

2. Site Context, Analysis & Brief

2.1. Site Context

SITE CONTEXT, ANALYSIS & BRIEF






SURROUNDING CONTEXT - NEIGHBOURING WARDS

This plan illustrates the Cambridge North Masterplan in relation to the draft North East Cambridge Area Action Plan (NEC AAP) and its surrounding wards.

The application site sits within the boundary of the draft NEC AAP and is adjacent to the surrounding wards of Milton, Kings Hedges and East Chesterton Ward. The application site is located within the Milton ward.

With its established transport links and its location, Cambridge North is well positioned to potentially become not only a great neighbourhood for its local community, but also serve a larger regional audience as well.

Legend:

-  MILTON
-  KING HEDGES WARD
-  EAST CHESTERTON WARD
-  NORTH EAST CAMBRIDGE AREA ACTION PLAN
-  CAMBRIDGE NORTH RED LINE BOUNDARY



SITE CONTEXT, ANALYSIS & BRIEF

SURROUNDING CONTEXT - ADJACENT PLOTS

The application site sits within the broader draft North East Cambridge Area Action Plan. At present, the first phase of development has taken place with the completion of the Cambridge North Rail station and Hotel. One Cambridge Square, the first office building of this initial phase is currently under construction.











To the north of the application site lies the waste water treatment plant and aggregates railhead. The waste water treatment plant is currently subject to ongoing consultation regarding its potential relocation. The aggregates railhead currently has some rail sidings on site and there are also plans for redevelopment and its eventual relocation.

North-west of the site lies an industrial estate, home to an array of warehouses and offices such as car dealers, building material suppliers, storage facilities etc.

To the west of the application site, lie several commercial parks within the vicinity of the site. Directly adjacent to the west of the site is the Cambridge Business Park and further west lies the St Johns Innovation Park and Cambridge Science Park.

East of the site, the Sunningdale caravan park is located with low lying clusters of caravans and housing and some industrial estates.

Legend:

- | | |
|--|---|
|  CAMBRIDGE NORTH STATION, NOVOTEL & ONE CAMBRIDGE SQUARE |  ST JOHN'S INNOVATION PARK |
|  INDUSTRIAL ESTATE |  CAMBRIDGE SCIENCE PARK |
|  AGGREGATES RAILHEAD |  NUFFIELD ROAD INDUSTRIAL ESTATE |
|  WASTE WATER TREATMENT PLANT |  SUNNINGDALE CARAVAN PARK |
|  CAMBRIDGE BUSINESS PARK |  RED LINE BOUNDARY |



Surrounding context

SITE CONTEXT, ANALYSIS & BRIEF

SURROUNDING CONTEXT - ADJACENT AREAS



Surrounding context



① Cambridge North Station & Novotel



② Cambridge Commercial Park/ Cowley Rd Industrial Estate



③ Aggregates railhead



④ Waste water treatment plant



⑤ Cambridge Business Park



⑥ St Johns Innovation Park



⑦ Cambridge Science Park



⑧ The River Cam



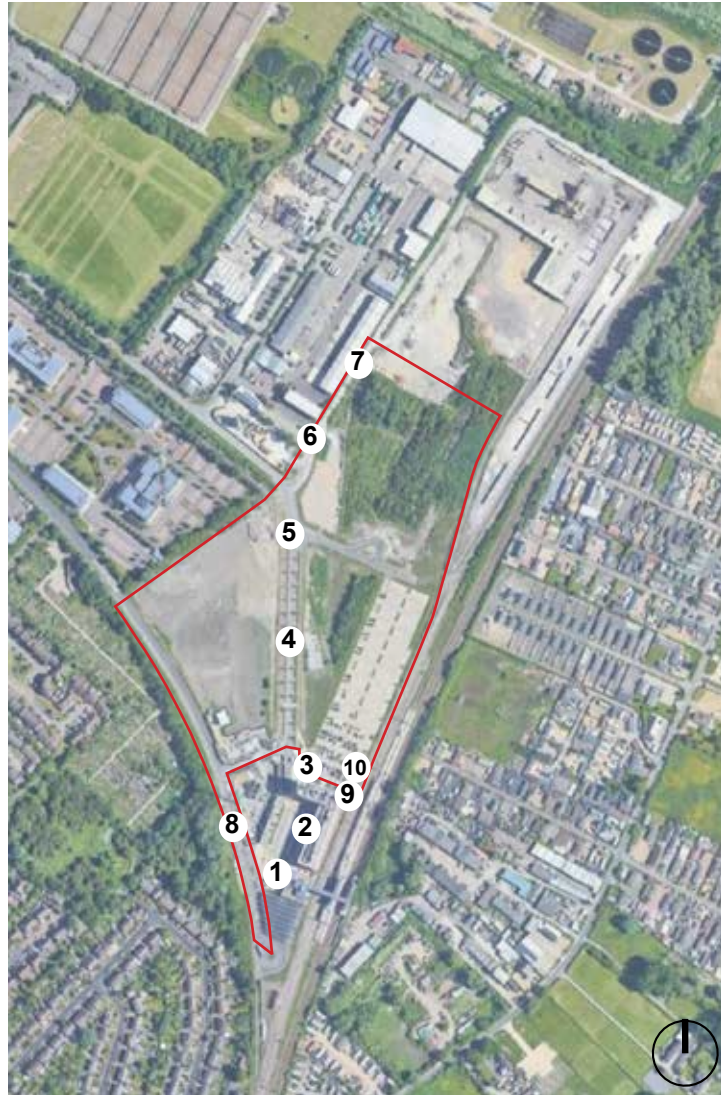
⑨ Nuffield Road Industrial Estate



⑩ Sunningdale Caravan Park

SITE CONTEXT, ANALYSIS & BRIEF

EXISTING SITE CONDITIONS



Surrounding context



① Cambridge North Station



② Novotel



③ South of current surface-carpark



④ Milton Avenue view towards north-west



⑤ Milton Avenue view towards north



⑥ View towards north-east



⑦ Terrain and vegetation to north of the site



⑧ View along Cambridgeshire Guided Busway



⑨ Eastern edge view looking south



⑩ Eastern edge view looking north

SITE CONTEXT, ANALYSIS & BRIEF

ADJOINING DEVELOPMENTS

CAMBRIDGE NORTH RAILWAY STATION

Cambridge North station is a railway station located in the Cambridge suburb of Chesterton, close to Cambridge Science Park. The station is on the Fen Line, which runs from Cambridge to King's Lynn. It connects to the Cambridgeshire Guided Busway, and provides an interchange with Park & Ride and local bus services.

The station obtained planning approval in December 2013; construction commenced in July 2014; and opened on 21st of May 2017.

It has three platforms: platform 1 on the eastern side of the station serves southbound fast services to Cambridge, Stansted Airport, and London King's Cross as well as some morning peak-time services to London Liverpool Street; platform 2 serves northbound services to Ely, King's Lynn and Norwich; platform 3 is a south-facing bay serving semi-fast and slow services to London Liverpool Street via Cambridge and Bishop's Stortford.



Cambridge North Station building location



Exterior view



Facade close-up view



Exterior view at night

SITE CONTEXT, ANALYSIS & BRIEF

ADJOINING DEVELOPMENTS

NOVOTEL

A 217-bedroom 4-star Novotel hotel across 6 storeys with a bar and restaurant, a gym and swimming pool, conference facilities, as well as 160 m² of retail space and associated site works.

The hotel offers an excellent location for passengers using the Cambridge North railway station. Its location within the Masterplan is well positioned for the future development.

The hotel is the first building which was completed as part of the Cambridge North revitalisation and is welcoming guests since May 2021.



Novotel building location



Exterior view



Exterior view



Lobby view

SITE CONTEXT, ANALYSIS & BRIEF ADJOINING DEVELOPMENTS

ONE CAMBRIDGE SQUARE

Currently under Construction, One Cambridge Square will provide 94,564 sq ft of contemporary office space for Cambridge. The building has been carefully designed to enable flexible working and the creation of collaborative zones in the fit-out.

The ground floor will provide retail outlets for staff, residents and the travelling public. The public realm has been laid out to create open areas to meet and relax, including Cambridge Square and landscaped green spaces beyond, will be within immediate reach of the building.



One Cambridge Square building location



Exterior illustrative view



Exterior illustrative view



Site currently under construction

SITE CONTEXT, ANALYSIS & BRIEF ADJOINING DEVELOPMENTS

NATIONAL RAIL SURFACE LEVEL PARKING

The Cambridge North Station carpark currently comprises of 450 spaces, made up of long-term parking bays, a small number of short-stay spaces (20 minutes) for drop-off and pick-up, as well as 24 disabled parking bays.

The car park area is laid with more than 600,000 paving stones in an area covering more than 12,000 m² - equivalent to the size of two football pitches.



Surface carpark location



Surface level parking aerial view



View of carpark looking north

SITE CONTEXT, ANALYSIS & BRIEF POTENTIAL FUTURE DEVELOPMENTS

CAMBRIDGE WASTE TREATMENT PLANT RELOCATION

Cambridge waste treatment plant sits to the north of the application site. The 47 hectare site forms part of the wider Cambridge Northern Fringe East (CNFE) and slated for redevelopment to create over 5,000 homes and 500,000 sq. ft. of office/lab and employment space.

The project is currently in the pre-application phase for a development consent order, the planning consent required to allow the development to proceed.



Waste treatment plant site



Illustrative aerial of site redevelopment



Illustrative rendering of redevelopment

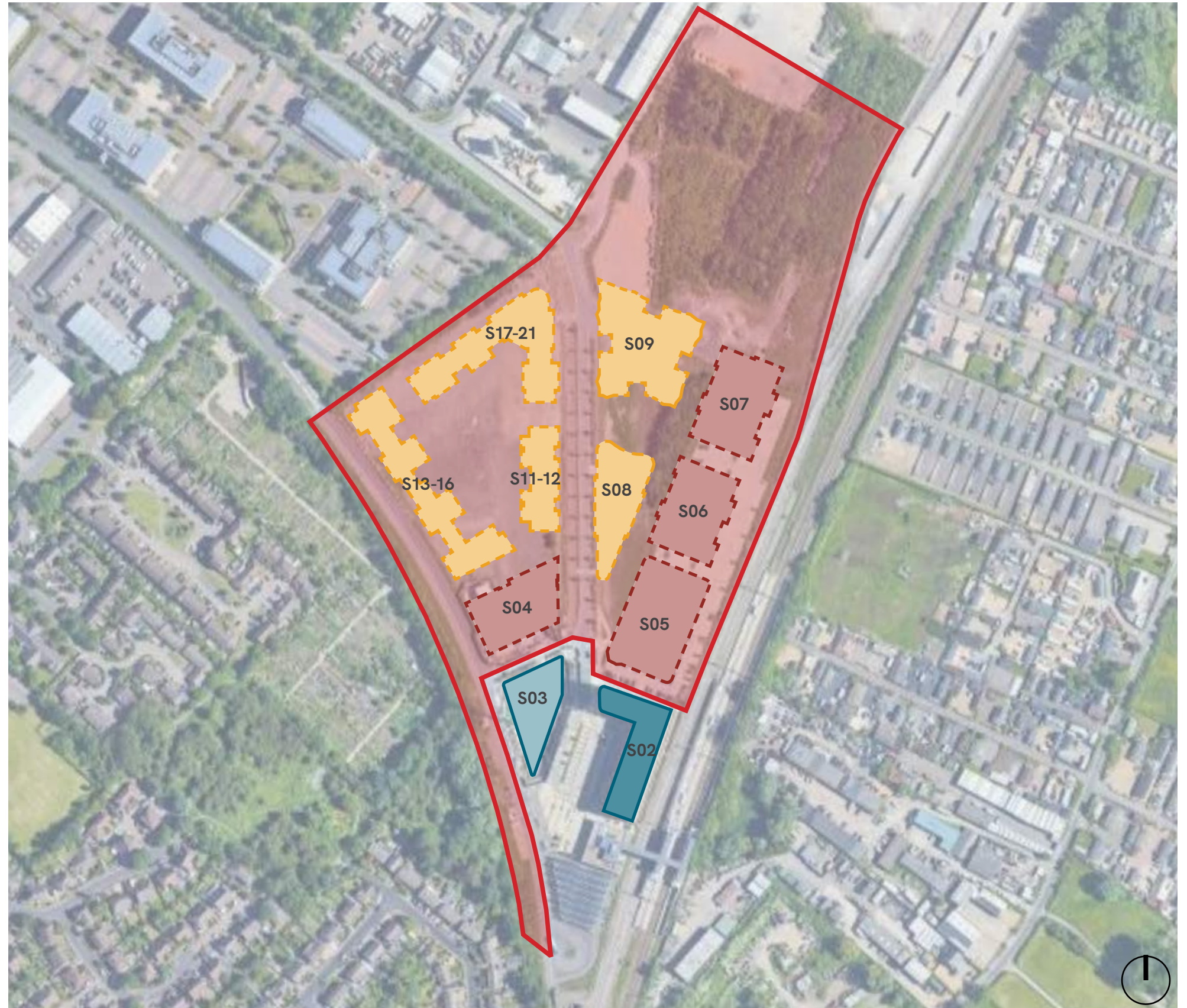
SITE CONTEXT, ANALYSIS & BRIEF OUTLINE AND DETAILED PLANNING APPLICATION

This Planning Application is a hybrid application and comprises of:

- An Outline Application with all matters reserved (except for access and landscaping) for the construction of three new residential buildings of four to eight storeys, providing flexible Class E and Class F uses on the ground floor, and two commercial buildings of five storeys for Use Classes E(g) i (offices), ii (research and development), providing flexible Class E and Class F uses on the ground floor, with associated car and cycle parking and infrastructure works; and
- A Full Application for the construction of three commercial buildings of four and seven storeys for Use Classes E(g) i (offices), ii (research and development), providing flexible Class E and Class F uses on the ground floor, with associated car and cycle parking, a multi-storey car and cycle park and associated landscaping and infrastructure works.

Legend:

- PUBLIC REALM & INFRASTRUCTURE (DETAILED PLANNING)
- DETAILED PLANNING
- OUTLINE PLANNING
- UNDER CONSTRUCTION
- EXISTING
- RED LINE BOUNDARY



SITE CONTEXT, ANALYSIS & BRIEF






APPLICATION TIMELINE & PHASING

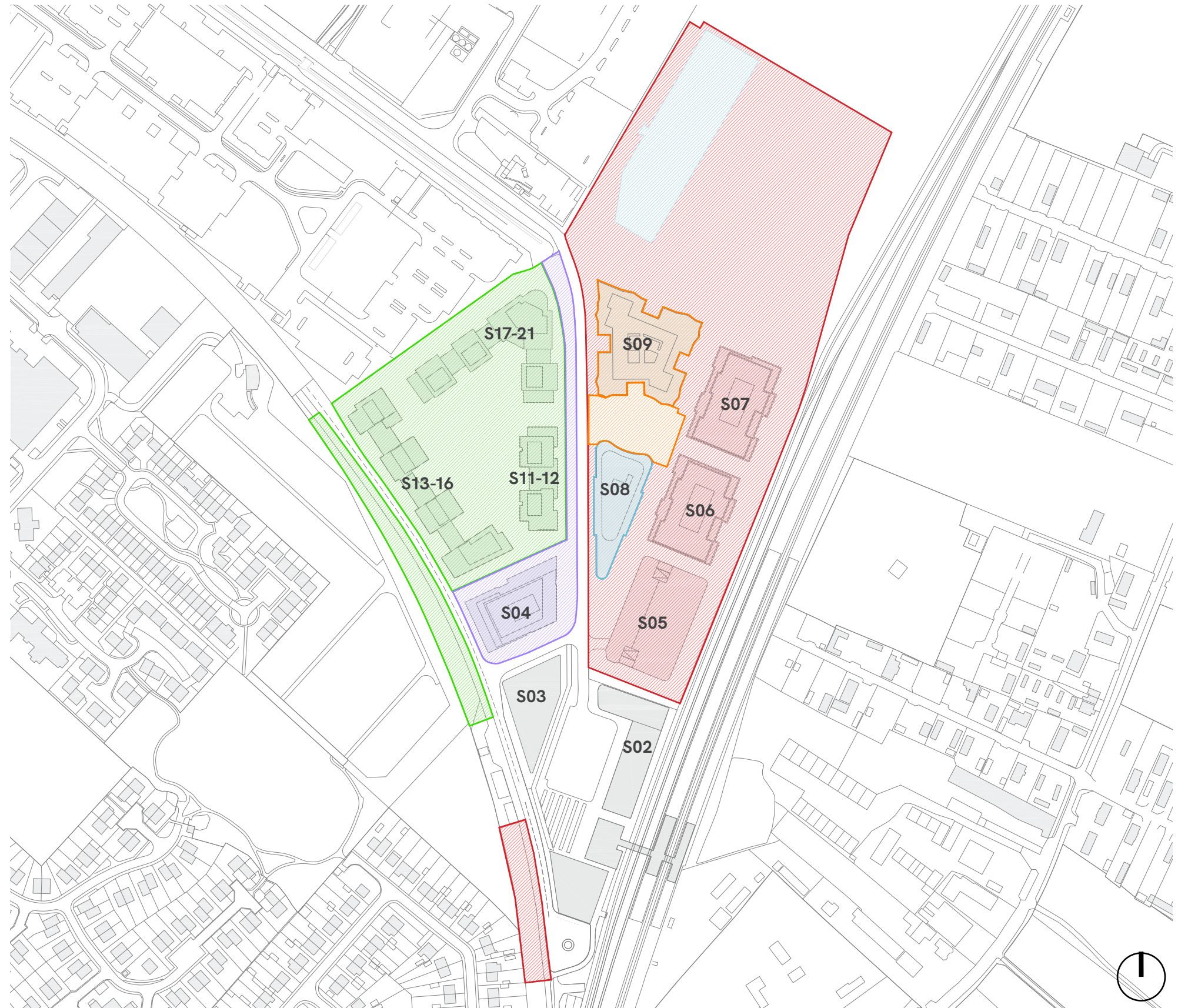
The current planning application of the Cambridge North Masterplan is split into 5 phases.

The proposed timeline for the Masterplan is the following:

- Phase 01: Mobility Hub, 1-3 Station Row (S06 and S07)
- Phase 02: Residential Quarter (S11 - S21)
- Phase 03: One Chesterton Square (S09)
- Phase 04: One Cambridge Square (S04)
- Phase 05: Two Milton Avenue (S08), Temporary logistics area

Proposed construction periods:

	PHASE 1 MOBILITY HUB :	2023 - 2025
	S 06:	2023 - 2025
	S 07:	2024 - 2026
	PHASE 2 RESIDENTIAL QUARTER :	2023 - 2026
	PHASE 3 S 09 :	2024 - 2026
	PHASE 4 S 04 :	2025 - 2027
	PHASE 5 S 08 : TEMP. LOGISTICS AREA:	2026 - 2028 2026 - 2028



SITE CONTEXT, ANALYSIS & BRIEF

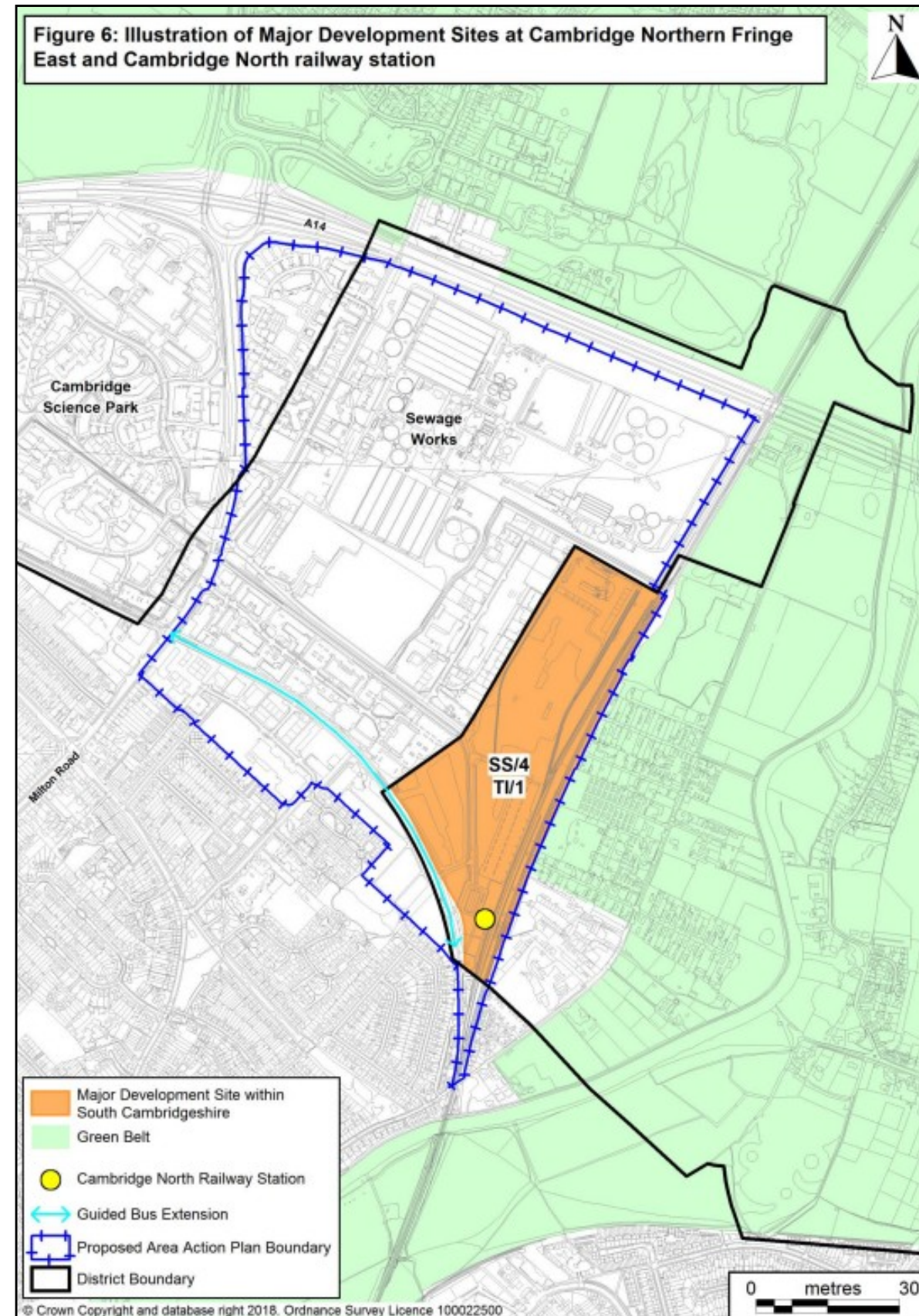
PLANNING POLICY CONTEXT

SOUTH CAMBRIDGESHIRE LOCAL PLAN (2018)

The scheme has been designed to meet the objectives of national and local planning policy. The supporting Planning Statement, prepared by Bidwells LLP, sets out an assessment of the proposals against the requirements of relevant, and other material considerations.

South Cambridgeshire Local Plan (2018)

The application site forms part of the Major Development Site allocation within the South Cambridgeshire Local Plan (2018) under Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station. Policy SS/4 confirms that the area 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, leisure and residential uses (subject to acceptable environmental conditions).”



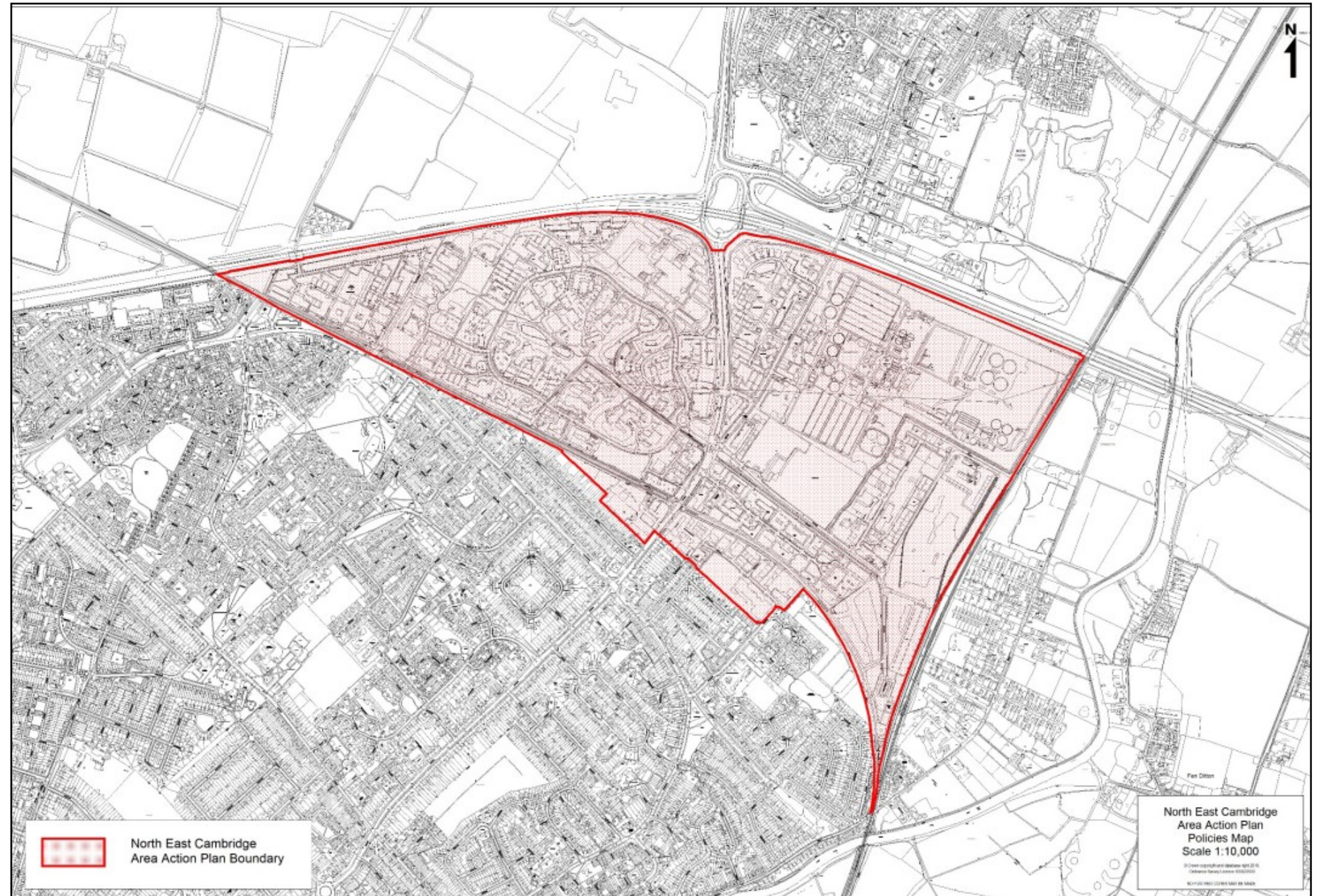
SITE CONTEXT, ANALYSIS & BRIEF

PLANNING POLICY CONTEXT - DRAFT NEC AAP

Emerging North East Cambridge Area Action Plan (NEC AAP)

South Cambridgeshire District Council and Cambridge City Council are jointly preparing a draft Area Action Plan (AAP) for North East Cambridge. Once adopted, the Area Action Plan would form part of the statutory development plan for both Councils. It will set out a series of site specific policies and the mix and quantum of development for the Area Action Plan.

The application site falls within the boundary of the emerging draft NEC AAP.



SITE CONTEXT, ANALYSIS & BRIEF PLANNING POLICY CONTEXT

Work on the draft NEC AAP began in 2013, with the most recent consultation taking place between July 2020 and October 2020 on the draft version of the Plan.

Part of the eastern part of the draft NEC AAP site is the Cambridge Waste Water Treatment Plant. To enable the draft NEC AAP area to be unlocked for development, the Cambridge Waste Water Treatment Plant is required to be relocated off-site. The relocation project is led by Anglian Water who are consulting with the local community before submitting a Development Consent Order (DCO) application to the Planning Inspectorate. Following the DCO process, the Councils will then re-commence consultation on the draft NEC AAP. This is scheduled to take place in Autumn/Winter 2023.

Therefore, the draft NEC AAP remains at an early stage in its preparation and can only be afforded negligible weight in the determination of planning applications.

Notwithstanding this, Brookgate Land Limited and the applicant team has been actively engaging with officers from the Councils and representatives from surrounding landowners as part of the Landowner Liaison Forums for the emerging draft NEC AAP and has undertaken engagement with the local community. This is to ensure that development of the application site would not compromise opportunities for the redevelopment of the wider area.

Furthermore, the proposals have been developed in line with Development Management guidance prepared by the Councils ('Evidence to support planning applications ahead of the draft NEC AAP') (revised May 2021) which advises that;

In addition to the usual documentation required for validation of an application for planning permission, to ensure comprehensive and coordinated development is achieved, a Masterplan will be required to accompany a planning application for schemes within the draft NEC AAP area, supported as necessary by parameter plans in relation to layout, scale, appearance, access and landscaping. Through the Masterplan, the applicant will be required to demonstrate, to the LPA's satisfaction, how their proposal:

- a. Has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle so that new development does not materially affect the ongoing functioning of existing uses or cause unacceptable harm to the amenity of existing uses;***
- b. Complies with the extant policies of the local plans, including recently published guidance for the NEC area on odour;***
- c. Contributes to delivery of the vision and strategic objectives for NEC (as currently set out in the draft NEC AAP Issues & Options, Feb 2019) and the achievement of comprehensive regeneration of the wider draft NEC AAP area, including the timely and equitable provision of strategic social and physical infrastructure. Where appropriate, for example, this will include the provision of walking and cycling routes that integrate with existing and proposed networks within and outside of NEC, the delivery of a diverse network of connected and multifunctional open spaces and green links, the ability to connect and contribute to an NEC smart utilities grid, and the setting aside of land for future strategic infrastructure provision;***

d. Will integrate and complement successfully with existing and proposed neighbouring developments ensuring a continuity in the establishment of a neighbourhood character and supporting the timely delivery and optimised approach to the phasing of development across NEC. This should be demonstrated by submitting a geolocated 3D model in a readable format (i.e. FBX, OBJ, VU);

e. Addresses the transport constraints identified in the A10 Study having regard to the development potential of the draft NEC AAP area (see County Transport position statement) and the need to minimise car trips and maximise the take-up of non-car modes including walking, cycling, and sustainable public transport;

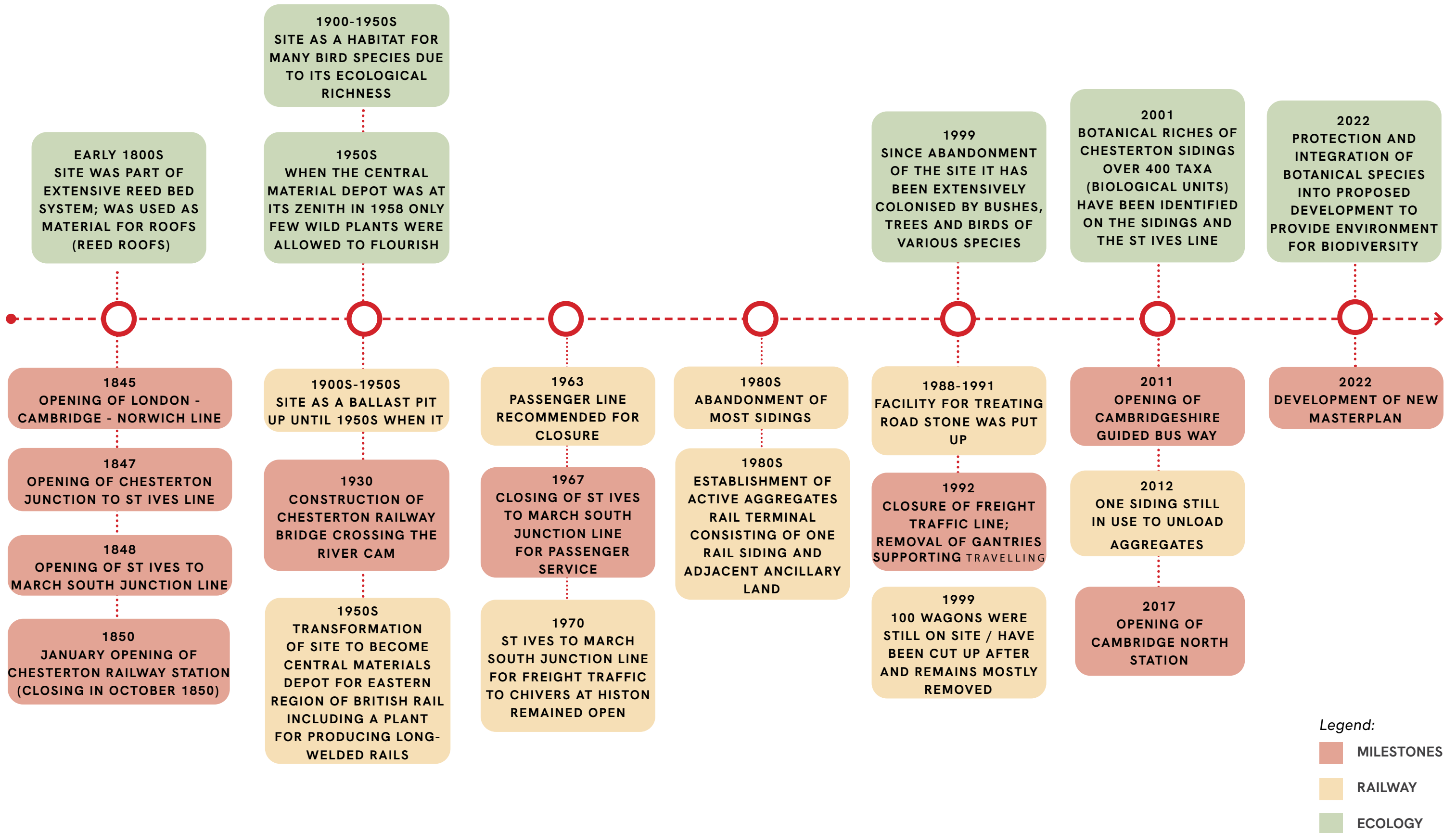
f. Takes account of the findings and recommendations of the relevant evidence base studies being prepared in support of the draft NEC AAP;

g. Demonstrates sustainable development, in respect of design, community health & wellbeing, social integration, and environmental outcomes, in accordance with the high-level vision and strategic objectives as set out in the Issues and Options 2019 Consultation;

h. Is supported by a Statement of Community Involvement detailing the engagement with the councils, surrounding landowners, occupiers and the local community

2.2. Site History

SITE HISTORY OVERVIEW



SITE HISTORY

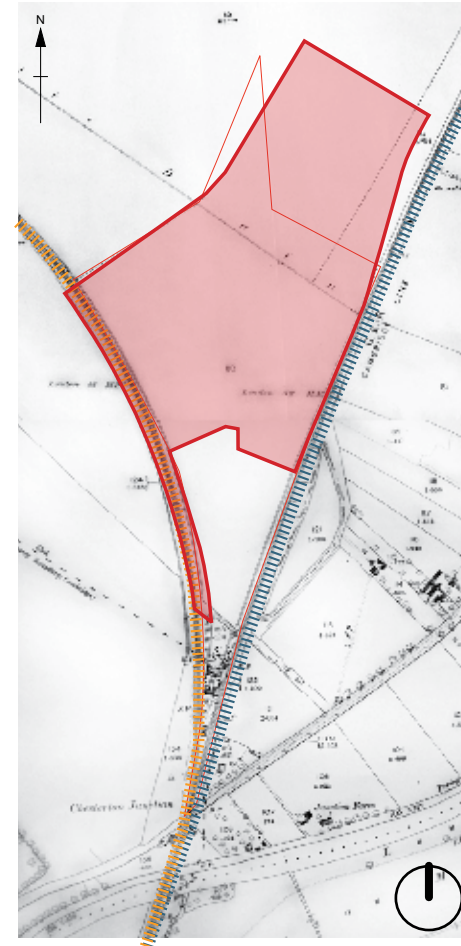
1800S - THE ARRIVAL OF THE RAILWAY



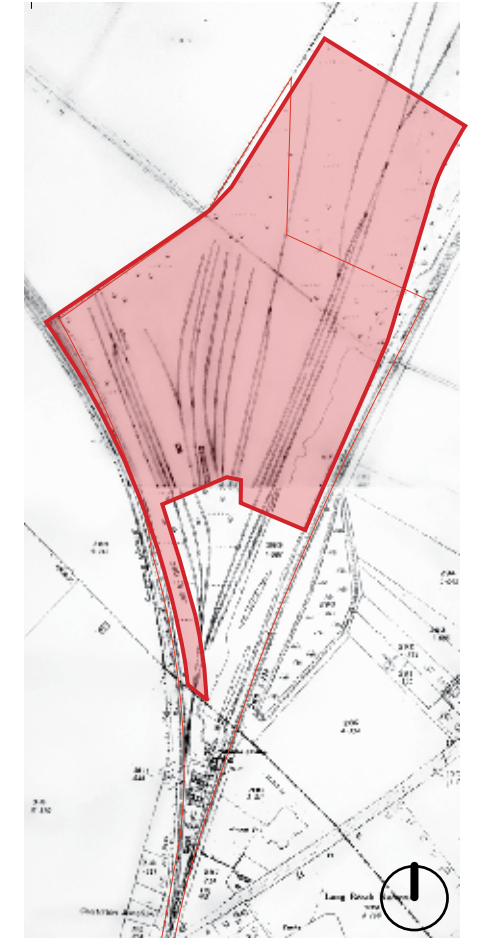
1839 OS map of Chesterton showing all undeveloped site; eastern extension of Cowley Road and railway station not yet built; Nearest settlement is Chesterton village to the south-east; Site spans 3 fields which are marked as arable (tithe apportionment)



1840 OS map of Chesterton showing the three owners of the fields (Clare Hall, Trinity Hall and Henry James Wagstaaff);



1880 OS map showing the present day configuration as junction between two railway lines, the main G.E.R Cambridge line forming the eastern boundary of the site (in present day position); G.E.R Cambridge - St Ives line branching off to the north-west (not in use anymore today); railway buildings and signal posts are shown north of junction; Majority of site shown as undeveloped, presumably fields;



1903 OS map showing the first railway sidings: Majority of site is shown as rough pasture with marsh and trees on eastern side; map showing embankments of the two railway lines; some of the sidings are shown as embanked; public drain line running across the site is shown with embankment as well; public drain appears to stop short of the sidings (assumed it was converted at this point);

Legend:

|||| GREAT EASTERN RAILWAY LONDON-CAMBRIDGE-NORWICH LINE

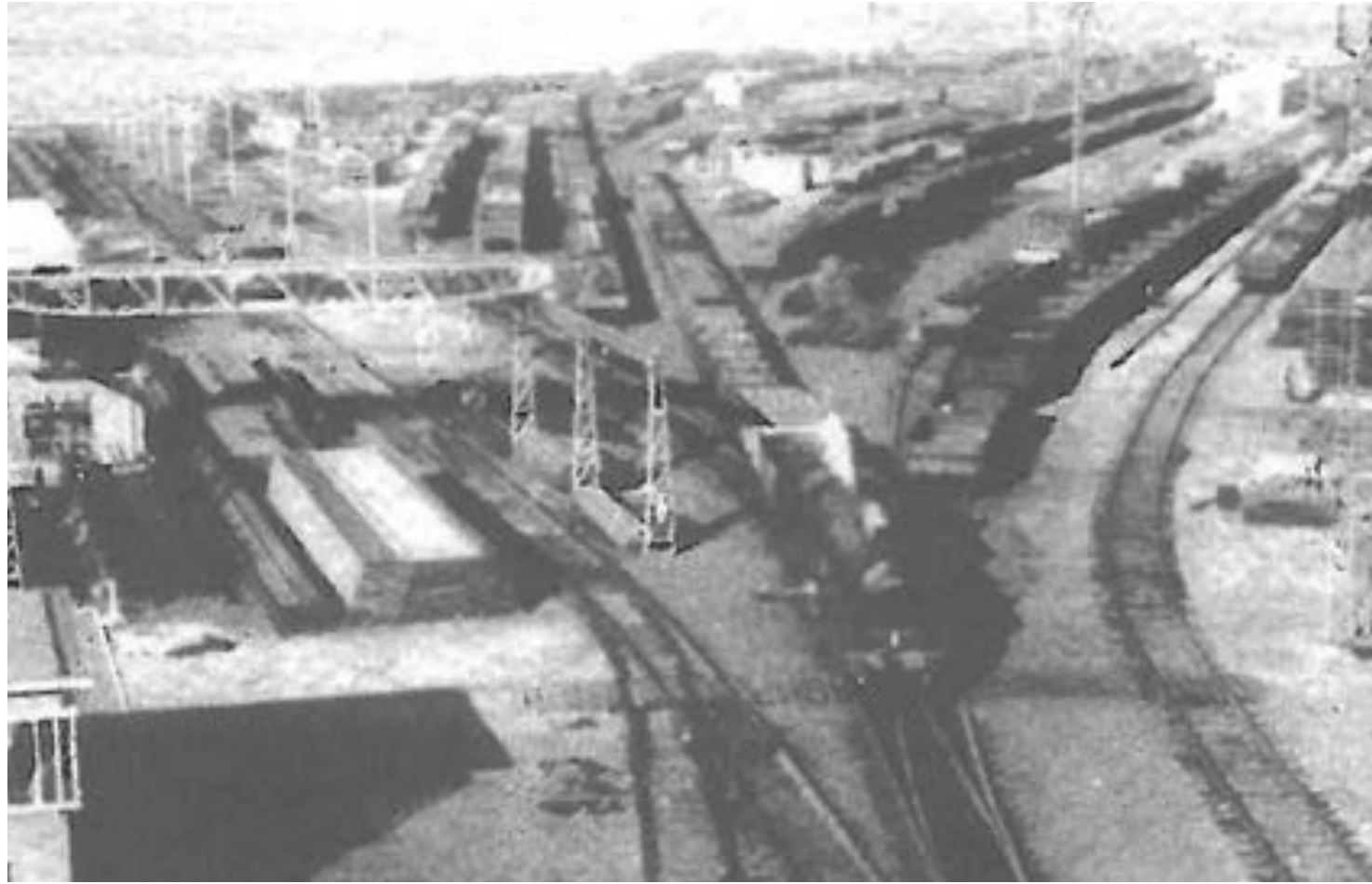
|||| GREAT EASTERN RAILWAY CAMBRIDGE-ST IVES

□ 2012 PROPOSED SITE

■ 2022 PROPOSED SITE

SITE HISTORY

1950S - LONG WELDED TRACKS PLANT



1958 Central reclamation depot at Chesterton junction in Cambridge: Photograph showing the Materials Depot at its zenith on the left side is the plant for producing long-welded rails.



1959 aerial photograph of the site (Cambridge university collection of aerial photography)

By the late 1950s the whole site transformed and became the Central Materials Depot for the Eastern Region of British Rail; this included a plant for producing long-welded rails.

SITE HISTORY

1960S TO 1970S - TRACK DEVELOPMENTS



1961 - Chesterton junction / St Ives line curves in from the left



Red line Boundary overlaid to historical map



1970 - Approaching Chesterton junction from a St Ives line



1970 - Looking north from Chesterton junction signal box

SITE HISTORY

2000S - AGGREGATE SITE & DECOMMISSIONING OF SIDINGS



2006 - Abandoned wagon taken over by nature



2012 - Remaining building - generator building



2012 - Chesterton sidings - view from the East



2012 - Aerial photograph of the site



2010 - Building in yard



2012 - Looking South-East: piles of material next to sidings and lighting/observation tower



2012 - Remaining building - sub station



2012 - Northern area of the site looking North

After 1995 several brick buildings and others of less sturdy construction became vandalised; In 2000 wagons were cut up on site and the remains were removed;

In 2001 over more than 400 taxa (biological units) have been identified on the sidings and the former St. Ives line;

In 2012 there is still one siding in use to unload aggregates.

2.3. Opportunities & Constraints

SITE CONTEXT, ANALYSIS & BRIEF OPPORTUNITIES

Cambridge North presents a unique opportunity to bring life to an existing brownfield site and create a quality development for future occupants whilst providing added public amenities for the benefit of local neighbourhoods and communities.

Architecturally, the site presents the opportunity to deliver high quality buildings that borrow from the rich local history and culture of Cambridge and deliver modern spaces that ground the site firmly as an extension of Cambridge and its strong character.

The neighbourhood presents the opportunity to advance resilient design, sustainable modes of transport, and community identity in order to make a significant contribution to Greater Cambridge's future growth needs.

By putting place making at the heart of the Masterplan, the site allows for the potential to create a destination site providing recreational spaces and opportunities that serve surrounding and local communities further integrating it as part of the broader context.



Overview of Cambridge North Development opportunities

SITE CONTEXT, ANALYSIS & BRIEF CONSTRAINTS

Cambridge North presents a specific set of constraints to which the Masterplan will need to address. Given its present status as a brownfield site, the site will require significant upgrades towards its utilities infrastructure, allowing it to cater to the requirements of the proposed scheme as well as enable future developments on the neighbouring plots in time to come.

Its proximity to the railway track, the existing station car park, the proximity to the aggregates railhead and existing waste treatment plan all present a unique set of infrastructural challenges. These require strategic phasing, organisation and design, to allow for the continual function of essential services while allowing functions such as the waste treatment plant to proceed with planned relocation works.

From a design aspect, massing articulations and heights will need to be carefully addressed to ensure coherence within surrounding context and minimize visual impacts for key long distance views.

Located adjacent to a flood prone site, the scheme will need to adapt a robust site water management strategy to create quality public realms, safe for residents and visitors alike. These strategies should be incorporated seamlessly into the public realm without compromising high quality public spaces.



Overview of Cambridge North Development Constraints

SITE CONTEXT, ANALYSIS & BRIEF

OPPORTUNITIES & CONSTRAINTS - SURROUNDING CONTEXT

This map illustrates the Red Line boundary of the site within the wider context of Cambridge North.

Apart from the protected open green space of the Bramble Fields to the West, the site does not lie within a conservation area nor is it in close proximity to any listed buildings.

The site provides an opportunity to contribute to the open green space network. Furthermore, the Masterplan will allow for a more legible and intuitive extension of footpaths, cycle and recreational routes, improving the overall transport connectivity of the region.

Legend:

- GRADE I LISTED BUILDING
- GRADE II LISTED BUILDING
- GRADE II* LISTED BUILDING
- - - RECREATIONAL ROUTE
- - - NATIONAL CYCLE ROUTE
- - - PUBLIC BRIDLEWAY
- - - PUBLIC FOOTPATH
- COUNTY PARKS
- COUNTY WILDLIFE SITE
- PROTECTED OPEN GREEN SPACES
- GREEN BELT
- CONSERVATION AREA
- RED LINE BOUNDARY

MILTON CONSERVATION AREA



SITE CONTEXT, ANALYSIS & BRIEF

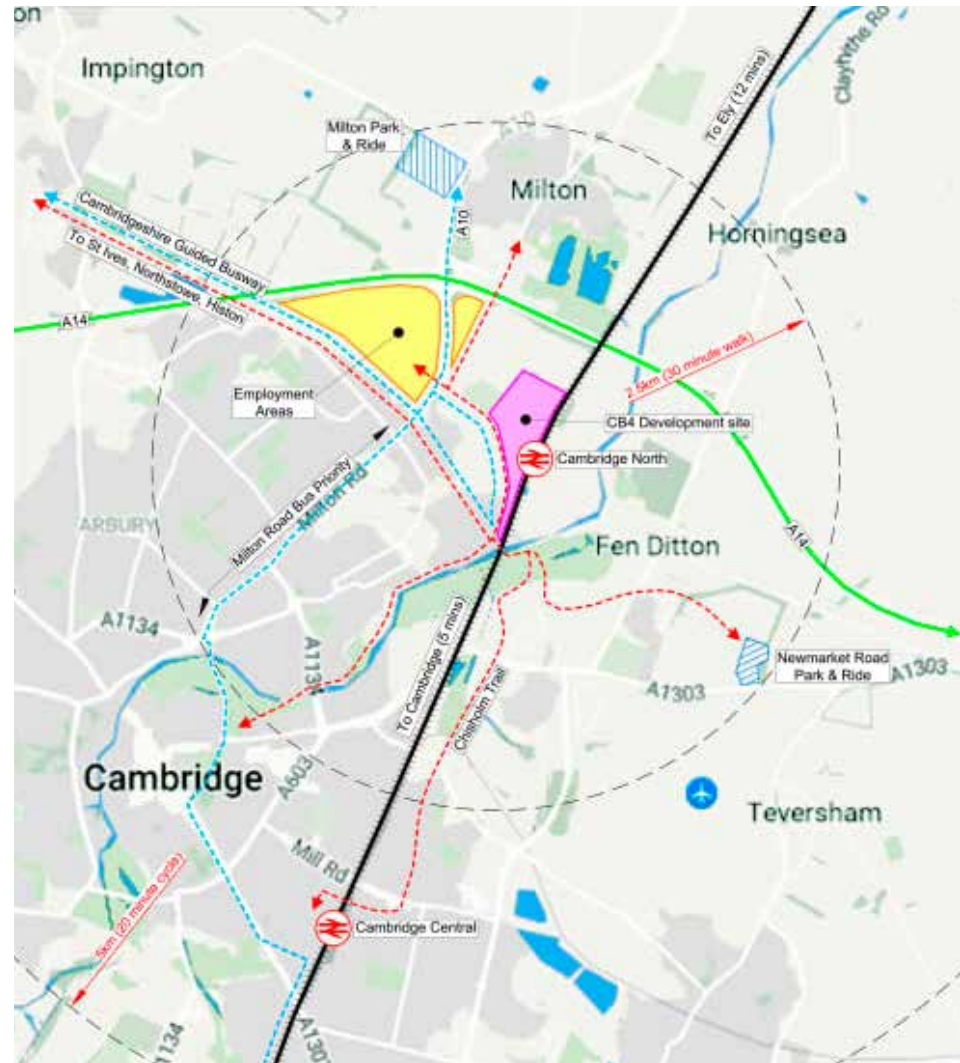
OPPORTUNITIES & CONSTRAINTS - TRANSPORT LINKS

Cambridge North is a highly connected location with proximity to excellent public transport options, including the railway station, guided bus way, pedestrian and cycles routes. These connections make Cambridge North one of the most sustainable new developments in the Greater Cambridge area.

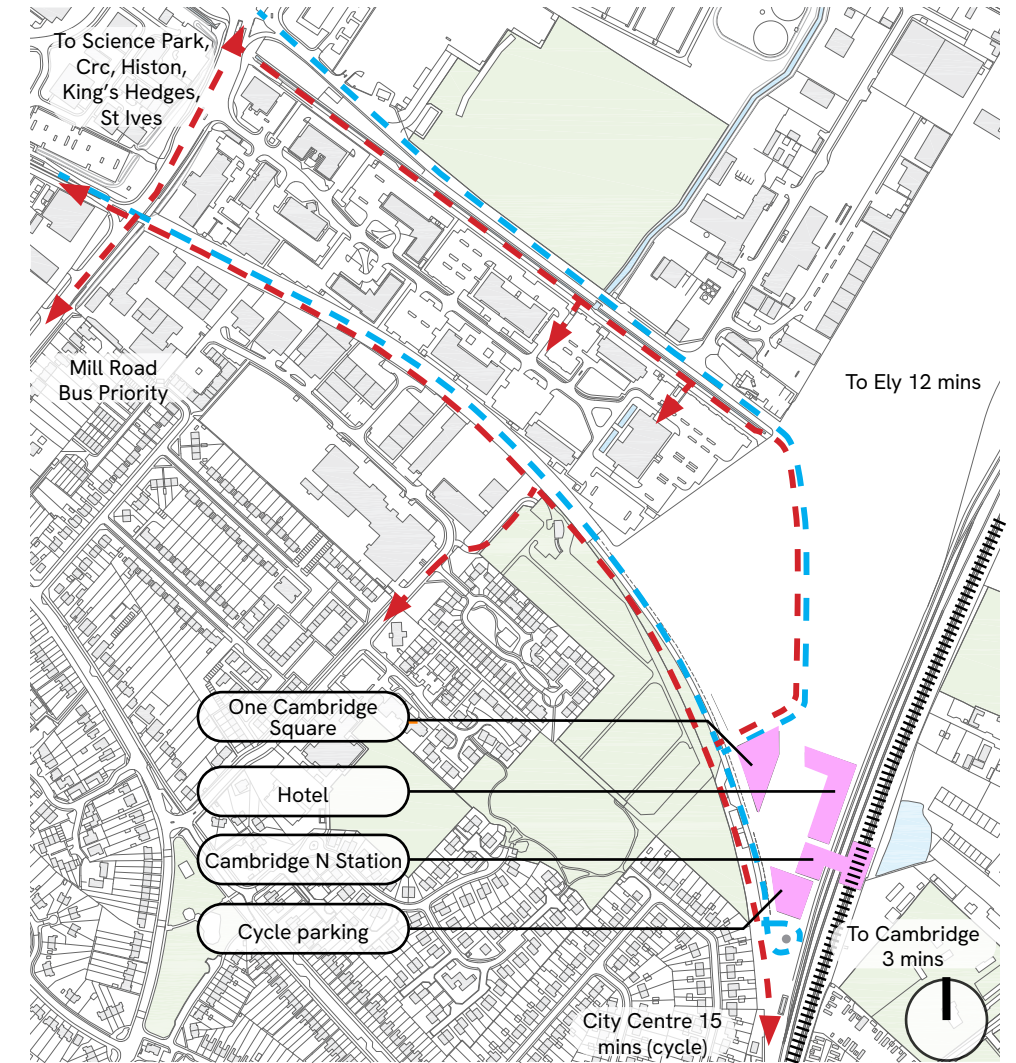
A number of new cycle links connecting into the extensive cycle network in the wider area have been proposed as part of the Greater Cambridge Partnership.

Key connectivity to the site:

- Located next to Cambridge North Railway Station (5 minutes to Cambridge Central Station)
- Placed on the Guided Bus Route
- Linking to existing cycle network
- Improving bus routes from the station to local neighbours
- Links to Milton Park & Ride
- Links to the Waterbeach and St Ives greenways
- Enhancing pedestrian routes
- Reduce parking and cars by providing places of home, work and play within walking and cycling distances



Connectivity to wider Cambridge area



Existing local connectivity

Legend:

- MAIN CYCLE ROUTES
- BUS ROUTES
- RAILWAY LINES
- A14

SITE CONTEXT, ANALYSIS & BRIEF

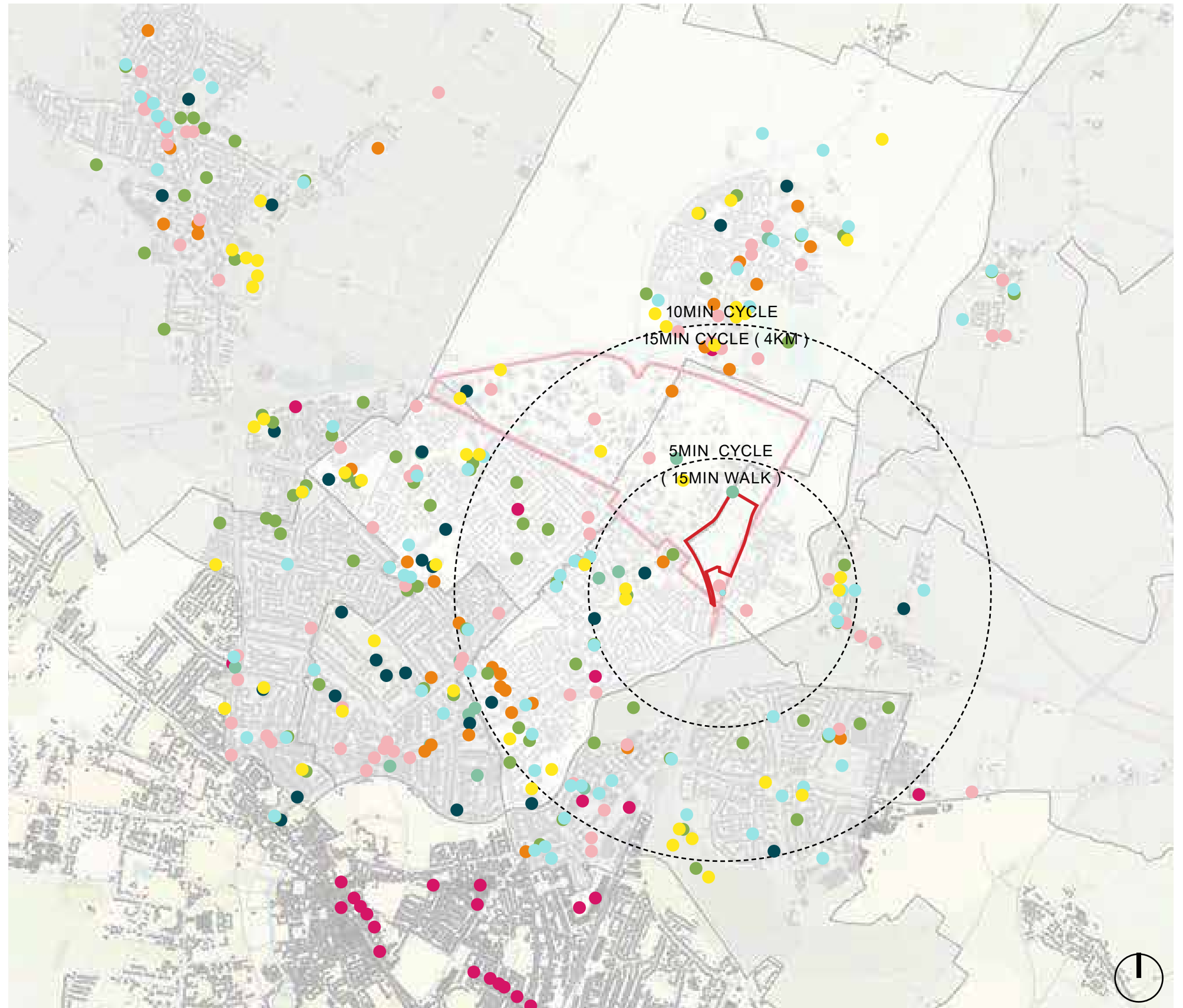
OPPORTUNITIES & CONSTRAINTS - SURROUNDING FACILITIES

This map illustrates the various surrounding community facilities. Within the boundary of the draft NEC AAP, it would appear that the density of facilities available is lower.

The scheme presents an opportunity to extend this network of surrounding facilities to help better serve the local community.

Legend:

- SPORTS & RECREATIONAL FACILITIES
- COMMUNITY FACILITIES
- HOSPITALITY & CULTURE FACILITIES
- OPEN SPACE FACILITIES
- HEALTH FACILITIES
- FORMAL EDUCATION FACILITIES
- RETAIL FACILITIES
- THIRD SECTOR FACILITIES
- DRAFT NEC AAP
- SITE



SITE CONTEXT, ANALYSIS & BRIEF OPPORTUNITIES & CONSTRAINTS - NEIGHBOURING AREAS

1 WASTE WATER TREATMENT PLANT
Planned for relocation, still has odour impact on nearby surrounding areas



2 AGGREGATE WORKS & INDUSTRIAL ESTATE
High volume of heavy vehicles and traffic along roads servicing the estate



3 NR TRACKS
Noise and visual impact from trains on site



4 NR SERVICE YARD
Service yard required for access to tracks

