

Cambridge Northern Fringe East Action Plan

Have Your Say!

Cambridge City Council and South Cambridgeshire District Council are considering the future of the Cambridge Northern Fringe East area and we are seeking your views to help us shape its regeneration.

The Cambridge Northern Fringe East area is one of the most important brownfield regeneration opportunities in the Greater Cambridge area.

Development of this area has been considered before, but the proposed new railway station, due to open in 2016, is a game-changer. It provides a catalyst for an exciting opportunity to create a new urban quarter for Cambridge. A high quality employment led mixed use development will help meet the long term growth needs of the Cambridge area.

To ensure the area is looked at comprehensively, the Councils are preparing an Area Action Plan. We need your help in developing this plan and so this consultation is your opportunity to tell us your views.

This exhibition highlights some of the key issues the Councils are seeking your views on.



Cambridge Northern Fringe East Area Action Plan

Issues and Options Report



December 2014

A Joint Area Action Plan prepared by Cambridge City Council and South Cambridgeshire District Council

The Cambridge Northern Fringe East Area Action Plan - Issues and Options Report

This identifies issues to be considered for the plan, and seeks views on options for how the area should be developed.

You can view it here at the exhibitions, at local libraries, and it is available on the Councils' websites. It is also available to purchase.

Cambridge Northern Fringe East Action Plan

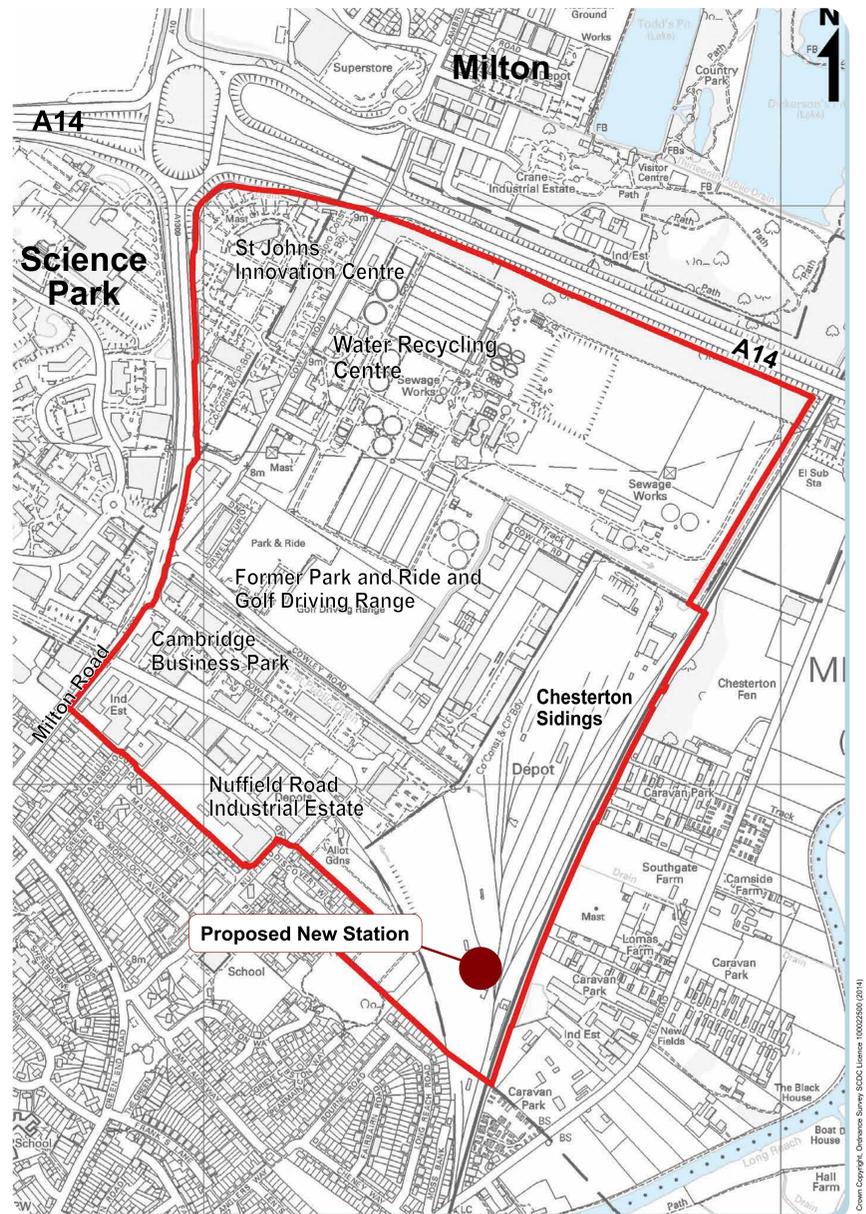
The site and surroundings

The Councils' Local Plans have included a boundary for the Cambridge Northern Fringe East area.

It focuses on areas where there are opportunities to redevelop brownfield land, and develop a station gateway. It does not mean that all buildings or facilities in this area will be redeveloped, but it does show areas where there is potential for change.

The area is made up of a range of predominantly employment uses including:

- Chesterton Rail Sidings,
- former Park & Ride site,
- golf driving range,
- Anglian Water's Water Recycling Centre,
- business and industrial uses at St John's Innovation Centre, Cambridge Business Park, Nuffield Road Industrial Estate, Trinity Hall Farm Estate, and Cowley Road Industrial Estate,
- Protected open space alongside the Guided Busway.



Should the area covered by the Area Action Plan be different?

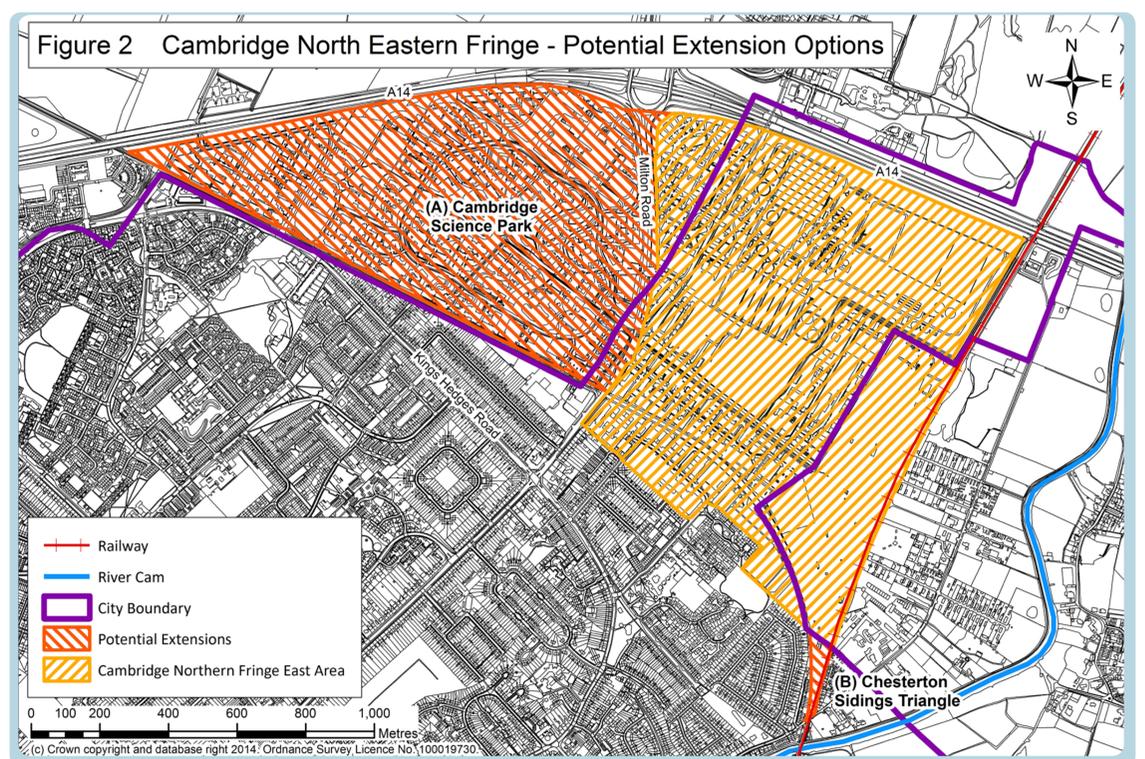
Two possible extensions to the area have been identified; both would be consistent with the Councils' Local Plans.

A) Cambridge Science Park

Some of the buildings on the site are dated, and there are opportunities for gradual redevelopment to deliver additional employment floorspace to help meet the future business needs.

B) Triangular area south of Chesterton Sidings

A small area of land to the south of the sidings that may be used for the proposed new railway station and to provide pedestrian/cycle access for Cambridge Northern Fringe East as part of the Chisholm Trail.



What do you think?

To have your say look at questions 3, 4 and 5 in our Issues & Options Report.

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Naming the development and the new railway station

Cambridge Northern Fringe East is a working title only. What do you think is an appropriate name for the new development?

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.

The new development is being built around a proposed new railway station, what do you think is an appropriate name for the new station? You can put forward your own suggestion(s).

It is important that the new station name is inspirational, reflects the local location, but will also mean something important outside of Cambridge. Some suggestions have already been made:

- Cambridge Science Park Station
- Cambridge North Station
- Chesterton Interchange Station
- Cambridge Fen Station

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.

What do you think?

To have your say look at questions 6 and 7 in our Issues & Options Report.



Vision and Objectives

It is important that we develop a strong vision and set of objectives for the area.

The vision seeks to ensure that the area 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 creation of a new high quality transport gateway;
- opportunities to create a well-connected and vibrant place; and
- opportunities to enhance the environmental assets.

The objectives seek to secure the successful regeneration and redevelopment of the area as a new gateway for and quarter of Cambridge.

What do you think?

To have your say look at questions 1 and 2 in our Issues & Options Report.

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Redevelopment Options

Four redevelopment options (shown on the next four panels) for the area have been identified, ranging from a low level of development which focuses on more easily available land, to more comprehensive redevelopment options.

The four options include different approaches to:

- access to and from the station
- balance between employment and residential development
- links to the wider area
- future of the Water Recycling Centre
- alternative uses for the Nuffield Road Industrial Estate

No alternative sites for the **Water Recycling Centre** have been identified at this stage. This has been explored before, and at that time a viable alternative site could not be found. We would like your views on whether the advantages are such that we should explore options for relocation again, as this would free up more land for regeneration of the wider area.

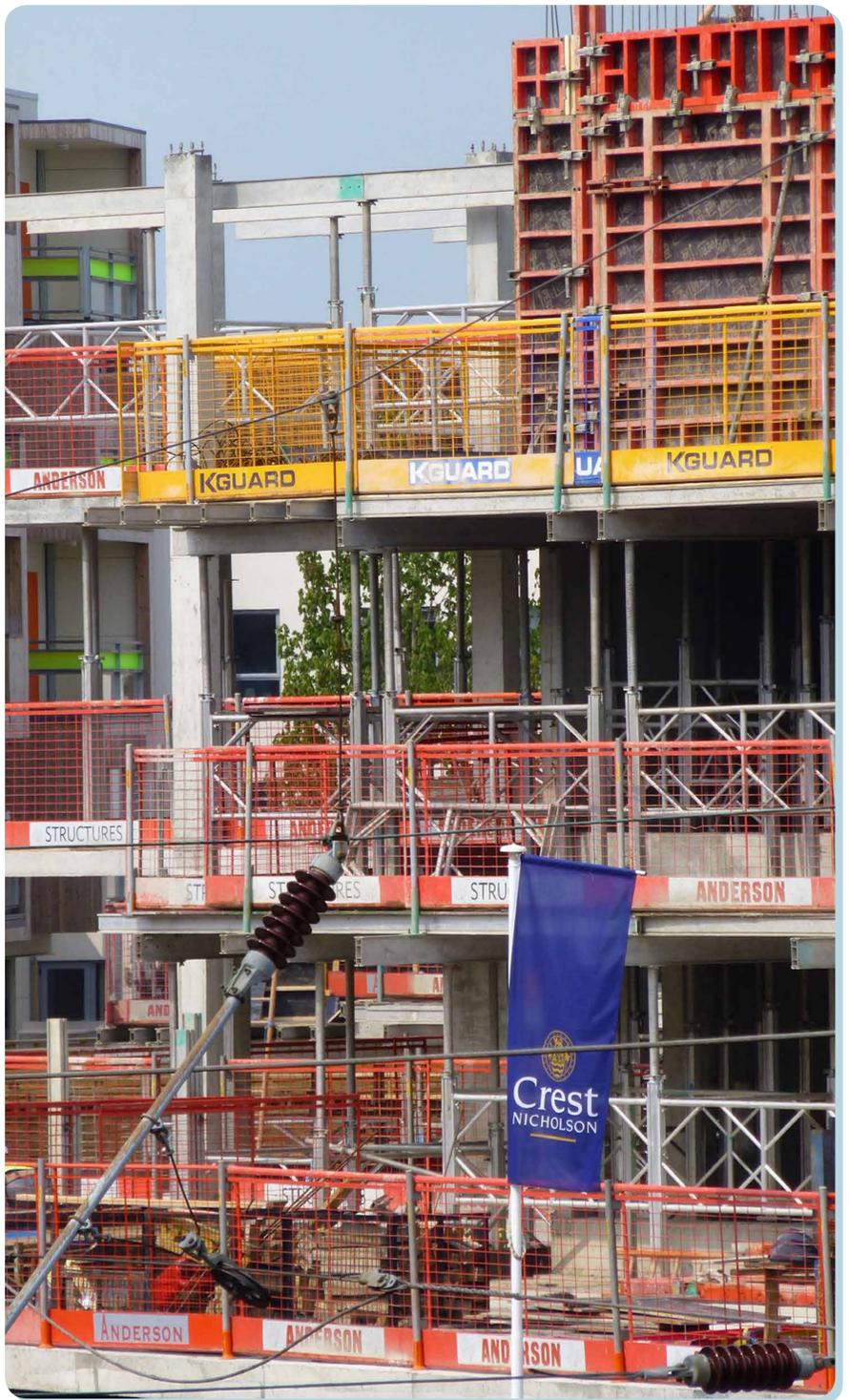
The **Nuffield Road Industrial Estate** is accessed through the residential areas off Green End Road and providing an alternative access to the estate is unlikely to be possible. However an alternative option could be to redevelop the area to office or residential uses.

We would like your comments on which option you think is the most appropriate for the area and what you think about individual parts. If you think there are any alternative options that should be considered, for example the inclusion of more residential development, please let us know.

It is likely that the final development will be a combination of aspects from more than one option.

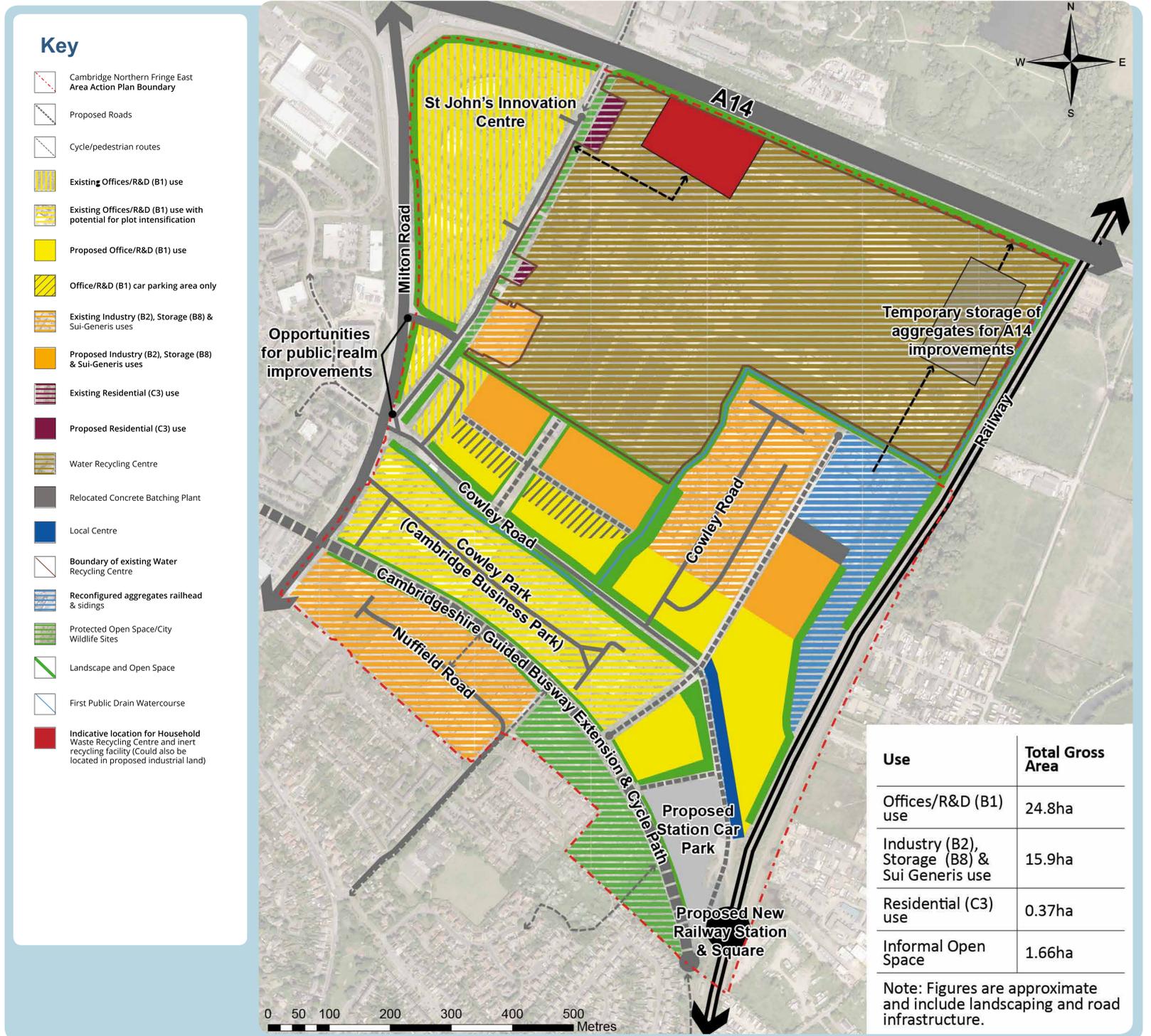
What do you think?

To have your say look at questions 10 to 14 in our Issues & Options Report.



Cambridge Northern Fringe East Action Plan

Option 1: Lower Level of Redevelopment



Key Features

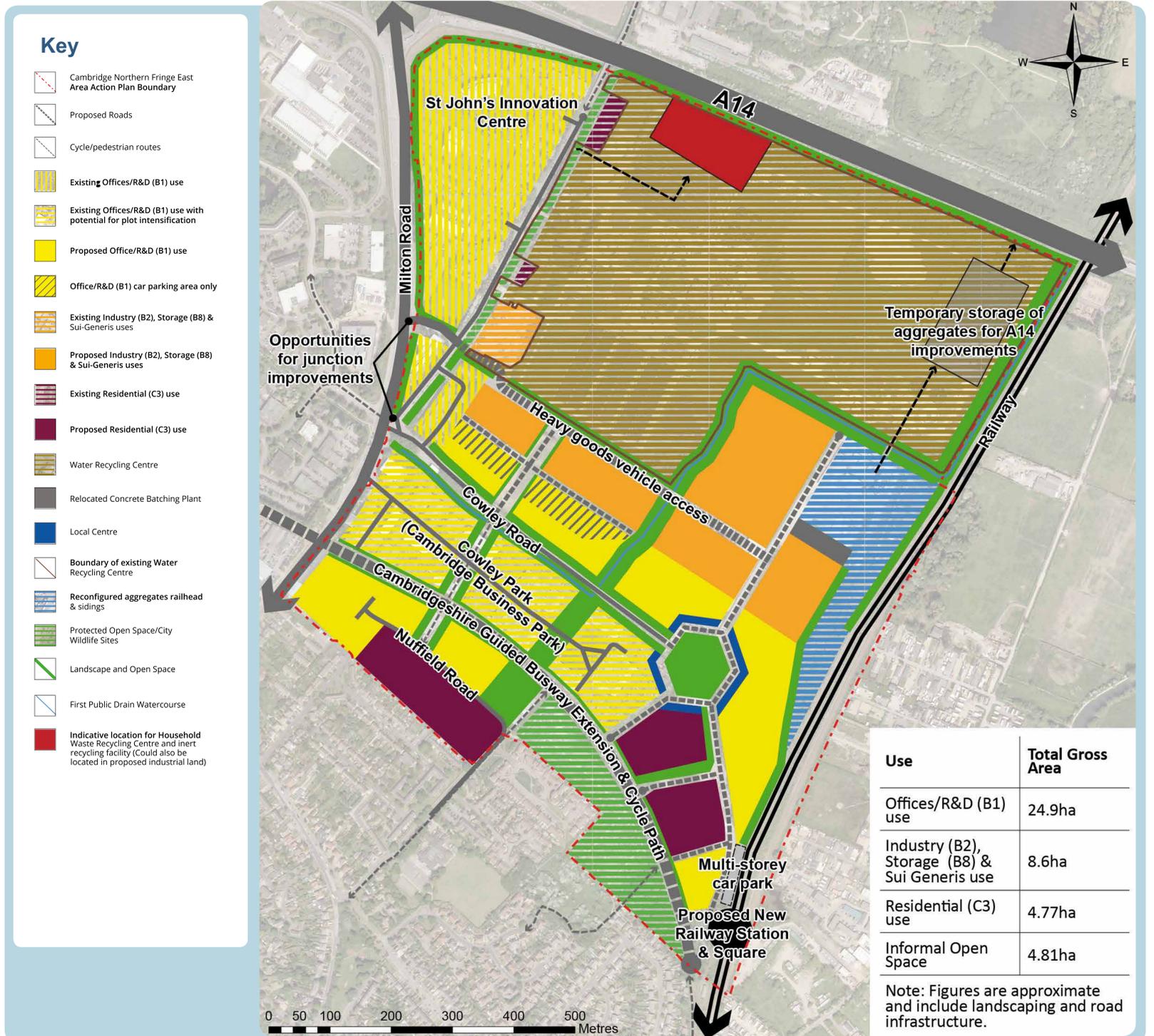
- Creates an enhanced 'Boulevard' approach to the proposed new railway station and a gateway to Cambridge
- Focuses on regeneration of vacant and more easily available land, allowing existing businesses and the Water Recycling Centre to stay
- Creates a major new area for businesses along Cowley Road and around the new station
- Could be delivered early, but does little to secure the wider regeneration of the area
- Provision of new Household Waste Recycling Centre.

Development Opportunities

- 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

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Option 2: Medium Level of Redevelopment



Key Features

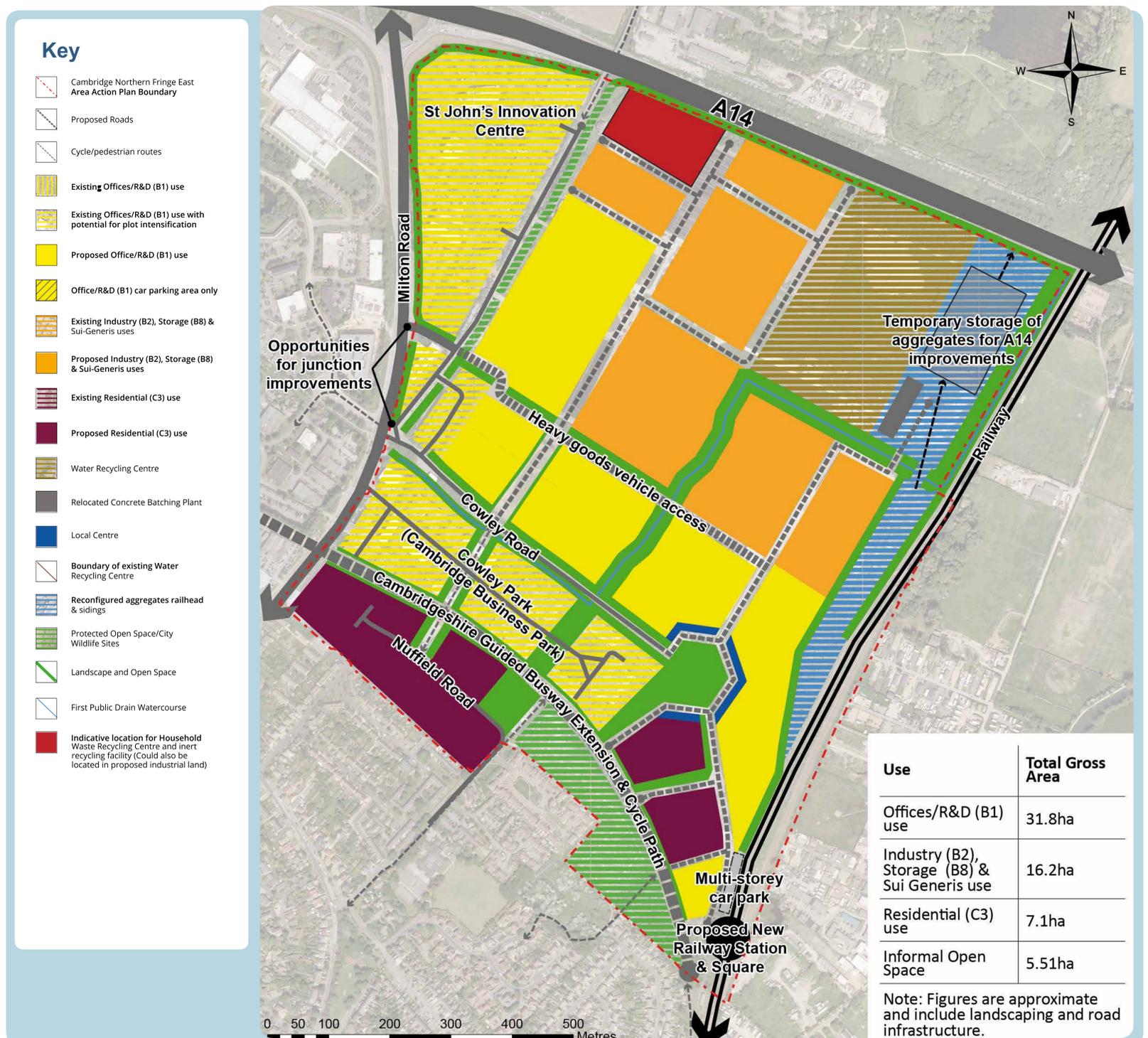
- Includes new homes and a local centre near the proposed new railway station to create a vibrant mixed use area around the gateway
- Station car park replaced with multi-storey, to free up space for development
- Focuses on regeneration of areas of more easily available land, allowing existing businesses and the Water Recycling Centre to stay
- More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the station area
- New road north of Cowley Road to separate out industrial traffic from the main station access
- Opportunity for Nuffield Road industrial area to change to offices / residential
- Could be delivered in the short to medium term
- Improved cycle and pedestrian links through the area.

Development Opportunities

- 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

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Option 3: Higher Level of Redevelopment



Key Features

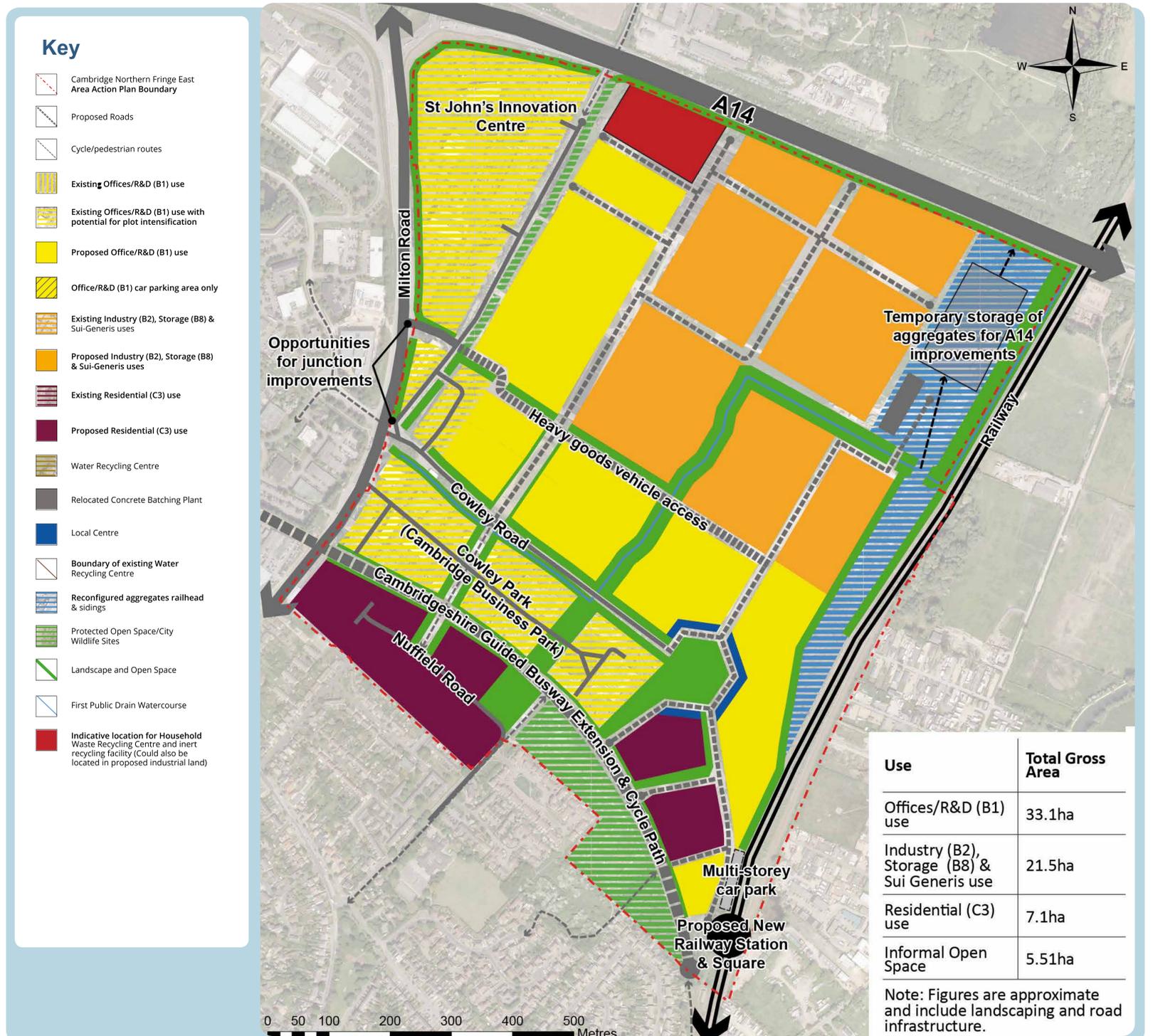
- Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability
- Significant increase in land for new Offices / R&D, and Industrial / Storage development
- New north south vehicular route to connect new developments
- Redevelopment of Nuffield Road Industrial Estate for entirely residential development, with existing industry relocated north of Cowley Road
- Long term delivery, therefore need to explore potential to phase the redevelopment to achieve the delivery of an early gateway to the proposed new railway station.

Development Opportunities

- 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

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Option 4: Maximum Level of Redevelopment



Key Features

- Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified
- Maximises capacity for redevelopment, particularly new Offices / R&D and provides the opportunity to comprehensively address the area
- Long term delivery, therefore need to explore potential to phase the redevelopment to achieve the delivery of an early gateway to the proposed new railway station.

Development Opportunities

- 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

Cambridge Northern Fringe East Action Plan

Key Policies

The Area Action Plan will set out the planning policies to guide the development of the Cambridge Northern Fringe East area. To help draft the planning policies, we are asking for your views on the issues that should be considered and for each issue which of the possible approaches we should take.

The Issues & Options Report includes questions on:

- place and building design including building heights
- employment uses and the wider benefits
- housing mix, student housing and private rented accommodation
- provision of supporting services and facilities
- open space
- transport including road layout, parking and cycle routes
- sustainable design and construction
- renewable energy generation

Some of the key issues are:

Tall Buildings

What do you think is an acceptable height for buildings in this area? Should some taller 'landmark' buildings of up to 6 commercial storeys or higher be allowed as part of the development?

To have your say look at questions 17 and 18 in our Issues & Options Report.

Employment Uses

Should we be focusing on developing the site for hi-tech, research and development companies that cluster in the Cambridge area and seeking to deliver a range of units that will meet their different needs?

To have your say look at questions 20 to 25 in our Issues & Options Report.

Housing including Student Accommodation and Private Rented Accommodation

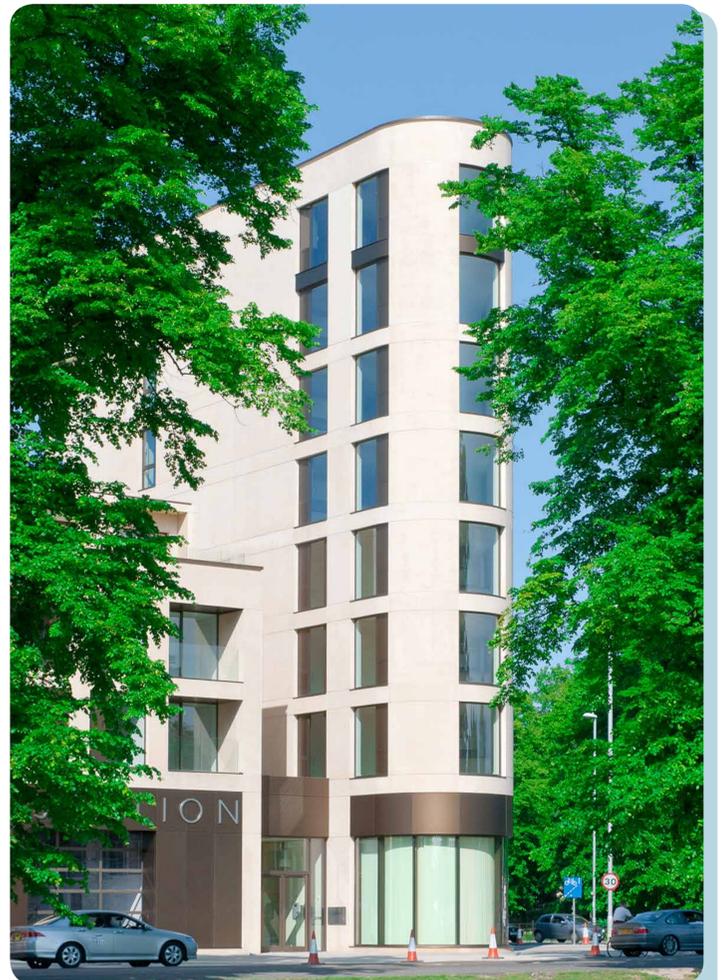
What types of housing should there be? Do you think that the levels of student accommodation should be limited within the development? Should we include guidance on the provision of private rented accommodation?

To have your say look at questions 27 to 30 in our Issues & Options Report.

Transport and traffic

Should we set a high target for travel for sustainable modes, such as by cycling, walking and public transport? Should we restrict parking provision given that the site has easy access to the proposed new railway station and the Guided Busway?

To have your say look at questions 34 to 40 in our Issues & Options Report.



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How to Make Comments and Next Steps

We are here to help answer any questions you have while you look at the exhibition.

For more information, including the accompanying documents, go to the Councils' websites:

- www.cambridge.gov.uk/cambridge-northern-fringe-east-area-action-plan
- www.scambs.gov.uk/cnfeaap

Once you have the information that you need please make sure you have your say by taking part in the consultation:

- **By responding online:** <http://cambridge.jdi-consult.net/localplan>
- **By sending an email to:** policysurveys@cambridge.gov.uk or ldf@scambs.gov.uk
- **By posting a paper response to either Cambridge City Council or South Cambridgeshire District Council (forms are available here or from the Councils' offices)**

All responses must be received by 5pm on Monday 2 February 2015.

What happens next?

All of the comments received during the consultation will be considered by the Councils and will be used to inform the preparation of the draft Area Action Plan.

The Councils will consult on the draft Area Action Plan in Autumn 2015 before submitting the draft Area Action Plan for examination in Spring 2016.

It is anticipated that the new Area Action Plan will be adopted in Autumn 2016.

