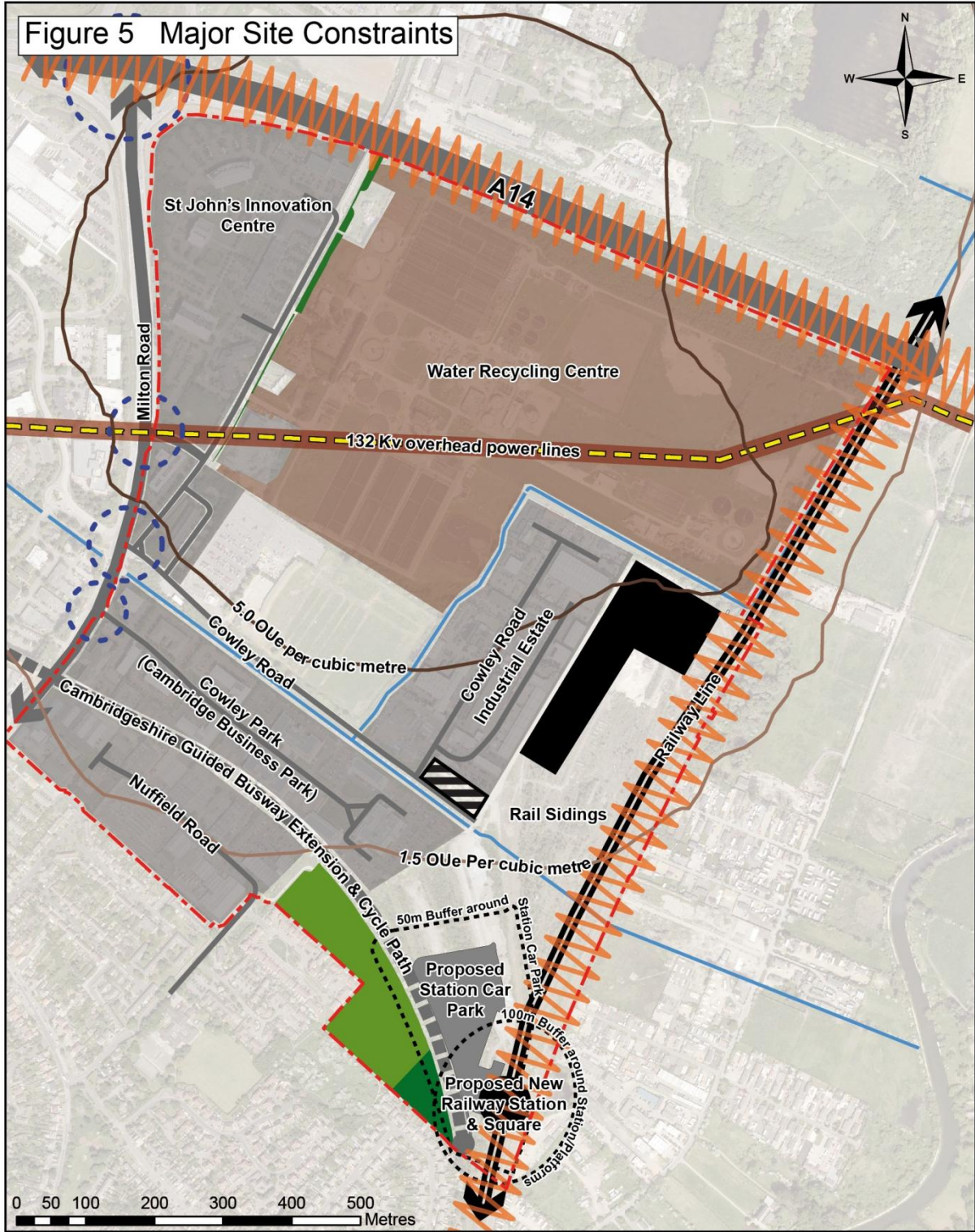
- The scale of development at CNFE will be determined by a range of factors including demand, viability and transport constraints. Consideration will need to be given to the massing of development and its visual impact on the immediate and wider area, and this will be assessed through the development of the AAP. Scale and massing therefore needs to be appropriate for the area and its context.
- There is a need to maintain and where appropriate enhance the overall character and qualities of the skyline of Cambridge, as the city continues to grow and develop into the future. Views and the wider landscape context will be important considerations. Notwithstanding this, the CNFE area is a significant distance from the historic core of the city and within this context there may be an opportunity for the development to include tall buildings depending upon consideration of:
 - consideration of location, setting and context;
 - impact on the historic environment;
 - scale, massing and architectural quality;
 - impacts on amenity and microclimate;
 - public realm; and
 - any implications for Cambridge Airport's Air Safeguarding Zones.
- Development at CNFE will need to complement and enhance the city's character through the use of high quality design that maximises opportunities to support the natural environment with new and existing open spaces.
- The AAP will ensure that development proposals take a holistic approach to sustainable development, integrating the principles of sustainable design and construction into development proposals from the outset.

Infrastructure:

- The following infrastructure that provides important services for Greater Cambridge will need to be taken into account in the AAP and any future development proposals:
 - The WRC;
 - The Cambridge to Ely railway line on the eastern boundary of the site;
 - The strategic aggregates railhead;
 - The 132Kv overhead power line running east to west across the area.
- A network of underground cables and pipes that exists across CNFE is not considered to be a major constraint to development.

Question 8

Do you have any comments on the Site Context and Constraints, and what other issues and constraints should be taken into account in the preparation of the Area Action Plan?



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- | | | |
|---|--|---|
| Cambridge Northern Fringe East Area Action Plan Boundary | Existing office and industrial uses | Existing Concrete Batching Plant - contaminated land and noise |
| Existing roads | 50/100m noise buffer surrounding station, platforms & station car park | 132 Kv overhead power lines |
| First Public Drain Watercourse | Traffic capacity and noise impacts from busy junctions | -1.5 OUE per m ³ odour level (acceptable for C3, B1, B2 and B8 uses) |
| Sites of Local Nature Conservation Importance (Informal Open Space) | Potential noise issues from A14 and Railway Line | 1.5+ OUE per m ³ odour level (acceptable for B1, B2, B8 uses) |
| Protected Open Space (Allotments) | Existing aggregates site | 5.0+ OUE per m ³ odour level (acceptable for B2, B8 and Parking uses only) |

7. Development Principles and Redevelopment Options

Development Principles

- 7.1 The development objectives (identified in Chapter 3), informed by the site context and constraints, have been developed into the following more detailed key Development Principles, which will guide policy making and the preparation of the Area Action Plan.

Over-arching objective: TO SECURE THE SUCCESSFUL REGENERATION AND REDEVELOPMENT OF THE CNFE AREA AS A NEW GATEWAY TO AND AREA OF CAMBRIDGE

Objective 1: Deliver a place that supports and fosters a strong new neighbourhood, well integrated with the wider community

- A. Ensure that the needs of existing and future communities who live and work in and around Cambridge Northern Fringe East are met through development and that it is a place that can adapt to meet changing needs over time.
- B. By creating a sustainable, cohesive and inclusive area through improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community.

Objective 2: Provide a mix of land uses at densities that make best use of this highly sustainable location and regeneration opportunities

- C. Increase the level of economic activity and vibrancy within Cambridge Northern Fringe East and the wider area, by accommodating an appropriate mix of office, R&D, industrial and other related employment uses supported by a range of commercial, retail, leisure, community and residential uses.
- D. Focus higher density development around the transport hub and along public transport routes, taking account of the wider landscape and townscape context of the area.

Objective 3: Maximise the Employment Opportunities

- E. Deliver additional flexible employment space to cater for a range of business types and sizes, and supporting a wide range of jobs for local income, skills and age groups
- F. Manage the release of any redevelopment sites and where possible accommodate the existing businesses elsewhere within the CNFE area.
- G. Support uses which are important to the operation of Greater Cambridge, including the strategic aggregates rail head, and the Water Recycling Centre.

Objective 4: Create a new local centre that meets the needs of the new community and which complements other facilities in the wider area

- H. Create distinctive and well-connected mixed use local centre for Cambridge Northern

Fringe East which provides a range facilities to meet the day to day needs of those live, work and visit the area.

Objective 5: Deliver high quality and well-designed buildings, streets and spaces that responds to the needs of the community and supports regeneration of the wider area

- I. Create a distinctive local identity through development forms appropriate to the area and which create and improve the quality, appearance and function of the public realm.
- J. Ensure the design, scale and location of new buildings help create streets and places that are safe, easy and convenient to navigate around, and which encourage social interaction.

Objective 6: Create an accessible, permeable, well-connected and well-integrated new neighbourhood

- K. Create a gateway development that maximises the potential of the proposed new Railway Station and Cambridge Guided Busway as a transport hub.
- L. Deliver enhanced connections for pedestrians, cyclists, buses, prioritise these modes to encourage a modal shift.

Objective 7: Enhance and protect the natural environment and existing and proposed open spaces

- M. Create a network of green spaces and corridors to protect and enhance biodiversity and watercourses as attractive features, linking into the surrounding area.
- N. Improve the setting of the area from key approaches including the route to the proposed new railway station.
- O. Remediate land contamination.

Objective 8: Encourage a low carbon lifestyle & addressing climate change

- P. Deliver sustainable forms of development, mitigating and adapting to the impacts of climate change.

Question 9

Do you think the Development Principles set out above are appropriate and do you have any suggestions that you would like to see included?

Introduction to Redevelopment Options

- 7.1 The opportunities and constraints identified have informed the preparation of a series of Redevelopment Options, which capture ways in which the area could be regenerated.
- 7.2 A do nothing (baseline) option has been rejected, because it would not meet the Vision and Development Objectives for the area. However, it is a useful starting point for comparing with other redevelopment options in the Interim Sustainability Appraisal which accompanies this document.
- 7.3 Four main Redevelopment Options have been identified. Each option takes a more comprehensive approach to redevelopment than the previous option. These are summarised below:

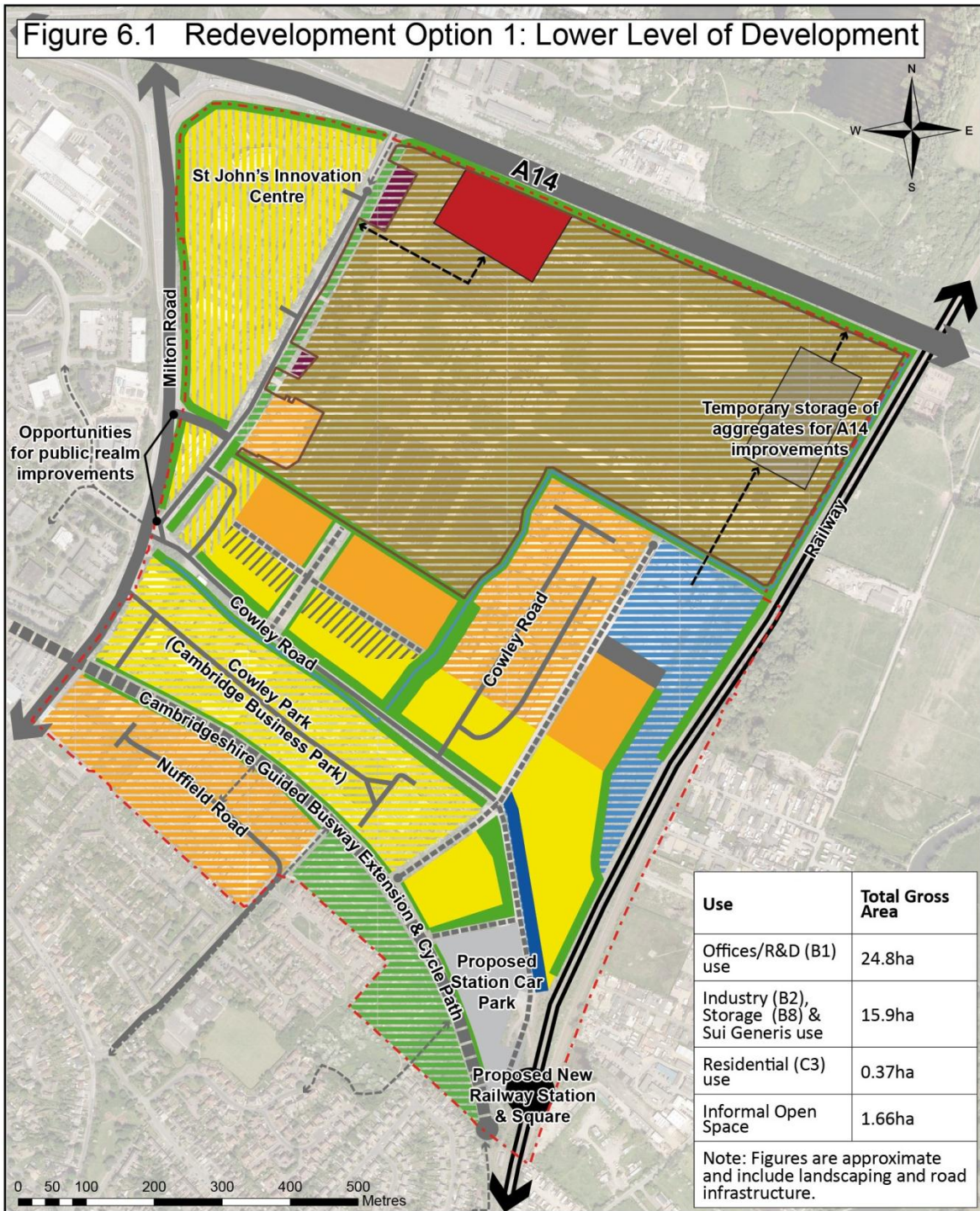
Option 1: Lower Level of Redevelopment – Creates an enhanced ‘Boulevard’ approach to the proposed new railway station, to provide a gateway to Cambridge. Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay, whilst creating a major new area for businesses. This option could be delivered early, but does little to secure the wider regeneration of the area.

Option 2: Medium Level of Redevelopment – Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay. Includes new homes and a local centre near the proposed new railway station, to create a vibrant mixed use area around the gateway. More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the Station area. A new road north of Cowley Road to separate out industrial traffic from the main station access. Option for Nuffield Road industrial area to change to offices / residential. This option could be delivered in the short to medium term.

Option 3: Higher Level of Redevelopment – Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability. Would retain the Water Recycling Centre on site but open up options for larger scale employment redevelopment and a mix of other uses. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment. Also in this option, Nuffield Road industrial area is proposed for entirely residential development, with existing industry relocated north of Cowley Road.

Option 4: Maximum Level of Redevelopment - Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified. This would free up a large area of land for redevelopment, and the opportunity to comprehensively address the area. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.

- 7.4 The final development is likely to be combination of aspects of more than one option, so as well as giving us your views on the option as a whole, you may wish to comment on individual elements.
- 7.5 The Water Recycling Centre performs a vital infrastructure service for the Greater Cambridge area. No alternative sites for the Water Recycling Centre have been identified at this stage. In the past, relocation has been explored and a viable alternative site was not able to be identified at that time. At this stage views are sought on whether the advantages of the maximum level of regeneration are such that this is the most desirable option. In this case the principle of relocation would need to be explored again.
- 7.6 Both options requiring significant changes to the Water Recycling Centre would present significant delivery issues, and would require time and investment to bring them forward. Development would need to come forward in phases and early opportunities from the delivery of the station due to open in 2016, to create a vibrant and welcoming environment for Cambridge and South Cambridgeshire's residents and visitors, whilst working towards the longer term goals of more comprehensive redevelopment would need to be secured within the strategy of delivering the longer-term vision of regenerating the wider area.
- 7.7 Options also propose different approaches to the Nuffield Road industrial area. These range from no change, redevelopment for office type uses, or redevelopment for housing. You may wish to specifically comment on these issues.
- 7.8 The options have been assessed against the vision, development objectives and development principles and more specifically the five themed areas of: land use, movement, environment/open space, built form and delivery.
- 7.9 Each option provides an estimate of the capacity for development, including how much employment floorspace or residential dwellings would be created. All options include relatively high densities of development, reflecting the location, and reflect experience of similar locations in Cambridge. Higher densities have been included around the proposed new railway station similar to the CB1 development in Cambridge. Note that no account has been taken in these redevelopment options of potential additional floorspace arising from intensification of existing Business/Science Parks or taller buildings.



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Cambridge Northern Fringe East Area Action Plan Boundary

Proposed roads

Cycle/pedestrian routes

Offices/R&D (B1) use

Existing Offices/R&D (B1) use with potential for plot intensification

Proposed Office/R&D (B1) use

Office/R&D (B1) car parking area only

Existing Industry (B2), Storage (B8) & Sui-Generis uses

Proposed Industry (B2), Storage (B8) & Sui-Generis uses¹

Water Recycling Centre (upgraded)

Existing Residential (C3) use

Boundary of existing Water Recycling Centre

Relocated Concrete Batching Plant

Local Centre

Reconfigured aggregates railhead & sidings

Protected Open Space/City Wildlife Sites

Landscape and Open Space

First Public Drain Watercourse

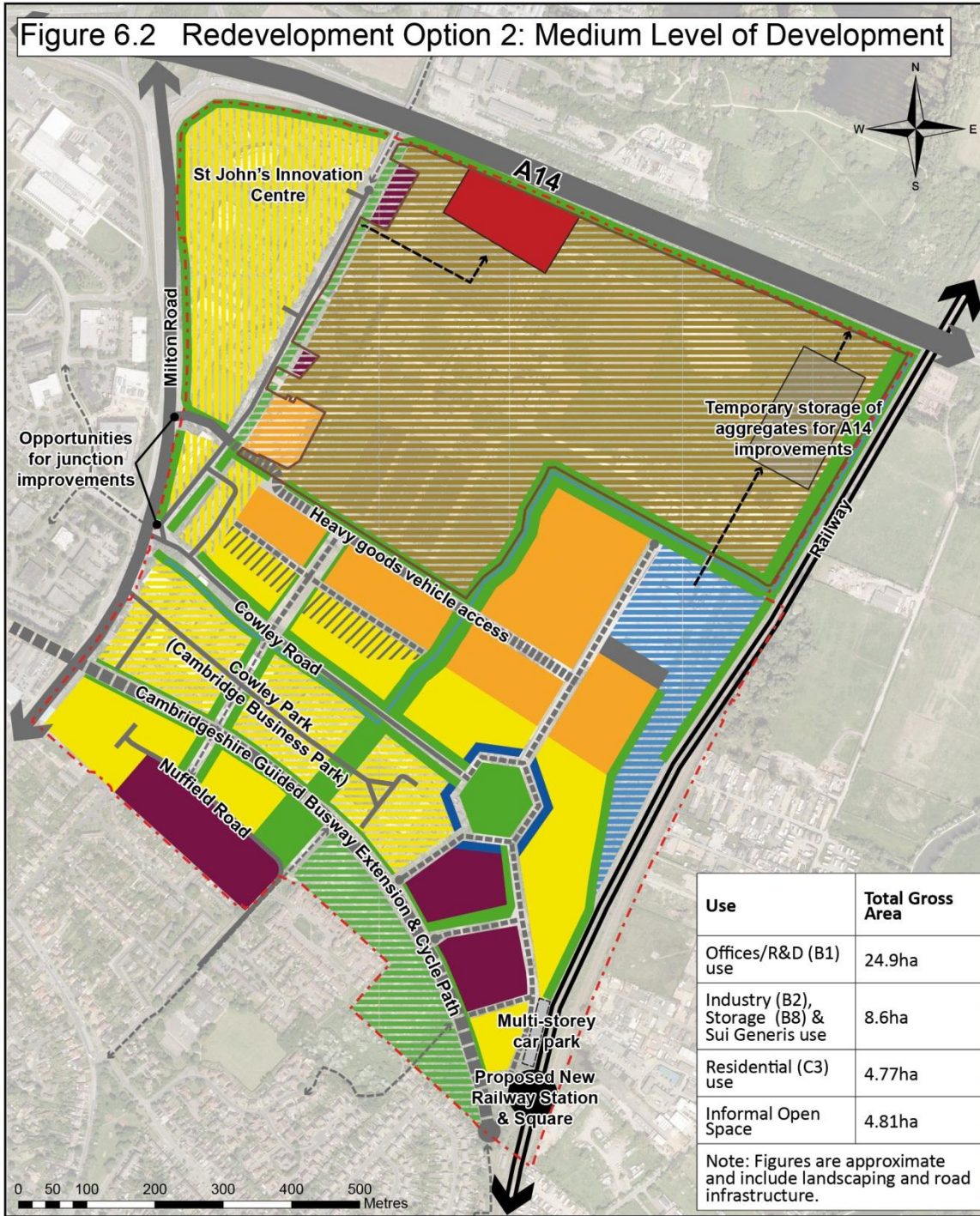
Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

OPTION 1 – LOWER LEVEL OF REDEVELOPMENT	
<p>Enhanced station approach and new employment redevelopment to deliver a gateway to Cambridge. Focus on regeneration of vacant or more easily available land. Would support early delivery, but less comprehensive development of the area.</p> <ul style="list-style-type: none"> • Improvements to Station approach to create green ‘Boulevard’ and activity around the Station • Major new Office / R&D development along Cowley Road and around the new Station • Industry and Warehousing to the rear of Cowley Road • Local services such as small shops or coffee shops, along the Station approach • New Household Waste Recycling Centre on Waste Water Recycling Centre or industrial land 	
<p style="text-align: center;">LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Provides land for additional offices / R&D and industry • Supports existing successful businesses • Regenerates vacant sites in the area • New local services for employers and visitors <p>Negative</p> <ul style="list-style-type: none"> • Retaining Nuffield Road industrial uses continues local traffic issues with heavy goods vehicles • Water recycling centre constrains more comprehensive redevelopment • Limited local services on Station approach fails to create a ‘hub’ for the area • No residential uses means area focused entirely on employment 	<p style="text-align: center;">MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • Minimal changes to existing road network needed • Enhances the approach to the proposed new railway station <p>Negative</p> <ul style="list-style-type: none"> • Heavy reliance on Cowley Road to access all uses in the area • Does not improve pedestrian and cycle access through Cambridge Business Park or across to the Science Park • Traffic impacts on Milton Road and existing junctions need to be addressed.
<p style="text-align: center;">ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • Creates an enhanced ‘green’ boulevard to the proposed new railway station • Improves green areas and watercourses on the site. <p>Negative</p> <ul style="list-style-type: none"> • Limited land for new open spaces. 	<p style="text-align: center;">BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Retains most existing buildings and uses, which limits disruption to existing firms • Creates business, shops and services along the Station approach <p>Negative</p> <ul style="list-style-type: none"> • Limited redevelopment opportunities possible due to existing constraints
<p>DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • Fewer land interests means less complex development • Developments more likely to come forward earlier, following soon after the Station <p>Negative</p> <ul style="list-style-type: none"> • Will not deliver such a major regeneration or vision for wider area 	
<p>POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p>Offices/R&D: +7.7 hectares (+162,000m² and up to 13,600 jobs); Industry/Storage: +0.2 hectares; Residential: 0 Hectares (0 dwellings); New informal open space: +1.2 hectares</p>	

Figure 6.2 Redevelopment Option 2: Medium Level of Development



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- Cambridge Northern Fringe East Area Action Plan Boundary
- Proposed roads
- Cycle/pedestrian routes
- Existing Offices/R&D (B1) use
- Existing Offices/R&D (B1) use with potential for plot intensification
- Proposed Offices/R&D (B1) use
- Offices/R&D (B1) use car parking area only
- Existing Industry (B2), Storage (B8) & Sui-Generis uses
- Proposed Industry (B2), Storage (B8) & Sui-Generis uses¹
- Existing Residential (C3) use
- Proposed Residential (C3) use
- Water Recycling Centre (upgraded)
- Relocated Concrete Batching Plant
- Local Centre
- Boundary of existing Water Recycling Centre
- Reconfigured aggregates railhead & sidings
- Protected Open Space/City Wildlife Sites
- Landscape and Open Space
- First Public Drain Watercourse
- Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui-Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

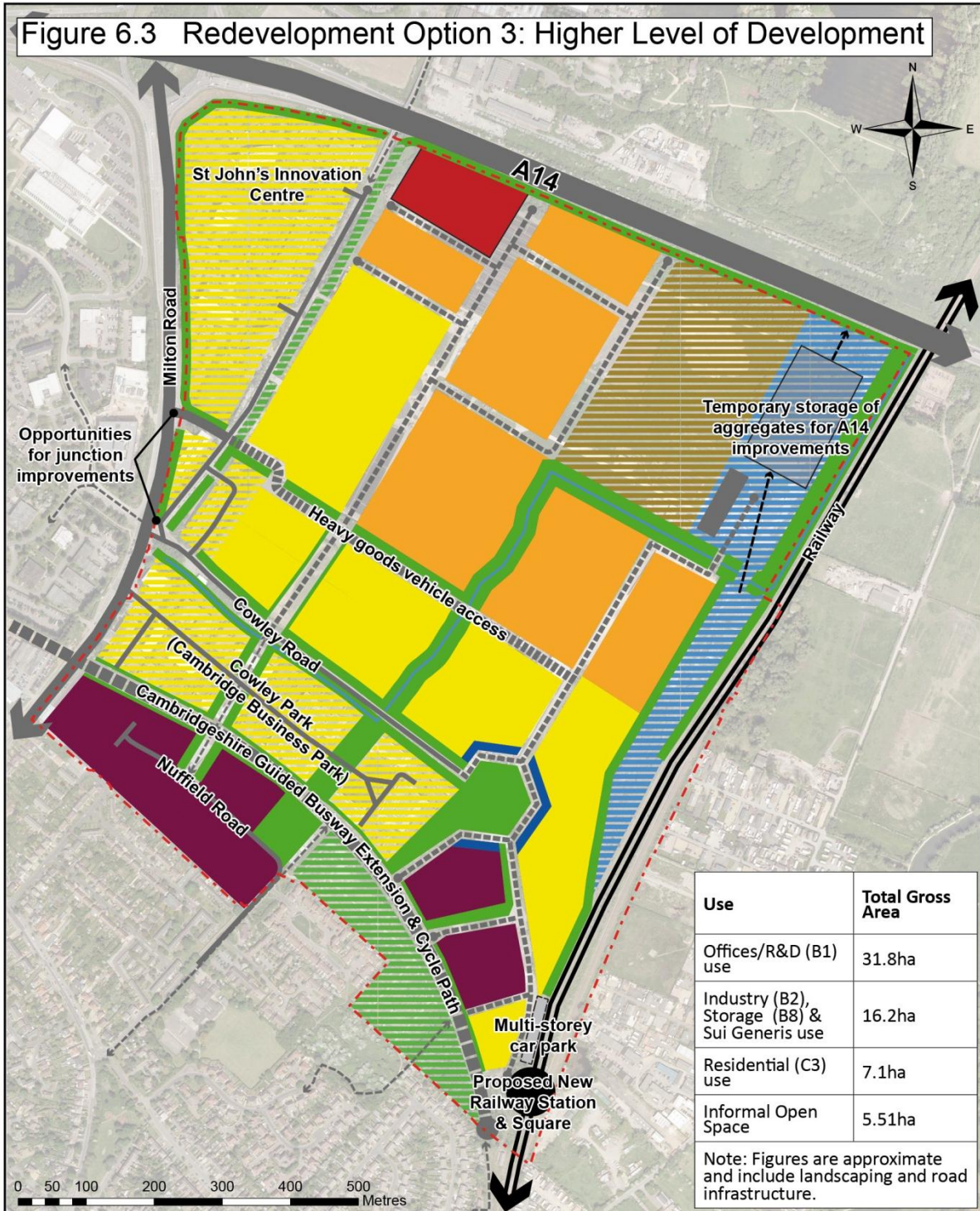
OPTION 2 – MEDIUM LEVEL OF REDEVELOPMENT

Slightly more comprehensive regeneration still focused on areas of more easily available land. Residential development and local centre near station. Intensification and redevelopment of existing developed areas, creating more employment development opportunities. Would support early delivery, but less comprehensive development than other options.

As option 1, but:

- Station car park replaced with multi-storey, to free up space for development
- High density residential development near the new Station
- More substantial local centre around a new public open space, providing a greater range of shops and services
- Further improved cycle and pedestrian links through the area, linking Nuffield Road to Cowley Road
- Creation of a Green Corridor of open space crossing the site
- Intensification of development of existing industrial / office areas to make best use of these areas
- New heavy goods vehicle route to serve industrial / storage areas north of Cowley Road
- Redevelopment of Nuffield Road Industrial Estate for offices / residential

LAND USE/COMMUNITY		MOVEMENT/TRANSPORTATION	
<p>Positive</p> <ul style="list-style-type: none"> • Provides more land for additional Office /R&D uses • Residential uses, a larger local centre and new public open spaces create a more balanced neighbourhood, and activity at different times of the day • Intensification makes best use of land whilst maintaining existing buildings and businesses <p>Negative</p> <ul style="list-style-type: none"> • Need to relocate larger number of existing employment uses, particularly from Nuffield Road • Overall reduction in land area for Industry / Warehousing • Residential uses around the station are 'cut off' from neighbouring residential areas • Water Recycling Centre constrains more comprehensive redevelopment 		<p>Positive</p> <ul style="list-style-type: none"> • Dedicated heavy goods vehicle route separates lorries from traffic going to the Station • Further improves the approach to proposed new Railway Station • Better movement across the area for cyclists / pedestrians <p>Negative</p> <ul style="list-style-type: none"> • Potential traffic impact on Milton Road and existing junctions due to amount of development 	
ENVIRONMENT/OPEN SPACE		BUILT FORM	
<p>Positive</p> <ul style="list-style-type: none"> • Further enhances 'green' boulevard to the new Station • Significant new open space at the heart of the area • Improves connections between green areas and wildlife sites • Improved setting and approach to Cambridge <p>Negative</p> <ul style="list-style-type: none"> • Residential uses require noise mitigation 		<p>Positive</p> <ul style="list-style-type: none"> • Potential to create activity and development fronting onto key routes <p>Negative</p> <ul style="list-style-type: none"> • Visual impact of multi-storey car park on edge of the development will need to be considered 	
DELIVERY OF VISION			
<p>Positive</p> <ul style="list-style-type: none"> • More land interests and greater complexity of development, but still potential for early delivery <p>Negative</p> <ul style="list-style-type: none"> • Relocation of businesses affected by loss of industrial land • Cost of multi-storey car park to replace surface car parking at the station • Will not deliver such a major regeneration or vision for wider area 			
POSSIBLE OUTPUTS FROM THIS KIND OF OPTION			
<p>Offices/R&D: +7.8 hectares (+180,000m² and up to 15,100 jobs); Industry/Storage: -7.1 hectares net; Residential +4.4 hectares (300 dwellings near Station, 140 Dwellings at Nuffield Road); New Informal open space: +4.3 hectares</p>			



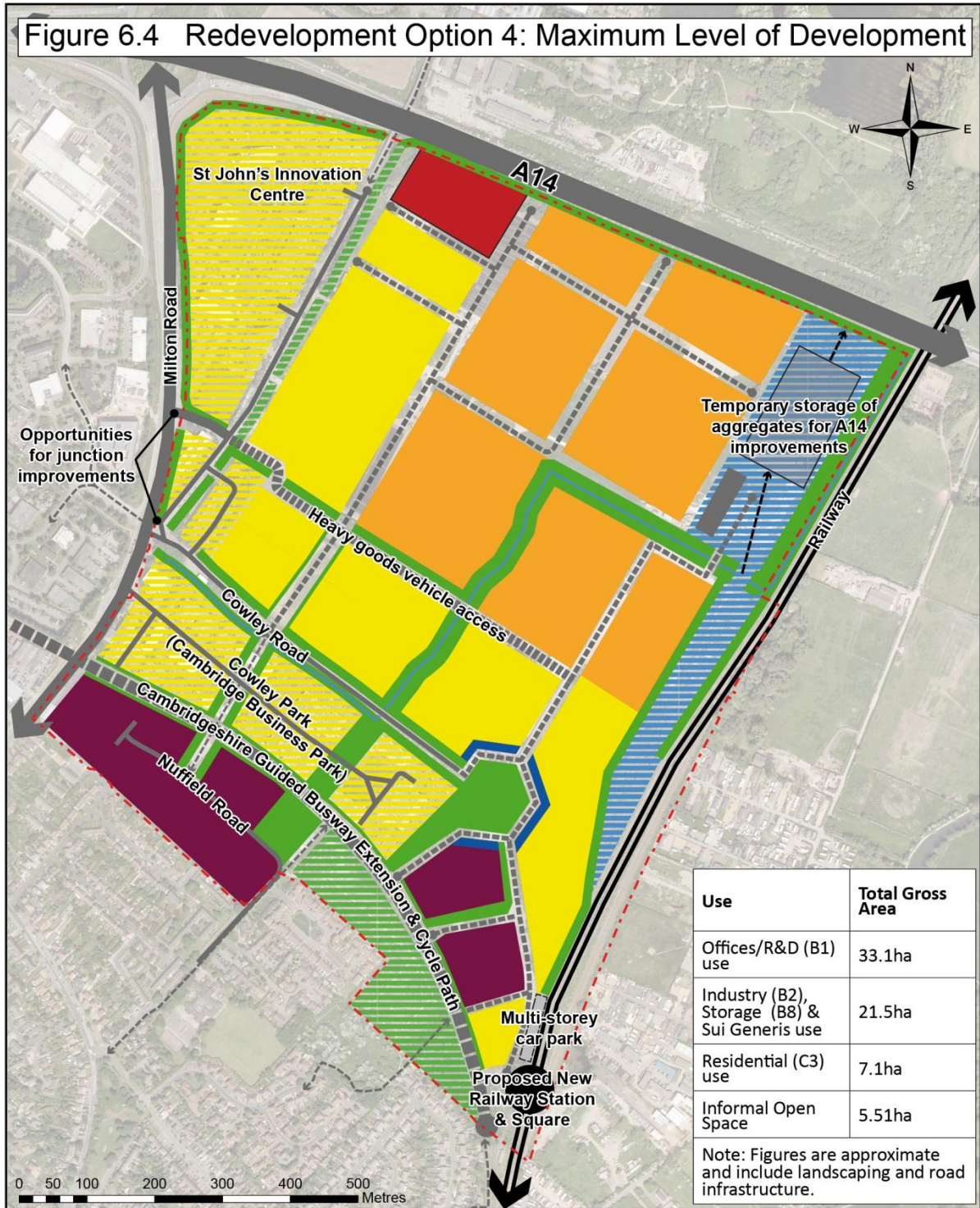
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- Cambridge Northern Fringe East Area Action Plan Boundary
- Proposed roads
- Cycle/pedestrian routes
- Existing Offices/R&D (B1) use with potential for plot intensification
- Proposed Offices/R&D (B1) use
- Existing Industry (B2), Storage (B8) & Sui-Generis uses
- Proposed Industry (B2), Storage (B8) & Sui-Generis uses¹
- Existing Residential (C3) use
- Proposed Residential (C3) use
- Water Recycling Centre (Indoor and contracted)
- Relocated Concrete Batching Plant
- Local Centre
- Reconfigured aggregates railhead & sidings
- Protected Open Space/City Wildlife Sites
- Landscape and Open Space
- First Public Drain Watercourse
- Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.
² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

OPTION 3 – HIGH LEVEL OF REDEVELOPMENT Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor/contracted operations. Would free up some land for redevelopment, but technical / financial / operational constraints need further exploration to see if delivery is viable.	
<p>As option 2 but:</p> <ul style="list-style-type: none"> • Water Recycling Centre upgrade to reduce site area and reduce environmental constraints • Significant increase in land for new Offices / R&D, and Industrial / Storage development • New north south vehicular route to connect new developments • Redevelopment of Nuffield Road Industrial Estate for housing 	
<p style="text-align: center;">LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Reduction of Water Recycling Centre site frees up land for development • Allows more land to be used for office / R&D and other uses • Complete redevelopment of Nuffield Road will create more comprehensive new neighbourhood <p>Negative</p> <ul style="list-style-type: none"> • Reduction of Water Recycling Centre site may prove impracticable • Need to relocate existing business uses (but there is capacity on site) • Residential uses around the station are ‘cut off’ from neighbouring residential areas (but potential to vary option to include more residential) 	<p style="text-align: center;">MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • New road parallel to Cowley Road (north-south route) creates a more accessible and better connected layout for this larger regeneration • Residential redevelopment of Nuffield Road will remove industrial traffic from the road and improve amenity of adjacent residential areas <p>Negative</p> <ul style="list-style-type: none"> • Potential traffic impact on Milton Road and existing junctions due to larger amount of development
<p style="text-align: center;">ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • More opportunities for additional open space <p>Negative</p> <ul style="list-style-type: none"> • Moves aggregate sidings nearer to watercourse, pollution risks would need to be carefully managed 	<p style="text-align: center;">BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Greater potential for intensification of uses on existing sites (due to reduced environmental constraints) • Location of residential development next to proposed new railway station and local centre is very sustainable • Compact residential use with complimentary uses will create a more balanced use of land <p>Negative</p> <ul style="list-style-type: none"> • Need to overcome possible conflict of uses between railhead and associated sidings with adjacent B1 Office/R&D uses. Matters to consider may include noise and dust.
<p>DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • More comprehensive redevelopment of the area, and greater opportunities to deliver the vision and meet development needs of Greater Cambridge <p>Negative</p> <ul style="list-style-type: none"> • Dependent on upgrade of Water Recycling Centre, financial and technical issues make delivery difficult • Some parts of the development more likely to come forward later 	
<p>POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p>Offices/R&D: +14.7 hectares (+307,000m² and up to 25,800 jobs); Industry/Storage: +0.5 hectares net; Residential +6.7 hectares (300 dwellings near Station, 330 dwellings near Nuffield Road); New informal open space: +5.0 hectares</p>	

Figure 6.4 Redevelopment Option 4: Maximum Level of Development



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- Cambridge Northern Fringe East Area Action Plan Boundary
- Proposed roads
- Cycle/pedestrian routes
- Existing Offices/R&D (B1) use with potential for plot intensification
- Proposed Offices/R&D (B1) use
- Existing Industry (B2), Storage (B8) & Sui-Generis uses
- Proposed Industry (B2), or Distribution (B8) & Sui-Generis uses ¹
- Existing Residential (C3) use
- Proposed Residential (C3) use
- Relocated Concrete Batching Plant
- Local Centre
- Reconfigured aggregates railhead & sidings
- Protected Open Space/City Wildlife Sites
- Landscape and Open Space
- First Public Drain Watercourse
- Indicative location for Household Waste Recycling Centre and inert recycling facility ²

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

OPTION 4 – MAXIMUM LEVEL OF REDEVELOPMENT	
<p>Water Recycling Centre relocated off site. This would allow comprehensive development of the wider area, but relocation / technical / financial / operational constraints need further exploration to confirm whether delivery is viable. Full delivery is complex and would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.</p> <p>As Option 3 but:</p> <ul style="list-style-type: none"> • Relocation of the Water Recycling Centre off site (an alternative site has not been identified) • Maximises capacity for redevelopment, particularly new Offices / R&D 	
<p style="text-align: center;">LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Relocation of Water Recycling Centre offsite enables comprehensive redevelopment of the area • Provides land for even more Office/ R&D, and Industrial / Storage <p>Negative</p> <ul style="list-style-type: none"> • Possible imbalance between land uses (e.g. residential is a minor component overall) • Need to find an alternative viable site for Water Recycling Centre 	<p style="text-align: center;">MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • Expanded block layout creates a more accessible and better connected layout for this larger redevelopment option <p>Negative</p> <ul style="list-style-type: none"> • Potential traffic impact on Milton Road and existing junctions due to larger amount of development
<p style="text-align: center;">ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • More opportunities for additional open space <p>Negative</p>	<p style="text-align: center;">BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Opportunity for a more comprehensive scheme and flexible built form <p>Negative</p>
<p>DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • More comprehensive redevelopment of the area, and greater opportunities to deliver the vision and meet development needs of Greater Cambridge <p>Negative</p> <ul style="list-style-type: none"> • Dependent availability of alternative site and funding replacement Water Recycling Centre • Some parts of the development more likely to come forward later 	
<p>POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p>Offices/R&D: +16.0 hectares (+328,000m² and up to 27,600 jobs); Industry/Storage: +5.8 hectares net; Residential +6.7 hectares (300 dwellings near Station, 330 dwellings at Nuffield Road); New informal open space: +5.0 hectares</p>	

Redevelopment Options Selection

Question 10

Do you support or object to the proposals for the CNFE area as included in option 1? Please provide comments on what you like or dislike about this option.

Question 11

Do you support or object to the proposals for the CNFE area as included in option 2? Please provide comments on what you like or dislike about this option.

Question 12

Do you support or object to the proposals for the CNFE area as included in option 3? Please provide comments on what you like or dislike about this option.

Question 13

Do you support or object to the proposals for the CNFE area as included in option 4? Please provide comments on what you like or dislike about this option.

Question 14

Are there alternative redevelopment options you think we should have considered? For example, do you think the redevelopment options should include more residential development, and if so to what extent?

8. POLICY OPTIONS

OVERALL

LAND USES

- 8.1 The AAP will need to include a policy which expresses the chosen land use approach, for example setting out the amount and type of employment, residential or other land uses.
- 8.2 As this will depend which Redevelopment Option or combination of elements are chosen following this public consultation, a policy has not been proposed here, but will be included in the draft AAP for comment at the next stage of plan making.

PLACE MAKING, GATEWAY AND BUILDING DESIGN

Introduction

- 8.3 Designing a significant new place and making it sustainable requires a coherent design approach and very clear basic design principles.
- 8.4 This chapter will include urban design policies to require the formulation of a detailed design strategy to inform the general layout, scale and distribution of different uses (including public realm and civic spaces), and establish how the built form (in terms of design, scale, density, landmark buildings and width of streets) will help to create a place of real character and quality that functions well.

PLACE AND BUILDING DESIGN

PROPOSED APPROACH:

For the CNFE AAP to adopt the following [Cambridge Local Plan 2014: Proposed Submission](#) policies on place and building design.

Policy 55: Responding to context

Policy 56: Creating Successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Question 15

What design features do you think would make the new development a desirable place to work, live and visit?

DENSITY AND BUILDING DESIGN/HEIGHTS

Densities

- 8.5 The development of the proposed new railway station/bus interchange provides an opportunity for the CNFE area to be built at high density level. However, a range of amenity, commercial, design, environmental, and legal and property considerations will need to be taken into account to ensure an appropriate form of development at the right density is built. This includes, landscape and townscape impacts, residential amenity, parking requirements, building heights and layout, open space standards and water related issues, and legal and property constraints.

DENSITIES:

PROPOSED APPROACH:

The overall densities to be provided following a design-led approach reflecting the sustainable location and especially around the proposed new railway station interchange. The required density for employment and residential uses on a given site will need to have regard to its wider context, demand and supply consideration, viability and other policies of this plan.

Question 16

Do you support the proposed option, and what comments do you have on the proposed density policy?

Tall Buildings and Skyline

- 8.6 The Redevelopment Options for the CNFE provide wide scope for new development density. Future masterplanning and detailed design for the CNFE area needs to be informed by a policy for tall buildings and skyline. Further landscape and visual assessments on the landscape, building heights and skyline will be undertaken to inform the Proposed Submission version of the Area Action Plan.

TALL BUILDINGS AND SKYLINE:

PROPOSED APPROACH:

Developments in the Cambridge Northern Fringe AAP area should be in accordance with Policy 60 and Appendix F on Tall Buildings and Skyline in the [Cambridge Local Plan 2014: Proposed Submission](#).

Question 17

Do you support the proposed approach on Tall Buildings and Skyline?

Building Heights

- 8.7 The proposed new railway station creates the focus of a new transport interchange and with it the opportunity to use land efficiently and think about the potential for higher densities to take advantage of the sustainable location. Recent development around Cambridge Station at CB1 has combined mixed use retail, office, residential and student accommodation to deliver high quality and high density development around the transport interchange. Such a development at CNFE has the potential to reduce pressure on the City Centre and historic core.
- 8.8 As an opportunity area, CNFE has the potential to deliver a new neighbourhood with a range of mixes and uses appropriate to creating an active and vibrant community. Given the scale of the land available, consideration needs to be given to aspects that may influence the character of future development. The overall scale and massing of proposals will be subject to detailed design as part of future masterplanning to include assessment of the visual impact of proposals, but at this stage it would be useful to gauge opinion regarding the overall acceptable height of development and whether there is the opportunity to allow for some taller buildings as part of the development.
- 8.9 Clearly any development at CNFE will need to take a design-led approach that will take account of the site context, including site boundaries and views into and out of the site in order to safeguard the skyline and setting and uniqueness of Cambridge and in particular the historic core. The options below are intended to explore whether there is an appetite for taller buildings.

BUILDING HEIGHTS:

PROPOSED OPTIONS:

Option A. Mixed use development of up to 4 commercial storeys*(16m) to continue the scale and form of development on the Cambridge Business Park and adjacent residential areas.

Option B. Mixed use development of up to 6 commercial storeys*(24m) to allow development to be intensified and create more flexibility in the overall masterplanning of CNFE, with occasional taller 'landmark' buildings around the new station and at other key 'nodal' points (such as at Cambridge Station/CB1 area).

Option C. A more radical form of mixed use development that would not prescribe maximum overall heights and may allow significantly taller forms of development across the site but mainly centred on the transport interchange.

*Note: Storey heights will be influenced by whether the development is residential or commercial. Residential storey heights are assumed to be 3m floor to floor and commercial are assumed to be 4m floor to floor.

Question 18

Thinking about the future character of this redevelopment area which option do you prefer and what should be the maximum height?

EFFECTIVE INTEGRATION WITH THE WIDER AREA

8.10 The new development should have an identity and make a positive statement of its own. However, it should not be designed in isolation of the surrounding area and communities. For example, there is a need to balance the desire to integrate the new development with the wider city with the need to minimise any negative impacts on existing residents or occupiers.

BALANCED AND INTEGRATED COMMUNITIES – EFFECTIVE INTEGRATION WITH THE WIDER AREA:

PROPOSED APPROACH:

The CNFE development should be comprehensive in its own right, but to be truly successful measures should be taken to ensure it is also effectively integrated with the wider communities.

This should include measures to achieve:

- Better integration with the wider area
- Welcoming entrances to the area
- Convenient access to new facilities in the development
- Improved signage
- Accessible local services and facilities, through new facilities or improvements to nearby facilities
- Social spaces that support the needs of workers and residents

Question 19

Do you support the measures proposed to integrate the area with the surrounding communities, and do you have any further suggestions?

EMPLOYMENT

8.11 Regeneration of the area has the potential to enhance the role of the northern fringe as an employment hub for Greater Cambridge. The high level of accessibility provided by the proposed new Railway Station and Guided Busway means that high densities, comparable with new developments near the existing Cambridge railway station, are possible.

8.12 The Employment Land Review (2012) prepared to support the Councils Local Plans identified two areas of pressure and high demand for employment space in Cambridge, the City Centre and the northern fringe around the Science Park. The development of this area will help respond to the market, and deliver new buildings in a highly accessible location.

- 8.13 The opportunities have been highlighted further by the Cambridge Northern Fringe East Area Action Plan Employment Options Study (2014) prepared to support this Action Plan. The area presents a significant opportunity to support the clustering of related businesses in high technology sectors and related businesses that have developed in Greater Cambridge.
- 8.14 The area should meet the needs of a range of users. Cambridge firms come in a range of sizes, from start-ups with a few individuals, to major firms with hundreds of employees. Many high technology firms carry out research and development (R&D) in office like buildings. However, there is also demand for specialist laboratory space, alongside office uses.
- 8.15 The delivery of the office / R&D development will depend on the availability of the specific sites and the demand for space at the time. It is possible that some of the office development could take place after 2031 and therefore also meet the needs of future plan periods. A flexible approach will be desirable.
- a. New Employment Uses*
- 8.16 The employment use policy should encourage a range of employment opportunities to meet the needs of different businesses and to maximise the potential of successful clusters in the area.

NEW EMPLOYMENT USES:

PROPOSED APPROACH:

1. Development proposals should support the development of employment clusters in the following Cambridge specialist sectors:
 - a. Computer services;
 - b. Electronic engineering;
 - c. High-technology manufacturing;
 - d. Information technology / telecommunications;
 - e. Biotechnology and Biomedical
 - f. Research and development;
 - g. Clean Technology;
 - h. Nanotechnology and advanced materials;
 - i. Business, financial and professional services;
 - j. Other locally driven clusters as they emerge.
2. The area should deliver a flexible range of unit types and sizes, including for start-ups, and Small and Medium Sized Enterprises (SMEs).
3. Make provision for Hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.

4. The area should include provision for Commercial Laboratory space.

Question 20

Do you broadly agree with the above policy approach, and what kinds of employment should be included?

b. Shared Social Space

8.17 Studies have shown that employment areas require complementary social and support facilities if they are to achieve the full potential of the area. The Redevelopment Options detailed early propose a local centre which could provide this sort of use.

The following policy encourages this provision.

SHARED SOCIAL SPACE:

PROPOSED APPROACH:

Small-scale leisure, eating and social hub facilities will be encouraged to enhance the vitality and attractiveness of the area where;

1. The use is ancillary or complementary to existing or proposed B-Use Classes, and supports the functionality of the employment area;
2. The use will not have unacceptably adverse effects on existing businesses or future business use of the site;
3. The facility is intended primarily to meet the needs of workers in the area, and does not attract significant levels of visitor traffic into the area.

Question 21

Do you support the proposed policy on shared social space, and do you have any comments?

c. Change of Use from employment to residential

8.18 The aim of the AAP is to create a new employment hub for Greater Cambridge. Flexibility in the planning system to allow change of use to residential without planning permission (through a prior approval process) could potentially undermine this vision.

8.19 To reinforce the importance of this area, the Councils could seek to protect the area for employment. This could be done through an Article 4 Direction, which would require change of use to residential to require planning permission. The AAP could also include a policy seeking to protect employment uses.

CHANGE OF USE FROM OFFICE TO RESIDENTIAL OR OTHER PURPOSES:

PROPOSED OPTIONS:

Option A. Do not include specific policies to protect employment uses beyond normal

planning rules

Option B. Take steps to protect new employment development in this area (such as through an Article 4 Direction)

Question 22

Which option do you prefer and why?

d. Cambridge Science Park

8.20 We asked earlier whether the Area Action Plan should be extended to include the Cambridge Science Park. The [Proposed Submission South Cambridgeshire Local Plan](#) Policy E/1 supports employment proposals for employment development and redevelopment where they enable the continued development of the Cambridge Cluster of high technology research and development companies. Appropriate policies in the Area Action Plans policies could be applied to the Science Park.

CAMBRIDGE SCIENCE PARK:

PROPOSED OPTIONS:

Option A: Do not include additional policy guidance for Cambridge Science Park

Option B: Provide similar employment policies which apply the Cambridge Science Park, to aid consideration of intensification proposals.

Question 23

Should the principles in these apply to the Cambridge Science Park, and do you have any comments?

e. The Future of Nuffield Road Industrial Estate

8.21 There is limited industrial land in the city so the Nuffield Road industrial area serves an important purpose and would not want the businesses or jobs to be lost from the city. However, vehicular access is solely through residential areas off Green End Road. Local residents have expressed concern about this access and have sought an alternative access to be provided. This appears unlikely, but another option could be change the use of the area to something more compatible (office or residential) providing space is available elsewhere in the comprehensive CNFE redevelopment option to accommodate the existing industrial businesses.

8.22 The options are included in the Redevelopment Options earlier in the document, but this option seeks comments specifically on the options for this site.

CHANGE OF USE FROM INDUSTRIAL TO OTHER PURPOSES AT NUFFIELD ROAD:

PROPOSED OPTIONS:

Option A: Retaining the existing industrial land use designations in the Nuffield Road area.

Option B: Release of employment land in the Nuffield Road area for office uses and seeking to accommodate those existing business uses elsewhere within the CNFE area
and/or

Option C: Release of employment land in the Nuffield Road area for residential uses and seeking to accommodate those existing business uses elsewhere within the CNFE area.

Question 24

Which option do you prefer and why?

f. Wider Employment Benefits

8.23 It is important that the new development results in a balanced and integrated community where both the existing and new residents and employees in both districts benefit. Policies are proposed to share the city's prosperity through greater opportunities for employment and skills learning and address the shortage and access to housing through the building more affordable housing.

BALANCED AND INTEGRATED COMMUNITIES - WIDER EMPLOYMENT BENEFITS:

PROPOSED APPROACH:

Developments should provide training and employment opportunities for local people, maximise the proportion of goods and services procured locally, and open up supply chain opportunities for local businesses.

Examples could include:

- Linking training opportunities within the AAP area directly to match local demand to promote local jobs for local people.
- Making sure that the residents in the wider area have the right skills and information to be able to gain employment outside the city.
- Improving access to training, advice and information aimed at reducing barriers to employment through a for example incorporating these facilities into community facilities within the AAP area.

Question 25

Should provision be made for local employment opportunities in the Plan area, and what policies and proposals could be promoted through the AAP to support local jobs for local people and reduce barriers to employment in the area?

g. Hotel and Conferencing Facilities

- 8.24 The need for hotels in the Cambridge area was explored during preparation of the Local Plans, and there is sufficient supply in the pipeline to meet need generally until 2031. However, the proposed new Railway Station and large number of businesses in the area could mean a hotel is desirable in this location.

HOTEL & CONFERENCING FACILITIES:

PROPOSED OPTIONS:

Option A: Do not make provision for a hotel in the Cambridge Northern Fringe East.

Option B: Include provision for a hotel as part of the mixed-use development of land around the proposed new Railway Station.

Option C: Include provision for a hotel and conference facilities as part of the mixed-use development of land around the proposed new Railway Station.

Question 26

Which option regarding hotel provision do you support and why?

HOUSING

a) Housing Mix

- 8.25 Developments should include a balanced mix of dwelling sizes (measured by the number of bedrooms to be provided in each dwelling), types and tenures to meet projected future household needs within Cambridge. The mix of dwellings and tenure types should also have regard to the differing needs for different unit sizes of affordable housing and market housing and to the council's Affordable Housing Supplementary Planning Document in force at the time planning permission is applied for.

BALANCED AND INTEGRATED COMMUNITIES - HOUSING MIX:

PROPOSED APPROACH:

Deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Cambridge.

Question 27

Do you support the proposed option, and what types and sizes of houses should be within the CNFE area?

b) Affordable housing

8.26 Greater Cambridge has a significant housing need. It is proposed that the City Council's affordable housing policies will be the basis for the CNFE AAP. This requires 40% of dwellings on large schemes to be affordable, which is the same basic requirement as proposed in the South Cambridgeshire Local Plan.

AFFORDABLE HOUSING REQUIREMENT :

PROPOSED APPROACH:

Affordable housing targets in the CNFE area should reflect Cambridge's planning policies.

Question 28

Do you support the use of Cambridge City Council's affordable housing requirements for the whole CNFE area, if so why?

c) Private Rented Accommodation

8.27 Recently there have been market moves to actively provide more private rented accommodation in new developments and new models of this are emerging, particularly in London. The AAP could specifically seek to encourage provision of this type of accommodation. Further investigations will be needed into the available delivery models, the financial considerations, and fundamentally the implications for place making and economic/social mix of the future residential community.

PRIVATE RENTED ACCOMMODATION:

PROPOSED OPTIONS:

Option A: Allow the market to deliver private rented accommodation in response to demand, and do not provide guidance in the AAP

Option B: Seek to encourage the delivery of private rented sector accommodation

Question 29

Which policy option on private rented accommodation do you prefer and why?

d) Student Housing

8.28 The market has expressed interest in the provision of student housing in the CNFE area. Views are sought on the approach that should be taken in the area. The need for and implications of student accommodation in this area will need to be further investigated.

STUDENT HOUSING:

PROPOSED OPTIONS:

Option A: Do not include student accommodation

Option B: Set a limit on the number of student rooms that would be allowed in the CNFE area, e.g. 20% of the new population.

Option C: No limit - Introduce a new policy to require student accommodation proposals to demonstrate how the benefits could outweigh the possible negative impacts and how potential impacts would be mitigated.

Option D: Specifically identify suitable locations for student accommodation.

Question 30

Which policy option on Student Housing do you prefer and why?

SERVICES AND FACILITIES

COMMUNITY FACILITIES AND RELATED SMALL SCALE RETAIL/LEISURE USES

Community, Retail and Leisure Uses

8.29 It is important that the main employment and residential uses are complemented by a range of other uses that are needed to meet local needs, and create a vibrant neighbourhood.

8.30 This will need to consider a range of uses, dependent on the mix of uses in the selected Redevelopment Option, including:

- Community
- Cultural
- Social
- Health
- Retail
- Leisure/Recreational

PROVISION OF SERVICES AND FACILITIES:

PROPOSED APPROACH:

Development at Cambridge Northern Fringe East will provide an appropriate level and type of high quality services and facilities in suitable locations to meeting the needs of future residents, employees and visitors.

These should:

4. Be delivered when needed, so that they are available to meet the needs of all phases of development.
5. Be provided on site where they are needed
6. Take opportunities for co-location of facilities, providing multifunctional and flexible spaces
7. Be supported by appropriate management and maintenance arrangements, to ensure their long-term viability.

Planning applications should be accompanied by Strategies prepared in consultation with stakeholders, identifying needs and how they will be met.

Question 31

Do support the proposed policy approach and why?

New Local Centre

- 8.31 The Redevelopment Options all include a local centre of varying size as a focal point for the area. The role of the local centre will be to meet needs of those living, working and visiting the area, creating a social hub for the area.

NEW LOCAL CENTRE:

PROPOSED APPROACH:

1. Where appropriate, all services and facilities will be provided in a single local centre at the heart of the development and located on the main green boulevard to the proposed new station.
2. New retail provision should be part of the local centre and appropriate in scale and nature to meet local needs. It should complement rather than undermine the vitality and viability of nearby centres and the station proposals having regard to the hierarchy of centres in Cambridge and the wider South Cambridgeshire area.
3. Employment and residential uses may be provided on upper floors of the local centre providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level.

Question 32

Do you support the proposed policy approach to the new local centre, and why?

OPEN SPACE

Landscape and Ecological features and Open Space

- 8.32 Cambridge Northern Fringe East includes a number of ecological features which support wildlife. As well as protecting these features, the Redevelopment Options highlighted a range of opportunities to connect and enhance these areas as part of a wider Green Infrastructure network. Dependent on the chosen option, these will be reflected in the AAP.
- 8.33 People using the area will need new open spaces to relax and play. Both the Councils' plans include minimum open space standards, which require new open space to accompany new developments.
- 8.34 Given the site's location, it is proposed to apply Cambridge's open space standards to developments in the entire AAP area. A similar approach has been taken to some other cross boundary urban fringe developments.

OPEN SPACE

PROPOSED OPTIONS:

Developments in the Cambridge Northern Fringe AAP area should meet the Cambridge City Council proposed Open Space Standards as set out in Policy 68 and Appendix I of the [Cambridge Local Plan 2014: Proposed Submission](#).

Question 33

Do you support the approach to open space standards?

TRANSPORT

KEY TRANSPORT AND MOVEMENT PRINCIPLES

- 8.35 The County Council's Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and Local Transport Plan (LTP3) will guide the transport policy for the wider area, particularly with regards to promoting non-car modes of travel, and keeping traffic levels in the city at current levels.
- 8.36 To complement this approach and create a sustainable development, the AAP policies will need to encourage most journeys within the site to be made by foot and cycle and to promote good links beyond the site by public transport, walking and cycling.
- 8.37 Several site specific policy options and some further general policy options based on the Cambridge and South Cambridgeshire Local Plans 2014 Proposed Submissions are also proposed.

- 8.38 The promotion of Sustainable Travel is important both in its own right and for the delivery of the CNFE area due to the capacity constraints of the wider area. It is therefore important to set out some key transport and movement principles.

KEY TRANSPORT AND MOVEMENT PRINCIPLES:

PROPOSED APPROACH:

The following key transport and movement principles are proposed:

- To maximise the permeability of the area – both within and with adjoining areas
- To develop integrated transport system between modes
- To promote public transport, walking, cycling and other sustainable forms of movement
- To make travel safer
- To create transport that is accessible for all
- To provide transport that meets the needs of the economy
- To protect and enhance the built and natural environment

Question 34

Do you support these key principles? Please identify any changes you would make, and your ideas to improve and promote sustainable travel in the area.

MODAL SHARE TARGET

- 8.39 An option of achieving the key movement and sustainable travel principles as set out is to set a modal share target for CNFE. The TSCSC has the aim of maintaining car traffic levels as they are now, in 2031. In order for this to be achieved and taking into account the growth planned, no more than 24% of trips in Cambridge will be able to be car based. It should be noted that further modelling work is being undertaken by Cambridgeshire County Council which may influence the modal share targets for CNFE.

MODAL SHARE TARGET:

PROPOSED OPTIONS:

What should be the modal share target for the Cambridge Northern Fringe East;

Option A - Seek to match the modal share target set for the whole of Cambridge, as set out in the TSCSC (24% car trips by 2031).

Option B - Go beyond the target set for the city and make the area and exemplar scheme.

Option C – Do not set a specific modal share target.

Question 35

Which option do you prefer and why?

VEHICULAR ACCESS AND ROAD LAYOUT:

- 8.40 The current access to the area is limited with just one main route (Cowley Road) in and out onto Milton Road. The junction acts as a bottleneck constraint to further development as it suffers from heavy peak time congestion. Investigations are currently ongoing with regard to finding the best access solutions for the area.
- 8.41 As already set out, the site contains a mix of uses including minerals and waste uses associated with the railway sidings. These uses are likely to increase in the future as the railway is increasingly used to transport aggregate for the A14 improvements. The associated increase in Heavy Commercial Vehicles (HCVs) is not conducive to encouraging more use of sustainable modes of transport such as walking and cycling and they also contribute to the heavy congestion around the site at peak times. Various options could be considered to deal with this issue.

VEHICULAR ACCESS AND ROAD LAYOUT:

PROPOSED OPTIONS:

Option A - Cowley Road to remain the main access road for all modes of transport.

Option B - New main vehicular access road constructed parallel and to the north of Cowley Road. The existing Cowley Road to be re-designed as part of the development to be based on low vehicle speeds and for sustainable transport priority only. It will give priority to provision for walking, cycling and public transport, including safe and convenient crossings for pedestrians and cyclists, in order to encourage travel by more sustainable modes.

Option C - Cowley Road prioritised for station, office and residential traffic. A new Heavy Goods Vehicle access provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only.

Question 36

Which option do you support for road access in the Cowley Road area, and what else could be done to improve vehicular access to the area whilst mitigating the impact of traffic?

PARKING AT TRANSPORT INTERCHANGE:

- 8.42 The new rail/bus interchange will need a significant number of car parking spaces. There is currently planning permission for a single large car park, needed for the opening of the proposed new railway station. However, in time it is feasible that a more efficient use of the land would be to build a multi-storey car park to free up space for other development. The precise details and specifications of any further car park(s) proposals would need to be agreed with Network Rail and Cambridgeshire County Council, but

whether the preference is for a single or multi-storey car park can be considered now in principle.

PARKING AT TRANSPORT INTERCHANGE:

PROPOSED OPTIONS:

What form of car parking should be provided at the transport interchange;

Option A – Continue with the current consented proposal for a single ground level car park.

Option B – Flexibility to build a multi-storey car park to make more efficient use of the land for development.

Question 37

Which option do you prefer and why?

PARKING PROVISION

Car Parking Standards

8.43 Whilst there will need to be parking to support the proposed new Railway Station, there will also need to be parking to support employment, residential or other uses. Recognising the accessibility of the site by a range of non-car modes, there is potential to consider relatively low parking levels.

8.44 The modelling work being undertaken by Cambridgeshire County Council, and the Modal Share target will also influence

CAR PARKING PROVISION:

PROPOSED OPTIONS:

Option A – Cambridge City Council proposed car parking standards as set out in Policy 82 and Appendix L of the [Cambridge Local Plan 2014: Proposed Submission](#).

Option B – More restrictive standards across the whole area to reflect the highly sustainable location.

Option C – More restrictive standards close to the proposed new railway station interchange and Cambridge City Council car parking standards more than 600 metres from the station building.

Question 38

Which option for car parking standards do you prefer and why?

Cycle Parking Provision

- 8.45 In order to discourage unnecessary car use and to encourage cycling for as many trips as possible, it has to be as easy as possible to use a bike. Integral to this is the provision of secure, convenient and plentiful cycle parking.
- 8.46 1,000 cycle parking spaces have already been agreed for the proposed new Railway Station.

CYCLE PARKING PROVISION:

PROPOSED OPTIONS:

Option A – Cambridge City Council proposed cycle parking standards as set out in Policy 82 and Appendix L of the [Cambridge Local Plan 2014: Proposed Submission](#).

Option B – A higher standard across the whole area to reflect the highly sustainable location.

Option C – Higher standards close to the proposed new railway station interchange and Cambridge City Council cycle parking standards more than 600 metres from the station building.

Question 39

Which option for cycle parking standards do you prefer and why?

Movement, Severance and Permeability

- 8.47 Access and permeability to the site for pedestrians and cyclists to the site will be key to achieving the movement principles and sustainable travel. The link with the guided bus and Chisholm Trail as well as close ties to Milton Road and through routes to existing residential areas offer an excellent opportunity to gain high pedestrian and cycle mode shares.
- 8.48 The Redevelopment Options detailed earlier propose a range of cycling and walking links both within the site and to key destinations beyond.

Question 40

What further provision should be made to improve the cycle and pedestrian environment in the Cambridge Northern Fringe East area, and are there any other pedestrian and cycleway linkages that are important and you wish to be included in the plan?

CLIMATE CHANGE

Sustainable Design and Construction and Flood Risk

- 8.49 Councils have a legal duty to consider climate change when plan-making. This includes addressing the challenge of mitigating and adapting to our changing climate, including flood risk, and how to manage resources efficiently, including energy and water, in the design and construction of new buildings.
- 8.50 The Councils' Local Plans include a range of policies related to climate change adaptation and mitigation, including approaches to sustainable building design, renewable and low carbon energy, and sustainable drainage systems. These could be implemented on a site by site basis to proposals in the CNFE, or a single policy could be developed to provide a comprehensive approach for the area.

SUSTAINABLE DESIGN AND CONSTRUCTION AND FLOOD RISK:

PROPOSED OPTIONS:

Option A - Rely on district policies related to climate change and sustainable design and construction,

Option B - Develop a bespoke sustainable design and construction policy for CNFE, to cover the following aspects:

- a. All new non-residential development will be required to meet a minimum of BREEAM excellent. Carbon reduction for new non-residential development would be linked to the mandatory requirements set out for BREEAM excellent.
- b. Any new residential development to meet the optional water efficiency standards resulting from the Housing Standards Review of 110 litres per person per day. New non-residential development should achieve maximum BREEAM credits for water efficiency.
- c. All development proposals to demonstrate how the principles of sustainable design and construction have been integrated into the design of proposals, giving specific consideration to adaptation to climate change, carbon reduction (both in relation to the design and layout of developments and buildings themselves and through the promotion of sustainable modes of transport), water management, site waste management and use of materials.
- d. Surface water to be managed close to the surface and on the surface with priority given to nature services through the use of sustainable drainage systems (SuDS). Water should be seen as a resource and be re-used where practicable, offsetting potable water demand. A water sensitive approach should be taken to the design of development proposals.
- e. All development should ensure that all forms of flood risk are taken into consideration and that proposals are not at risk of flooding or increase the risk of flooding elsewhere.

Given that the proposed adoption of the AAP will be late 2016, national zero carbon policy for new homes will have come into force, and as such additional carbon reduction standards for any new residential development at CNFE will not be required, in line with the outcomes of the Housing Standards Review. As a result of the Housing Standards Review, the Code for Sustainable Homes is to be wound down. In order to build upon the construction standards that are already being achieved across the Cambridge growth sites, the Councils' would welcome early discussions with developers as to the use of construction methodologies for any new residential development, such as Passivhaus or the new residential construction standard currently being developed by the Building Research Establishment (BRE).

Question 41

Which of the two options presented above do you prefer, or do you consider that there are other policy options that should be considered?

Renewable and low carbon energy generation

8.51 Development at CNFE may present opportunities for a site wide approach to renewable and low carbon energy generation. In order to maximise opportunities for a site wide approach to energy provision, the following option for policy development could be taken forward into the AAP.

RENEWABLE AND LOW CARBON ENERGY GENERATION:

PROPOSED APPROACH:

1. Develop a renewable and low carbon energy generation policy giving consideration to:
 - a) The types of renewable and low carbon energy generation that could be suitable for the area, including consideration of whether the scale of development and mix of uses would allow for the use of an area based approach to renewable and low carbon energy generation.
 - b) Requiring developers proposing new waste processing facilities to carry out a feasibility study to investigate the potential for anaerobic digestion utilising municipal organic waste or organic waste from other sources, including sources on site, with possible connections to an area based approach to renewable and low carbon energy generation.

Question 42

What are your views on the proposed renewable and low carbon energy generation policy and do you consider that there are any other policy options that the Council should be considering?

Environmental Quality

- 8.52 The environmental conditions in the area will need to be addressed by development proposals, to ensure an appropriate living and working environment for those living and working in the area.
- 8.53 The Councils' Local Plans include policies requiring assessment and actions to address ground conditions and any contamination, and a range of environmental impacts such as air quality, odour and noise.
- 8.54 In accordance with current South Cambridgeshire District Council guidance, it is also proposed to require a Health Impact Assessment for large scale developments.

HEALTH IMPACT ASSESSMENT:

PROPOSED APPROACH:

Applications for developments of 20 or more dwellings or 1,000 sq m or more floorspace will be accompanied by a rapid Health Impact Assessment, and developments of 100 or more dwellings or 5,000 sq m or more floorspace a full Health Impact Assessment.

Question 43

Do you support the proposed approach on Health Impact Assessments?

DEVELOPMENT MANAGEMENT POLICIES

- 8.55 There are a wide range of policy issues in the Councils' respective Local Plans which apply to new development. It is not the role of the AAP to recreate policies for every eventuality, in these circumstances the wider Local Plan policies will apply.
- 8.56 Examples of issues not addressed in this issues and options report, but covered in Local Plans include:
- Protection of business space
 - Specialist housing
 - Lifetime homes
 - Residential Space Standards
 - Housing in multiple occupation
 - Strategic Transport Infrastructure
 - Mitigating the Transport Impact of Development
 - Contaminated Land
 - Archaeological Protection
 - Water Management
 - Environmental impacts including air quality, odour, dust, noise and vibration
 - Light Pollution
 - Protection of landscape, species, habitats and trees
 - Provision of green infrastructure and corridors
 - Protection of open space
 - Broadband
 - Telecommunications
 - Cambridge Airport Air Safeguarding Zones
 - Mullard Radio Astronomy Observatory, Lord's Bridge
 - Construction Process and Method

Question 44

Are there any other policy areas that need to be specifically addressed in the Area Action Plan rather than relying on the Local Plans?

ANY OTHER COMMENTS

What do you like/dislike about the area? What should stay the same and what should change? Are there any other issues that should be considered?

Other Comments

8.57 This is your opportunity to tell us what you want CNFE to be like in 2031 and beyond, and other issues related to the Area Action Plan that we have not already covered.

Question 45

What do you like/dislike about the area? Do you have any other comments about the area action plan?

Question 46

Are there alternative policy options you think we should have considered?

9. Infrastructure and Delivery

INFRASTRUCTURE

Infrastructure Capacity and Provision

- 9.1 The CNFE area will continue to provide major infrastructure serving the Greater Cambridge area, with the proposed new railway station, relocation of the aggregates rail head, and three of the four spatial options see the Water Recycling Centre remain in the area.
- 9.2 The options all propose considerable amounts of new development that will create additional demands for physical and social infrastructure. The delivery of new or improved infrastructure and services to support the new development will be an important element in ensuring the appropriate and sustainable implementation of the AAP.
- 9.3 It will also be important to ensure that infrastructure is available when it is needed, to safeguard against adverse impacts and meet the needs of new workers, residents and those travelling through the area.
- 9.4 To facilitate the redevelopment, the AAP will provide guidance on infrastructure needed to support the area. It will also require further work to support planning applications, where work is more appropriately tailored to specific development proposals.
- 9.5 Infrastructure provision will be funded through a number of sources. When planning permission is granted for new development, the Councils can secure contributions from developers towards a range of infrastructure, for example, school places, affordable housing and open spaces. Infrastructure funded by the development industry will occur either through legal agreements known as 'planning obligations' or the emerging Community Infrastructure Levy, a tariff-based charge. Other sources of funding, such as the Councils' capital programmes, service providers' investment programmes, and government grants, will also be important.

Question 47

Do you have any comments on Infrastructure?

DELIVERY

A Partnership Approach

- 9.6 The delivery of regeneration of the CNFE area will be complex due to the variety and nature of uses and there being a number of different landowners and lease arrangements. The Greater Cambridge councils have a history of partnership working.

Regeneration within CNFE will require a highly co-ordinated, pro-active and consistent effort by the Councils working closely with landowners and development promoters to bring forward this area successfully. In addition, substantial investment will be required from private sector partners and the public sector.

Local Authority Roles

- 9.7 Cambridge City Council and South Cambridgeshire District Council are preparing the AAP in their capacity as planning authorities and Cambridgeshire County Council is assisting the process as a key stakeholder.
- 9.8 Cambridge City Council also owns significant parts of the area, as well as having regeneration and community development roles. The roles of planning authority and landowner are quite separate.

Phasing and Delivery

- 9.9 The CNFE area is in multiple ownerships and is unlikely to come forward as one phase. It will therefore need to be developed in a series of phases, potentially in the short, medium, and longer term.
- 9.10 The AAP will need to address the challenge of securing the delivery and benefits of the full preferred option whilst allowing early phases of the development, particularly to provide a vibrant area around the gateway to Cambridge provided by the proposed new railway station, which is due to open in 2016. This will need to ensure that early phases of development that may be easier to deliver do not take disproportionate values out of the area. The development framework/masterplan will need to be accompanied by a comprehensive Implementation and Phasing Strategy covering the whole CNFE area.

PHASING AND DELIVERY APPROACH:

PROPOSED OPTIONS:

Option A - The AAP will provide a sufficiently detailed development framework for the whole area with appropriate apportionment of infrastructure requirements across the area identified. This will enable individual phases of redevelopment to come forward within that overall framework with their own more detailed masterplan. The AAP will ensure that individual phases will make appropriate contributions to meet the needs of development at all stages of implementation.

Option B - The AAP will require the planning application for the first phase of development to provide a masterplan for the whole AAP area. This will ensure that there is a sufficiently detailed development framework for the whole area to enable appropriate apportionment of infrastructure requirements across the area to be identified. This will enable individual phases of redevelopment to come forward within that overall framework with their own more detailed masterplan. The AAP will ensure

that individual phases will make appropriate contributions to meet the needs of development at all stages of implementation.

Question 48

Which option do you support? Do you have any comments?

PLAN MONITORING

9.11 Monitoring provides information on how well the AAP policy is performing, the delivery of development and impacts on the environment. Monitoring helps the local planning authorities to assess whether the Plan remains sound or whether adjustments need to be made in order to meet the Plan's objectives. The AAP will include indicators that will help the Councils to assess the success of implementing its policies and proposals. Targets will be set according to the policies that are included in the AAP. The results will be included in the Councils' Annual Monitoring Reports (AMR), both for each Council's area and for the development as a whole.

Question 49

Do you have any comments on Plan Monitoring?

Appendix 1:

Local Plan Policies (Cambridge: Policy 14, and South Cambridgeshire: SS/4)

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

The Council is seeking the wider regeneration of this part of the city, shown in Figure 3.3, with the creation of a revitalised, employment-focused area centred on a new transport interchange.

The area is allocated for high quality mixed-use development, including employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

The quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an area action plan (AAP) for the site. Planning applications will only be considered when the area action plan has been adopted. The AAP will be developed jointly with South Cambridgeshire District Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined in the local plans of each authority and by the AAP.

All proposals should:

- a. take into account existing site conditions and environmental and safety constraints;
- b. demonstrate that environmental and health impacts (including odour) from the waste water treatment works can be acceptably mitigated for occupants;
- c. ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
- d. recognise the existing local nature reserve at Bramblefields, and where development is proposed provide for appropriate ecological mitigation measures either on- or off-site; and
- e. ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.

Supporting text:

3.28 Cambridge Northern Fringe East is within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. A coordinated approach to planning of the area across district boundaries will be needed. An early review of the site through a jointly-prepared area action plan will ensure a coordinated approach is taken, and will enable the feasibility of development and its viability to be properly investigated.

3.29 The proposed railway station on the sidings in South Cambridgeshire will be

served by the Cambridgeshire Busway and will include cycle and car parking facilities. The station will significantly improve the accessibility of the site and surrounding area, including access to and from Cambridge Business Park, Cambridge Science Park and St John's Innovation Centre.

3.30 This area forms part of an area of search for a household waste recycling centre to serve the north of Cambridge, and as a location for inert waste recycling. There are also minerals and waste and rail safeguarding areas covering the sidings and other areas of land. Any proposals for these facilities will need to be compatible with other uses in the area.

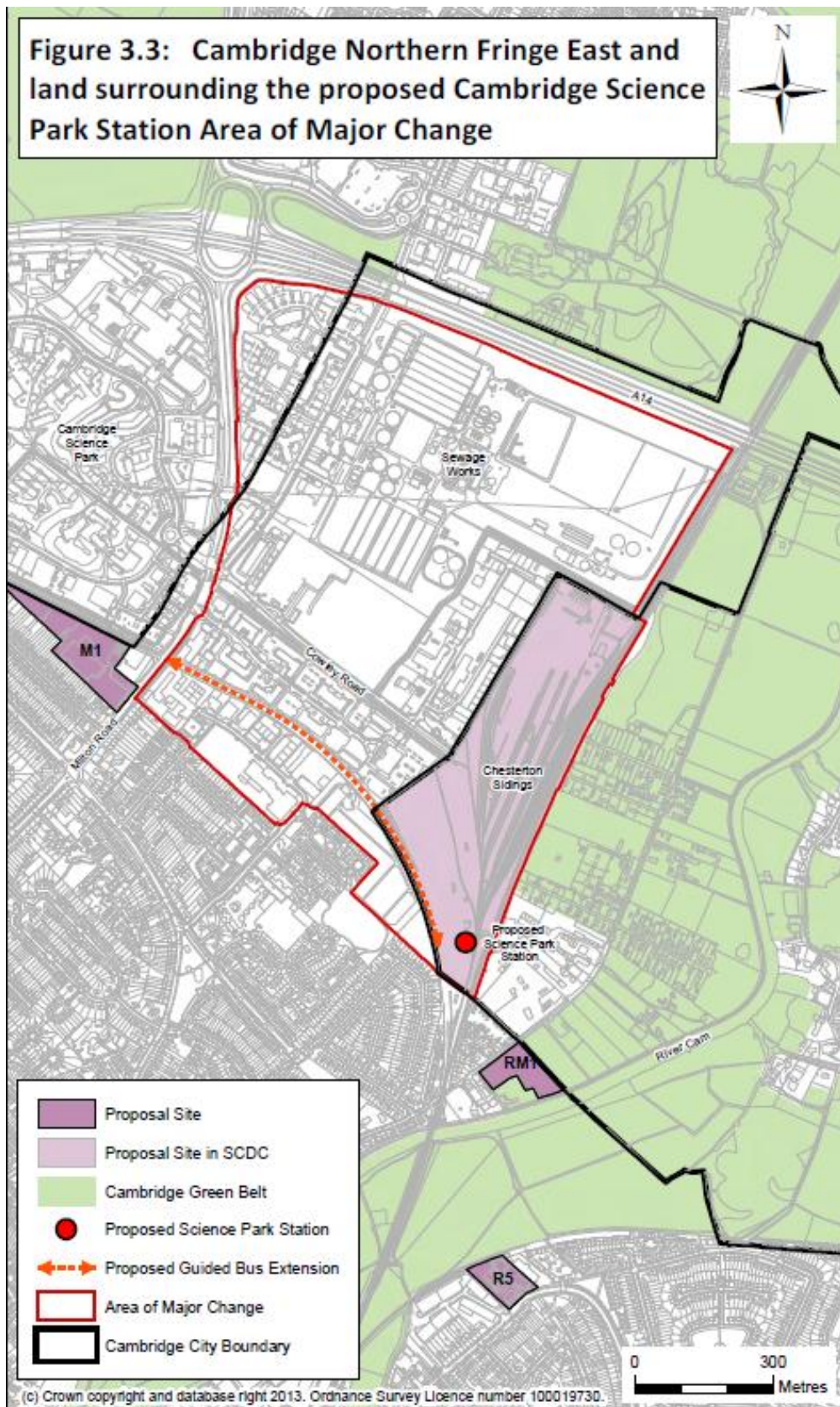
3.31 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area. The operations associated with the ongoing use of these facilities produce noise and dust, and how they will operate in the longer term will be considered in the area action plan.

3.32 Exploration of the viability and feasibility of redevelopment of the waste water treatment works to provide a smaller new treatment works facility on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land and enable a wider range of uses. Residential development could be possible, subject to appropriate ground conditions, amenity and air quality.

3.33 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities and Cambridgeshire County Council.

3.34 The principal land uses, access and transport arrangements are shown in Figure 3.3: Northern Fringe East and land surrounding the planned Cambridge Science Park Station.

Figure 7.1: Policy 14 – Figure 3.3 from Cambridge Local Plan 2014: Proposed Submission



Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station

1. The Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.
2. The area, shown on the Policies Map, is allocated for high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail and residential uses (subject to acceptable environmental conditions).
3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site.
4. All proposals should:
 - a. Take into account existing site conditions and environmental and safety constraints in this area;
 - b. Demonstrate that environmental and health impacts (including odour) from the Waste Water Treatment Works can be acceptably mitigated for occupants;
 - c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner; and
 - d. Ensure that the development would not compromise opportunities for the future redevelopment of land within the AAP boundary.

3.28 Cambridge Northern Fringe East is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. Chesterton Sidings and most of the land between Cowley Road and Milton Road is in South Cambridgeshire. A coordinated approach to planning of the area across district boundaries will be needed through a Joint Area Action Plan (AAP) which will ensure a comprehensive approach to redevelopment.

3.29 The proposed railway station, on the sidings in South Cambridgeshire, will be served by the Guided Busway and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area including access to and from the Cambridge Business Park, Cambridge Science Park and St John's Innovation Centre making the area a highly attractive business destination.

3.30 This area forms part of an area of search for a household waste recycling centre to serve the north of Cambridge, and as a location for inert waste recycling. There are also minerals and waste and rail safeguarding areas covering the sidings and other areas of land. Any proposals for these facilities will need to be compatible with other uses in the area.

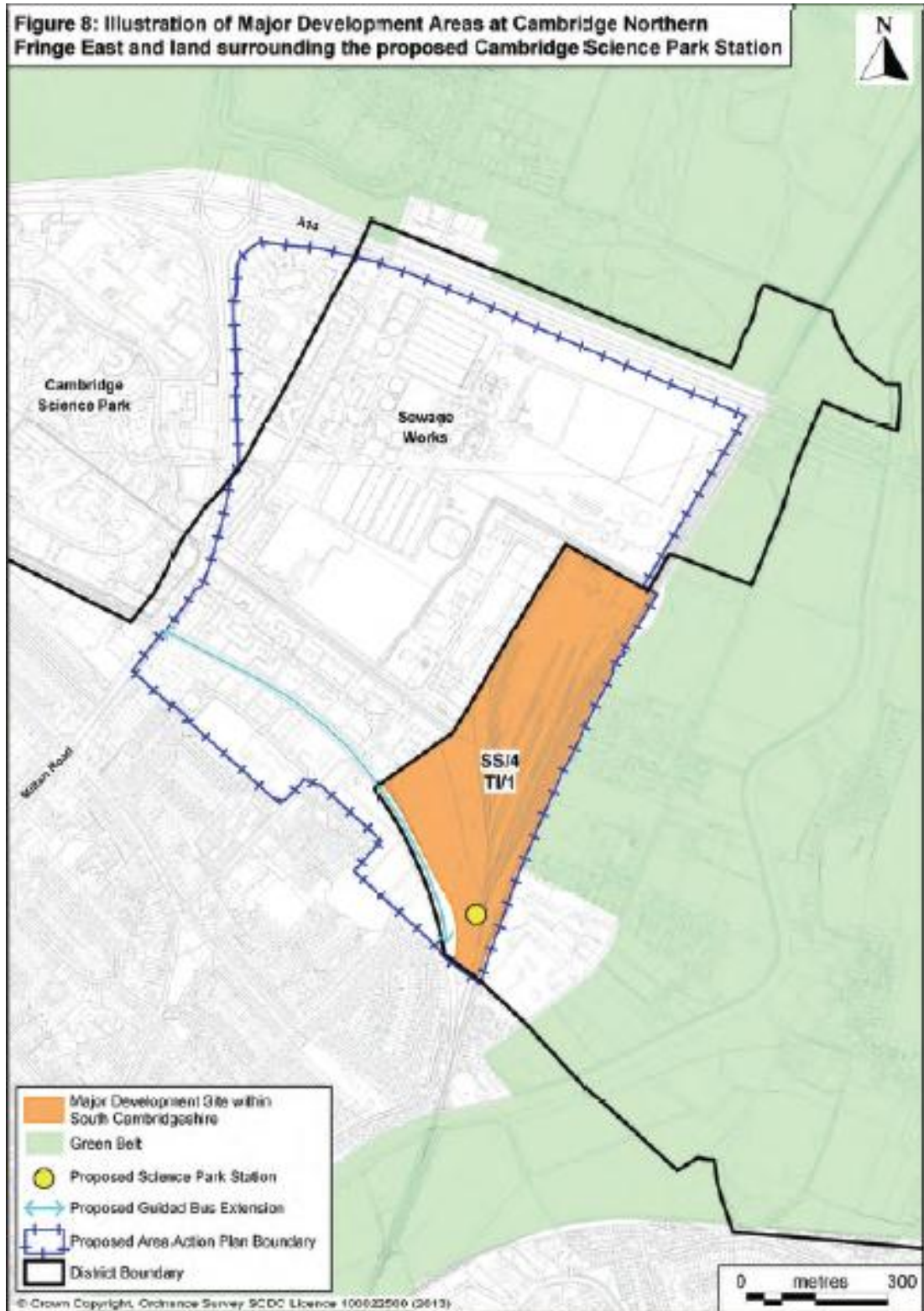
3.31 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of

building materials for the wider area. The operations associated with the on-going use of these facilities produce noise and dust and consideration of how these uses will operate in the longer term will be considered in the AAP.

3.32 Exploration of the viability and feasibility of redevelopment of the Waste Water Treatment Works within Cambridge City to provide a new treatment works facility at a smaller scale on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land to enable a wider range of uses to be provided through the release of additional land. Residential development could be created subject to appropriate ground conditions, amenity and air quality.

3.33 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers as well as the two local authorities and Cambridgeshire County Council.

Figure 7.2: Policy SS/4 – Figure 8 from Submission South Cambridgeshire Local Plan 2014



Appendix 2:

Glossary of Terms

Term	Definition
Aggregates	Aggregates take a number of different forms. Primary Aggregates include naturally occurring sand, gravel and crushed rock typically used for a variety of construction and manufacturing purposes. Recycled Aggregates are typically produced from construction and demolition wastes. Secondary Aggregates are aggregates typically derived from a range of industrial and mineral wastes such as power station ash, glass, and mineral site spoils.
Area action plan (AAP)	A local development document setting out policy and proposals for a specific area. The document establishes an overall vision, identifies key issues and sets out the principles for an area of change.
Affordable housing	<p>Housing provided for people whose income levels mean they cannot access suitable market properties to rent or buy locally to meet their housing needs. It includes social rented, affordable rented and intermediate housing.</p> <p>Affordable housing should:</p> <ul style="list-style-type: none"> • meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and • include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

<p>Affordable rented housing</p>	<p>Rented housing provided by local authorities and private registered providers of social housing to households that are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).</p> <p>From April 2012, most new homes funded by government grant have to be offered at affordable rents, to generate funding for further new affordable housing. Some existing social rent homes may also be converted to affordable rents in agreement with the Homes and Communities Agency.</p>
<p>Air quality</p>	<p>Since December 1997, each local authority in the United Kingdom has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment.</p>
<p>Areas of major change (AMC)</p>	<p>Parts of Cambridge where considerable change is anticipated at some stage during the life of the plan period (2014–2031). Any changes to these areas will be masterplanned.</p>
<p>Building Research Establishment Environmental Assessment Method (BREEAM)</p>	<p>BREEAM is a set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either ‘pass’, ‘good’, ‘very good’, ‘excellent’ or ‘outstanding’.</p>
<p>Cambridge Cluster</p>	<p>Refers to the 1,400+ technology, biotechnology, services providers and support companies and organisations comprising more than 40,000 people employed by these in the Cambridge region.</p>
<p>City wildlife site (CiWS)</p>	<p>A non-statutory designation for sites of nature conservation interest within an urban environment.</p>
<p>Climate change adaptation</p>	<p>Initiatives and measures to reduce the vulnerability of natural and human systems to actual or predicted climate change effects.</p>

Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Cluster	Concentrations of companies in related activities, recognisable suppliers, service providers and institutions, which are cooperating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.
Community facilities	<p>Community facilities include local, neighbourhood, district and city-wide community facilities which can include the following examples:</p> <p>Local: A community or civic room; Neighbourhood: Community house – typically the size of an average three-bed house – or community hall; primary school or day nursery; District: Public library; Primary care facility; community centre and other shared use/services buildings; function room, secondary school or place of worship; City-wide: Acute health care; civic and court buildings; colleges and universities.</p>
Community Infrastructure Levy (CIL)	<p>CIL is a new levy that local authorities in England and Wales can choose to charge on new developments in their area. In areas where CIL is in force, landowners and developers must pay the levy to the local council.</p> <p>CIL charges, set by the local council, are based on the size and type of the new development. The money raised can be used to support development by funding infrastructure that the council, local community and neighbourhoods would like.</p>
County wildlife site (CWS)	A non-statutory designation for sites of county significance for wildlife.
Development plan	Includes adopted local plans, minerals and waste plans, neighbourhood plans and the London Plan and is defined in the Planning and Compulsory Purchase Act 2004 (Section 38).
District centre	A group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants; boundaries are defined on the policies map.

District heat networks	District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.
Employment land review	<p>A document which:</p> <ul style="list-style-type: none"> • examines existing guidance, policies and requirements; • takes stock of existing employment provision; • assesses future requirements based on an analysis of past trends, future forecasts and discussions with existing employers and stakeholders; • identifies a new portfolio of potential employment sites on land with the most potential for sustainable development; and • identifies existing employment sites that could be released for other forms of development.
Environmental Impact Assessment (EIA)	An EIA assesses the environmental implications of an individual development. It also allows a planning authority a means of ensuring that it can take account of the environmental implications of individual developments in its decisions on planning applications. The EIA Regulations relate to a European Union Directive (Directive 85/337/EEC as amended).
Fluvial flooding	Fluvial flooding occurs when rivers overflow and burst their banks.
Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. Specific Green Belt purposes have been set out for Cambridge.
Gross internal floor area (GIFA)	Is defined (by the Royal Institution of Chartered Surveyors) as the floor area contained within the building measured to the internal face of the external walls.

<p>Green infrastructure</p>	<p>Consists of multi-functional networks of protected open space, woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes. Different aspects of green infrastructure provide recreational and/or cultural experiences, while supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities.</p>
<p>Health impact assessment (HIA)</p>	<p>A health impact assessment is a tool to appraise both positive (e.g. creation of new jobs) and negative (e.g. generation of pollution) impacts on the different affected subgroups of the population that might result from the development. Public participation is considered a major component of the process. It usually assesses a policy or proposal that does not have health improvement as a primary objective. The implementation of the development may result in intended objectives being met but may also result in consequences that are unintended and unanticipated. These unintended effects may be good or bad for people’s health. An HIA is usually forward-looking (prospective) and done at a time when it is possible to change the proposed development if necessary, e.g. at the masterplanning stage.</p>
<p>High quality hotel</p>	<p>A high quality hotel is a full service hotel that has a high specification and offers a range of services and facilities. These will generally include a restaurant and bar, leisure facilities and function /conference/banqueting facilities. Smaller, independent high quality hotels may not have the full offer of larger hotels, however they compensate for this with a distinctive style and service. Such hotels will tend to be 3- to 5-star or boutique hotels, see the Cambridge Hotel Futures study for more detail.</p>
<p>Hi-tech or high technology industry</p>	<p>Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.</p>

<p>Historic environment</p>	<p>All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)</p>
<p>Houses in multiple occupation (HMO)</p>	<p>An HMO, depending on the number of occupants, is classed as either:</p> <ul style="list-style-type: none"> • a small HMO – this is a shared dwelling house which is occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010; or • a larger HMO – This is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls into the sui generis class under the Town and Country Planning (Use Classes) Order 2010.
<p>Intermediate housing</p>	<p>Homes for sale and rent provided at a cost above social rent, but below market levels, and which meet the criteria for affordable housing (above). These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.</p>
<p>Integrated water management</p>	<p>This is the coordinated development and management of water, land and related resources in order to maximise the resultant economic and social welfare in an equitable manner without compromising the sustainability of vital ecosystems. It considers the multiple benefits that can be derived from the management of water such as biodiversity enhancement and climate change adaptation.</p>
<p>Leisure facilities</p>	<p>Leisure facilities include:</p> <ul style="list-style-type: none"> • Leisure sport facilities which allow for supervised, organised or competitive sports, primarily indoors. Facilities include sports stadia, ice rinks, sports halls, boxing centres, badminton and squash courts, swimming pools (including outdoor), gymnasiums, indoor bowling centres, indoor tennis centres, health and fitness centres. • Arts and cultural uses such as concert halls, performance venues and theatres, cinemas, ten-pin bowling alleys, punting stations, museums and galleries. • Nightclubs, snooker/pool halls, bowling alleys.

Lifetime Homes Standard¹	This is a widely-used national standard, which uses technical advice to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility.
Local centre	A cluster of shops and other community facilities that satisfy local needs and are accessible on foot. Usually comprising a newsagent, a general grocery store, a sub-post office and occasionally other facilities such as a pharmacy, a public house and a hairdresser. Boundaries indicated on the policies map.
Local development framework (LDF)	A suite of planning-related documents that guide development within the administrative area they relate to.
Local plan	Sets out policies to guide the future development of Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. In addition, the local plan identifies land to be protected from development, such as the Green Belt and open space. It is the key document used to determine planning applications for new development in the city.
Local nature reserve (LNR)	Reserves with wildlife or geological features that are of special interest locally.
Major developments	Major development is defined in the Town and Country Planning (Development Management) (England) Order (2010) as ten or more dwellings or a site area of 0.5 hectare or more where the number of dwellings is unknown, or the provision of a building where the floorspace is 1,000 sq m or more, or where development is carried out on a site having an area of 1 hectare or more.
Masterplan	A masterplan describes how proposals for a site will be implemented. The level of detail required in a masterplan will vary according to the scale at which the masterplan is produced.
Mixed use developments	Development comprising two or more uses as part of the same scheme (e.g. shops on the ground floor and residential flats above). This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension.

¹ www.lifetimehomes.org.uk

Neighbourhood centre	Centres of six or fewer retail units, or where the units are scattered along a road or embedded within residential areas, which serve a limited local catchment and perform more of a neighbourhood function. Boundaries are defined on the policies map.
National Planning Policy Framework (NPPF)	This document sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing Local Plans.
Open space	Areas of land not built on and water bodies such as rivers and lakes, regardless of ownership and access. These areas include parks and gardens; natural and semi-natural green spaces; green corridors; outdoor sports facilities; amenity green space; teenagers' and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.
Passivhaus Standard	Passivhaus or 'Passive House' is an energy performance standard based upon excellent thermal performance, exceptional airtightness with mechanical ventilation.
Pluvial flooding	Surface water accumulating from the result of intense rainfall.
Protected open spaces	Areas of land protected by Policy 67 of the draft Cambridge Local Plan 2014. These include: allotments, amenity green spaces, cemeteries, churchyards, civic spaces, areas specifically for children and young people, natural and semi-natural green spaces, outdoor sports facilities, parks and gardens.
Public open spaces	Any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.

Public realm	Public realm relates to all those parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or community/civic uses; the open spaces and parks; and the 'public/private' spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public normally has free access. (Source: ODPM in Living Places: Caring for Quality (January 2004))
Public safety zones	Areas of land at the ends of the runways at airports, within which development is restricted in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.
Railhead	A point on a railway from which roads and other transport routes begin. Railheads can act as reception points for aggregates moved in bulk by rail for onward distribution, normally by road. Railheads normally comprise a railway siding, off-loading and storage facilities, and sometimes including mineral processing and other plant.
S106	A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.
Safeguarding zones	These zones place restrictions on development height. While not currently shown on the policies map, they are used as constraints when considering planning applications. Developed by Marshall, they represent areas of the city where the take-off and landing of aircraft could give rise to additional risk of aircraft accident over the built-up area.
Skyline	An outline of land and buildings defined against the sky: the skyline of the city.
Spatial strategy	This is a long-term plan that outlines the vision for an area, what type of development is needed and where that development should best be located.

<p>Sustainable drainage systems (SuDs)</p>	<p>Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.</p>
<p>Sustainable modes of transport</p>	<p>Sustainable modes of transport include walking, cycling and public transport.</p>
<p>Urban grain</p>	<p>The combined pattern and arrangement of streets, green infrastructure and plots. It covers elements such as the design character, building size, scale, height and form.</p>
<p>Use classes order</p>	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below.</p> <p>Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer’s shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However any physical changes associated with a development may still require planning permission.</p> <p>The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission. For example, a restaurant (class A3) could be changed to a shop (A1) or an estate agent (A2) as the use classes order allows this type of change to occur without requiring planning permission.</p> <p>Use Classes Order</p>
<p>Walkable (neighbourhood)</p>	<p>Areas typically based on 400m (five-minute walking time) catchments. The Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of ‘The Walkable Neighbourhood’, describing what facilities should be within a five- and ten-minute walk from home.</p>