CAMBRIDGE SCIENCE PARK STATION AND INTERCHANGE

ENVIRONMENTAL STATEMENT:
NON TECHNICAL SUMMARY

MAY 2015
1.0 INTRODUCTION

1.1. This Non Technical Summary (‘NTS’) of the Environmental Statement (‘ES’) supports a full planning application submitted by Network Rail (‘The Applicant’) seeking detailed planning permission under the Town & Country Planning Act 1990 for a new railway station and public transport interchange on land forming part of the existing Chesterton Sidings in north Cambridge. A Site Plan is given in Figure 1.1. The Site lies on land within both South Cambridgeshire District Council (‘SCDC’) and Cambridge City Council (‘CCiC’) and the application will be determined at a Joint Development Control Committee (JDCC) which involves members from SCDC, CCiC and Cambridgeshire County Council (‘CCoC’).

Figure 1.1 Site Plan

1.2. The principle for the Development is supported by an extant planning permission (C/05001/13/CC – approved 22nd July 2014) (‘the Extant Consent’) for what is, in effect, an identical proposal with the exception of a small number of minor amendments and a different named applicant.
1.3. The main changes to the proposal now are as follows:

- The platforms have been reduced from 270m to 254m due to a change in rail strategy for the Intercity Express programme. This will not inhibit future running of the trains as passive provision for the platforms to be extended at a later date has been included within the Development;
- Reduction in canopy length from 80m to 40m;
- Introduction of additional measures for mitigating potential impact, such as noise barriers.

1.4. Additional information relating to ecology, ground conditions, drainage and cycle routes has also been included within the application submission for the Development in order to satisfy some of the pre-commencement conditions attached to the Extant Consent (i.e. to avoid the need for the same conditions to be re-applied to any forthcoming planning consent for the Development), and to address some of the issues contained within the Recommendations of the Committee Report for the Extant Consent.

1.5. It is hoped that the planning application can be heard at the JDCC in July 2015. If consent cannot be achieved by the end of July 2015, the Applicant will miss key possessions (closure of the railway) to implement the work and the station will not meet its planned 2016 opening.

1.6. An ES describes the environmental effects of the construction and operation of a major project, such as the station and interchange, and identifies adverse and beneficial impacts together with measures that are proposed to avoid, reduce or offset these. The topics covered in the ES were selected following a formal ‘scoping’ process that was undertaken by the determining Local Planning Authority (LPA). This NTS summarises the key points in the ES and its findings for each of the environmental topics covered.

1.7. The Development has been assessed against the most recent national planning policy, Development Plan documents including the CCiC Local Plan, SCDC Core Strategy, Development Control Policies, and Site Specific Policies, and a number of material considerations, using evidence obtained through technical surveys and assessments. The need for a new station north of Cambridge was first established in the Cambridgeshire and Peterborough Structure Plan 2003 in order to support growth in the Cambridge sub-region and to deliver a cohesive and integrated transport network.

1.8. As part of the Extant Consent, CCoC carried out appropriate consultation with identified stakeholders, including the local authorities, statutory bodies, interest groups and the public. Network Rail has since undertaken presentations to the North Area Committee and has attended, and will continue to attend, Local Liaison Forum groups, designed to address construction issues with the local community.

1.9. The Development is considered unlikely to result in material harm to receptors within or surrounding the Site, and the strategic importance of a new train station and interchange in this location is expected to generate significant economic and social benefits to Cambridge and its wider sub-region. It will contribute to the city centre economy by facilitating a reduction in the amount of cross-city travel to the existing Cambridge station by providing an alternative transport hub for commuters. This in turn will release capacity
at the existing station to accommodate growth in the south of the city as well as movement to and from the city centre.
2.0 SITE DESCRIPTION

2.1. The Site lies close to the northern edge of Cambridge, with close links to the A14 and A10, key employment clusters, a large local residential catchment, Cambridge Regional College, a food supermarket, and a large number of public footpaths and cycleways. It is within a 15 minute cycling distance of Cambridge City Centre.

2.2. The Site is 9.95ha in size and comprises (working clockwise from north) access via Cowley Road; land to the south east of the Cambridge Business Park (‘CBP’), which is best described as the southern half of the Sidings (which includes the operational Freightliner siding and also services a La Farge Ready Mix Concrete plant and aggregate storage area), extending south to the West Anglia Mainline Railway (‘the Mainline Railway’); the former St Ives branch line from Milton Road; the public part of Bramblefields Local Nature Reserve (‘Bramblefields’); and smaller parcels of land to the north west of the allotments and to the north east of Nuffield Close Industrial area.

2.3. Vehicular access to the Site and freight sidings is currently gained from Cowley Road.

2.4. To the north of the Site is an industrial area on Cowley Road and former engineering railway depot sidings, on part of which is an active aggregates rail terminal and road stone coating plant. There are currently extensive freight sidings within Chesterton Sidings (within which the Development is proposed). Of these sidings, only five are currently in operation. To the west of the Site lie the Nuffield Road Allotments, and the CBP. Buildings here are predominantly 2-3 storeys in height, set within generous car parking and landscaped plots. CSP lies 750m further to the west with vehicular and cycle access to Milton Road.

2.5. To the south is the wider residential area of Chesterton and a CCTV controlled level crossing where Fen Road crosses the Mainline Railway. The level crossing provides the only access to commercial and residential sites to the east of the Site. The Mainline Railway is electrified but Chesterton sidings are not.

2.6. The eastern boundary is formed by the Mainline Railway, providing direct services to London and Stansted Airport, Ely, Peterborough, Kings Lynn, Norwich and Birmingham. Beyond there are some residential caravans and industrial uses accessed from Fen Road, Chesterton. The Mainline Railway is twin track and carries freight and passenger services equating to approximately 130 train paths per day.
3.0 DEVELOPMENT DESCRIPTION

3.1 The Development is intended to include a new 450 sq.m Station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two mainline platforms (254m single and island platform with passive provision to increase to 270m) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the mainline, a landscaped 450 space car park and 1000 space cycle park, new pedestrian links to the surrounding areas, and the extension of the Busway and cycle route into the Site along the alignment of the former St Ives Branch Line. It will be operational between 05.30 to 01.00 every day. Figure 3.1 shows the Development Layout.

3.2 The development will include:

- the Station building which will be located to the south of the Site, near to the point where the boundaries taper between the Mainline Railway and Long Reach Road. It will be predominantly 2 storeys high, clad with distinctive perforated metal panels and have a green/brown roof. It will include two sources of renewable/low carbon technology providing at least 10% of the sites predicted energy consumption and endeavour to achieve a BREEAM rating of Very Good.

Figure 3.1 – Aerial Plan showing Development Layout
- Two **platforms** (a single platform and island platform) which will be lit and with CCTV for passenger security.
- A new large **public square**, which will have simple landscaping features within it to simplify wayfinding for users;
- Structural and specimen native **planting** (Birch trees and Hawthorn hedges) that will help integrate the Development with the surrounding landscape and complement the existing retained trees and hedgerows
- Enhanced landscape **buffer areas** around the northern and western boundaries of the Site to provide an interface with the surrounding townscape and assist in maintaining the rural-urban fringe character of the area;
- Creation of **new habitat areas** for invertebrates, reptiles and birds;
- A **sustainable urban drainage system** for access roads, car parks etc, including swale creation and contouring of existing ditches to allow plant colonisation;
- Relocation of the existing Freightliner Siding to connect to the existing track alignment. The access to the DBS sidings remains unchanged;

3.3 The interchange facility will provide access onto the wider **public transport** and highway network. It will enable travellers to switch between all modes with access for pedestrians and cyclists, bus users, car drivers and passengers, and rail users. The interchange will be linked into the existing Busway, including the pedestrian and cycle provided by the maintenance track. It is anticipated the Citi2 bus service that runs along Milton Road will be diverted into the station via the Cowley Road vehicle access and will continue to operate every 10 minutes.

3.4 **Cycle and pedestrian access** to the Site via Cowley Road and the Busway service track with further links into the residential and employment areas to the south and west of the Site. Parking for approximately 1,000 cycles is to be provided.

3.5 The aim is to provide maximum accessibility to the Site for all sustainable modes of travel in keeping with local and national planning policy, and recognising that these modes are widely used in Cambridge.

3.6 A 450-space **car park** will be provided. This will include free short-stay waiting for cars similar to that provided at the existing Cambridge Rail Station.

3.7 A **taxi and car drop off/pickup area** close to the station building. A 20m long waiting bay will be provided close to the station building to allow space for four cars to wait without impacting on other users (pedestrians, cyclists or other vehicles).

3.8 **Access Servicing** provision will be provided for local businesses located off Cowley Road, the retail element in the station building and Network Rail.
Proposed Rail Service

3.9 The actual timetable which will operate at the Site will ultimately be determined by the rail industry. However, it is anticipated that there will be standard off-peak hour service provision with:

- One fast train to and from London provided by the existing Kings Cross – Kings Lynn hourly services calling additionally at the Site.
- One semi-fast train per hour to and from London Kings Cross which will be provided by extending a current service which terminates at Cambridge Station through to the Site.
- One train per hour to and from Norwich (and Cambridge) through additional stops by the Cambridge Norwich service.

3.10 During the peak hours, additional services will also call at the Site including Greater Anglia London Liverpool Street to Ely / Kings Lynn services.

3.11 Services will operate from around 05:30 hours through to the last scheduled service to Kings Lynn. The station will operate daily inclusive of Sundays and Bank Holidays except for Christmas Day (and any other days that National Rail services do not operate).

Chesterton Sidings

3.12 None of the proposed works in their permanent form will affect the freight operations currently being undertaken.

Construction

3.13 The estimated duration of the works is 16 months, which will occur between August 2015 and November 2016. A Construction Environmental Management Plan (‘CEMP’) has been produced proposing normal construction working hours within the site:

- Weekdays (Monday to Friday): 0700 to 1800 hours;
- Saturdays: 0800 to 1300 hours.)

3.14 Some works will have to be carried out during night time and weekend periods.
4.0 LIKELY ENVIRONMENTAL EFFECTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

4.1. The ES contains full details of the likely environmental effects of the Development and puts forward appropriate mitigation measures to minimise adverse effects where necessary. Established assessment criteria have been used to evaluate the nature, duration, extent and scale of the impacts, which can be either beneficial or negative and range in scale from major to negligible. Where significant impacts have been identified mitigation measures, such as pollution control, landscaping and habitat creation are proposed. A summary of the main issues is provided below:

Air Quality

4.2. An air quality assessment was carried out for the Site using an approach agreed with the LPA. It examined how the development would affect local air quality mainly due to emissions from construction and traffic. Air quality was assessed against National and European air quality standards. It drew the following conclusions:

- Local air quality conditions in the vicinity of the Site are likely to remain relatively good compared to other locations away from the Site, where these are near busy and congested roads.
- The impact of construction traffic on local air quality is likely to be insignificant.
- There are a number of sensitive receptors (residential properties, school and Bramblefields Local Nature Reserve) within 350m of the Site that could be affected temporarily by dust during construction. The contractor will be required to ensure that controls are in place to avoid any adverse impacts. For example, by reducing emissions and ensuring careful handling and storage of materials.
- Emissions from the traffic generated by the development when it is operational will be undetectable from relevant receptors and thus the impact on air quality is considered to be insignificant.

Ecology

4.3. The assessment of the development on ecological resources has been carried out based on guidelines provided by the Institute of Ecology and Environmental Management, consultations with bodies responsible for nature conservation, review of published information and records and a series of surveys, including for protected species.

4.4. The majority of the habitats that will be affected by the Development are where the Station and Interchange are likely to be located. Without mitigation, certain habitats and species within Bramblefields will also be affected.

4.5. Construction activities, without mitigation, are considered to have the potential to give rise to certain negative effects on ecological resources based on loss of habitat, disturbance and direct mortality. The
Development will result in a loss of existing habitat, mainly the dense scrub and open mosaic habitat within the Station/Interchange Area. There is also the potential, without mitigation for it to have probable negative effects on Bramblefields Local Nature Reserve, reptiles, breeding birds, invertebrates and a variety of flora present on the site.

4.6. Mitigation and enhancement measures are proposed to address the impacts and include:
- Retaining vegetation, where possible and not required for construction purposes
- Maintaining and enhancing Bramblefields Local Nature Reserve
- Translocation of reptiles and plants of district importance to suitable receptor sites
- Maintaining the value of the site for its breeding and foraging habitat and the range of species and assemblages of invertebrates and plants it supports
- Creating new habitat areas for reptiles, invertebrates and birds which will be designed in agreement with the Local Planning Authority to offset areas of habitat loss
- Enhancing the site to encourage species not currently present
- Contributing to the production of Ecological Management Plans for the Station/Interchange Area
- Restoration of temporary working areas on completion of construction works to replace existing habitat
- Maintaining a network of corridors that link habitats across the Site and provide connectivity to the wider environment.

4.7. Operational activities, following the implementation of mitigation, are unlikely to give rise to significant negative effects, will ensure minimal loss of biodiversity and have the potential to enhance the value of the Site in the longer term.

Ground Conditions

4.8. The potential effects that construction and operation of the Development may have on the ground conditions underlying the Site have been assessed. This has included the potential effects of any existing contamination on or adjacent to the Development and the potential for creating additional sources of contamination during construction and operation.

4.9. Construction activities may potentially introduce new sources of contamination e.g. fuels, and may introduce new pathways for migration of existing contamination. Mitigation measures will be required to reduce the risks. The Construction Environmental Management Plan details the range of measures that will be implemented.

4.10. Mitigation measures implemented during the design and construction phase will reduce and/or remove the potential for operational impacts. In addition, the Development will operate in accordance with best practice.
4.11. Beneficial impacts during operation are also likely due to the removal of the current contamination, the removal of the industrial use of the Site (sidings, aggregates storage etc) and improvements in site drainage which will ensure that run-off cannot directly enter the surface water receptors on and off-site.

**Heritage**

4.12. The assessment has involved evaluation of the built heritage (Listed Buildings, Conservation Areas) and archaeological resources. An archaeological working brief was produced and test pit evaluation were carried out.

4.13. Although the Site is considered unlikely to have any surviving archaeology and the Development unlikely to result in a harmful impact upon below ground remains, a programme of monitoring and recording will be undertaken in conjunction with the construction.

4.14. There will be no direct physical effects on any built heritage assets although there is the potential for construction activity to have an effect on views to and from locally listed buildings and conservation areas. No mitigation measures are proposed for heritage assets as the Development is considered unlikely to have a significant adverse impact.

**Landscape and Visual Impact**

4.15. The Site has an urban fringe location and is scenically of no outstanding merit. The landform and low lying nature of the Site means that it is visually discrete and makes no significant contribution to the scenic value of the wider area. The Development has been assessed for both its landscape and visual impacts, and has been based on the approach advocated by the Landscape Institute’s Guidelines for Landscape and Visual Impact Assessment (2002) It involved desk based study of maps, aerial photos and reports, site surveys and consultation with planning officers.

4.16. The impacts on landscape character and quality and visual effects will occur mainly through the removal of vegetation although no defining characteristics of the landscape or features of importance would be lost.

4.17. Construction activity would not be wholly uncharacteristic and out of context with the landscape character of the surrounding area, given the industrial uses to the north and east. They would result in a temporary minor harmful effect on the landscape character of the area e.g. cranes on the skyline but with careful planning and design any adverse effects will be avoided and reduced. The landscape treatments proposed are consistent with adjacent landscape character resulting in a slight beneficial significance of effect on landscape character at the year of opening and when the landscape treatments mature.

4.18. Mitigation will ensure there will be an overall strengthening of landscape features as a result of the Development with a gain in the amount of specimen trees and hedges, creation of new wetland swales, amenity shrub areas and wildflower grassland. In addition there will be management and enhancement of the existing ponds and watercourse. As such there would be a small improvement effect on landscape features when the Development is operational.
4.19. There would be a minor harmful effect on views from properties which back on to the western boundary of the Site as a result of the introduction of the station and associated lighting and other infrastructure. These will be mitigated through retention of existing boundary vegetation, where possible, and enhancement of the boundary planting to provide additional screening.

4.20. The Development will have a moderate-slight adverse visual impact on some residents of Sunningdale Caravan Park and Grange Park Residence due to the loss of the open setting and closer proximity of built form in the view. Retention of existing vegetation and maturity of the proposed hedgerow screen planting will partially screen views.

4.21. The interface between the edge of the Development and the surrounding area has been carefully considered with wide landscape buffers to soften the edge and provide visual screening. The landscaping and planting of hedges and trees will in time help integrate the built form in to the existing landscape, mitigating visual effects.

4.22. The new development is expected to be attractive and in keeping with the character of the surrounding area and new landscape components will be consistent with the general character of the view, with no significant adverse effects resulting from the proposal.

**Lighting**

4.23. The Development will introduce new artificial lighting to the Site, including the station building, platforms and car park and these impacts have been assessed. Construction of the Development and the introduction of new lighting will have an impact on the immediate Site and receptors within its close proximity.

4.24. Mitigation measures will ensure no negative impact on surrounding properties through modifying the magnitude of the impact of the lighting installations, in terms of quantity of light, scale, duration of operation and/or sensitivity of receptors. In addition, architectural forms, hard and soft landscaping/planting will eliminate or limit fields of view of the lighting installations.

**Noise and Vibration**

4.25. An assessment has been carried out of the potential noise and vibration impacts of the Development during both construction and operation. It has taken into consideration noise from the station, car park, busway, rail and road, and has included baseline noise surveys.

4.26. Construction noise from activities on-site could give rise to a significant impact at noise sensitive receptors, especially those within 20m of the Site during daytime works and all activities during the night.

4.27. Two noise barriers are proposed to address potential impact issues to receptors.
4.28. Good working practices, as well as minimising the noisiest activities adjacent to noise sensitive properties at night, will minimise the extent of significant construction noise effects. Night time works will be kept to a minimum, where possible. The CEMP gives a full description of proposed measures.

4.29. The additional road traffic generated by the Development will be of sufficiently low volume not to affect the existing road network, on all but one of the roads. Using noise modelling software it is expected that the impact on the road network from changes in traffic will result in an insignificant change in noise at all properties.

4.30. Daytime noise level from car park activities, noise levels from PA announcements, the Busway, local buses and rail will have an insignificant impact and noise barriers are not required.

Transport and Access
4.31. The effect of road traffic resulting from the construction and operation of the Development has been assessed in accordance with the industry standard guidelines.

4.32. The assessments undertaken have demonstrated that the construction and operational traffic generated by the proposals will be of neutral significance.

4.33. Overall the Development will have a beneficial impact on local transport infrastructure through promoting sustainable travel to an interchange facility. Public transport, cycle and pedestrian access will be improved and car parking space is limited. There will be a reduction in car trips within the city centre.

Waste
4.34. The assessment considered the types and quantities of waste that will be generated during demolition, excavation and construction and the likely impacts.

4.35. Following the implementation of mitigation measures only a residual amount of waste will require disposal. Sustainable waste management measures are provided in the SWMP which has as its priority to reduce, reuse and recycle waste arising.

4.36. The overall impact of the waste generated by the Development will be neutral effect on waste management arisings and infrastructure capacity within the Region.

Water, Drainage and Flood Risk
4.37. An assessment was carried out of the potential impacts on flooding, surface water drainage and water quality resulting from construction and operation of the Development. The assessment was undertaken in consultation with the Environment Agency, LPAs and other relevant stake holders.
4.38. The Development will have a harmful impact on the water environment without mitigation, particularly with regard to the risk of existing contaminated land and groundwater flood risk. With mitigation, including removal of contaminated land and the implementation of sustainable drainage systems, the significance of effect of the Development on the water environment is insignificant/beneficial.
5.0 PLANNING DOCUMENTS AVAILABILITY

5.1 Copies of all application documents are available for public viewing during normal office hours at the CCiC and SCDC Planning Departments. During the consultation period for the application (normally the first three to five weeks) any comments should be forwarded to:

South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Cambridge City Council
The Guildhall
Market Square
Cambridge
CB2 3QJ

5.2 The ES may be purchased in Volumes, the costs for which are set out below:

Volume 1: Main Volume - £50
Volume 2: Graphical Images - £50
Volume 3: Technical Appendices - £150
Volume 4: Non-Technical Summary – £15

5.3 All of the documents will be available to download via SCDC’s or CCiC’s online planning application search database (www.scambs.gov.uk; or www.cambridge.gov.uk;).

5.4 Copies of all documents can be obtained on CD for £15. For copies of any of the above please contact:

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1 Montfitchet Road
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