

# CAMBRIDGE NORTH

## CAMBRIDGE PAST, PRESENT AND FUTURE FEEDBACK RESPONSE

OCTOBER 2022

PREPARED FOR

 **BROOKGATE**  
LAND LIMITED

ON BEHALF OF THE

**CHESTERTON**  
**PARTNERSHIP**

# INTRODUCTION

## THE DEVELOPMENT PLAN AND OTHER MATERIAL CONSIDERATIONS

Government policy puts an onus on making the very best use of previously developed land, and indeed directs authorities to refuse development where this does not happen. The premium on such land is even greater where the local authority in question has a world-famous historic core and is tightly constrained by the Green Belt. This is not an excuse to just build, build, build; “building back beautiful” is a requirement for new development in South Cambridgeshire. The application comprises high quality architecture by world class architects, robust materials and a generous and varied range of open spaces, landscaping and public realm will make this a pleasant place to live, work and visit.

This is a strategically located, publicly owned and significant brownfield site, it is directly adjacent the new, publicly funded, Cambridge North Station which opened in May 2017, and alongside the Chisholm trail, Cambridgeshire Guide Bus, local buses and taxi making it a multi-modal interchange and one of the most sustainable locations in the region. This is why it has been recognised as an area for major new development and allocated for an employment led development in policy SS/4 of the adopted Local Plan

The status of the AAP is understood by all parties as having limited weight, in our planning submission we deal with the AAP as another material consideration but attribute limited weight to it. On the question of prematurity, paragraphs 49 of the Framework deal with this saying;

“However, in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area”

In our view the emerging plan is not an advanced stage. The recent publication of the draft Reg 19 submission was done so with no consultation whatsoever, so no objections could be made against it, objections would have been made. The same applies to the evidence base where the authority again saw fit not to consult in any matters related to the AAP. In any event the weight of benefits of the scheme would need to be taken to account in any planning balance.

The LPA have themselves confirmed the draft AAP carries limited weight in the decision-making process, Where the AAP does interface with policy (Policy SS/4) the overarching aims are secured. The supporting text for policy SS/4 acknowledges that applications coming in forward of the AAP will be determined on their own merits. The benefits of the development coming forward in advance of any AAP are set out clearly and are considered very great.

This paper sets out to deal with policies SS/4, HQ/1 and NH/8 in some detail and in particular how great care has been taken to articulate the eastern edge.

# OVERVIEW FEEDBACK SUMMARY



Concerns on the eastern edge were raised regarding the creation of a “wall of development” along the train tracks, in particular, queries on articulation, height and materiality of the proposed buildings were brought forward. In addition, further clarification was sought for the tree planting strategy along this edge.



Wild park and the open mosaic habitat was seen as a largely welcome and positive addition to the site. Assurances were sought that the park would be maintained even with future development of the plots north of the proposed site.

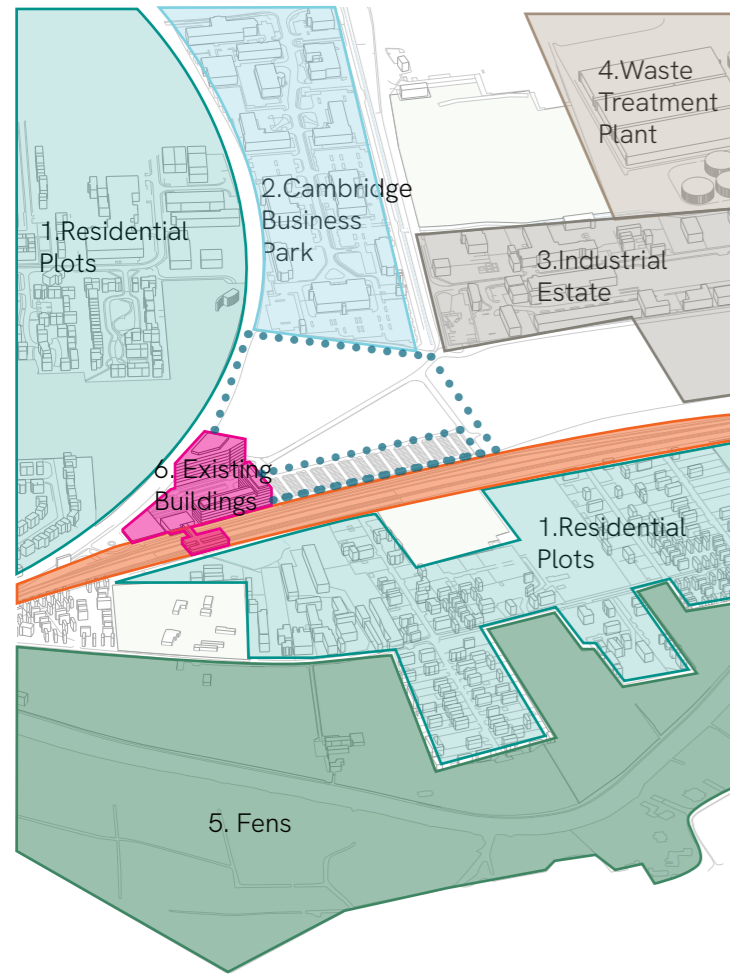


Concerns were raised regarding the edge along the guided busway with regard to creating an ecological corridor into the residential courtyard.

# 1. Eastern Edge

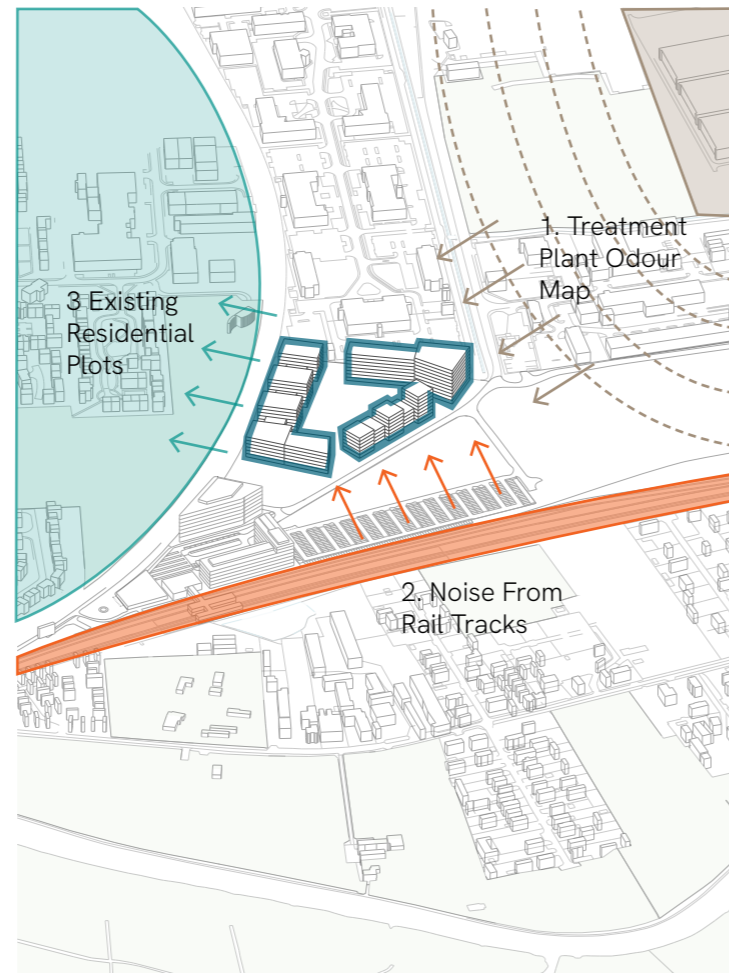


# EASTERN EDGE PROGRAMME DISTRIBUTION



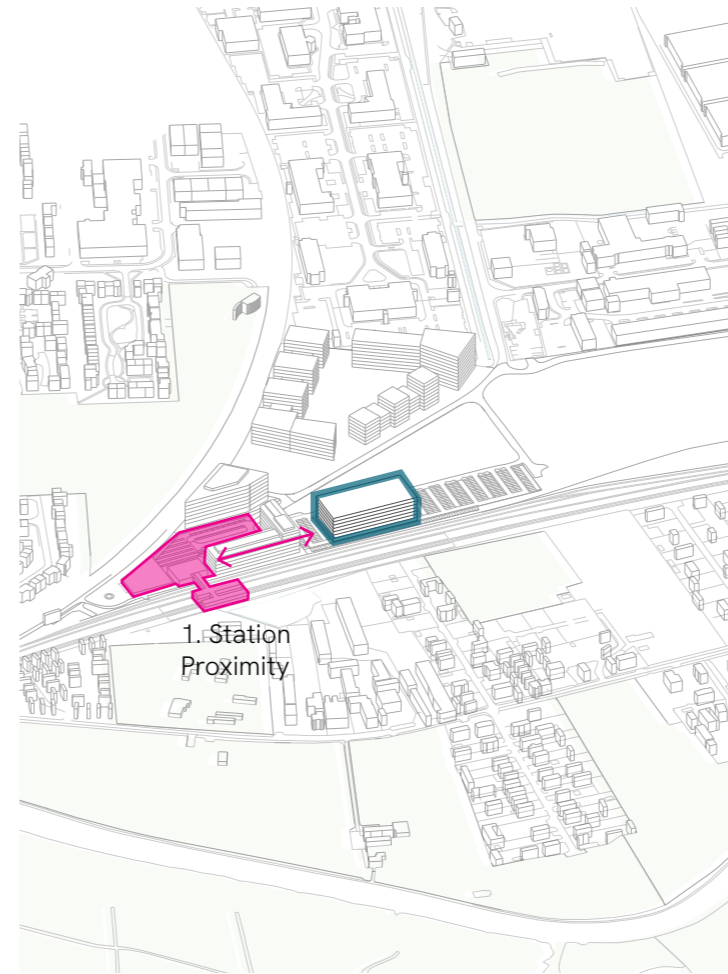
## 01. CONTEXT

- 1. Residential Plots :  
The plot sits between 2 residential plots, the kings hedges ward south of the site, and the travellers site east of the site, across the train tracks.
- 2. Cambridge Business Park :  
West of the site sits one of multiple business parks, presenting an opportunity to expand upon existing network.
- 3. Industrial Estate :  
The industrial estate north of the site which includes the aggregate works, brings with it significant heavy vehicle traffic and potential noise impacts
- 4. Waste Treatment Plant :  
Odour mapping from the waste treatment plant warrants consideration for building placement
- 5. Fens :  
The river cam sits further east of the tracks beyond the travellers site



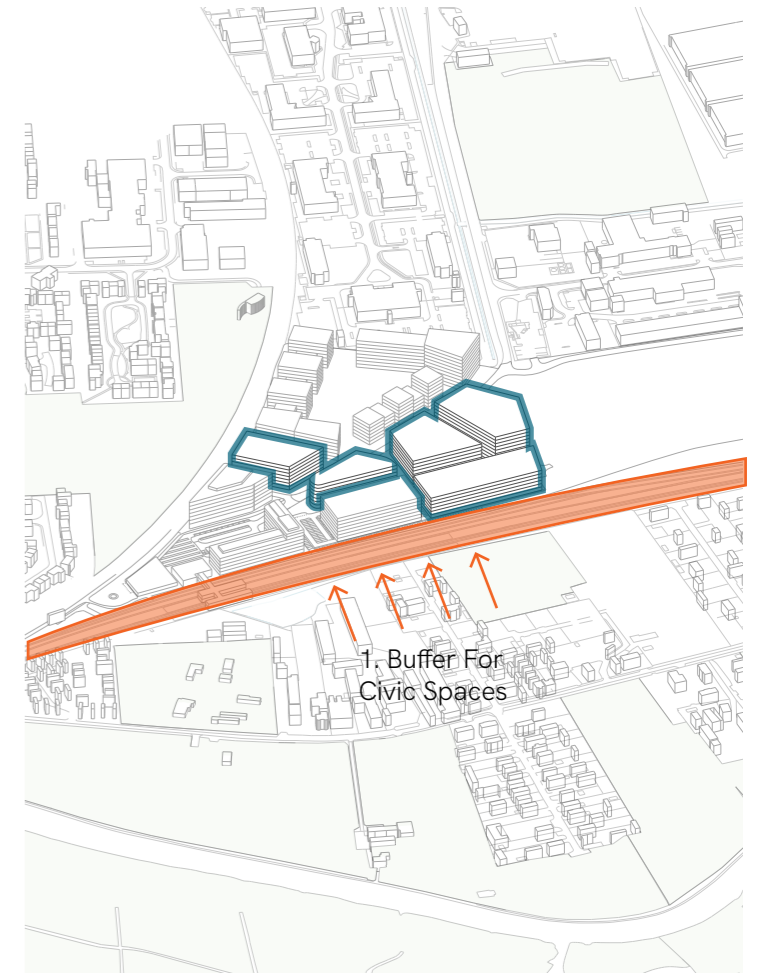
## 02. RESIDENTIAL

- 1. Treatment Plant Odour Map :  
Residential placed furthest from treatment plant odour map.
- 2. Noise From Rail Tracks :  
Residential placed away from eastern edge to minimize noise pollution from the rail tracks.
- 3. Existing Residential Plots :  
Residential plots placed adjacent to existing residential plots to integrate residential into existing community.



## 03. MOBILITY HUB

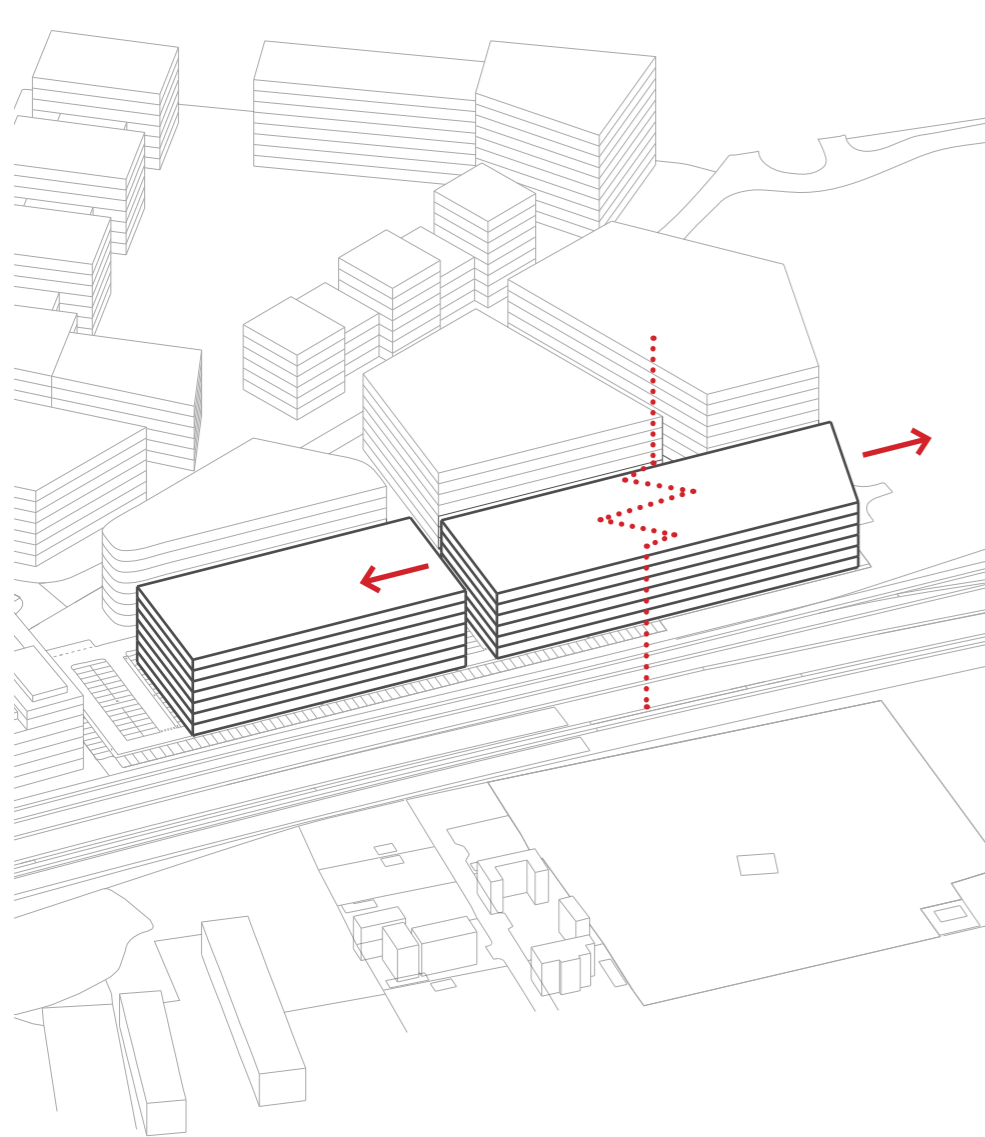
- 1. Station Proximity :  
Mobility hub located closest to Cambridge North station to reduce travel distances and maximise accessibility.



## 04. WORK SPACES

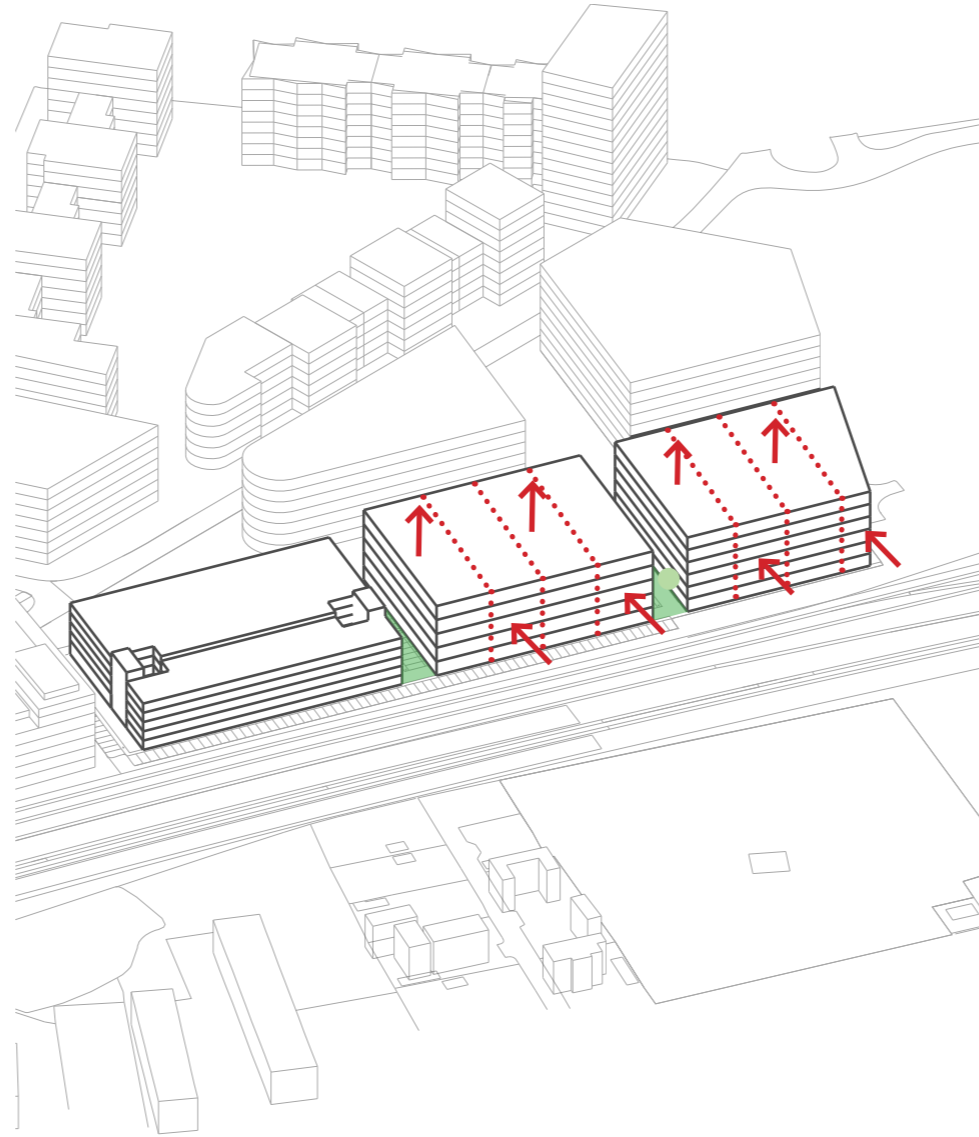
- 1. Work space building Placement :  
Offices focused along eastern edge to buffer civic spaces of master plan from train tracks.

# EASTERN EDGE DEFINING THE EDGE



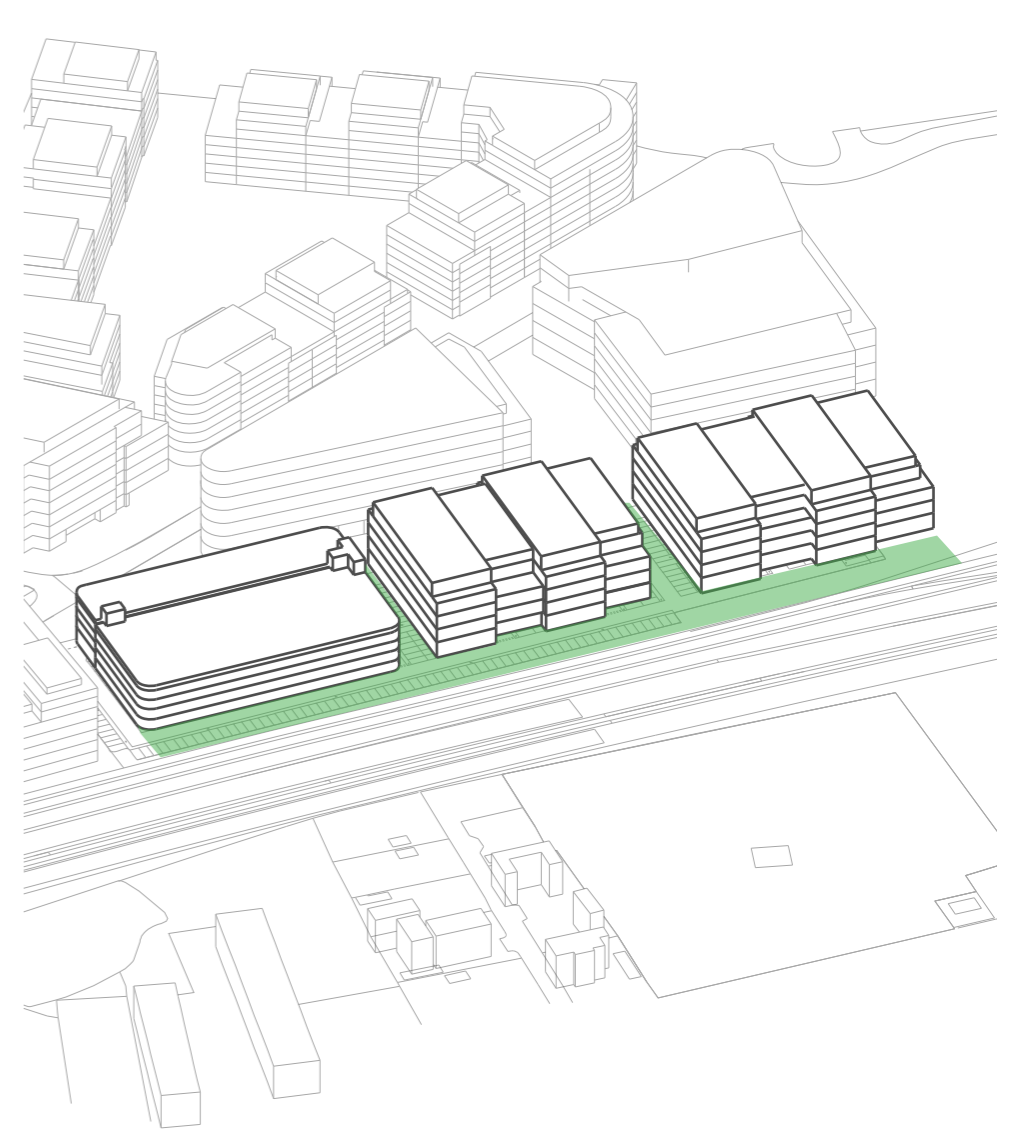
## 01. SPLITTING THE BLOCKS

The masterplan evolved from an early iteration prior to the involvement of ACME which the eastern edge with 2 blocks, one for parking and a secondary longer massing for commercial use. In our initial view studies, this large massing proved too long resulting in a strong wall of development. As a response to address this, the massings were subdivided into 3 proportional massings.



## 02. ARTICULATING THE BLOCKS

To further articulate the edge, the 2 taller commercial blocks were then split and articulated with fingers, creating more depth and articulation along the eastern edge.



## 03. ENSURING ADEQUATE GREENING

The building blocks were then also set back to ensure adequate spacing along the track edge for mature trees to grow and provide a green buffer. The buildings have also been spaced with this consideration in mind to allow trees to be planted between them to create greater differentiation in oblique views with a green buffer between the blocks as well.



# EASTERN EDGE SOFTENING THE EDGES TO S6/S7

## WITH REGARDS TO THE IMPACT OF THE BUILDINGS IN THE VIEWS FROM THE GREEN BELT, THE TOWPATH AND THE HIGHER LAND OF FEN DITTON.

Considerable attention has been applied to a number of agreed views as described in the [Visual Assessment \(Appendix 12.3\)](#) and illustrated in the [Technical Visualisations \(Appendix 12.4\)](#).

In particular, we recognise the importance of the view from the river towpath and we have made considerable steps to ensure that the materiality and quality of the architecture, as well as the addition of green terracing and significant landscaping, ensure a positive addition to the existing development around Cambridge North station.

In addition, there remains opportunity within the outline buildings (S8, S9, S11-S21) to introduce similar high-quality design but also to further explore an articulated skyline.

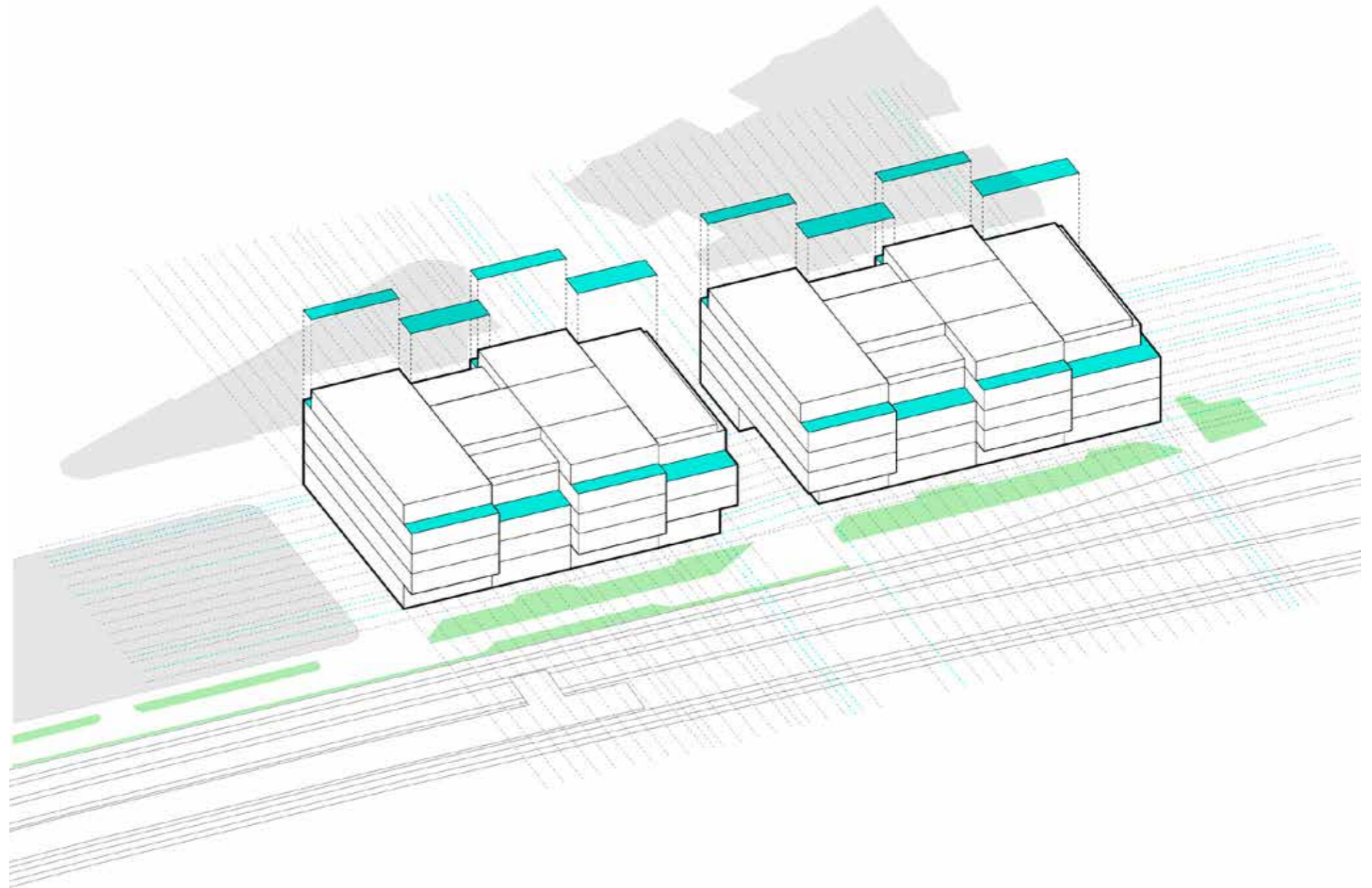
## WITH REGARDS TO THE HEIGHT, SCALE AND DESIGN OF THE PROPOSAL IN NOT PRESENTING A 'WALL' OF DEVELOPMENT.

The height and scale of S6 and S7 is illustrated in the parameter masterplan, [06 Building heights plan 239-ACME-PLA-S01-0106](#)

The masterplan principles have been further developed in [Chapter 7.2 \(Design and Access Statement\)](#), with the two buildings divided into eight identifiable 'fingers', providing an articulated terrace in both street and long views.

## WITH REGARDS THE DESIGN PRINCIPLES IN ADOPTED POLICY HQ/1.

Quality, variety, relevance and character of the material response in the elevations have been developed in accordance with the masterplan principles in [Chapters 3.0 and 5.0 \(Design and Access Statement\)](#) and fully articulated in [Chapter 7.2 \(Design and Access Statement\)](#).



In accordance with the masterplan principles, the building's edges are further softened through the creation of terraces and colonnades.



# EASTERN EDGE VARYING THE ELEVATIONS TO S6/S7

## WITH REGARDS TO THE SPECIAL CHARACTER OF CAMBRIDGE AND ITS SETTING AS DEFINED IN PARAGRAPH 2.31 OF THE ADOPTED LOCAL PLAN.

The extensive [Visual Assessment \(Appendix 12.3\)](#) and [Technical Visualisations \(Appendix 12.4\)](#) have been used to demonstrate that the buildings do not impede on key views of Cambridge.

A distinctive urban edge has been explored through particular attention to the eastern elevation, through consultation. [See Chapters 4.0 and 7.2 \(Design and Access Statement\).](#)

## WITH REGARDS TO THE ROOFSCAPE OF BUILDINGS S6 AND S7.

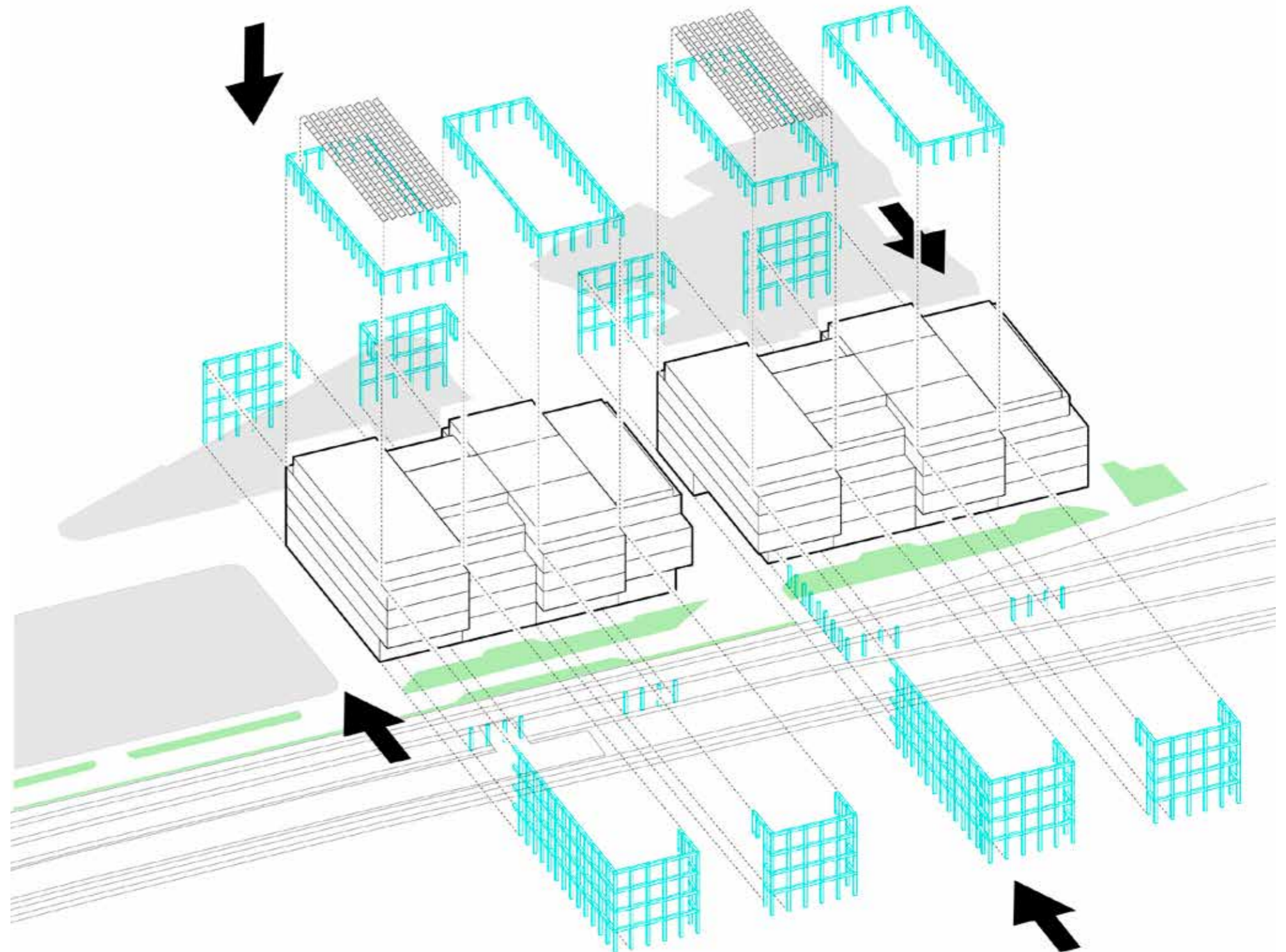
The roofscapes of S6 and S7 have been carefully considered to consider all relevant plant, including future flexibility, and associated renewable technologies and biodiversity areas as required to achieve the ambitious sustainability targets. [See Chapter 7.2 \(Design and Access Statement\), Energy Strategy and Sustainability Strategy.](#)

## WITH REGARDS THE PROPOSED HEIGHTS OF S6 AND S7 IN RELATION TO THE EMERGING AREA ACTION PLAN.

Across the eight 'fingers' of the articulated form, only four locations have a 'featured' height of 22.1m. The rest of the elevations step down to 20.9m, then to 17.6m, and finally to 13.4m, providing an 8.7m difference in parapet heights along the eastern edge.

This is illustrated in the parameter masterplan, [06 Building heights plan 239-ACME-PLA-S01-0106](#)

S6 and S7 are a total of five storeys (including rooftop plant), figuratively in accordance with the emerging area action plan.



The division of the two buildings into eight discernible 'fingers' is articulated through a change in grid, materiality and building height.

# EASTERN EDGE ADDING GREENERY TO S6/S7

## WITH REGARDS TO THE DESIGN QUALITY OF S6 AND S7 IN CREATING A DISTINCTIVE URBAN EDGE.

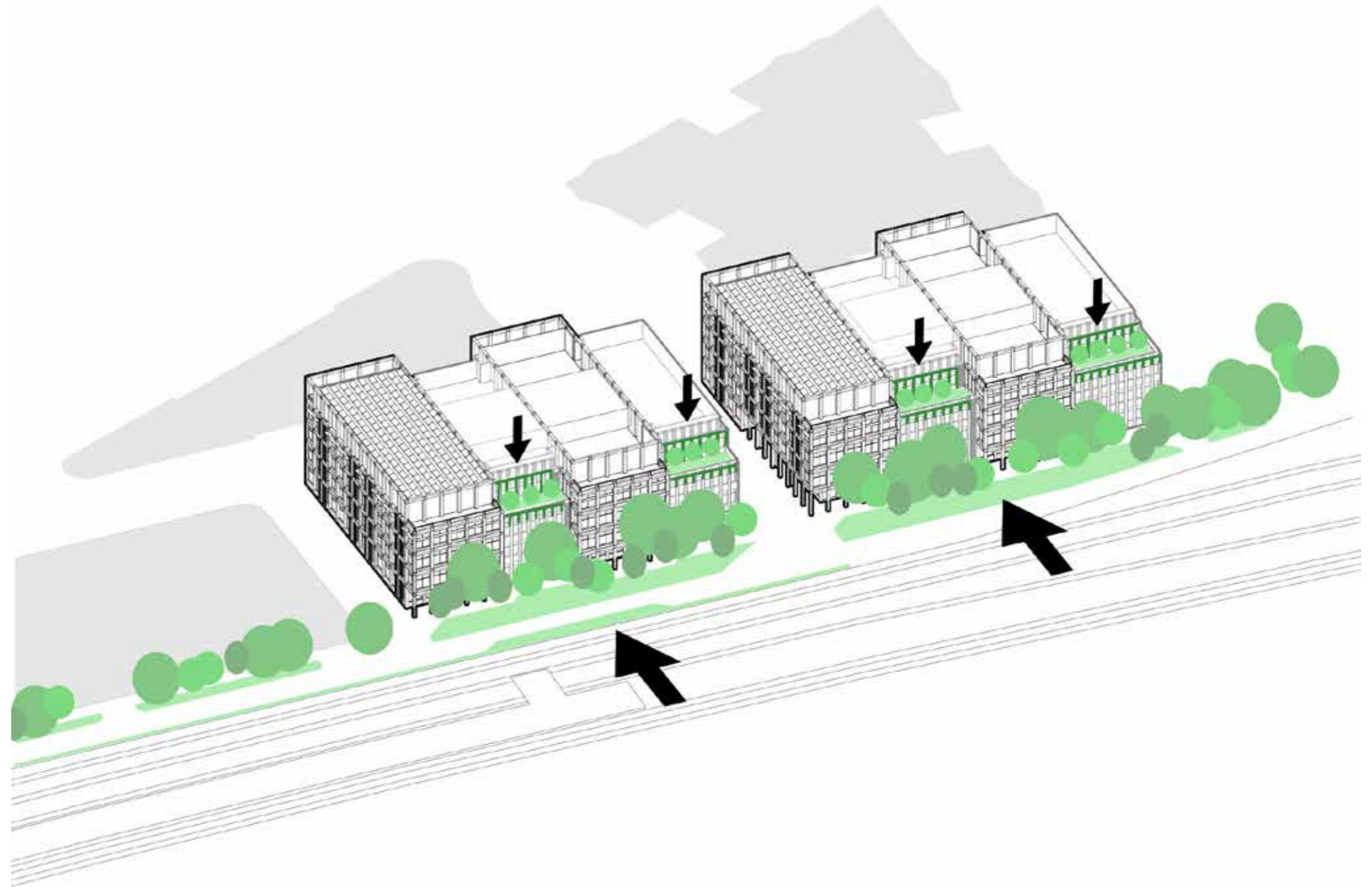
Material studies, initiated as Architectural design principles (Chapter 3.0 Design and Access Statement) and developed through technical, physical and visual representation (Chapter 7.2 Design and Access Statement), have been used to ensure character to the eight fingers of S6 and S7.

## WITH REGARDS TO THE SPACE AND SPECIES OF TREES PROPOSED FOR THE URBAN EDGE.

The ground floor has been set back in excess of 19m from the site boundary to accommodate a range of small, medium and large growing species, including Serviceberry trees, Alnus glutinosa and London Planes.

Also see accompanying site sections of the eastern edge on page 11 of this document.

See Chapters 5.0 and 8.0 (Design and Access Statement).



The buildings of S6 and S7 have been substantially set back from the current building line of the station hotel to accommodate significant landscaping.



# EASTERN EDGE MATERIALITY

## WITH REGARDS TO THE CLADDING OF THE BUILDINGS TO ADD TEXTURE, INTEREST AND CHARACTER.

A rich palette of material has been selected to provide visual interest between the fingers of S6 and S7:

Masonry has been chosen to add warmth and human scale around the building entrances.

A precast concrete frame has been selected to provide a civic quality to the taller elements.

Metallic panels have been utilised to line the piers in the oblique views to ensure a different elevational treatment. In addition, the north east corner of S7 facing the railway/towpath, has a lighter silver metal panel to distinguish the corner.

Further, across the eastern elevation, greenery is used both at low and high levels to articulate the fingers, with the accessible terraces lined in glazed green brick, ensuring a contrasting visual expression throughout all seasons.

See [Chapter 7.2 \(Design and Access Statement\)](#) and illustration below.



S6, S7 Materiality

The eastern facade of the Mobility Hub (S5) adapts a perforated metal cladding with its pattern adopted from the folded metal facade on the western edge of the building.

The pattern pays homage to the first female Cambridge Nobel prize winner and creates visual interest and breaks down the overall visual impact of the building. The facade serves the added purpose of mitigating light pollution that may come from cars within the structure.

See [Chapter 7.3 \(Design and Access Statement\)](#) and illustration on the right.



Mobility Hub Materiality