CAMBRIDGE SCIENCE PARK
STATION AND
INTERCHANGE

PLANNING STATEMENT

MAY 2015
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1.0
INTRODUCTION
1.0 INTRODUCTION

Planning History and Proposal

1.1. Network Rail (‘the Applicant’) is proposing to develop a new railway station and public transport interchange on land forming part of the existing Chesterton Sidings in north Cambridge, as shown within the red-edged lines (‘the Site’). Land is also shown edged blue, relating to adjacent land to the Site that is also within the ownership of the Applicant. The Site Plan is shown in Figure 1.1.

Figure 1.1 - Site Plan

1.2. The proposal includes 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 is envisaged that the Station Interchange will be operational every day, between 05.30 to 01.00. The proposal will be referred to as ‘the Development’ from here on in.

1.3. The Development is a project under the Governance for Railway Investment Projects (‘GRIP’) process. A detailed application will be submitted to both South Cambridgeshire District Council (‘SCDC’) and Cambridge City Council (‘CCiC’), as the joint Local Planning Authority (‘LPA’) seeking planning permission for so much of the Development as is not authorised by the planning permission conferred in connection with the Cambridgeshire Guided Busway Order 2005 (‘CGBO’) or by way of Part 8 permitted development rights in respect of Network Rail’s statutorily authorised railway. The determining authority will be the Joint Development Control Committee (‘JDCC’) on which members of SCDC, CCiC and Cambridgeshire County Council (‘CCoC’) are represented.

1.4. 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. Two of the conclusions of the Committee Report (18th December 2013 to the Joint Development Control Committee (Cambridge Fringe Sites)) stated that:

- [paragraph 9.2] ‘the proposal is considered to accord with the Development Plan except that the development is likely to result in a modest net loss of biodiversity of county significance. Whilst this is regretted it is considered on balance that the economic and social benefits of the scheme should be accorded overriding weight in this case.

- [paragraph 9.3] ‘The implementation of these proposals will result in local environmental impacts and potential impacts on the closest residential property. However, through complementary undertakings from the applicant and the imposition of suitable safeguarding planning conditions the development is considered acceptable in land use planning terms and that planning permission should be granted for the development.’

1.5. The Committee Report went on to outline the following Recommendations:

- [paragraph 10.1] ‘Having reviewed the application plans and documents, the Environmental Statement and supplementary information and having had regard to the representations received it is recommended that planning permission be granted under Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the draft planning conditions set out in Appendix B to this report following the receipt and approval of suitable undertakings from the applicant in respect of the following:

  o Completion of off-site highway improvements to Milton Road prior to the opening of the transport interchange

  o Pre-development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address any issues raised by the surveys
To work with the owners of Bramblefields Local Nature Reserve on a scheme to deliver biodiversity enhancements prior to the development being brought into use

To undertake biodiversity enhancements to mitigate the ecological impacts of the development on nearby land to be developed as part of the Busway scheme and to manage those enhancements for a period of 10 years with an annual report of progress and recommendations for future management to be submitted to the local planning authority for approval

Prior to commencement of development on site to establish a local liaison forum with stakeholders and to hold regular meetings during construction and up to two years post completion to act as a local forum for communication, discussion and monitoring the impact of the development

1.6. The Extant Consent was an application submitted by CCoC under Regulation 3 of the Town and Country Planning General Regulations 1992. Regulation 3 states that ‘[Subject to Regulation 4], an application for planning permission by an interested planning authority to develop any land of that authority, or for development of any land by an interested planning authority or by an interested planning authority jointly with any other person, shall be determined by the authority concerned, unless the application is referred to the Secretary of State under section 77 of the 1990 Act for determination by him’.

1.7. Network Rail now wishes to pursue the Development in its name only, and cannot therefore use the Regulation 3 provisions to implement the Development of the Extant Consent. Accordingly, a full planning application (under the Town and Country Planning Act 1990) is made by the Applicant to establish an implementable planning permission for the Development.

1.8. This application is therefore made to address an implementation issue relating to the Extant Consent. No material changes are proposed within the Development when considered against that of the Extant Consent. 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;

1.9. Additional information has 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.

1.10. Those conditions of the Extant Consent which the Applicant is now seeking to address by the submission of additional written material in response are as follows (a summary of the wording is given, rather than in full)

- **Condition 8 – Ecology**
No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted and approved

- **Condition 9 – Ecological Design Strategy (protection, mitigation)**
  No development shall commence until an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species, invertebrates etc has been submitted and approved

- **Condition 11 – Contaminated Land**
  No development until (a) desktop study and site walkover has been submitted and approved; (b) a detailed scheme for the investigation and recording of contamination has been submitted and approved; (c) detailed proposals for the removal/containment of contamination have been submitted and approved; (d) works in the remediation statement have been completed

- **Condition 12 – Water Quality, Flood Risk and Drainage**
  No development shall commence until a scheme that outlines the risks and flood data has been set out

- **Condition 15 – Drainage**
  No development shall commence until a surface water drainage scheme for the site has been submitted to and approved in writing.

- **Condition 16 – CEMP**
  No development shall commence until a site wide CEMP has been submitted and approved in writing.

1.11. The only planning condition that was formally discharged relating to the Extant Consent was Condition 25 (Cowley Road Cycle Route). The information used in this discharge process has been submitted again here in order to avoid the need for a repeat discharge of condition process.

1.12. The supporting written material pertaining to the above conditions is contained within Appendices C – I of this Planning Statement.

1.13. The Site Plans relating to the Development now include a blue line to identify land adjacent to the Site boundary that is also within the ownership of the Applicant. This includes an access track that runs to the south of Cowley Road, which CCoC is requesting be utilised for a new cycle path. The Applicant is actively reviewing the option to relocate the cycle route currently identified for Cowley Road on its former access track running adjacent to the First Public drain. Approval to release the land from its current operational rail use classification has been obtained albeit subject to a need to reserve vehicular access rights over the land for operational emergency access purposes. The steps now necessary to move this proposal forward include the preparation of an indicative design solution, an assessment of need for planning, agreement with the County Council on availability of sufficient capital funding for required design, construction work and future maintenance obligations plus agreement of suitable legal documentation. These discussions are ongoing and to be agreed.

1.14. The Applicant is targeting a meeting date for JDCC in mid-July 2015 which, if resolved for approval by Members, will enable the ability to issue a decision notice by the end of July 2015. The procurement and construction process then envisages that the Development will be operational from December 2016,
following a 16 month construction process between August 2015 and November 2016. If consent cannot be achieved by the end of July 2015 Network Rail will miss key possessions (closure of the railway) to implement the work and the station will not meet its planned 2016 opening.

**Background Context**

1.15. Proposals for a new station north of Cambridge were first established in the Cambridgeshire and Peterborough Structure Plan in 2003 which identified a station in this location as being needed to support growth in the Cambridge Sub-Region and to deliver a cohesive and integrated transport network. The existing station at Cambridge suffers from platform and passenger congestion problems. A new island platform has provided some redress for railway operations, but the passenger throughput far exceeds that for which the station buildings were designed. In addition to providing crowding relief to the existing station, the location of the new station supports current and future development sites associated with sub-regional growth, a significant proportion of which are located on the northern boundaries of the city and further afield along the A14 and A10 corridors.

1.16. This includes the Cambridge Northern Fringe, an area of circa 75 hectares identified in the Cambridge Local Plan 2006 for approximately 2,300 homes, employment, education and waste management comprising the Waste Water Treatment Works (‘WWTW’) and other land holdings around Cowley Road. It was subsequently determined that the cost involved in relocating the WWTW was prohibitive to development and the strategy has since moved towards a focus on the undeveloped/redundant areas of the WWTW, the former Park and Ride site, the golf driving range, and other industrial land around Cowley Road (including Chesterton Sidings) for high density employment-led mixed use development. Notwithstanding this, in order to review the redevelopment potential of this area comprehensively, a number of options (one which includes relocation of the WWTW) have been set out for consultation in the ‘Northern Fringe East Area Action Plan – Issues and Options Report, December 2014’ (‘draft NFEAAP’). The overriding objective is to secure the successful regeneration and redevelopment of the Cambridge Northern Fringe East Area as a new gateway. One of the contributing aspects of this will be to create a gateway development that maximises the potential of the proposed new Railway Station and Cambridge Guided Busway as a transport hub.

1.17. Both the draft Cambridge Local Plan (‘draft CLP’) and the South Cambridgeshire Local Plan (‘draft SCLP’) are currently at the Examination stage, but are not expected to be adopted until 2016.

1.18. Both the draft SCLP and draft CLP include policies (policy SS/4, policy 14, respectively) which support the creation of a revitalised, employment-focused area centred on a new transport interchange. Supporting text states that ‘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’.

1.19. The Cambridgeshire Local Transport Plan 2011 – 2031 was adopted in November 2014 and supports the delivery of the Cambridge Science Park Train Station and Busway access (pages 5-4 to 5-7 of the report).
1.20. Another relevant change since the Extant Consent was issued is the planning approval for ‘the proposed reconfiguration and consolidation of the existing minerals processing and transfer operation including the installation of covered mineral storage bays, alterations and extensions to existing feeder unit. New office, welfare and workshop buildings, reconfiguration of site circulation and parking area, new boundary fencing and other works associated with relocating rail sidings to serve the mineral processing site’ (reference S/0467/13/CM) on land at Chesterton Rail Freight Sidings. Planning permission was given on 27th February 2015. The reconfiguration of this facility will help support the comprehensive redevelopment of the Cambridge Northern Fringe East area when it is ready to be progressed.

**Permitted Development Rights**

1.21. The planning application seeks consent for so much of the Development as is not authorised by the planning permission conferred in connection with the CGBO or by way of Part 8 permitted development rights in respect of the Applicant’s statutorily authorised railway.

1.22. The Applicant’s permitted development rights works will include reconfiguring and moving signals, removal of two operational buildings, removal of 1500m of track and nine set points, relocation of two telephone posts, and dismantling signal supply point.

1.23. The Schedule of Works and Plan of Rail Works anticipated to be covered but not limited to by Permitted Development Rights is given in Appendices 06 and 07, respectively.

1.24. The purpose of a Planning Statement is to identify the context and need for a proposed development and should include an assessment of how the proposed development accords with relevant national, regional and local planning policies. The Planning Statement should also include details of pre-application consultations with the local planning authority and wider community/statutory consultees undertaken prior to submission.

1.25. It is generally considered best practice to prepare and submit a Planning Statement with a planning application in order to allow the relevant Local Planning Authority to properly consider the applicant’s case in support of the proposal. A Planning Statement is listed as a Local Validation Requirement rather than a ‘National Validation Requirement’.

1.26. The planning application submission includes a number of other technical plans and assessments that form part of the local and national validation requirements. All were prepared and determined as part of the Extant Consent, and have now been reviewed and updated (where required) to reflect the Development now under consideration. These include the following:

- Architectural Block, Floor and Site Plans and Elevations
- Design and Access Statement
- Environmental Statement
- Health Impact Assessment
- Socio-Economic Study
- Sustainability and Energy Assessment
1.27. In terms of the Environmental Statement, a series of technical appendices had been previously prepared and determined as part of the Extant Consent, and have been updated where required, as follows:

- 01 – EIA Screening Opinion Request, Covering Letter and Plan; the Applicant (May 2012)
- 02 – EIA Screening Opinion; LPA (May 2012)
- 03 – EIA Scoping Opinion Request and Covering Letter; Carter Jonas (October 2012)
- 04 – EIA Scoping Opinion, Covering Letter and Supplemental Note; LPA (December 2012)
- 05 – Scoping Opinion, Further Response (Ecology); Carter Jonas (February 2013)
- 06 – Permitted Development, Schedule of Rail Works, Network Rail (May 2015)
- 07 – Permitted Development, Plan of Rail Works; Network Rail (May 2015)
- 08 – Construction Environmental Management Plan; Atkins (April 2013)
- 09 – Decommissioning Management Plan; Atkins (March 2013)
- 10 – Report into Findings of Extended Phase 1 Habitat Survey and Protected Species Scoping Exercise; Cambridge Ecology (May 2012)
- 11 – Report into Findings of Species Specific Surveys; Cambridge Ecology (November 2012)
- 12 – Planning Statement; Carter Jonas (May 2015)
- 14 – Chapter Headings for EMP; CB3 Consulting (April 2013)
- 15 – Ground Investigation Report and Land Contamination Assessment; Atkins (March 2013)
- 16 – Archaeological Desk Based Assessment; Oxford Archaeology East (April 2015)
- 17 – Archaeological Watching Brief and Test Pit Evaluation Report; Oxford Archaeology East (April 2015)
- 18 – Landscape and Visual Impact – Bedfordshire and Cambridgeshire Claylands Character Area
- 19 – Landscape and Visual Impact – Area 3: Western Claylands
- 20 – Landscape and Visual Impact – Extract from SCDC Landscape in New Developments SPD (March 2013)
- 21 – Landscape and Visual Impact – Written response from CCiC on proposed viewpoints (February 2013)
- 22 – Landscape and Visual Impact – The Fens Character Area
- 23 – Landscape and Visual Impact – East Anglian Chalk Character Area
- 24 – Lighting Observatory Map; Atkins (April 2013)
- 25 – Lighting Design; Atkins (April 2013)
- 26 – Transport Assessment; Atkins (April 2015)
- 27 – Site Waste Management Plan, WRAP template and Appendix 1; Atkins (March 2013)
- 28 – Response from Environment Agency on Flood Risk and Drainage Detail; EA(April 2013)
- 29 – Statement of Community Involvement; Carter Jonas (June 2013)
- 30 – Landscape/Ecology Mitigation Plan; Atkins (June 2013)
2.0
SITE CONTEXT AND BASELINE CONSIDERATIONS
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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. The Site lies within a 15 minute cycling distance of Cambridge City Centre.

2.2 The Site is 9.95ha in size and comprises (working anti-clockwise from north) access via Cowley Road; land to the south east of the Cambridge Business Park (‘CBP’), the former St Ives branch line from Milton Road; small parcels of land to the north west of the allotments and to the north east of Nuffield Close Industrial area; the public part of Bramblefields Local Nature Reserve; and small parcels of land adjacent to the West Anglia Mainline Railway (‘the Mainline Railway’);

2.3 To the north of the Site is the WWTW, 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 three are currently in full operation, as follows:

- one siding leased to Freightliner and in the use of Frimstone
- two sidings leased to DB Schenker (‘DBS’) and in the use of La Farge

2.4 Vehicular access to the Site and freight sidings is from Cowley Road.

2.5 To the west of the Site lie the Nuffield Road Allotments, and the CBP which includes companies such as Autonomy, the BBC and Cambridge Silicone Radio. Buildings 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.

2.6 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 with single span cantilever structures, which were installed in the early 1990s. Chesterton sidings are not electrified.

2.7 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 caravan sites and industrial uses accessed from Fen Road, Chesterton. The Mainline Railway is a twin track and carries freight and passenger services equating currently to approximately 130 train paths per day.
2.8 The following paragraphs provide a summary of the Site’s baseline conditions as identified in each of the relevant technical assessments.

Air Quality
2.9 The Site is located on the border of the CCiC and SCDC areas. The Site is not located within an Air Quality Management Area (‘AQMA’), which suggests relatively good air quality in the vicinity. The Site is however within 1.5 km of two AQMAs:

- CCiC - an area encompassing the Cambridge inner ring road and all the land within it, declared for annual mean Nitrogen Dioxide (NO₂), and
- SCDC – an area along the A14 between Bar Hill and Milton, declared for annual mean NO₂

Ecology
2.10 A standard local validation requirement for major planning applications is to ensure biodiversity has been adequately taken into consideration prior to determination. An extended Phase 1 Habitat Survey and Protected Species Scoping Survey was carried out in April 2012 to determine whether there is suitable habitat on-site for protected species, when considered against information and records sourced via a desk-based assessment. A Study Area (‘the Ecological Study Area’), as set out in Figure 2.1, was defined to identify which areas were surveyed.
2.11 The key ecological features associated with the Ecological Study Area fall largely within the following categories:

- Designated Sites (statutory and non-statutory);
- Protected Habitats and Species; and
- Non-Protected Habitats and Species.

**Statutory Designated Sites of Nature Conservation Importance**

2.12 The nearest statutory designated site (Bramblefields) is located towards the south western boundary of the Site.

**Non-Statutory Designated Sites of Nature Conservation Importance**

2.13 Nine non-statutory sites occur within 2km of the Site. None of the sites occur within the Site. The nearest non-statutory designated site (River Cam CWS) is located over 300m away from the eastern boundary of the Site.
Habitats

2.14 There are no protected habitats located within the Site. The statutory and non-statutory designated sites located within 2km of the Site contained a number of UK Biodiversity Action Plan (BAP) priority habitats including: rivers, ponds, hedgerows, parkland and lowland meadows. The habitats present at the Site comprised predominantly dense/continuous scrub, ephemeral/short perennial, areas of bare ground and some poor semi-improved neutral grassland. Habitats at the boundary of the Site included one pond, scattered trees and scrub, species poor hedgerows with trees, some tall ruderal habitat and a ditch with running water.

Protected Species

2.15 The Extended Phase 1 Habitat Survey and Protected Species Scoping Exercise indicated the potential for various protected species such as Great Crested Newts (‘GCN’), reptiles, breeding birds, bats and Water Voles to be present on the Site. In addition, the habitat was considered suitable to support notable assemblages of invertebrates and scarce plants.

2.16 Ecological Species Specific Surveys took place during the summer of 2012, with timings and the methodology implemented on each based on the best practice guidelines for each species group. A summary of the findings is presented below.

- Botany – Jersey Cudweed was not found in the Ecological Study Area during the botanical survey.
- Great Crested Newt Survey – no Great Crested Newts were found during four surveys.
- Reptile Surveys – two species of reptile (Common Lizard and Grass Snake) were found during the survey within Ecological Study Area.
- Breeding Birds Survey – a total of 32 species were recorded during the surveys at the Site. Sixteen species were considered to be breeding at the Site, a further seven species were either probably or possibly nesting, nine species were recorded that were not breeding but used the Site for feeding, breeding adjacent to the Site or were flying over.
- Water Vole Survey – no evidence of Water Voles was found at the three waterbodies within the Ecological Study Area.
- Bat Surveys: Trees – the habitats within the Site were considered to be of low value to bats.
- Bat Surveys: Buildings – an external inspection of the three buildings revealed no evidence of bats. A second inspection of the electrical sub-station building ascertained that the building was of low to negligible potential for roosting bats. The only features present with some potential for individual bats to roost in being some holes in the ventilation brickwork, however there was no evidence of bats having used these holes.
- Butterflies and Larger Invertebrates – No BAP or scarce species were found on the Site. Cinnabar Moth (BAP listed for research purposes only) was observed to be breeding on Site. All six common bumblebee species, plus the recently arrived and rapidly spreading Tree Bumblebee, varieties of common and
widespread damselfly and dragonfly species, were observed within the Ecological Study Area. No species observed during the transect survey were considered to be of conservation significance.

- Phytophagous Beetles and Other Foliage Invertebrates – taking the invertebrates recorded as a whole, apart from one species previously considered rare but now considered abundant, none of the species found were considered to be scarce or rare. The percentage of local species as a proportion of the total, at less than 20%, was considered to be low, indicating that the assemblage was not of high local conservation significance.

Flood Risk and Drainage

2.17 Historical fluvial flood mapping data shows fluvial flooding around 50m to the north of the Site and further flooding 250m the east of the Site during the 1947 flood event, but there are no records of flooding within the Site.

2.18 The Environment Agency website is the initial source to determine fluvial flood risk to the Site. Figure 2.2 identifies the Site in the context of the Flood Zone map obtained from the Environment Agency.

![Figure 2.2 - Environment Agency Flood Zone extents. Source: Environment Agency website, April 2013](image)

2.19 The Development is located in Flood Zone 1, which described as Areas with a 'Low Probability' of flooding and where the annual probability of flooding is lower than 0.1% Annual Exceedence Probability for either fluvial or sea flooding. The National Planning Policy Framework ('NPPF') imposes no constraints upon the type of development within Flood Zone 1. According to NPPF the Development is classed as 'Essential
infrastructure'. This classification is based on Table 2: Flood Risk Vulnerability Classification, within NPPF. The risk of fluvial flooding is low.

2.20 There is no known Tidal flood risk in this location and the risk is considered to be low.

2.21 CCiC’s Strategic Flood Risk Assessment shows that this Site is potentially at intermediate risk of surface water flood risk. However this does not indicate potential depths of flooding or provide a return period for the event considered.

2.22 There are no historical records of existing groundwater flood risk.

2.23 The Environment Agency website indicates that there is no risk of reservoir flooding. No further sources of flood risk have been identified by stakeholders during consultation.

**Drainage**

**Surface water quality**

2.24 With the exception of the pond in the public part of the Bramblefields LNR, there are no open surface waters within the immediate boundary of the Site. However, there are two adjacent watercourses shown in Figure 2.3. It is assumed the First Public Drain is culverted under the Site but is not operational. Table 3.1 shows the importance of surface waters near to the Development.
Figure 2.3 - Approximate Site Location and Watercourses

<table>
<thead>
<tr>
<th>Name</th>
<th>Closest proximity to Site</th>
<th>Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>River Cam</td>
<td>&gt;100m</td>
<td>Medium</td>
</tr>
<tr>
<td>First Public Drain (west and north of the site)</td>
<td>&lt;10m</td>
<td>Low</td>
</tr>
<tr>
<td>Remnant of First Public Drain (east of the site)</td>
<td>&lt;10m</td>
<td>Low</td>
</tr>
</tbody>
</table>

Table 2.1 - Importance of surface water quality

**Groundwater quality**

2.25 The importance of groundwater quality is low for the majority of the Site and high in the south east of the Site.

**Ground Contamination**

2.26 Much of the area to the immediate north and northwest is occupied by light industrial units, which offer potential sources from which contamination may have migrated to the Site. These are listed below:

- garage services;
- car body repairers;
- scientific instrument manufacturers;
- concrete and mortar suppliers;
- food product manufacturer;
- x-ray services; and
- Cleanaway waste disposal accepting aqueous effluent waste, asbestos wastes, interceptor pit wastes, oily waste, special wastes (this is a registered waste transfer, treatment and disposal site).

2.27 Historical maps suggest that there were drains, sand and gravel pits and wells formerly present on the Site or immediately adjacent which may have been infilled with waste materials. These could be a source of contamination and gas, depending on the material used for infilling.

**Heritage**

2.28 There are no Scheduled Ancient Monuments (‘SAM’) or Listed Buildings within the Site. There are numerous listed buildings within the village of Fen Ditton, and residential areas within Chesterton and north Cambridge, but these are all over 400m from the Site.

2.29 There are no recorded archaeological investigations within the Site.
Landscape and Visual Impact

Landscape

2.30 The Site forms an interface between the 20th century suburban housing development in the north-east of the city, primarily in the form of semi-detached brick built houses with gardens, with the River Cam and associated commons and water meadows, which contribute to the character of Cambridge and provide a green corridor through the heart of the city and a green setting to the historic core. The relationship between the city and its setting is especially strong along the River Cam Corridor.

2.31 The Site consists of three distinct parts:

- Chesterton Sidings – comprising of a number of small, mostly redundant structures associated with previous railway uses; area is broadly flat, and until recently were mostly covered by a combination of dense scrub woodland, bare ground, and ephemeral short perennial vegetation;
- Bramblefields – the area is a mixture of scrub and grassland, surrounded on three sides by housing development and a primary school; bounded to the north-east by allotment gardens. There is a well-constructed pond in the north-east corner, with gently sloping edges;
- Cowley Road – there is dense semi-natural vegetation on either side of this straight road forms a long, narrow corridor leading to the main entrance to the Site. On one side of the road there is a footpath, with a narrow unkempt verge on the other. There is a mixture of palisade, chain-link and other similar boundary treatments

Visual

2.32 From within the Site there is little visual connection with the wider fen landscape to the north and east beyond the A14 and Mainline Railway, towards Milton, Horningsea and Fen Ditton. Line-side vegetation filters views of the various caravans, lock-ups and other light-industrial uses beyond the Mainline Railway to the east. These elements, in combination with vegetation associated with field boundaries and the western bank of the river Cam prevent any clear views from the Site to Fen Ditton.

2.33 The electricity pylons that travel east to west to the north of the Site are dominant on the skyline in views from the Site to the north.

2.34 Vegetation largely screens the residential areas and allotments to the west, although it is possible to glimpse limited views of the roofs and upper floors of individual houses where the trees are smaller or less dense (particularly at the southern tip of the Site).

2.35 No significant views of the Site are anticipated from other residential properties and areas, or from public footpaths, and no views of the Site are available from Stourbridge Common, Ditton Meadows in the west and the Playing Fields and Cemetery at Fen Ditton in the east.

2.36 There are only two clear views of the Site from roads: from the level crossing on the Mainline Railway to the south; and from the bridge carrying the A14 over the Mainline Railway to the north, and in both cases these
are limited to a brief opening of the view perpendicular to the direction of travel before roadside planting and built form once again blocks the view.

**Lighting**

2.37 The existing Site contains very little artificial lighting and is typically only used where there is an operational need. The following provides the main uses of artificial lighting on the Site:

- 30m high lighting towers to illuminate the yard in the sidings. It is understood that these towers are not in use, however these lighting units are owned and controlled by NR and could be turned on and used again if required.
- Small, compact fluorescent bulkheads on each of the existing generator building and the signal relay room. In addition there is a column mounted luminaire at each of these buildings. The columns are approximately 6m high with a street lighting style lantern on each. The lanterns are downward facing. These lights face on to the fenced yard area of each building and are switched only when carrying out maintenance in those yards.

2.38 Outside the Site, there is existing street lighting in the residential roads to the west, (Long Reach Road & Moss Bank) and the residential caravan sites to the east (Kerry’s Yard and Sunningdale). There is also existing street lighting on Cowley Road.

![Figure 2.6 - Current street lighting plan (source: http://www.lightingcambridgeshire.com/existing.aspx)](image-url)

Figure 2.6 - Current street lighting plan (source: http://www.lightingcambridgeshire.com/existing.aspx)
Noise

2.39 To the north of the Site, Frimstone operates a facility for stockpiling aggregate delivered by Freightliner’s trains. These works are permitted to operate at any time of day or night. This is particularly important for informing what the baseline level for the Site and the surrounding area is. The freight train wagons are shunted on the sidings, in order that each group of wagons can access the stockpiles. Each shunting manoeuvre typically lasts around half an hour and involves movement onto the mainline adjacent to Kerry’s Yard and Moss Bank.

2.40 DBS and Lafarge operate a similar facility on two lines north of the Site, but this is located further from the noise sensitive receptors.

Transport and Access

2.41 Public access and modes of transport serving the Site is restricted. However the location of the Site in the north of Cambridge is, with the benefit of the Development, very accessible to a number of car and non-car modes. This includes the Busway/bus services, and walking and cycling from large catchment areas around it, including the Jane Coston Bridge which provides cycle and pedestrian access from Milton.

Vehicles (other than Bus)

2.42 Cowley Road is a single carriageway road providing access to WWTW and industrial land located to the east of Milton Road (A1309). It is accessed from Milton Road via two signalised junctions. Cowley Road/Milton Road provides access onto and exit from Cowley Road for traffic entering from the north and exit from Cowley Road to traffic travelling north and south. The Cowley Road/ Milton Road/Science Park junction provides access to Cowley Road for traffic arriving from the south or the Science Park and exit from Cowley Road for traffic travelling south. No access to the CSP from Cowley Road is available at this junction.

2.43 Milton Road provides access to the A14 via Milton Interchange to the north. The A14 is a trunk road providing access to the strategic road network servicing East Anglia and the wider UK including links to the M11 towards London. To the south of the Site Milton Road provides access to central Cambridge including the outer ring road and provides local access to the residential areas of Chesterton, Kings Hedges and Arbury. Via the outer ring road alternative access is available to A14, M11 and villages surrounding Cambridge. Milton Road is a single carriageway to the south of the Site and dual carriageway to the north of the Site.

Walking, Cycling, Bus

Figure 2.5 shows all non-car modes of travel in the north of Cambridge that lie within close proximity to the Site.
2.44 Cowley Road has footpaths along much of its length although these are restricted to one side of the road. From Cowley Road pedestrians can access Milton Road which provides connections towards Cambridge, Milton and the CSP. A pedestrian/cycle crossing phase is available at the signals on Milton Road to allow access to the CSP. Further pedestrian/cycle crossing points, controlled and uncontrolled, are also available on Milton Road as it continues towards the City Centre.

2.45 National Cycle Route 11 passes through Chesterton on Green End Road and the High Street as an on road strategic route. Route 11 continues as an on-road local route along Water Street, Fen Road and Cam Causeway, continuing off-road crossing the Mainline Railway and continuing alongside the river Cam towards Waterbeach. To the west Route 11 continues off-road alongside Milton Road towards Milton. From Chesterton High Street Route 11 continues into Cambridge City Centre and beyond with links to Trumpington and Shelford. From Route 11 a large number of local and strategic cycle routes can be accessed.
within Cambridge City Centre. These routes provide connections to most areas of the City and out into the wider village network surrounding the City.

2.46 In addition, National Cycle Route 51 runs along the Busway and links with Route 11 where the Busway connects with Milton Road at its eastern end.

2.47 Pedestrian/cycle routes are provided through the public part of the Bramblefields LNR.

2.48 The Site is located 600 metres from the eastern end of the present Busway where it links onto Milton Road just south of the junction with the CSP. Bus services operate between Huntingdon and Trumpington Park and Ride (via the CSP, Cambridge Rail Station and Addenbrookes Hospital) with some onward services to Peterborough. The route accesses Milton Road to the south of the CSP and continues on-road towards the City Centre. The closest Busway stop to the proposed Development at present is at CSP. As part of the CGBO rights exist to extend the Busway across Milton Road and along the former St. Ives Branch Line were given in anticipation of the new station interchange proposals within Chesterton sidings.

2.49 Buses are an important mode of transport within Cambridge and the surrounding area. The majority of bus services currently travel into and through Cambridge City centre.

2.50 Bus Routes Citi2, 9 and 99 currently run along Milton Road close to its junction with Cowley Road. Service 99 serves Milton Park and Ride site but includes a stop within the Science Park. Route 9 runs from Chatteris to Cambridge at a frequency of 6 buses per day. Route C2 is a City bus route running from the Science Park to Addenbrookes Hospital and including numerous stops in and around the City Centre, Chesterton, Romsey and Cherry Hinton areas. This service runs at a frequency of one bus every 10 minutes. Figure 2.6 identifies the local Cambridge Bus Routes.

2.51 The nearest bus stop for any local service is located approximately 1km from the Site.
Figure 2.6 - Local Frequent Bus Routes
3.0
DEVELOPMENT PROPOSAL
3.0 DEVELOPMENT PROPOSAL

Proposal

3.1 The Development is defined in Chapter 2.0 as 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 into the Site along the alignment of the former St Ives Branch Line. It is envisaged that the station will be operational every day between 05.30 to 01.00.

3.2 The individual elements of the Development are described in further detail below.

Station Building, Landscaping and Rail

- the Station building 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;
- the Station building will be predominantly 2 storeys in scale (with the exception of the covered bridge from the building across railway lines to platforms), and it will be clad in a distinctive metal panel system with perforations at varying degrees. A green/brown roof will be used for the Station building to provide a new ecological habitat and assist in reducing rainfall run-off rates through attenuation;
- it is intended that the Development will endeavour to achieve a BREEAM rating of Very Good;
- the Development will use two sources of renewable/low carbon technology: an air source heat pump and solar Photo-Voltaic cells (mounted onto the roof of the cycle parking). Together these technologies shall provide at least 10% of the sites predicted energy consumption;
- the Station building will open up onto a new public square, which will have simple landscaping features within it to facilitate wayfinding for users;
- structural and specimen native tree planting will help integrate the Development with the surrounding landscape. New planting will complement the existing retained trees and hedgerows throughout the Site by using similar local species appropriate to the existing landscape character;
- landscape buffer areas around the northern and western boundaries of the Site will provide an interface with the surrounding townscape which will assist in maintaining the rural-urban fringe character of the area;
- along the perimeter of the Site and within the Development native hedgerows will be used as boundary treatments to reflect the landscape character of the nearby river corridor;
- enlargement and management of existing pond in the public of Bramblefields LNR and creation of new pond/wetland area;
- sustainable urban drainage system for access roads, car parks etc, including swale creation and contouring of existing ditches to allow plant colonisation;
- creation of habitats provided within the car parking area and along verges/access roads where appropriate, and nest box installation will be undertaken;
- a single platform and island platform are proposed towards the South of the Site. The platforms will be lit and CCTV provided for passenger security;
- the existing Freightliner Siding will be relocated to connect to the existing track alignment. The access to the DBS sidings remains unchanged;

**Access – Bus, Vehicles, Cycle and Pedestrian**

**Public Transport**

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.

3.4 As part of the Development it is anticipated the Citi2 bus service that runs along Milton Road will be diverted into the station via the Cowley Road vehicle access. As part of this anticipated proposal the Citi2 service will then be routed to the station building via an internal road linking onto the Busway. At the end of the Busway a turning circle suitable for buses will be provided to allow all buses to turn around and then head back out onto the main Cowley Road entrance or Busway as appropriate. It is anticipated the Citi2 service will continue to operate every 10 minutes.

3.5 Rail replacement bus services will also access the station via Cowley Road. Like the anticipated extension of the Citi2 service these bus replacement services will then travel up to the main station building via an internal road linking onto the Busway.

**Pedestrians/Cyclists**

3.6 Cycle access to the Site will be available via Cowley Road and the Busway maintenance track.

3.7 Pedestrian access is also available via these routes, with further links into residential and employment areas to the south and west of the Site, including Nuffield Road. 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.

3.8 It is proposed to provide parking for approximately 900 cycles to the eastern side of the Site close to the station building, with some provision just to the north of the station building for those arriving via Cowley Road.

**Parking**

3.9 A 450-space car park to rail industry standards will be provided on the Site. This will include free short-stay waiting for cars. The free short stay period and charging regime will be determined by the rail industry but is expected to be similar to Cambridge Rail Station where passengers pay per hour or half hour with 20 minutes free at the start of their stay.
3.10 The car parking area shown reflects the position and number of spaces as approved within the Extant Consent, and this is retained to provide commitment to achieving appropriate levels of car parking for the Development. However, it is Network Rail’s intention to submit a new planning application for the car park in an alternative location to that currently proposed at a later date. It is considered that the future proposal will make better use of the land and will be easier to increase its parking capacity if required in the future. The new application is expected to follow after the determination of this application.

3.11 There is no existing guidance available from SCDC, CCiC or CCoC relating to car/cycle parking at rail stations. The number of parking spaces has therefore been determined following detailed analysis of the provision at a range of other stations in the Cambridge sub-region, as well as reviewing the forecast trips and geographic location in relation to accessing the new station.

**Taxi/Drop-Off and Pick Up**

3.12 It is proposed to provide a taxi and car drop off/pickup area to the north of the Site extending close to the station building. The area will comprise of a 100m long section of dedicated access road, leading off from the car park access, with a turning head at its very end.

3.13 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).

**Servicing**

3.14 Servicing will be required for the station building following:

- Retail concession – service vehicles will access the rear of the station building via the Busway (the section closest to the station) with suitable parking provided adjacent to the bus turning circle;
- NR – access is required to the Mainline Railway utilising the same approach as detailed above for the retail concession, NR will also require access to the generator room on the Busway;

3.15 In terms of servicing to the retail element within the station building, the number of deliveries are likely to be minimal and infrequent (most likely to be weekly deliveries for most produce with up to one-two daily deliveries for fresh produce, if retail food is the selected use for this unit).

3.16 Staff working at the station and retail elements will also need access to the station. Whilst it is currently unconfirmed it is likely that staff will be given a permit to park within the station car park to allow for opening up and closing down out of operational hours. The number of staff required on Site at any one time is anticipated to be minimal.
Proposed Rail Service

3.17 The actual timetable which will operate at the Site will ultimately be determined by the rail industry. However, the basis of discussions with the rail industry has been around the following standard off-peak hourly service provision:

- One fast train to and from London will be 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. The bay platform at the Site will specifically allow for the reversing of this train away from the Mainline Railway.
- One train per hour to and from Norwich (and Cambridge) through additional stops by the Cambridge Norwich service.

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

3.19 Services are anticipated to operate from around 05:30 hours through to the last scheduled service.

3.20 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).

3.21 The platforms have been reduced from 270m to 254m (when comparing the Development to the Extant Consent) 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 Chesterton Sidings

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

Construction

3.23 The estimated duration of the works is 16 months. The Construction Environmental Management Plan (‘CEMP’) proposes normal construction working hours within the site as follows:

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

3.24 In addition to daytime working, and in accordance with, the Applicant’s existing rights and practises, some works will be carried out during night time and weekend periods. The Applicant systematically carries out regular maintenance on the Mainline Railway, which would include tamping, checking points and replacing rails, which are similar to some of the activities proposed as part of these works. It is understood that the proposed works include at least an estimated 4 disruptive weekend possessions where all major works will take place on tracks and platforms.
Permitted Development

3.25 The planning application seeks consent for so much of the Development as is not authorised by the planning permission conferred in connection with the Cambridgeshire Guided Busway Order 2005 or by way of Part 8 permitted development rights in respect of Network Rail’s statutorily authorised railway.

3.26 Permitted Development works will include reconfiguring and moving signals, removal of two operational buildings, removal of 1500m of track and nine set points, relocation of two telephone posts, and dismantling signal supply point.

3.27 The Schedule of Works anticipated to be covered but not limited to by Permitted Development Rights is given in Appendix A. A Site Plan and Schedule of Works to be carried out under Part 8 is contained within Appendix 7 of the Environmental Statement ('ES').
4.0
ASSESSMENT OF PROPOSAL
4.0 ASSESSMENT OF PROPOSAL

Legislative Background

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the Development Plan; the determination shall be made in accordance with the plan unless material consideration indicates otherwise. If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan. Where there are other material considerations, the Development Plan should be the starting point, and other material considerations should be taken into account in reaching a decision. One such consideration will be whether the plan policies are relevant and up to date. The 2004 Act provides that if there is a conflict between policies in an RSS or policies in a DPD, the most recent policy will take precedence.

4.2 Material considerations are described as “In principle...any consideration which relates to the use and development of land is capable of being a planning consideration. Whether a particular consideration falling within that broad class is material in any given case will depend on the circumstances” (Stringer v MHLG 1971). Material considerations must be genuine planning considerations, i.e. they must be related to the development and use of land in the public interest. The considerations must also fairly and reasonably relate to the application concerned (R v Westminster CC ex-parte Monahan 1989).

Principle of Development and Considered Need

4.3 The principle for the Development is supported by 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. The Extant Consent provides a baseline upon which the Development should be now considered.

4.4 The Development is being pursued on procedural grounds that the Extant Consent was submitted by a different applicant through the use of Regulation 3 of the Town and Country Planning General Regulations 1992. As Network Rail is not defined as an ‘interested planning authority’ it cannot on its own utilise the Regulation 3 process and instead must apply under the provisions of the Town and Country Planning Act 1990.

4.5 Accordingly, a number of the supporting written reports to the Extant Consent have been reviewed and updated to ensure that potential impacts arising from any relevant policy and legislative changes, and relevant committed development in the locale (that have occurred between determination of the Extant Consent (July 2014) to the point of this submission (May 2015)) have been adequately assessed.

4.6 The principle for supporting a new train station and interchange in this location is consistent with the Development Plan, which includes SCDC Site Specifics Policies DPD (policies SF16 and 17), CCiC Local Plan (policy 9/6), and the CCoC Local Transport Plan 2011 (Major Scheme – Chesterton Interchange), with key policies referenced in brackets. Many of these policies however require updating, which is currently in
progress with the SCDC and CCiC Local Plan reviews, and therefore consideration should also be given to the National Planning Policy Framework (‘NPPF’) as a material consideration.

4.7 The national and local planning policies that have been considered to have direct or indirect significance to the Development are listed in Appendix B.

4.8 At the heart of the NPPF is a presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.

- **economic role** – the Development will contribute to building a strong, responsive and competitive economy in the Cambridgeshire Sub-Region by providing infrastructure in the right location and at the right time to support existing and future housing and employment growth;
- **social role** – the Development will support strong, vibrant and healthy communities by creating a high quality built environment with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- **environmental role** – the Development will contribute to protecting and enhancing our natural, built and historic environment. As part of this, it will help to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

4.9 There are also a number of core planning principles contained within the NPPF (paragraph 17 of the NPPF document) which relate to the Development. The first core planning principle gives encouragement towards proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

4.10 Proposals for a new station north of Cambridge were first established in the Cambridgeshire and Peterborough Structure Plan in 2003 which identified a station in this location as being needed to support growth in the Cambridge Sub-Region and to deliver a cohesive and integrated transport network. The Cambridge Sub-Region is home to some of the country’s most significant economic assets, with the area containing a wealth of strength within research institutions and universities, with broad opportunity for future economic growth.

4.11 Figure 4.1 below is drawn from a CCoC bid for Regional Growth Funding (‘RGF’) and illustrates how the Development will be within a 60 minute journey time of central London, as well as having direct connections to a number of other important centres of economic activity in the sub-region and international gateways (Stansted Airport and St Pancras International Station) This is a significant improvement in the accessibility of this to key markets and destinations.
4.12 Investment in the Development will help to bring forward more localised development within Cambridge and its surrounds. This includes the Northern Fringe, an area of circa 75 hectares identified in the Cambridge Local Plan 2006 for approximately 2,300 homes, employment, education and waste management comprising the WWTW and other land holdings around Cowley Road. It was subsequently determined that the cost involved in relocating the WWTW was prohibitive to development and the strategy has since moved towards a focus on the undeveloped/redundant areas of the WWTW, the former Park and Ride site, the golf driving range, and other industrial land around Cowley Road (including Chesterton Sidings) for high density employment-led mixed use development. This slight change in policy is reflected in the Cambridge Local Plan review, currently under consideration.

4.13 CCoC’s RGF bid identified that the following developments would be supported by, or brought forward, as a direct consequence of having a rail station in the area:

- The research and development cluster around SJIC which is an exemplar hi tech incubator of international significance, along with the CSP and landmark offices on Cowley Road;
- The CBP, housing important local employers such as Jagex;
- Strategic mixed use development sites across North West Cambridge including the recently consented University of Cambridge centre for research and development; and,
- Full build out for the new town of Northstowe over the current outline consent and which will also provide a 20 hectare employment site linked directly to the interchange by the Busway.
4.14 Whilst in some instances these developments have already come forward, certainty of a new station interchange at this location will be a key factor in making those investment decisions. Indeed, it has the potential to encourage investment in the wider sub-region; the decision by Astra-Zeneca to relocate its research base to Cambridge from Cheshire is a point in example.

4.15 The Development will contribute to the city centre economy by facilitating a reduction in the amount of cross-city travel currently headed to the Cambridge Station (approximately 200 daily outbound trips by car), through the provision of an alternative transport hub for commuters. This in turn releases capacity at Cambridge Station to accommodate growth from south of the city, as well as movement to and from the city centre.

4.16 A second core planning principle is to place a preference for development on land of lesser environmental value and to encourage the effective use of land by reusing previously developed sites. The Development will comply with this requirement having audited the environmental baseline of the Site (and in some cases a wider ‘study area’) and then locating the station building and its associated infrastructure and requirements in areas of low environmental value and where it avoids sterilising other parts of the wider brownfield site for future employment/housing development, and where it satisfies railway operational constraints.

4.17 A third core planning principle is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. The existing train station at Cambridge suffers from platform and passenger congestion problems, and whilst a new island platform has provided some redress for railway operations, the passenger throughput far exceeds that for which the station buildings were designed. This will inevitably restrict the ability to maximise non-car modal travel. The Development is therefore required to reduce existing congestion and provide additional capacity for housing and jobs growth around the Cambridge Sub-Region.

4.18 Furthermore, in accordance with paragraphs 35 and 41 of NPPF, it is important to safeguard sites that will support enhanced public transport accessibility. Both SCDC and CCiC have consistently demonstrated a clear approach towards the delivery of a new train station on the Site. SCDC have included a policy (SP/17) in its Site Specific Policies DPD (Jan 2010) that states ‘Land at Chesterton Sidings is safeguarded for the development of a train station and interchange facility. The plan attached to SP/17 also includes an extended link of the Busway. CCiC have also included a policy 9/6 in its Local Plan 2006, with reference given to provision of a new train station and interchange forming an integral part of the Northern Fringe development area for c. 2,300 new homes, employment, education and other facilities.

4.19 Both SCDC and CCiC continue reference to the Development occurring on the Site in their emerging policy, Issues and Options (2012) which state that a new railway station at Chesterton Sidings will provide a new gateway to the northern part of the city and enhance the existing development opportunities in the area.
Design and Layout of Development

4.20 Paragraphs 56, 57, 58, 60, 61 and 65 NPPF, CCiC policies 3/1, 3/7, 3/11 and 3/12, and SCDC policies DP/1, DP/2 encourage high quality, sustainable and inclusive design for all aspects of development including buildings, public and private spaces.

4.21 Site layout has been influenced through a series of generally fixed inputs:

- ensuring the Station building is fully compliant with the Department for Transport (‘DfT’) Conformity of Production (‘COP’) and also adhere to the NR guidelines for station design as set out in its documents “Station Capacity – Assessment Guidance (May 2011)” and “Guide to Station Planning and Design (July 2011)”. These documents create the spatial constraints for internal layout;
- the Fen Road Level Crossing (‘FRLC’): The Site is constrained by the Fen Road level crossing at its southern end, where the track has a gradient of 1 in 275, which is steeper than the allowable maximum for station platforms. The position of the platforms is then restricted by the location of FRLC which itself dictates the position of the existing signal positions on the Up and Down Main. Moving main line signals has been avoided as construction and design costs would be increased. The top of ramp of the up main line platform has therefore been located 25m in rear of the platform starting signal. To provide a coherent way-finding and access strategy for the station the ends of the platforms have been aligned;
- footbridge: the footbridge location is constrained by the need to cross operational freight sidings whilst at the same time making the span as short as possible to minimise costs and walk distance. This results in the footbridge being offset slightly southwards relative to the midpoint of the platforms. With the preference for vertical access to the platforms to be achieved within the station building, the location of the building is constrained by the location of the footbridge which becomes an integral part of the overall station design;
- the requirement to maintain freight operations within Chesterton Sidings with no affect on their existing capability;
- extension of Busway leads naturally into the southern corner of the Site, and supports the opportunity for interchange;
- vehicular access is only achievable via Cowley Road;

4.22 In terms of achieving high quality access to a range of sustainable travel modes around Cambridge and the Sub-Region, a key principle for the Development will be to promote access by train, bus, walking and cycling, in accordance with CCiC policies 8/2, 8/4, 8/5, 8/6 and SCDC policies DP/1, DP/2, DP/3, TR/1, TR/2, TR/3 and TR/4.

4.23 Provision of new train services to the north of Cambridge will relieve the congestion problems at Cambridge Station and will provide capacity for future expansion. It will also improve accessibility to the established employment clusters of CSP, CBP and SJIP, future business space in the Northern Fringe, large residential catchments in North Cambridge, Milton and Fen Ditton, and future strategic residential sites such as Wing (north of Newmarket Road).
4.24 A bus link will be extended into the Site, terminating in close proximity to the station building, giving convenient and safe access for a significant number of existing and future users, to a range of transport modes. An extended Busway link to the edge of the Site has already been approved. It is hoped that the extension of the Busway route will further consolidate the success of the existing Busway, which was similarly brought forward by CCoC in August 2011 and carried approximately 2.5m passengers in its first year, significantly greater than the 1.75m predicted.

4.25 The layout for the Development includes a significant number (1,000 spaces) of secure, covered cycle parking located outside the station building. It was considered that the majority of those cycling would arrive from the south/south-west, and therefore new and improved cycleways have been provided into the cycle parks from Moss Bank, Bourne Road/Long Reach Road (in the south/south-west) and adjacent to the extended Busway in the north. All of these routes will also be accessible by pedestrians.

4.26 Notwithstanding the ambitions to maximise sustainable travel options, it is recognised that provision still needs to be made for car parking, and accordingly 450 spaces (split between short and long stay) will be located furthest away from the station building. Those arriving by taxi will be able to do so conveniently, with drop-off close to the station building entrance.

4.27 All modes of travel form an edge around a public square located immediately outside the station building. The square will be paved with natural stone surfacing which will provide a neutral colour palette that will compliment the new station building. This high quality material will also provide a robust surface that can accommodate a range of activities and uses.

4.28 Public spaces, routes and parking areas have all been carefully considered in design terms to ensure that there is appropriate balance between segregating motorized and non-motorized travel e.g. to avoid conflict between bus and cycle users, without impacting permeability through the site from surrounding areas. This approach will ensure that there is a clear, legible, means of getting to the point of destination i.e. train, in a convenient manner.

**Delivery of Development**

4.29 The NPPF acknowledges that pursuing sustainable development requires careful attention to viability and costs in decision-taking (paragraph 173). A significant amount of work has already been undertaken to assist delivery of the new station and interchange and to facilitate high quality access for all modes.

4.30 At national government level the DfT has accepted in principle the Major Scheme Business Case (‘MSBC’) in 2007, which supports the view that the Development can be considered acceptable in viability terms. The Secretary of State for Transport confirmed in January 2012 that the Government is minded to include the Development, in the forthcoming train operating franchises. The project was committed to in the
Infrastructure Plan within the Autumn Statement on 3rd December 2014, and the DfT have committed to fund Network Rail directly for the construction of the station.

4.31 At regional and local level, planning policy since the Cambridgeshire and Peterborough Structure Plan in 2003 and the Cambridgeshire Long Term Transport Strategy in 2005 has earmarked the Site for development of a new train station, which supports the view that the Development can be considered acceptable in Planning Policy terms; relevant partners for the Development (e.g. promoters of the Development, major landowners, LPAs) have been working extensively with one another and has included a number of substantial technical submissions to NR for consideration as part of its GRIP process, which supports the view that the Development can be considered acceptable in operational terms; and numerous technical surveys, reports and assessments have been carried out to ensure that the Development can be considered acceptable in overcoming environmental issues and other identified Site constraints.

Consultation for Development

4.32 A Community Engagement Strategy was implemented by CCoC's Project Team in respect of the pre-application process for the Extant Consent. CCoC’s Project team sought to ensure that appropriate consultation had taken place with identified stakeholders, and that the outcomes of those consultations were recorded. The aim was to identify the key sensitivities and drivers of the various stakeholders and allow the Project Team to address, and where appropriate and/or possible, incorporate the aspirations/requirements of the various consultees and others. The objectives were to:

- Promote the opportunities of the station to the community and key stakeholders, and involve them at every stage;
- Create opportunities for open two-way dialogue and engagement with stakeholders and the community and ensure that the feedback received has informed the decision-making process;
- Keep the community, media, partners and other key stakeholders informed of development throughout the project;
- Continue to grow support for the Development.

4.33 Extensive public consultation was carried out, including 5 x 1-day public exhibitions on the 14th, 15th, 19th, 21st and 22nd November 2013 in different locations around the Site, including The Shirley Centre, St John’s Innovation Centre, and Discovery Way.

4.34 Further consultation events included attendance at Milton Parish Council meeting on the 5th November 2013, attendance at Old Chesterton Residents Association meeting on the 8th November 2013, Walkabout and leaflet distribution on the Fen Road residential caravan’s site, and attendance at the North Area Committee.

4.35 The communications strategy involved:

- 2500 leaflets delivered to local residents
- Posters displayed and leaflets delivered to all businesses at the 3 business parks
Promotional banners and leaflets placed at Milton Road, Madingley Road and Trumpington Park and Ride sites as well as the Longstanton Busway Park and Ride site.

- Leaflets delivered to doctors, pharmacies and health centres in the local area.
- Briefing note and leaflet emailed or posted to all County and District Councillors, key stakeholders and partners.
- Press release – created 5 articles in Cambridge Evening News
- Promotion through CCC website, Travel for Work newsletter, Twitter, and Facebook.

4.36 Over 1,250 people responded to the survey, with a majority giving feedback on the following issues:

- 89% support the principle of the Development
- 71% of primary users of the Development would be local residents travelling elsewhere
- Over 800 respondents who currently use the Cambridge Station would use Cambridge Science Park Station instead
- Top priority for the Development was ease of pedestrian/cycle access
- Over 800 respondents said they would cycle or walk to the Development

4.37 Three Planning, Architecture and Urban Design (‘PAUD’) sessions were also held with representatives of CCoC, CCiC and SCDC between August 2012 and January 2013. The first meeting sought to explain the principles and objectives behind the Development e.g. why the station building should be located where it is, justification for car parking (quantum and location), with the second and third meetings to debate the design and landscaping approach. The evolution of the concept was detailed further within the Design and Access Statement, which accompanied the planning application for the Extant Consent.

4.38 In terms of the current proposal, the Applicant has sought to explain the procedural need for the new planning application and to provide reassurance that only a small number of minor amendments are being proposed, when considered in the context of the Extant Consent.

4.39 One of the requirements of the Extant Consent (point 8 of schedule 1 (County Council Covenants) of the s.106 agreement), stated that prior to the Commencement of the Development (for the Extant Consent), CCoC had to establish and provide a local liaison forum with stakeholders to ensure that a local liaison forum holds regular meetings during construction and for a period of up to 3 months following the completion of the works to complete the Development.

4.40 The Applicant has attended two of these Local Liaison Forum meetings in February and May 2015 to explain its intention (and reasons for doing so) to submit a new planning application. It is understood that the main concerns arising from the February meetings were about cycling provisions and the Cowley Road busway and also the affect the Development will have on local resident’s parking. The Applicant is working on addressing both issues through on-going dialogue with CCiC/SCDC. The Applicant will continue to attend the Local Liaison Forum meetings (including 15 June 2015, 13 July 2015) for the duration of the project as necessary and are happy to attend any other meetings required to brief the local community on our plans. The
Applicant will openly address all concerns at these meetings and report back at future meetings with updates to address concerns.

4.41 The Applicant has also presented to the North Area Committee (12th February 2015) to brief members on the need for the new application (and will attend the scheduled meeting on the 11th June 2015), and has attended pre-application meetings with SCDC and CCiC (20 March 2015, 27 April 2015) to discuss the content of the submission (including some of the pre-commencement planning conditions attached to the Extant Consent which this application now includes by way of additional submission material). The Applicant is also intending to brief Members of the JDCC on 17th June 2015.

**Technical Assessment of Development**

4.42 The following paragraphs provide an assessment of the Development proposal, broken down into technical disciplines.

**Air Quality**

4.43 The Site does not fall within an AQMA. Potential construction traffic impacts on local air quality have been assessed against the Environmental Protection UK (EPUK) guidance ‘Development Control: Planning for Air Quality (2010 Update)’ and the Institute of Air Quality Management (IAQM) ‘Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance’ (January 2012). Reference has also been made to the CCiC’s ‘Air Quality in Cambridge Developers Guide’. To assess potential operational traffic impacts on local air quality, CCiC’s ‘Air Quality in Cambridge Developers Guide’ and EPUK guidance ‘Development Control: Planning for Air Quality (2010 Update)’ were followed. CCiC and SCDC were consulted with regards to factors to be taken into consideration for the assessment.

4.44 The private part of Bramblefields LNR, together with a number of residential properties and a school, lie within 350 m of the Site, which could be temporarily affected by dust during the construction phase. However, the contractor for the Development would be required to ensure that effective mitigation is applied to control emissions to avoid any adverse impacts, as part of the CEMP.

4.45 It has been assessed that the Development is unlikely to result in material harm to air quality and as such is in accordance with CCiC policy 4/13, 4/14 and SCDC policies DP/1, DP/3, NE/16 and TR/3.

4.46 Given the proposed use and scale of the Site (when compared against the current use) it is considered that, with the implementation of mitigation measures such as the CEMP, the Development is unlikely to generate an adverse material impact upon existing air quality within or surrounding the Site.

**Ecology**

4.47 In accordance with Paragraph 118 NPPF, CCiC policies 3/4, 3/7, 4/3 and 4/6, and SCDC policies DP/1, DP/2, NE/6 and NE/7, the development aims to maintain and enhance biodiversity. A number of mitigation and
enhancement measures will be provided as part of the Development to ensure that there is minimal loss of biodiversity within and surrounding the Site and overtime it will be conserved and improved.

4.48 Assessment of potential impacts has been carried out based on guidelines provided by the Institute of Ecology and Environmental Management (IEEM 2006).

4.49 Construction of the development will result in the loss of vegetation and as it is unlikely that much of the existing vegetation within the Station/Interchange area will be retained; fragmentation of existing habitats and loss of connectivity with the wider area would occur without the implementation of mitigation and enhancement measures. Construction activities would also give rise to temporary negative effects on ecological resources based on loss of habitat, disturbance and direct mortality. A comprehensive range of measures will be implemented to ensure loss of habitat is mitigated and offset through the creation of new habitat and enhancement of Bramblefields LNR.

4.50 Operational activities, following the implementation of mitigation, are unlikely to give rise to negative effects based on fragmentation and direct mortality and have the potential to add beneficial value. An Ecological Management Plan will be produced.

**Bramblefields**

4.51 There is the potential, without mitigation, for the development to have a probable negative effect on Bramblefields through a small loss of poor semi-improved grassland (1%) for construction of the wetland/pond area and for noise and visual disturbance during construction of this, the new access alongside the allotments (outside the LNR designation) and the Station/Interchange Area. Bramblefields is already at risk and danger of vandalism and this may increase through higher footfall. In addition there is an increased risk of direct mortality, especially of reptiles. Noise levels at Bramblefields during operation are predicted not to increase significantly.

4.52 A number of mitigation measures will be provided to maintain the value of the Local Nature Reserve including retention and enhancement of buffer vegetation, creation of a “disturbance suppressed” central refuge, creation of new habitats and access routes for reptiles and a watching brief during construction works. The Development will also provide a number of enhancement measures, such as provision of new under-storey planting and species rich/wildflower grassland, reptile and amphibian habitat enhancement, control of invasive aquatic weed, the provision of new interpretation boards and litter bins, and contributing to an updated 10 year habitat Management Plan in collaboration with the CCiC ecologist.

**Habitat**

4.53 Construction of the Development will lead to loss of vegetation and habitat, mainly dense scrub and open mosaic.
4.54 This will be offset through landscape planting and creation of new habitats for reptiles, birds and invertebrates with species of plants, trees and shrubs that best represent the habitat and landscape character of the area as defined in the Cambridgeshire Landscape Guidelines (1991). Mitigation and enhancement measures will provide suitable feeding, breeding and hibernating opportunities for various wildlife. They will also provide biodiversity valuable and species-rich features providing ecological enhancement e.g. green roofs, beetle banks.

Reptiles

4.55 Construction activities will have a probable negative impact through loss of habitat (scattered scrub, semi-improved grassland, tall ruderal). Construction activities will also likely cause some short-term disturbance and there is a limited risk that reptiles within the construction area could be harmed. With the implementation of mitigation measures operational activities are unlikely to have a negative effect on reptile populations.

4.56 The loss of reptile habitat will be offset through translocation to an appropriate receptor site and enhancement of the Bramblefields LNR. The details of this and creation of new habitat areas will be provided in the EMP.

Breeding Birds

4.57 Construction activities will lead to loss of breeding habitat and disturbance. Operational activities, following implementation of mitigation and enhancement measures, are unlikely to have a negative effect on bird populations.

4.58 The design and implementation of mitigation and enhancement measures for breeding birds will be set out in the EMP including compliance with legislation, retention and enhancement of boundary vegetation and breeding habitat, creation of new habitat (native trees and hedgerows, species rich grassland and installation of bird boxes. These measures have the potential to support a wider breeding assemblages and a likely positive effect on breeding birds.

Invertebrates

4.59 In the Study Area as whole a total of 1097 species of invertebrates were recorded during the 2013 invertebrate survey (see Appendix B for details). Nineteen invertebrate species were Red Data Book, 66 were Nationally Scarce, 46 were considered to be of only occasional occurrence in the County, and 161 were considered to be reasonably frequent but not common. Six of the invertebrate species are listed as UKBAP species and Species of Principal Importance.

4.60 In the Chesterton Sidings area a total of 997 species of invertebrates were recorded. Nineteen invertebrate species were Red Data Book, 61 were Nationally Scarce, 42 were considered to be of only occasional occurrence in the County, and 150 were considered to be reasonably frequent but not common. Six of the invertebrate species are listed as UKBAP species and Species of Principal Importance.
4.61 The evaluation indicated that the Study Area as a whole was assessed as being of County value. Inside the Development Site the invertebrate value of the Chesterton Sidings area was considered to be of County importance. Outside the Development Site the invertebrate value of the Bramblefields LNR was considered to be of District importance, while the former St Ives Branch Line was considered to be of County importance.

4.62 Construction activities will have a probable negative impact as 11% of open mosaic habitat will be lost from the Study Area; 30% of open mosaic habitat within the Station/Interchange Area will be lost. However, with the implementation of mitigation measures operational activities are likely to offset the negative effect of the habitat loss on invertebrates.

4.63 Although the Development Site was considered to be of County importance for invertebrates it should be possible to retain many of the current invertebrate species found on Site and by undertaking mitigation to maintain the variety of habitats preferred by the invertebrates and potentially increase the range of species using the Site.

4.64 Mitigation measures need to take account of the changing conditions on Site e.g. following clearance and before construction commences. To ensure that these are taken into account further invertebrate and flora surveys could be undertaken. Data gathered would inform the EMP and the detailed design of habitat areas ensuring enhancement of the Site with a beneficial effect for invertebrates.

4.65 The design and implementation of mitigation and enhancement measures for invertebrates will be set out in the EMP and agreed with the LPA.

**Flora**

4.66 Overall the Site was considered to be of district importance for its plant species on the basis that there were some notable species but none of the plants were considered very rare. Construction will lead to loss of vegetation and without mitigation result in loss and deterioration of flora. Although a large amount of hard surface will be created in the Station/Interchange Area 53% of this area will be available for landscaped habitat including retention of existing plants and translocation of plants of county significance. Areas of amenity ground cover and grassland will also be created. As well as these measures which will all be set out in the EMP a survey to locate any plants of county significance will be undertaken prior to construction. In addition, should Jersey Cudweed re-appear on Site this could be moved to a safe destination.

**Flood Risk and Drainage**

**Climate Change**

4.67 Consideration of climate change will be made by considering an increasing intensity of rainfall for the assessment of surface water flood risk. This is in line with the latest guidance from the NPPF technical
guidance and its predecessor, PPS25. In particular this will ensure that the proposed drainage systems for the Development will accommodate and attenuate a potentially increased volume and discharge of water.

Fluvial Flood Risk

4.68 The station building will be located in Flood Zone 1, and will be at low risk from fluvial flooding. No discharge will be made from the Development to surface waters.

Pluvial Flood Risk

4.69 The Development will provide source control measures and an infiltration blanket to retain the 1 in 100 year (plus 30% increase in rainfall intensity due to climate) to mitigate an increase risk of pluvial flood risk (owing to the increase in impermeable site area).

4.70 With 30% increase for rainfall intensity due to climate change and assuming voids at 27% ratio there will be a requirement for attenuation of 13,085m$^3$. This would require an infiltration blanket of up to 400mm. Due to high groundwater levels identified on the Site it is proposed the ground level could be raised to allow for the infiltration blanket to operate freely and provide 1m between the base of the infiltration blanket and groundwater levels.

4.71 Accordingly, it is considered that the Development is in accordance with paragraphs 99 of NPPF, CiCiC policies 4/16, 8/18, and SCDC policies DP/1, DP/2, DP/3, and NE/9.

Groundwater Flood Risk

4.72 The site investigations and subsequent monitoring have identified a perched groundwater table in the superficial deposits close to the ground surface of the Site. These permeable superficial deposits are likely to be relatively local in terms of spatial extent and may respond to river levels in the Cam. It is concluded that, based on the limited data available, the development will be at a medium risk of groundwater flooding. This risk will be mitigated during detailed design stages.

4.73 Any development below the existing ground level has the potential to obstruct groundwater flow movements and cause an increased risk of groundwater flooding elsewhere. Proposed construction on the Site including access roads, station platforms and buildings could have foundations and formation that will impact on groundwater level. Piling for the Development may encounter and obstruct the perched groundwater table for the station buildings and platforms. This magnitude of impact of this risk is considered low if it is assumed that the relatively small plan area of groundwater that could be obstructed by the proposed station buildings and platforms is small compared to the perched water table and that the transmissivity of the superficial deposits that would allow groundwater flow to bypass the development without raising groundwater levels. However further detailed design is required to ensure full consideration of this risk. Storm flows from the Site to groundwater have been considered and where required the ground level will be raised to ensure the risk of groundwater flooding will not be increased.
Surface Water Quality
4.74 The preference for discharge of water from the Development is to ground not to surface water. All contaminated land that exists on the Site will be removed or remediated prior to discharge of water from the Site to ground. With contaminated land removed from the Site there is likely to be a reduction in pollutant loading from groundwater base flow to the First Public Drain or the River Cam to the north and east of the site. There will be a qualitative benefit of effects on surface water quality in the River Cam and First Public Drain due to the removal of contaminants on the Site that may be contributing to base flow of the watercourse. Accordingly, it is considered that the Development is in accordance with paragraphs 109, 120 and 121 NPPF.

Groundwater Quality
4.75 The preferred method of discharge will be to ground which reflects the existing drainage on the Site. Existing contaminants in groundwater, leachates and soils measured during sampling show significant risk to the groundwater environment. Long term there will be a qualitative benefit of effects on groundwater quality due to the removal of contaminants on the Site that may be contributing to base flow of the watercourse. Accordingly, it is considered that the Development is in accordance with CciC policy 4/13, and SCDC policies DP/1, DP/2, and DP/3.

Ground Conditions
4.76 An assessment of existing contaminated land and water has been undertaken following site investigation. Historically the Site has been occupied by railway sidings for the past 120 years.

Heritage
4.77 A standard local validation requirement for major planning applications is to ensure that sites with potential importance for archaeology are identified and adequately investigated prior to determination. A desk based assessment of the Site has therefore been carried out to define its archaeological potential and to allow the LPA to determine the scope of any further investigation.

4.78 The Desk Based Assessment concluded that despite the lack of evidence for any archaeological remains, lack of activity in past times should not be assumed. Intrusive investigations were therefore recommended. However, due to the presence of trees, piles of aggregates and the sidings, space for archaeological trenching was limited. Full trial trenching would need to be delayed until the Site is cleared prior to commencement of Development. In the absence of trial trenching at this stage, consideration has been given to the results of ground investigation works carried out at the Site in September 2012 (where a watching brief was employed). Thirty boreholes did not reveal any preserved archaeological deposits. Modern made ground was encountered in every hole to a depth of between 0.8m and 2m below ground level.

4.79 There are no listed buildings or conservation areas within the Site, and whilst there are a number present within Fen Ditton, Chesterton and North Cambridge, their distance from the Site means that they are
unlikely to be materially affected by the Development. Furthermore, there are no SAMs, and bore hole samples taken from parts of the Site revealed no archaeological significance.

4.80 Notwithstanding this, given that it was not possible to carry out trial trenching (due to the physical inaccessibility of the Site), a programme of monitoring and recording will be undertaken in conjunction with the construction phase groundwork for the Development, to identify and record any archaeological assets surviving within the Site. This will be carried out in accordance with a written scheme of investigation and shall include provision for publication to a level commensurate with the results of the surveys.

4.81 It is considered that the Development will not result in material harm to heritage assets on the Site and is therefore in accordance with CCiC policy 3/4, and SCDC policies DP/1, DP/2, and DP/3.

Landscape and Visual Impact

4.82 Given the nature and scale of the proposal a nominal study area extending to approximately 1km from the Site has been adopted, (‘the LVI Study Area’). This reflects the maximum distance over which the Development is likely to be visible within the landscape, due to intervening development, vegetation or other topographical features. The considered Visual Receptors are shown in Figure 4.2.

Figure 4.2 - LVI Visual Receptors

4.83 The Site is not protected by any national or local designations. The only part of the Site which is designated, Bramblefields, would be retained, extended and enhanced. As such there would be no direct impact on designated landscapes.
4.84 No defining characteristics of the landscape or features of importance would be lost. There would be an overall strengthening of landscape features as a result of the Development with a gain in the amount of trees, hedges, creation of new wetland swales, amenity shrub areas and wildflower grassland. In addition there would be management and enhancement of the existing ponds and watercourse along Cowley Road.

4.85 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. The construction effects would be mitigated by a CEMP and would be temporary.

4.86 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 carefully planned and designed to avoid and reduce adverse effects and the landscape treatments proposed would be consistent with adjacent landscape character.

4.87 It is considered that Development is unlikely to result in material harm to the local landscape or from views into or out of the Site, and is therefore in accordance with Paragraph 109 NPPF, CCC policies 3/4, 3/11, 3/12 and SCDC policies DP/1, DP/2, DP/3, and NE/4.

**Lighting**

4.88 The Site currently has very limited artificial lighting in use. However there are a number of 30m high lighting towers on the Site that can be brought back into operational use if required. The Development is likely to introduce new artificial lighting to the Site, including the station building, platforms, and the car park.

4.89 Sky glow is a result of mainly upwards directed light and to a lesser extent light that is indirectly reflected upwards. To ensure that a minimal amount of light is reflected upwards from illuminated surfaces, the station lighting design is such that the illumination in any area will not exceed the appropriate level for the function of that environment. In addition all luminaires selected shall emit downward light only, i.e. they shall emit no light above the horizontal.

4.90 In the car park, the lighting has been designed using 10m high columns. With higher columns, the design can use more powerful light sources whilst maintaining close optical control (a design feature of the selected luminaires). Thus the design uses fewer columns reducing any perceived “clutter” from street furniture.

4.91 On the platforms it is not feasible to use higher columns due to the proximity of high voltage NR overhead line equipment. The close proximity of residents in Kerry’s Yard also makes it more desirable to have lower columns with smaller light sources. In this case the shorter columns and less powerful light sources help to ensure minimal light spill to the adjacent properties.
4.92 It is considered that lighting proposed within the Development is unlikely to result in material harm to the receptors within or surrounding the Site, and is therefore in accordance with Paragraph 125 NPPF, CcIC policies 3/4, 3/11, 3/12, 4/13, 4/15, and SCDC policies DP/1, DP/2, DP/3, and NE/14.

Noise

4.93 Assessment has been undertaken in accordance with a number of key standards and guidance documents, and with reference to the measured ambient noise levels in and around the study area. The noise impact was based on the lowest measured noise levels.

4.94 The Site is currently used by Frimstone for storing and distributing aggregate, and the noise from the current operation of the site can increase the ambient noise levels by up to 17dB at the nearest noise sensitive properties, when compared with the lowest measured ambient noise levels at the Site.

Construction Noise

4.95 Noise levels have been predicted at the closest noise sensitive properties for a range of construction activities, incorporating the likely plant and equipment to be employed during the phases of construction.

4.96 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. However, the results of these predictions indicate that no properties would be eligible for Noise Insulation.

4.97 Good working practices will minimise the noisiest activities adjacent to noise sensitive properties at night. The CEMP describes these measures in further detail.

4.98 Night time works will be kept to a necessary minimum, recognising that Development works to the operational railway will require to be undertaken during possessions. Similar night time construction works already occur on the Mainline Railway as a matter of course, in order to replace rails, maintain points, carry out tamping and other noisy activities.

Construction Vibration

4.99 The construction of foundations for the new buildings may require piling. In order to reduce the impact from piling, it is anticipated that rotary bored piling is the chosen method of working wherever possible.

Road traffic noise

4.100 An increase in traffic flows by 25% or a decrease by 20% would result in a 1 dB noise change. It is expected that the additional road traffic generated by the Development would be of sufficiently low volume not to affect the existing road network, on all but Cowley Road. A small decrease in noise has been predicted on Station Road, Cambridge.
4.101 The impact on the road network has been predicted using noise modelling software, and it is expected that the impact from changes in traffic on the road network will result in a negligible change in noise at all properties.

**Noise from Station Car Park**

4.102 As part of the Development, a 450 space car park has been proposed at the station.

4.103 The resulting daytime noise level from car park activities has been calculated as being a negligible impact at all properties, in accordance with the example criteria provided in the IEMA guidelines.

4.104 Also, in accordance with BS4142, the noise associated with car park activities is of less than adverse impact at all representative receptors.

**Noise from Pick Up and Drop Off Area**

4.105 The resulting daytime and night time noise levels associated with taxis, and pick up and drop off activities has been calculated as being a slight impact at Long Reach Road and negligible at all other properties, in accordance with the assessment criteria based on examples within the IEMA guidelines.

4.106 Also, in accordance with BS4142, the noise associated with car park activities indicates that the noise is less than adverse impact at all representative properties, other than properties and gardens on Long Reach Road which are predicted to have an adverse impact, plus the yard of the nearest plot on Sunningdale Caravan Park, for daytime only. This plot at Sunningdale Caravan Park is not currently occupied.

4.107 The proposed noise mitigation would reduce the impact from the taxis and drop off to a low impact (BS4142).

**Noise from PA Announcements**

4.108 In accordance with BS4142, the noise levels from the PA announcements were considered to be of less than marginal significance at all properties other than Sunningdale Caravan Park and Yard. This plot is not currently occupied.

4.109 The daytime impacts were considered slight at Sunningdale Caravan Park, in accordance with the example criteria provided in the IEMA guidelines.

4.110 The mitigation proposed would reduce the impact to marginal significance or less that all properties, during the evening and daytime.

4.111 At night there will be no noise generated by the PA system as it will not be operational when the Station is closed and the system will not operate between 23:00 and 05:45.

**The Busway and Local Buses**
4.112 The extension to the Busway is predicted to increase noise levels by a slight amount at Long Reach Road. The noise barriers proposed would reduce this impact to negligible at 54 Long Reach Road.

Railway Noise and Vibration
4.113 The Development would enable an additional train service to use the Mainline Railway. Additional trains are unlikely to significantly increase the noise or vibration levels at the nearest noise sensitive receptors. The reduced speed of the stopping trains reduces the associated noise and vibration levels.

4.114 It is considered that noise generated through the construction or operation of the Development is unlikely to result in material harm to receptors within or surrounding the Site, and is therefore in accordance CCIC policies 4/13 and SCDC policies DP/3, DP/6 and NE/15.

Sustainability
4.115 In strategic terms, the nature of the Development supports the concept of sustainable development through the significant enhancement of sustainable travel opportunities around Cambridge, the sub-region and beyond. The Development will allow those people using public transport to travel into Cambridge (such as rail users who can only currently join or leave the train at Cambridge Station or Busway users from the direction of Huntingdon) to change their mode of travel at the Site via the interchange facility and continue their trip around Cambridge via another means of sustainable travel e.g. bus, cycle, walk.

4.116 The creation of a new Station and Interchange in this location will be of particular relevance to those looking to visit the CBP, CSP or SJIP. This will appeal especially to people travelling into Cambridge from the north via the A10 e.g. Waterbeach, Ely, or those that travel from the south e.g. Royston, Hitchin who can only currently terminate at Cambridge Station and then have to subsequently cycle or arrange a taxi journey to the north of Cambridge.

4.117 The creation of a new Station and Interchange will also support the growth agenda in North Cambridge, notably the Northern Fringe, Land at Newmarket Road, Northstowe, and further expansion and redevelopment in the CSP, CBP and SJIP.

4.118 In providing a high-quality sustainable travel option to the car, the Development has the potential to relieve significant pressure that would otherwise be placed upon the A14 and other distributor roads, which in turn will reduce direct impacts such as congestion and pollution (e.g. air, noise), and will improve indirect impacts such as the economy and health.

4.119 On a localised scale, a BREEAM pre-assessment estimator has been carried out on the Development, and currently achieves a Good rating. However, following a detailed review of the assessment together with the incorporation of minor changes at the next design stage it is considered that the Development might achieve a BREEAM rating of Very Good. BREEAM is an industry toolkit for measuring how a building addresses issues of sustainability, climate change, use of water, energy efficiency, ecology, construction waste and building.
materials. A Very Good rating provides an indication that the Development will meet sustainability objectives on a site-specific basis.

4.120 It is therefore considered that the Development will improve sustainability in and around the Site, and beyond into the sub-region, and is therefore in accordance with policies 6, 7, 9, 14, 17, 19, 29, 30, 31, 34, 95, 173 of the NPPF, 3/1, 3/12, 10/1 of CCiC Local Plan, and DP/1, DP/2, DP/6, NE/1, and TR/1 of SCDC LDDs.

Transport and Access

4.121 It is considered that the impact from the Development on the local highway network overall will be minimal. There are some increases in traffic flow and for some of the turning movements this increase will be noticeable, but the total increase in traffic at each junction is anticipated to be less than 5%.

4.122 Further afield the impact will be negligible and there will be beneficial impacts to other parts of the local highway network (ie. Southbound movements past the site access on Milton Road and car trips within Cambridge City Centre) as a result of rail trips transferring from Cambridge Station to the Development; around 100 Passenger Car Units are forecast on Station Road Cambridge as a result of the Development.

4.123 It is anticipated that the Development will have some impact on the existing Chesterton junction level crossing. Whilst the Development will increase the total barrier downtime at Chesterton Level Crossing per hour, this increase will be minimal throughout most of the day and will have minimal impact on vehicles using Fen Road to cross the railway line.

4.124 It is expected that all vehicles will be able to clear the crossing after each barrier down cycle before the next cycle is called. It is likely that most motorists using Fen Road will not notice any difference in their journey time. The TA assesses delay to vehicles taking into account the average barrier downtime and an increase in downtime of 20 seconds. It concludes that taking into account both scenarios it is clear that all vehicles will be able to clear the crossing after each barrier down cycle before the next barrier down cycle is called. Considering this and the fact that only four trains per hour will be subject to any increase in downtime (two of which will only be subject to a few seconds of delay) it is likely that most motorists using Fen Road will not notice any difference in their journey time.

4.125 It is recognised that there are concerns about on-street parking and the Applicant will monitor parking before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls will be developed and introduced in consultation with local residents and businesses.

4.126 In addition, the size of the station car park has been based on a considered approach of a range of data sources and methods. A capacity of 450 spaces is in line with the range of forecasts and is towards the lower end of these forecasts to ensure that there is no over-provision. Over provision would encourage access by car at the expense of the considerable provision for public transport users, walking and cycling.
4.127 In summary, the Development is predicted to have minimal impact on the capacity of most of the highway network.

4.128 In terms of sustainable travel the impact on the local highway network will be beneficial. In addition to limiting the car park size the proposed sustainable infrastructure that will accompany the Development will encourage sustainable travel, especially; the committed extension of the Busway, anticipated extension of bus service Citi2 into the Site and good quality servicing access for existing and proposed users that limits the impact on other users.

4.129 It is therefore considered that the Development is in accordance with CCiC policies 8/2, 8/4, 8/5, 8/6 and SCDC policies DP/1, DP/2, DP/3, TR/1, TR/2, TR/3 and TR/4.

Waste
4.130 A variety of wastes will be produced from the demolition of existing buildings on the Site. The recycling potential for these materials, including timber, metals and ballast, is relatively high. Material produced during the demolition of redundant buildings, sidings and other demolition waste onsite will be managed in accordance with mitigation measures to minimise waste materials where possible.

4.131 Mitigation measures are likely to include:

**Demolition**
- On-site segregation of materials for reuse and recycling / treatment, and the adoption of a SWMP
- Material reuse on site during construction phase
- Recovery of materials for reuse on or off the Site.

**Excavation**
- Segregation of excavated materials on the Site will enable the allocation of materials for reuse on site and those requiring off site treatment (involving decontamination and recycling and recovery);
- Reuse of excavated material where possible; and
- Surplus material used on site for levelling, infilling and landscape proposals.

**Construction**
- Encourage use of non-primary materials over primary materials;
- Support for waste minimisation and recycling initiatives – setting Key Performance Indicators;
- Preference given to renewable materials, materials with low(er) environmental impacts and towards components with high(er) proportions of recycled material;
- Contractors will maintain the SWMP, to identify responsibilities, waste streams and plan for efficient materials and waste handling;
- Site materials will be quantified and categorised in order to identify options for recycling and re-use versus disposal.
4.132 75% of the demolition waste is expected to comprise of used ballast. It is understood that this material is likely to contain some contamination, potentially leading to a hazardous waste classification. Treatment facilities exist to clean contaminated railway ballast prior to reuse in the construction of new track. A local facility is reported to exist which is able to treat contaminated ballast from the Development.

4.133 The main waste during excavation will be inert soil and stones. The exact volumes of inert soil and stone which can be utilised on the Site as part of the backfilling and levelling of the Site will, to a certain degree, be limited by contamination levels.

4.134 In order to estimate the amount of material that will become waste either through material brought on the Site and not used or waste arising from the construction activities a calculation is made by applying a standard wastage rate for each material type (this is further detailed in the Site Waste Management Plan in Appendix 27 of the ES).

4.135 In terms of overall waste generated, the total amount of demolition waste arising is 8,823 tonnes, waste arisings during the excavation phase are estimated to amount to 7,402 tonnes and the construction phase will generate 262 tonnes. A total of 16,487 tonnes of Construction, Demolition and Excavation Waste ('CDEW') will be produced by the Development. When compared to total CDEW arisings for the County of 2,719,000 tonnes (2011) the total waste arisings from the Development equate to 0.60%.

4.136 It is considered that the strategy proposed within the Development for managing waste is in accordance with CciC policy 4/13 and SCDC policies DP/1, DP/6.
5.0 CONCLUSIONS
5.0 CONCLUSIONS

5.1 The Development has been assessed against the most recent planning policy (NPPF), 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 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.

**Development Principles and Considered Need**

5.2 The principle for the Development is supported by 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. The Extant Consent provides a baseline upon which the Development should be now considered.

5.3 The Development is being pursued on procedural grounds that the Extant Consent was submitted by a different applicant through the use of Regulation 3 of the Town and Country Planning General Regulations 1992. As Network Rail is not defined as an ‘interested planning authority’ it cannot on its own utilise the Regulation 3 process and instead must apply under the provisions of the Town and Country Planning Act 1990.

5.4 Accordingly, a number of the supporting written reports to the Extant Consent have been reviewed and updated to ensure that potential impacts arising from any relevant policy and legislative changes, and relevant committed development in the locale (that have occurred between determination of the Extant Consent (July 2014) to the point of this submission (May 2015)) have been adequately assessed.

5.5 The Development will broadly consist of a 450 m² station building (of which approximately 175m² will be a retail element), two main line platforms and a bay platform, pedestrian/cycle bridge and new/enhanced connections to the Site, 1,000 cycle spaces, 450 vehicular spaces, extension of Busway into the station, landscape/ecological enhancements, and operational 05.30 to 01.00 daily.

5.6 The Site has been used as part of a Railway Sidings and former branch line for over 120 years and it is noted that freight operations continue. The Site, which is part of the operational sidings and aggregates plant (leased to DBS and La Farge) are surrounded by industrial uses to the north, CBP to the west, residential and allotments to the south, and the Mainline Railway and the residential caravan site to the east.

5.7 The Site has been continually allocated/identified in land use and transport planning documents for use as Cambridge’s second railway station for over a decade (at regional and local level). The need for a new station is continued in the latest consultation for the SCDC and CCiC Local Plan Reviews.
5.8 A new station and interchange here will support growth in the Cambridge Sub-Region, encourage the use of sustainable transport and provide relief to Cambridge’s existing station, which suffers from passenger and platform congestion.

5.9 The Development will make efficient use of a brownfield site and is located on the edge of the Cambridge with good accessibility from the City and wider surroundings. The layout has been designed in a manner which supports the emerging wider masterplanning of the Northern Fringe, rather than placing restriction over it.

Design and Layout

5.10 The Development will be a key gateway into Cambridge. Layout of buildings and spaces has been informed using fixed infrastructure such as the Busway, Cowley Road and the Mainline Railway, Network Rail’s operational requirements, future masterplanning aspirations for the Northern Fringe and opportunities and constraints identified through Site specific surveys and assessments.

5.11 Accessibility by non-car modes of travel is a priority with a hierarchy of spaces to prioritise non-car modes of travel has been established in the public domain element of the Development, to encourage access by walking, cycling and bus.

5.12 Whilst a large proportion of the sidings are currently unused Network Rail is permitted to recommence operations fully across the Site and Chesterton Sidings at any time. This is particularly important when considering the ‘baseline environmental conditions’, such as noise, air quality and lighting. The technical assessments carried out use information recorded through recent survey work which reflects the current activity on the Site rather than the unconstrained levels of activity the Site owners i.e. Network Rail are permitted to do.

Sustainability

5.13 The nature of the Development will offer widespread sustainable benefits to Cambridge, the Cambridge Sub-Region and potentially beyond, through the introduction of high quality choice in sustainable travel that will enable users to travel into the Site and change mode to another sustainable alternative and continue on with their journey to their destination. This will help relieve pressure on the A14 and other distributor roads, and in the City centre, which in turn will reduce congestion and pollution.

5.14 The Development will endeavour to achieve a BREEAM rating of Very Good, using a variety of methods including improvements in sustainable travel opportunities across the City and beyond; the use of air source heat pumps and solar PV on the station building; installation of Sustainable Urban Drainage Systems e.g. swales and water efficiency measures; sustainable waste management measures and the creation of green roofs to provide new habitat for invertebrates.
Air Quality
5.15 There are no AQMAs on the Site, which suggests good air quality in the vicinity.

5.16 During construction, mitigation measures to control emissions (particularly dust) are set out in the CEMP in order to reduce impact upon those receptors which lie within 350m of the Site.

5.17 During operation modelling indicates both very small increases and decreases in concentrations of NO2 and PM10 along various routes into and out of Cambridge City Centre as a result of changes in numbers of vehicles.

5.18 It has been assessed that the Development is unlikely to result in material harm to Air Quality conditions within the Site or the surrounding area.

Ecology
5.19 The Site’s location on the edge of the City provides a linkage between residential and commercial areas and the wider rural environment. It contains the public part of Bramblefields LNR which is valued for its wildlife. The Site includes various habitats, including open mosaic habitat (a UK BAP priority habitat) together with protected species (reptiles, breeding birds, invertebrates and flora).

5.20 Construction of the Development will result in a loss of existing habitat, mainly dense scrub and open mosaic habitat which will be within the Station/Interchange Area. Vegetation will be retained, where possible and where not required for construction purposes, in order to minimise impacts. Loss of habitat is mitigated and offset through the creation of new habitat and enhancement of Bramblefields. New habitat areas include the reptile/invertebrate habitat areas in the Station/Interchange Area and at Nuffield Road, provision of green roofs, species rich grassland, native hedgerow and trees, and creation of wetland/pond areas. Although the overall amount of habitat that will be lost, is greater than that the habitat created/retained, the production of Ecological Management Plans for the Station/Interchange Area and Bramblefields LNR will ensure that these remaining habitats are managed in a way beneficial to biodiversity and remain permanent, therefore providing a link between habitats in the wider sidings area.

5.21 Operational activities, following the implementation of mitigation, are unlikely to give rise to negative effects based on fragmentation and direct mortality and have the potential to add beneficial value.

5.22 The mitigation measures proposed will minimise certain and probable negative effects and in addition, maintain and enhance the biodiversity value of the Site as a result of the Development. The ecological mitigation and enhancement measures have been designed to ensure legal compliance and help maintain its importance locally.

5.23 The measures proposed include:
- Maintaining and enhancing Bramblefields LNR,
- Translocation of reptiles and plants of district significance to suitable receptor areas,
- 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, through agreement with the LPA ecologists, to offset areas of habitat loss,
- Enhancing the Site to encourage species not currently present,
- Contributing to production of Ecological Management Plans for the Station/Interchange Area and for Bramblefields.
- Retaining, where possible, suitable habitat and features of ecological value,
- Restoration of all 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.

**Flood Risk and Drainage**

5.24 The Site lies within Flood Zone 1 (low risk of flooding as defined by the Environment Agency) and is shown on the CCiC Strategic Flood Risk Assessment (SFRA) as an area that has not experienced flooding. There is no tidal flood risk. Pluvial and groundwater flooding risk is considered to be medium based on the SFRA.

5.25 The importance of groundwater quality is considered to be low for the majority of the Site, but high in the south east of the Site. The Site is not a Source Protection Zone.

5.26 All receptors of the water environment have a medium or low importance including medium importance of surface water quality and groundwater flood risk. The Development will have an adverse 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, raising of ground levels and sustainable drainage systems, the Development will have a positive impact upon the water environment.

5.27 The Development will:
- Not discharge to surface waters.
- ensure sediment and soluble pollutants are treated before discharge to groundwater through provision of source control and an infiltration blanket
- provide sustainable drainage methods, including source control and swales, which would meet local and national standards

5.28 Climate change (plus 30% increase in rainfall intensity due to climate) to mitigate an increase risk of pluvial flood risk (owing to the increase in impermeable site area). Detailed design will ensure full consideration of groundwater flood risk.

5.29 There are likely to be improvements to surface water and groundwater quality as a result of the Development.
Heritage
5.30 There are no Conservation Areas, listed buildings, Registered Parks and Gardens, Registered Battlefields, or World Heritage Sites within the Site, although listed buildings and conservation areas are located within 1km.

5.31 The Development aims to ensure no detrimental impact on archaeology. It will not impact on the surrounding conservation areas, and listed/locally listed buildings. No preserved archaeological deposits were recorded from 30 boreholes.

5.32 A programme of archaeological works will be carried out at the construction stage to ensure there is no detrimental impact upon archaeology.

Landscape and Visual Impact
5.33 The Site has little visual connection with the wider Fen landscape to the north and east of the Site. It has an urban fringe location and is scenically of no outstanding merit. Its landform and low lying nature means that it is visually discrete and makes no significant contribution to the scenic value of the wider area. The Development would not result in the loss of any defining characteristics of the landscape or features.

5.34 There are no significant views of the Site from any public rights of way in the LVI Study Area. There are only two clear views of the Site from roads (the level crossing and bridge over the A14).

5.35 The Development aims to retain existing features, where possible, and in particular along boundary edges. There would be an overall strengthening of these landscape features as a result of the Development with a large gain in the amount of native trees and hedges planted. The landscape would also be improved through the creation of new wetland swales, amenity shrub areas and wildflower grassland. In addition there would be management and enhancement of the existing ponds the watercourse along Cowley Road and Bramblefields LNR.

5.36 The Development has been carefully planned and designed to avoid and reduce adverse effects and the landscape treatments proposed would be consistent with adjacent landscape character;

Lighting
5.37 There are 30m high lighting towers are present on the Site that can be used by Network Rail at any time if required.

5.38 Street lighting exists outside the Site in residential areas to the South and commercial areas to the west and north.

5.39 New lighting will be installed and have an impact on the immediate Site and to a lesser extent on its surroundings. The receptors likely to receive the most significant impact are local residents, however with
good lighting design practice and appropriate mitigation any impact should be insignificant to the daily living of the residents.

5.40 This will include:

- Design of the station lighting design such that the illumination in any area will not exceed the appropriate level for the function of that environment.
- all luminaires selected to emit downward light only, i.e. they shall emit no light above the horizontal.
- Use of lower columns for the platforms due to the proximity of high voltage NR overhead line equipment and in the vicinity of adjacent properties to ensure minimal light spill to residents.

Noise

5.41 The Site is currently used for storing and distributing aggregate, and the noise from these operations can increase the ambient noise levels by up to 17dB at the nearest noise sensitive properties, when compared with the lowest measured ambient noise levels at the Site. Facilities for stockpiling aggregate for distribution via freight trains are permitted to operate at any time of the day or night.

5.42 During the construction the Development is predicted to cause a small impact at some of the nearest noise sensitive receptors. Properties on Discovery Way and Long Reach Road could be affected by the noise from the car park, and the noise from the Buses by 1 to 3dB, when compared with the lowest measured noise levels. A noise increase of this magnitude is likely to be a perceptible, but negligible.

5.43 In order to reduce the noise impact of the Development at noise sensitive properties, two barriers have been proposed.

5.44 PA announcements on the platforms assumed that the announcements will not occur during the night time hours of 23:00 to 05:30 and that for all daytime impacts were considered neutral.

5.45 Additional trains are unlikely to significantly increase the noise or vibration levels at the nearest noise sensitive receptors.

Transport

5.46 The location of Development will promote sustainable modes of travel by its very nature and encourage existing Cambridge Station passengers, currently travelling by private car or other travel modes, to avoid the city centre by offering an attractive alternative option to Cambridge City Centre Rail Station. The development will include sufficient cycle parking storage for passengers to encourage sustainable travel to/from the station, a sufficient number of car parking spaces to meet necessary demand without over provision, appropriate access for disabled passengers, a direct link to the Busway and safe & convenient cycle & pedestrian access.

5.47 The Site has good accessibility from the A14 and Milton Road via Cowley Road, and signalised junctions.
5.48 There are a number of existing pedestrian and cycle links close to the Site including Cowley Road, along the Busway and informal routes through Bramblefields, which will be linked into the Site. The Development will facilitate connections though into the station building, it will provide 1,000 secured covered cycle spaces (which is a higher ratio of stands per passenger than at Cambridge Station).

5.49 A number of buses run along Milton Road (Citi 2, 9 and 99). Citi 2 will be diverted into the Site via Cowley Road, where they will run along a new internal route that links the extended stretch of the Busway, with a turning head at the end. A bus service every 10 minutes is considered to be likely.

5.50 The Development includes initial provision for 450 car parking spaces, split between free short-stay waiting and a pay-per-hour system for longer stays. On street fly parking exists along both sides of Cowley Road and the future potential for fly parking was raised during consultation. The applicant recognises that there are concerns about on-street parking and will monitor parking within before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls will be developed and introduced in consultation with local residents and business.

5.51 The Development includes 450 car parking spaces, split between free short-stay waiting and a pay-per-hour system for longer stays.

5.52 A taxi and drop off/pick up area (100m long) will also be provided as part of the Development.

5.53 Traffic generated from the development will be greater during its operational phase than during construction. Mitigation measures will apply to both construction and operation due to the different function of the traffic.

5.54 A CEMP, which accompanies this planning application, outlines measures to mitigate the impact of Construction, including through appropriate controls on vehicle routings.

5.55 In order to limit the impact of the Development on the local highway network during operation highway mitigation measures including new signage, pedestrian and cycle access and public transport infrastructure will be provided. The effect of road traffic resulting from the construction and operation of the Development has been assessed in accordance best practice guidance. This demonstrated that the construction and operational traffic generated by the Development would be of neutral significance.

5.56 Overall the Development is envisaged to generate a slight beneficial benefit effect on local transport infrastructure. Taking into account the very nature of the development being a interchange station as well as the reduction in car trips within the city centre, the Development is envisaged to generate a positive impact in transport terms.
Waste

5.57 The generation of waste in one form or another is an inevitable consequence of all forms of development and the sustainable management of waste is an important issue. Reducing the amount of material leaving the site as a waste is a priority, along with re-using, recycling and recovery of materials.

5.58 Construction of the Development will involve demolition and excavation which will produce a variety of materials including aggregates, concrete, metal, soils, plastic, steel and timber. There is also the potential for the Development to generate hazardous waste including contaminated soils and contaminated ballast from excavation works.

5.59 The amount of waste produced will be mitigated through good design and construction methods. A Site Waste Management Plan (‘SWMP’) has been produced identifying the types and quantities of wastes arising and how best to manage these volumes and minimise their environmental impact.

5.60 Waste mitigation measures include:

- On-site segregation of materials for reuse and recycling / treatment,
- Material reuse on site during construction phase
- Recovery of materials for reuse on or off the Site.
- Reuse of excavated and surplus material where possible for levelling, infilling and landscape proposals.
- use of non-primary materials over primary materials;
- Preference for renewable materials, materials with low(er) environmental impacts and towards components with high(er) proportions of recycled material;
- Adherence to the SWMP,

5.61 By adopting the principles of good waste management practice, it is possible for high levels of minimisation, reuse, recycling and recovery to be achieved. This will reduce the quantity of waste produced or sent to landfill and the environmental impact (in terms of pollution, energy and carbon impact production from virgin materials). The waste management mitigation measures proposed for the Development are anticipated to divert an estimated 98% of the waste arisings generated by the Development from landfill/disposal.
APPENDICES
# APPENDIX A

## PERMITTED DEVELOPMENT

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DISCIPLINE</th>
<th>RECONFIGURATION</th>
<th>CODE ON PLAN</th>
<th>NEW INFRASTRUCTURE</th>
<th>CODE ON PLAN</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>OVERHEAD LINE EQUIPMENT (OLE)</td>
<td>REMOVE 12 STRUCTURES</td>
<td>A1</td>
<td>630M NEW OLE+1 SWITCH</td>
<td>B1</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td>14 NEW STRUCTURES</td>
<td>B2</td>
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<tr>
<td>2</td>
<td>SIGNALLING</td>
<td>RECONFIG CA211 SIGNAL</td>
<td>A2</td>
<td>REPLACE CA214 SIGNAL</td>
<td>B3</td>
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<tr>
<td></td>
<td></td>
<td>RECONFIG CA751 SIGNAL</td>
<td>A3</td>
<td>NEW CA220BR SIGNAL</td>
<td>B4</td>
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<td></td>
<td></td>
<td>MOVE CA752 SIGNAL</td>
<td>A4</td>
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<td>MOVE CA754 SIGNAL</td>
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<td>REMOVE CA756 SIGNAL</td>
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<td></td>
<td></td>
<td>ALTERATIONS AT CHESTERTON INTERLOCKING</td>
<td>A7</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>CAMBRIDGE SIGNALBOX PANEL ALTERATIONS</td>
<td>A8</td>
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<tr>
<td>3</td>
<td>CIVIL ENGINEERING</td>
<td>REMOVE 2 OPERATIONAL BUILDINGS</td>
<td>A9</td>
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<tr>
<td>4</td>
<td>PERMANENT WAY (TRACK)</td>
<td>REMOVE 1500M TRACK</td>
<td>A10</td>
<td>INSTALL NEW 500 M TRACK</td>
<td>B10</td>
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<td></td>
<td></td>
<td>REMOVE 9 SETS POINTS</td>
<td>A11</td>
<td>INSTALL 4 SETS NEW POINTS, 1 SET NEW TRAPS</td>
<td>B11</td>
</tr>
<tr>
<td>5</td>
<td>TELECOMMUNICATIONS</td>
<td>RELOCATE 2 SIGNAL POST TELEPHONES</td>
<td>A12</td>
<td>INSTALL 2 NEW SIGNAL POST TELEPHONES</td>
<td>B12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RELOCATE ONE STUMP BOX</td>
<td>A13</td>
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<td>6</td>
<td>ELECTRICAL &amp; POWER (E&amp;P)</td>
<td>DISMANTLE SIGNALLING SUPPLY POINT (SSP)</td>
<td>A15</td>
<td>INSTALL JUNCTION LIGHTING</td>
<td>B21</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>INSTALL POINTS HEATING</td>
<td>B22</td>
</tr>
</tbody>
</table>
OVERHEAD LINE EQUIPMENT

SIGNALLING

SIGNALLING PANEL
SIGNALLING / TELECOMMUNICATIONS

SIGNAL POST & TELEPHONE

TELECOMS STUMP BOX
ELECTRICAL & POWER (E&P)

SIGNALLING SUPPLY POINT

POINTS HEATING EQUIPMENT
PAGE LEFT BLANK FOR REFERENCE TO SITE COORDINATION DRAWING 5110967-RLS-CSP-CPW-004 A01
APPENDIX B

PLANNING POLICY REFERENCE LIST

<table>
<thead>
<tr>
<th>NATIONAL PLANNING POLICY FRAMEWORK</th>
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making and decision-taking.

For decision-taking, this means (unless material considerations indicate otherwise):

- Approving development proposals that accord with the Development Plan without delay;

<table>
<thead>
<tr>
<th>17</th>
<th>Core Planning Principles:</th>
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<tbody>
<tr>
<td></td>
<td>- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;</td>
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<td>- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;</td>
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<td>- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);</td>
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<td>- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;</td>
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<td>- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;</td>
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<td></td>
<td>- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and</td>
</tr>
<tr>
<td></td>
<td>- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.</td>
</tr>
</tbody>
</table>

| 18 | The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. |

| 19 | The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. |

| 21 | Planning policies should recognise and seek to address potential barriers to investment, |
including a poor environment or any lack of infrastructure, services or housing... In drawing up Local Plans, local planning authorities should:

- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- identify priority areas for economic regeneration, infrastructure provision and environmental enhancement

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

30 Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

31 Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality
| 36 | All developments which generate significant amounts of movement should be required to provide a Travel Plan. |
| 39 | If setting local parking standards for residential and non-residential development, local planning authorities should take into account: |
| | • the accessibility of the development; |
| | • the type, mix and use of development; |
| | • the availability of and opportunities for public transport; |
| | • local car ownership levels; and |
| | • an overall need to reduce the use of high-emission vehicles. |
| 41 | Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. |
| 56 | The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. |
| 57 | It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. |
| 58 | Planning policies and decisions should aim to ensure that developments: |
| | • will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; |
| | • establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; |
| | • optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; |
| | • respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; |
| | • create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and |
| | • are visually attractive as a result of good architecture and appropriate landscaping. |
| 60 | Planning policies and decisions should not attempt to impose architectural styles or particular
tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

61 Securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

65 Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.

69 The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

93 Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

95 To support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;

96 In determining planning applications, local planning authorities should expect new
development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

99 Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

103 When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.

109 The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

111 Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.

118 When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;

| 120 | To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. |
| 121 | Planning policies and decisions should also ensure that:
  - the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;
  - after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
  - adequate site investigation information, prepared by a competent person, is presented.

| 123 | Planning policies and decisions should aim to:
  - avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
  - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
  - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
  - identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

| 125 | By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

| 144 | When determining planning applications, local planning authorities should:
  - not normally permit other development proposals in mineral safeguarding areas
where they might constrain potential future use for these purposes;

| 173 | Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. There the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be delivered viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. |
| 178 | Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the *strategic priorities* set out in paragraph 156. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities. |
| 180 | Local planning authorities should take account of different geographic areas, including travel-to-work areas. In two tier areas, county and district authorities should cooperate with each other on relevant issues. Local planning authorities should work collaboratively on strategic planning priorities to enable delivery of sustainable development in consultation with Local Enterprise Partnerships and Local Nature Partnerships. Local planning authorities should also work collaboratively with private sector bodies, utility and infrastructure providers. |
| 187 | Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. |
| 197 | In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. |
| 203 | Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. |
| 204 | Planning obligations should only be sought where they meet all of the following tests:  
* necessary to make the development acceptable in planning terms;  
* directly related to the development; and  
* fairly and reasonably related in scale and kind to the development. |
<p>| 206 | Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. |</p>
<table>
<thead>
<tr>
<th>CAMBRIDGE CITY LOCAL PLAN (JULY 2006)</th>
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<tbody>
<tr>
<td><strong>3/1 Sustainable Development</strong></td>
</tr>
<tr>
<td>Development will be permitted if it meets the principles of sustainability. Where major development is proposed, developers should complete the Council’s Sustainable Development Checklist and prepare a Sustainability Statement and submit both with the planning application.</td>
</tr>
<tr>
<td><strong>3/4 Responding to Context</strong></td>
</tr>
<tr>
<td>Developments will be permitted which demonstrate that they have responded to their context and drawn inspiration from the key characteristics of their surroundings to create distinctive places. Such developments will:</td>
</tr>
<tr>
<td>b. identify and respond positively to existing features of natural, historic or local character on and close to the proposed development site;</td>
</tr>
<tr>
<td>b. be well connected to, and integrated with, the immediate locality and the wider City; and</td>
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<tr>
<td>c. have used the characteristics of the locality to help inform the siting, massing, design and materials of the proposed development.</td>
</tr>
<tr>
<td><strong>3/6 Ensuring Coordinated Development</strong></td>
</tr>
<tr>
<td>The development of a site or of part of a site will only be permitted where it can be demonstrated that due consideration has been given to safeguarding appropriate future developments on the remainder of the site or adjacent sites.</td>
</tr>
<tr>
<td><strong>3/7 Creating Successful Places</strong></td>
</tr>
<tr>
<td>Development will be permitted which demonstrates that it is designed to provide attractive, high quality, accessible, stimulating, socially inclusive and safe living and working environments. Factors to be taken into account are:</td>
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<tr>
<td>a. a comprehensive design approach which achieves good interrelations and integrations between buildings, routes and spaces;</td>
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<tr>
<td>b. the development of a hierarchy of streets which respond to their levels of use whilst not allowing vehicular traffic to dominate;</td>
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<tr>
<td>c. the creation of attractive built frontages to positively enhance the townscape where development adjoins public spaces and streets;</td>
</tr>
<tr>
<td>d. the orientation of buildings to overlook public spaces and promote natural surveillance;</td>
</tr>
<tr>
<td>e. the provision of active edges onto public spaces by locating entrances and windows of habitable rooms next to the street;</td>
</tr>
<tr>
<td>f. the provision of clearly distinct public and private spaces and the design of such spaces so that they are usable, safe and enjoyable to use;</td>
</tr>
<tr>
<td>g. the integration of affordable and supported housing in ways that minimise social exclusion;</td>
</tr>
</tbody>
</table>
h. designs which avoid the threat or perceived threat of crime, avoid insecurity and neglect and contribute to improving community safety;

i. the use of high quality traditional and modern materials, finishes and street furniture suitable to their location and context;

j. a contribution to the improvement and enhancement of the public realm close to the development;

k. provision for the adequate management and maintenance of development;

l. the inclusion of public art within new developments; and

m. a consideration for the needs of those with disabilities to ensure places are easily and safely accessible.

| 3/11 The Design of External Spaces | External spaces and boundary treatments must be designed as an integral part of development proposals. Development will be permitted if it can be demonstrated that:

  a. the landscape design relates to the character and function of the spaces and surrounding buildings;

  b. existing features which positively contribute to the landscape, character and amenity of the site are retained and protected during construction;

  c. hard surfacing, street furniture and other landscape elements including lighting, are designed for ease of use by all users and with due regard to safety and an uncluttered appearance and are appropriate to their context; and

  d. provision is coordinated between adjacent sites and different phases of large developments. |

| 3/12 The Design of New Buildings | New buildings will be permitted where it can be demonstrated that they:

  a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials, detailing, wider townscape and landscape impacts and available views;

  b. are convenient, safe, and accessible for all users and visitors; and

  c. are constructed in a sustainable manner, easily adaptable and which successfully integrate refuse and recycling facilities, cycle parking, and plant and other services into the design. |

| 3/15 Shopfronts and Signage | Works to shopfronts, signage and shop security measures will be permitted which:

  a. contribute to the design and character of the building and its surroundings; and |
b. complement the quality of the built environment.

### 4/3 Safeguarding Features of Amenity or Nature Conservation Value

Development proposals should seek to enhance features of the landscape which are of importance for amenity or nature conservation. Development resulting in adverse effects on or loss of those features will not be permitted unless this is unavoidable and there are demonstrable and overriding wider public benefits. Where damaging development is permitted, the Council will require:

- a. mitigation measures to minimise the adverse effects;
- b. reinstatement or equivalent replacement of the feature affected; and
- c. proposals for long term management.

### 4/6 Protection of Sites of Local Nature Conservation Importance

Development will not be permitted if it will have an adverse impact on a Local Nature Reserve (LNR), a County Wildlife Site (CWS), or a City Wildlife Site (CiWS) unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site. Where development is permitted, proposals should include measures to minimise harm, to secure suitable mitigation and/or compensatory measures, and where possible enhance the nature conservation value of the site affected through habitat creation and management.

### 4/13 Pollution and Amenity

Development will only be permitted which:

- a. does not lead to significant adverse effects on health, the environment and amenity from pollution; or
- b. which can minimise any significant adverse effects through the use of appropriate reduction or mitigation measures.

Proposals that are sensitive to pollution, and located close to existing pollution sources, will be permitted only where adequate pollution mitigation measures are provided as part of the development package.

### 4/14 Air Quality Management Areas

Development within or adjacent to an Air Quality Management Area (AQMA) will only be permitted if:

- a. it would have no adverse effect upon air quality within the AQMA; or
- b. air quality levels within the AQMA would not have a significant adverse effect on the proposed use/users.

### 4/15 Lighting

Development proposals which include new external lighting or changes to existing external lighting, should provide details of the lighting scheme demonstrating that:

- a. it is the minimum required to undertake the task, taking into account public safety
and crime prevention; 
b. light spillage is minimised; 
c. it minimises impact to residential amenity; and 
d. it minimises impact to wildlife and the landscape, particularly at sites on the edge of the City.

**4/16 Development and Flooding**

Development will not be permitted:

a. in an area with an unacceptable risk of flooding;
b. if it would increase the risk of flooding elsewhere; or 
c. if it would have a detrimental effect on flood defences or inhibit flood control and maintenance work.

**6/8 Convenience Shopping**

Convenience shopping will only be permitted if:

a. it is for smaller shops (up to 1,400 square metres net) in existing centres; 
b. it is a minor extension to an existing shop; 
c. it would replace existing provision in the locality; or 
d. it is part of mixed use areas including the Station Area and in the new urban extensions.

**6/10 Food and Drink Outlets**

Developments for Use Classes A3, A4 and A5 (food and drink) will only be permitted:

a. where the proposal will not give rise to unacceptable environmental problems or nuisance and the individual and cumulative impact of the development is considered acceptable; and 
b. where it is in an existing centre or is part of a mixed use area in an urban extension or the Station Area.

**8/1 Spatial Location of Development**

For non-residential proposals likely to attract a large number of trips, applicants should demonstrate that the location is the most suitable with regard to access by public transport, cycling and walking. In general, the sequential approach should be followed, whereby preference is given to more central locations.

**8/2 Transport Impact**

Developments will only be permitted where they do not have an unacceptable transport impact. Proposals must include sufficient information in order for the likely impact to be assessed.

**8/3 Mitigating Measures**

For development likely to place demand on the transport system, suitable mitigating measures will be required. Financial contributions will be sought towards improvements in transport infrastructure in the wider area affected by increased development, in particular to support public transport, cycling and walking.
Developments will also be required to provide any necessary site specific measures, and a staff travel plan will be required for non-residential developments.

<table>
<thead>
<tr>
<th>Section</th>
<th>Details</th>
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</table>
| 8/4 Walking and Cycling Accessibility | To support walking and cycling, all development will be designed to:  
a. give priority for these modes over cars;  
b. ensure maximum convenience for these modes;  
c. be accessible to those with impaired mobility; and  
d. link with the surrounding walking and cycling network. |
| 8/5 Pedestrian and Cycle Network | New developments will safeguard land along identified routes for the expansion of the walking and cycling network. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed development site. Any existing routes should be retained and improved wherever possible. |
| 8/6 Cycle Parking | Developments will provide cycle parking in accordance with the Parking Standards, in number, location and design. Planning applications must include full details of the proposed cycle parking. |
| 8/9 Commercial Vehicles and Servicing | Development proposals will make suitable provision for any required access and parking by service and delivery vehicles. For suitably located sites, the proposal must include a proper consideration of the use of rail or water freight where this would be viable. |
| 8/10 Off-Street Car Parking | Off-street car parking must be in accordance with the Parking Standards. |
| 8/11 New Roads | Any proposed road must:  
a. be designed to give high priority to the needs of pedestrians and cyclists, including safety;  
b. restrict through-access for general motor traffic where possible;  
c. minimise additional car traffic in the surrounding area; and  
d. be acceptable to the Highway Authority in all other respects. |
| 8/18 Water, Sewerage and Drainage Infrastructure | Planning permission will not be granted where there is an inadequate water supply, sewerage or land drainage system available to meet the demands of development, unless there is an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of the necessary infrastructure in time to serve the development. |
| 9/1 Further Policy/Guidance for the Development of | Further policy/guidance for Areas of Major Change and other large or complex sites will be prepared in partnership with Cambridgeshire County Council, South Cambridgeshire District Council, landowners and developers as appropriate, and with public |
### Areas of Major Change

Consultation. Substantive development will not be permitted in advance of the preparation and approval of further policy/guidance. Limited development may be permitted, providing it would not prejudice the longer-term development of the Area of Major Change and is not considered to be premature in advance of the preparation of further policy/guidance.

### 9/2 Phasing of Areas of Major Change

The development of each Area of Major Change shall only commence once a detailed transport network has been agreed for the area.

Additionally, the first occupation of each development will only be permitted when the necessary transport infrastructure and associated systems have been provided to support that development, or where an acceptable alternative provision has been made in instances where the complete transport network to support that development cannot be provided initially, or where a Transport Assessment shows that a particular development can take place in advance of such provision without causing unacceptable transport impacts.

Phasing assumptions are set out in the Phasing Table which also sets out what transport infrastructure and associated systems will be required to support the completed development of each Area of Major Change.

### 9/6 Northern Fringe

The principal land uses will be:

- a. around 35 hectares of housing, indicative capacity 2,300 dwellings;
- b. 6.0 hectares of land for mixed commercial uses including up to 2 hectares for B1, B2 and B8 employment uses;
- c. 0.5 hectares retail;
- d. 5.4 hectares for community facilities including up to 3 hectares for primary school(s);
- e. 4 hectares for relocated aggregates works;
- f. formal public open space in accordance with open space standards;
- g. 2 hectares for a Major Waste Management Facility;
- h. 1 hectare for a Household Waste Recycling Centre.

Proposals should:

- i. pay particular regard to the relationship between the edge of development, Chesterton and the River Cam corridor.
- Accessibility

- j. development at Chesterton Sidings will be accessed from Milton Road, with an additional new access road to the remainder of the development from Milton.
Road/Milton A14 junction and improved linkages to Chesterton;
k. proposals should strengthen pedestrian and cycle links to Cambridge Science Park across Milton Road, Chesterton and to the River Cam;

I. existing conventional bus services will be expanded and improved as part of any development proposals. The Park and Ride site may be relocated if a suitable alternative site is found;

m. development proposals will be served by the Cambridgeshire Guided Bus, which will follow the route of the former St Ives railway line;

n. proposals for a railway station at Chesterton Sidings are considered a high priority. Although the site for the station is beyond the City boundary, access to the station will be through land within the City boundary;

o. an integrated transport interchange to cater for rail, Cambridgeshire Guided Bus, buses, taxis, cycles and pedestrians will be included; and

p. development should not preclude the possibility of creating links to East Cambridge in the long term.

In order to secure the development of sustainable communities, and to mitigate the adverse impacts that new development may have on the local community and infrastructure of the City and the Cambridge Sub-region, developments which directly improve or provide contributions for the provision or improvement of the following physical and community infrastructure will be permitted: transport, public open space, indoor and outdoor recreational facilities, community facilities, waste recycling, the public realm and public art, and environmental aspects.

Infrastructure provision and improvements will be secured through planning obligations.

**SOUTH CAMBRIDGESHIRE CORE STRATEGY (JANUARY 2007)**

**Objectives**

<table>
<thead>
<tr>
<th>ST/b</th>
<th>To locate development where access to day-to-day needs for employment, shopping, education, recreation, and other services is available by public transport, walking and cycling thus reducing the need to travel, particularly by private car.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST/f</td>
<td>To provide and enable provision of enhanced infrastructure to meet the needs of the expanded population</td>
</tr>
<tr>
<td>ST/g</td>
<td>To ensure development addresses sustainability issues, including climate change mitigation and adaptation issues, maximising recycling and reuse of resources, and reduce waste and pollution.</td>
</tr>
<tr>
<td>ST/h</td>
<td>To support the Cambridge Area’s position as a world leader in research and</td>
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</tbody>
</table>
technology based industries, higher education and research, particularly through the development and expansion of clusters

ST/i To ensure that any new development results in appropriate provision for the protection and enhancement of native biodiversity in order to contribute towards biodiversity gain, whilst having regard to the site’s current biodiversity value. Opportunities for increased access to the countryside and enjoyment of biodiversity should be viewed as integral aspects of new development.

ST/j To ensure that the district’s built and natural heritage is protected and that new development protects and enhances cherished townscape assets of local urban design, cultural, and conservation importance, and character of the landscape

ST/k To locate development where it will ensure maximum use of previously developed land and minimise loss of countryside and the best and most versatile agricultural land

SOUTH CAMBRIDGESHIRE SITE SPECIFIC POLICIES DPD (JANUARY 2010)

| POLICY SP/16 Cambridgeshire Guided Busway | 1. Land is safeguarded for a proposed Cambridgeshire Guided Busway (CGB).  
2. Land, including the Cambridge to St Ives railway track-bed, is safeguarded for the development of a CGB. Additional land is also safeguarded for associated infrastructure, including a new Park and Ride site in the vicinity of the new town of Northstowe and other infrastructure such as CGB stops and improved visibility splays at crossings.  
3. The Council will use its powers under Section 106 to secure financial contributions at an appropriate level towards the development of relevant parts of the CGB |
| POLICY SP/17 Rail Infrastructure | 1. Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility  
2. The Council will use its powers under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions at an appropriate level towards the development of the railway station and interchange facility. |

SOUTH CAMBRIDGESHIRE DEVELOPMENT CONTROL POLICIES DPD (JULY 2007)

| POLICY DP/1 Sustainable Development | 1. Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form. It should:  
a. Be consistent with the sequential approach to development, as set out in the |
Strategy chapter of the Core Strategy DPD;

b. Minimise the need to travel and reduce car dependency;

t. Make efficient and effective use of land by giving priority to the use of brownfield sites and achieve adaptable, compact forms of development through the use of higher densities;

d. Include mixed-use development of compatible uses as appropriate to the scale and location of the development;

f. Where practicable, use sustainable building methods and verifiably sustainable, locally sourced materials, including recycled materials, and include a Travel Plan to address the travel needs of labour during construction;

g. Where practicable, maximise the use of renewable energy sources;

h. Incorporate water conservation measures;

i. Minimise flood risk;

j. Where practicable, use sustainable drainage systems (SuDS);

k. Mitigate against the impacts of climate change on development through the location, form and design of buildings;

l. Ensure no unacceptable adverse impact on land, air and water;

m. Contribute to the creation of mixed and socially inclusive communities and provide for the health, education, recreation, community services and facilities, and social needs of all sections of the community;

n. Where practicable, include infrastructure for modern telecommunications and information technology to facilitate home working;

o. Conserve and wherever possible enhance biodiversity of both wildlife and the natural environment;

p. Conserve and wherever possible enhance local landscape character;

q. Involve community and providers of community services in the design process;

r. Conserve and wherever possible enhance cultural heritage.

2. In criteria e, f, g, j and n it will be for any applicant or developer proposing to compromise sustainability to demonstrate the impracticability of use of sustainable methods, systems, materials and energy sources and provision of sustainable infrastructure. Additional cost will not, on its own, amount to impracticability.
3. For major developments, applicants must submit a Sustainability Statement and a Health Impact Assessment, to demonstrate that principles of sustainable development have been applied.

<table>
<thead>
<tr>
<th>POLICY DP/2 Design of New Development</th>
<th>New Development Design</th>
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<tbody>
<tr>
<td></td>
<td>1. All new development must be of high quality design and, as appropriate to the scale and nature of the development, should:</td>
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<tr>
<td></td>
<td>a. Preserve or enhance the character of the local area;</td>
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<td></td>
<td>b. Conserve or enhance important environmental assets of the site;</td>
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<td></td>
<td>c. Include variety and interest within a coherent design, which is legible and provides a sense of place whilst also responding to the local context and respecting local distinctiveness;</td>
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<tr>
<td></td>
<td>d. Achieve a legible development, which includes streets, squares and other public spaces with a defined sense of enclosure and interesting vistas, skylines, focal points and landmarks, with good interrelationship between buildings, routes and spaces both within the development and with the surrounding area;</td>
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<tr>
<td></td>
<td>e. Achieve a permeable development for all sectors of the community and all modes of transport, including links to existing footways, cycleways, bridleways, rights of way, green spaces and roads;</td>
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<tr>
<td></td>
<td>f. Be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;</td>
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<tr>
<td></td>
<td>g. In the case of residential development, provide higher residential densities, and a mix of housing types including smaller homes;</td>
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<td>h. Provide high quality public spaces;</td>
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<td></td>
<td>i. Provide an inclusive environment that is created for people, that is and feels safe, and that has a strong community focus;</td>
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<tr>
<td></td>
<td>j. Include high quality landscaping compatible with the scale and character of the development and its surroundings.</td>
</tr>
<tr>
<td>Design and Access Statements</td>
<td>2. Design and Access Statements submitted to accompany planning applications and applications for listed building consent should be compatible with the scale and complexity of the proposal and, as appropriate should include:</td>
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<td></td>
<td>k. A full site analysis of existing features and designations;</td>
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<td></td>
<td>l. An accurate site survey including landscape features and site levels;</td>
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<td></td>
<td>m. The relationship of the site to its surroundings;</td>
</tr>
</tbody>
</table>
n. Existing accesses for pedestrians, cyclists, equestrians and vehicles;
o. Any known historic importance;
p. Opportunities for maximising energy efficiency and addressing water and drainage issues.

3. The Access element of the Statement should demonstrate that the development will achieve an inclusive environment that can be used by everyone, regardless of age, gender or disability. It should also address how the development has taken account of the transport policies of the development plan.

POLICY DP/3
Development Criteria

1. All development proposals should provide, as appropriate to the nature, scale and economic viability:
   a. Affordable housing (in housing schemes);
   b. Appropriate access from the highway network that does not compromise safety, enhanced public and community transport and cycling and pedestrian infrastructure;
   c. Car parking, with provision kept to a minimum;
   d. Safe and secure cycle parking;
   e. Outdoor play space;
   f. Safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;
   g. For the screened storage and collection of refuse, including recyclable materials;
   h. A design and layout that minimises opportunities for crime;
   i. Financial contributions towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development in accordance with Policy DP/4;

2. Planning permission will not be granted where the proposed development would have an unacceptable adverse impact:
   j. On residential amenity;
   k. From traffic generated;
   l. On village character;
   m. On the countryside, and landscape character;
   n. From undue environmental disturbance such as noise, lighting, vibration, odour, noxious emissions or dust;
<table>
<thead>
<tr>
<th>POLICY DP/4</th>
<th>Infrastructure and New Developments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area.</td>
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<tr>
<td>2. Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.</td>
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<thead>
<tr>
<th>POLICY DP/6</th>
<th>Construction Methods</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Where practicable, development which by its nature or extent is likely to have some adverse impact upon the local environment and amenity during construction and / or is likely to generate construction waste should:</td>
<td></td>
</tr>
<tr>
<td>a. Recycle construction waste;</td>
<td></td>
</tr>
<tr>
<td>b. Prepare a ‘Resource Re-use and Recycling Scheme’ to cover all waste arising during the construction;</td>
<td></td>
</tr>
<tr>
<td>c. Be bound by a ‘Considerate Contractors Scheme’ or similar arrangement, including restrictions on hours of noisy operations;</td>
<td></td>
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<tr>
<td>d. Where appropriate accommodate construction spoil within the development, taking account of the landscape character and avoiding creation of features alien to the topography;</td>
<td></td>
</tr>
<tr>
<td>e. Maximise the re-use and recycling of any suitable raw materials currently available on sites during construction, such as redundant buildings or infrastructure.</td>
<td></td>
</tr>
<tr>
<td>2. Any haul roads must be agreed with the Local Planning Authority and developers must employ an agreed methodology for haul roads where they cross public rights of way. They must be located, designed and landscaped (where appropriate) in such a way as to avoid any noise, smell, dust, visual or other adverse impact on residents and businesses. At any point where on-site temporary haul routes for construction traffic enter the public highway, provision should be made for the cleaning of vehicle tyres to avoid deposition of mud / debris on the public highway and the generation of dust.</td>
<td></td>
</tr>
</tbody>
</table>
| 3. Storage compounds, plant or machinery must be located, designed and used to avoid noise, smell, dust, visual, or other adverse impact on existing residents and
4. The impact on existing residents of developing the major sites will be minimised by requiring construction traffic for development at Northstowe, Cambridge East, Cambridge Southern Fringe, Cambridge North West, Cambridge Northern Fringe and Cambourne to be routed to avoid roads passing through villages.

**POLICY SF/2 Applications for New Retail Development**

1. Other than retail developments in villages under Policy SF/4 or in AAPs, planning permission for retail development will not be granted unless the applicant has successfully demonstrated that:
   
a. A sequential approach has been adopted to site selection and the availability of suitable alternative sites;
   
b. In the case of proposals in defined centres, the development would be of a scale in accordance with that centre's position in the hierarchy, or, in the case of proposals outside defined centres, the impact of a development would not have an adverse effect on the vitality and viability of other town centres, district centres and local centres identified in development plans, and on the rural economy, including village shops;
   
c. It would be conveniently accessible by a wide range of modes of transport other than the car, including good local public transport services from a wide catchment area, and effective measures would be taken to enhance such accessibility, including that for pedestrians and cyclists.

2. In addition, in the case of proposals to develop sites in edge-of centre or out-of-centre locations (or to extend existing stores in such locations) developers will be required to demonstrate a positive need for the additional floor area before any of the above tests are applied.

**POLICY SF/3 Retail Development on Land Allocated for Other Uses**

1. Retail development will only be permitted on land allocated for housing, employment or other uses, where it can be demonstrated that the effect of such a loss would not limit the range and quality of sites available for that particular use or the quantity of land required to meet Core Strategy requirements for housing and employment.

2. The policy will not be operated to prevent the provision of appropriate retail facilities to complement the other elements of mixed development schemes, subject to the provisions of Policies SF/2 and ST/9 of the Core Strategy DPD.

**POLICY SF/7 Underground Pipes, Wires, Fibres and Cables**

1. Utility companies will be strongly urged to place all pipes, fibres, wires and cables underground where this would not damage identified areas of ecological or archaeological importance or have other unacceptable environmental impacts (e.g. on the landscape or agricultural land quality). In such circumstances, careful line routing
would usually be the most appropriate way to minimise the visual impacts of overhead wires and cables.

2. In view of the substantial practical, technical and cost disadvantages involved, the under-grounding of high voltage power lines (275kV and above) will only be sought in exceptional circumstances. Underground services can be damaging to the water environment and advice should be sought from the Environment Agency on any mitigation measures.

**POLICY NE/1 Energy Efficiency**

1. Development will be required to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings, for example through location, layout, orientation, aspect, and external design.

2. Developers are encouraged to reduce the amount of CO2 m3 / year emitted by 10% compared to the minimum Building Regulation requirement when calculated by the Elemental Method in the current building regulations for a notional building of the same size and shape as that proposed, particularly for new or substantially demolished buildings.

**POLICY NE/4 Landscape Character Areas**

Development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the individual Landscape Character Area in which is it located.

**POLICY NE/6 Biodiversity**

1. New development should aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development.

   Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in achieving targets in the Biodiversity Action Plans (BAPs).

2. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species or priority species or habitat unless the impact can be adequately mitigated or compensated for by measures secured by planning conditions or obligations.

3. Where there are grounds to believe that a proposal may affect a protected species or priority species or habitat, applicants will be expected to provide an adequate level of survey information to establish the extent of the potential impact together with possible alternatives to the development, mitigation schemes and / or compensation measures.

4. New development will have regard to the impact, either direct or indirect, of a proposal on people’s opportunity to enjoy and experience nature on a site together
with opportunities to improve public access to nature in addition to understanding local environmental characteristics.

5. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.

6. Exceptionally, where the economic or social benefits of a proposal outweigh harm to an important site or species, the approach will be first to avoid or minimise the harm, then to seek mitigation of the impact, and finally to secure appropriate compensation for any residual impact in order to ensure no net loss of biodiversity. Planning conditions and obligations will be used as appropriate to secure this.

7. Planning permission will not be granted for development which would have an unacceptable adverse impact on the biodiversity of the Natural Areas shown on Figure 7.1.

<table>
<thead>
<tr>
<th>POLICY NE/7 Sites of Biodiversity or Geological Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning permission will not be given for proposals that may have an unacceptable adverse impact, either directly or indirectly, on a Site of Biodiversity or Geological Importance.</td>
</tr>
<tr>
<td>2. In determining any planning application affecting international, national or non-statutorily protected sites the District Council will ensure that the intrinsic natural features of particular interest are safeguarded or enhanced having regard to:</td>
</tr>
<tr>
<td>a. The nature and quality of the site’s features, including its rarity value;</td>
</tr>
<tr>
<td>b. The extent of any adverse impacts on the features of interest;</td>
</tr>
<tr>
<td>c. The likely effectiveness of any proposed mitigation with respect to the protection of the features of interest;</td>
</tr>
<tr>
<td>d. The need for compensatory measures in order to protect and enhance remaining features or to recreate habitats on or off the site;</td>
</tr>
<tr>
<td>e. The status and designation of the site.</td>
</tr>
<tr>
<td>3. Where appropriate the District Council will ensure the effective management of designated sites through the imposition of planning conditions or Section 106 agreements as appropriate.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POLICY NE/9 Water and Drainage Infrastructure</th>
</tr>
</thead>
</table>
| Planning permission will not be granted where there is inadequate water supply, sewerage or land drainage systems (including water sources, water and sewage treatment works) available to meet the demands of the development unless there is
an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of the necessary infrastructure.

**POLICY NE/12 Water Conservation**

Development must incorporate all practicable water conservation measures. All development proposals greater than 1,000 m² or 10 dwellings will be required to submit a Water Conservation Strategy prior to the commencement of the development to demonstrate how this is to be achieved.

**POLICY NE/14 Lighting Proposals**

1. Development proposals which include external lighting should ensure that:
   a. The proposed lighting scheme is the minimum required for reasons of public safety and security;
   b. There is no light spillage above the horizontal;
   c. There is no unacceptable adverse impact on neighbouring or nearby properties or on the surrounding countryside;
   d. There is no dazzling or distraction to road users including cyclists, equestrians and pedestrians;
   e. Road and footway lighting meets the District and County Councils’ adopted standards.

**POLICY NE/15 Noise Pollution**

1. Planning permission will not be granted for development which:
   a. Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development;
   b. Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation; or
   c. Would be subject to unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise impulses whether irregular or tone.

2. Conditions may be attached to any planning permission to ensure adequate attenuation of noise emissions or to control the noise at source. Consideration will be given to the increase in road traffic that may arise due to development and conditions or Section 106 agreements may be used to minimise such noise.

3. In particularly sensitive locations, business use development may be restricted to office use only (B1 (a)).

4. Where a planning application for residential development is near an existing noise source, the applicant will be required to demonstrate that the proposal would not be subject to an unacceptable noise levels.

5. The District Council will seek to ensure that noise from proposed commercial, industrial, recreational or transport use does not cause any significant increase in the background noise level of nearby existing noise sensitive property which includes
dwellings, hospitals, residential institutions, nursing homes, hotels, guesthouses, and schools and other educational establishments.

| POLICY NE/16 Emissions | 1. Development proposals will need to have regard to any emissions arising from the proposed use and seek to minimise those emissions to control any risks arising and prevent any detriment to the local amenity by locating such development appropriately.  
2. Where significant increases in emissions covered by nationally prescribed air quality objectives are proposed, the applicant will need to assess the impact on local air quality by undertaking an appropriate modelling exercise to show that the national objectives will still be achieved. Development will not be permitted where it would adversely affect air quality in an Air Quality Management Area. |
| --- | --- |
| POLICY CH/8 Advertisements | 1. Advertisements will be restricted to the number, size, format, materials and design appropriate to the building or locality to which it is proposed they be attached in order not to detract from the character and appearance of the district.  
2. Advertisements alongside roads will not be permitted where they would prejudice road safety.  
3. In Conservation Areas and on, or affecting, Listed Buildings, advertisements will be kept to a minimum in order to maintain the character and appearance of Conservation Areas and to avoid harm to the fabric, character or setting of Listed Buildings. |
| POLICY TR/1 Planning for More Sustainable Travel | 1. Planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s).  
2. In considering planning applications the Council will seek to ensure that every opportunity is taken to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures including:  
   a. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Local Transport Plan;  
   b. Securing on-site and / or off-site design proposals that promote integrated travel and access by non-motorised modes as far as practicable (including walking and cycling) and facilitate and encourage their use;  
   c. Minimising the amount of car parking provision in new developments, compatible with their location, by encouraging shared use parking (where appropriate) and restricting car parking to the maximum levels;  
   d. Ensuring that new developments are located and designed at the outset with |
permeable layouts to facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges;

e. Requiring safe and secure cycle parking.

3. The Local Transport Plan road user hierarchy will be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.

<table>
<thead>
<tr>
<th>POLICY TR/2 Car and Cycle Parking Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Car parking should be provided in accordance with the maximum standards set out in Appendix 1, to reduce over-reliance on the car and to promote more sustainable forms of transport.</td>
</tr>
<tr>
<td>2. In some locations, such as those with good accessibility to facilities and services, and served by High Quality Public Transport, the Council will seek to reduce the amount of car parking provided. Where opportunities arise, for example, on mixed-use sites, shared use parking and car pooling will be encouraged to minimise provision.</td>
</tr>
<tr>
<td>3. Cycle parking should be provided in accordance with the minimum standards set out in Appendix 2 to ensure the provision of adequate secure parking.</td>
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</table>

<table>
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<tr>
<th>POLICY TR/3 Mitigating Travel Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New developments will be required to mitigate their travel impact, including their environmental impact, such as noise, pollution and impact on amenity and health. This may mean ensuring adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and Section 106 contributions, in accordance with the tests in Circular 05/2005.</td>
</tr>
<tr>
<td>2. Financial contributions will be sought towards improvements in transport infrastructure in the wider area affected by increased development, in particular to support public transport, cycling and walking.</td>
</tr>
<tr>
<td>3. Proposals for ‘major development’ or where a proposal is likely to have ‘significant transport implications’ the Council will require developers to submit the following alongside planning applications:</td>
</tr>
<tr>
<td>a. A Transport Assessment; and</td>
</tr>
<tr>
<td>b. A Travel Plan.</td>
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<tr>
<td>4. All other planning applications should be accompanied by a Transport Statement to demonstrate that the development will achieve adequate mitigation of its transport impacts.</td>
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<tr>
<td>5. Travel Plans should demonstrate how it is intended to meet the tests in the first</td>
</tr>
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</table>
paragraph above. In appropriate cases the content of the Travel Plan may be reflected in planning conditions or a planning obligation. Travel Plans should have measurable outputs, related to targets or aims in the LTP, and provide monitoring and enforcement arrangements. A Travel Plan could also help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds. The weight to be accorded to a Travel Plan will be influenced by the extent to which it affects the acceptability of the proposal and how far it can be enforced. Planning conditions or obligations may be appropriate means of securing the provision of some or all of a Travel Plan, including a requirement for the production of an annual monitoring and progress report.

6. In relation to outline planning applications, a framework for the preparation of Travel Plans will be submitted with the application proposals.

<table>
<thead>
<tr>
<th>POLICY TR/4 Non-motorised Modes</th>
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<tbody>
<tr>
<td><strong>1.</strong> The District Council will use its planning powers to support increased use of non-motorised modes by all sectors of society, including cycle use and walking, by ensuring that new developments are located and designed at the outset to facilitate and encourage short distance trips between home, work, schools and colleges, other suitable destinations and for leisure. Apart from minimising the distance between trip origins and destinations it will be important to ensure:</td>
</tr>
<tr>
<td>a. That adequate safe and secure cycle parking is provided in accordance with the standards in Policy TR/2;</td>
</tr>
<tr>
<td>b. That individual developments contribute to the maximum possible extent to achieving the aims of the Local Transport Plan;</td>
</tr>
<tr>
<td>c. That detailed designs and layouts are permeable and encourage cycle use and walking for all or part of a journey, e.g. by including safe, direct links to schools, nearby centres of attraction and public transport interchanges, contributing towards the provision of an improved and integrated walking and cycling network in the locality, and providing safe crossing places over main roads.</td>
</tr>
<tr>
<td><strong>2.</strong> In assessing such future provision for non-motorised modes, the District Council will use the following priorities:</td>
</tr>
<tr>
<td>d. 1st priority – provide links to centres with a good range of facilities / services, including major employment areas;</td>
</tr>
<tr>
<td>e. 2nd priority – safer routes to schools, provided school buses are not put at risk;</td>
</tr>
<tr>
<td>f. 3rd priority – leisure and recreation routes.</td>
</tr>
<tr>
<td><strong>3.</strong> Any new routes must form safe, highly accessible and convenient connections with Cambridge, Northstowe, the market towns and surrounding villages and link to the</td>
</tr>
</tbody>
</table>
4. Planning decisions will need to consider the effect of proposed development on the effectiveness and amenity of these routes and take account of the need to extend or improve the attractiveness of the network, including through improved maintenance, crossings, signposting and waymarking of cycleways, footpaths and other rights of way. Where appropriate the District Council will negotiate with the relevant landowners and organisations to extend, or where necessary amend, the network of public rights of way including circular routes.

| POLICY TR/5 Rail Freight Interchanges | In order to promote the use of rail for freight movements, freight interchange facilities will be permitted where they accord with other relevant proposals of this plan. |

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**CAMBRIDGESHIRE LOCAL TRANSPORT PLAN 2011-2026**

| LTP Objective 1 | Enabling people to thrive, achieve their potential and improve their quality of life. |
| LTP Objective 2 | Supporting and protecting vulnerable people. |
| LTP Objective 3 | Managing and delivering the growth and development of sustainable communities. |
| LTP Objective 4 | Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise. |
| LTP Objective 5 | Meeting the challenges of climate change and enhancing the natural environment. |

**What we will do to overcome these barriers**

- Improve the integration of all modes of transport and provide good connectivity between walking, cycling, bus and rail services.
- Provide the right infrastructure on key transport corridors to encourage commercial operators to provide high quality services
- Investigate measures to manage demand for cars where congestion is a particular problem
- Provide a new rail interchange at Chesterton

**Improve the integration of all modes of transport and provide good connectivity between walking, cycling, bus and rail services.**

Providing a fully integrated sustainable transport network is crucial to meeting this
challenge, improving air quality and tackling climate change. Passengers must be able to transfer between modes easily and in a well-informed way if we are to achieve a modal shift from journeys made by private car. We will consider whole journeys between origins and destinations, particularly between homes and places of work, education, healthcare, shopping and leisure services to ensure we have a joined-up network.

Cycling can provide access to other modes such as buses and trains which can then be used to complete a longer journey. Providing facilities that encourage this can help alleviate congestion around railway stations particularly at peak times and can reduce the problems with parking that can often overspill into residential streets. We will therefore improve cycle links and cycle parking at bus stations, well used bus stops and railway stations. In some cases this may simply be the provision of secure bicycle parking nearby to enable easy transfer, and in others it may be the provision of a cycle link to improve access.

Improving cycle access to and parking at railway stations will help encourage more people to travel sustainably and also help to increase the number of journeys on the railway. This helps reduce pressure on parking both at the station itself and in the surrounding streets which often causes problems for local residents and can result in a reduction in road safety.

Integrating walking, cycling and bus use with the rail network is a fundamental part of meeting this challenge. Across Cambridgeshire, there is reasonable access to rail stations for a large proportion of the population. Some rural parts of the county are well served by rail, for example, the A10 corridor both north and south of Cambridge, while others rely on the markets towns and Cambridge for access to the railway network. Therefore it is essential to improve access to these stations as well as interchange and waiting facilities at the stations themselves. Through this strategy we are committed to working with rail operators to better integrate walking, cycling and bus use with rail. This will largely be through pedestrian/cycle routes and cycle parking, where viable, influencing buses to serve rail stations, working with rail operators to increase service frequencies and open up extra routes, and where appropriate provide additional and/or better manage car parking.

Improved cycle access to railway stations via cycle path networks or quiet routes can help encourage more people to cycle and more people to travel by train rather than car.

In Cambridge, the Chesterton Interchange proposal, the CB1 development, and NR’s plans for an island platform will all contribute significantly to the growth of rail use during this LTP3 period and hence it will be essential to provide dynamic interchange facilities.
Major Scheme – Chesterton Interchange

Chesterton Interchange is a proposed new railway station on the site of the former Chesterton permanent way depot to the north of Cambridge. It is close to the Cambridge Science Park, St. John’s Innovation Centre and Cambridge Business Parks and the A14 trunk road.

The scheme would improve interchange between walking, cycling, bus and rail and reduce the level of traffic congestion in Cambridge as it would attract many journeys by car that would otherwise be made to the rail station near the city centre. It would also help to increase freight traffic travelling by rail.

Proposed Scheme

The new station would have through platforms and a bay platform, a 400 space car parking area and a connection to The Busway.

Much of the remainder of the Chesterton Sidings site is likely to remain in rail use, maintaining the use of existing aggregate depots, and potentially providing train stabling facilities for up to 20 twelve carriage passenger trains.

Scheme Objectives

Chesterton Interchange will deliver the following objectives:

- Provide an interchange facility which forms an integral part of the high quality public transport network for Cambridge and the surrounding area, including connections between rail and The Busway;
- Provide a public transport alternative to the private car for local and regional trips to and from the Science Park and local residential developments, integrating public transport provision with urban development thus promoting non-car modes of travel;
- Provide a public transport alternative to the private car for European and International trips via Eurostar at Kings Cross, Stansted Airport and, post Thameslink 2000, Gatwick Airport;
- Remove car trips from the Cambridge central area to release decongestion benefits and improvements to air quality and noise;
- Provide a parking resource away from Cambridge city centre potentially in conjunction with park and ride services.
- Provide stabling facilities for freight trains to encourage increased rail freight

Update on Progress

Work has been ongoing with NR to investigate how the station will fit in with the proposed stabling for passenger trains and the freight terminals at the sidings, which has shown that all the proposed uses can be accommodated on the site.

The preliminary design now needs to be taken forward to the point where a planning
application can be submitted but this will be subject to the identification of further funding. The design of the Interchange will be sensitive to its surroundings and will consider the use of materials resilient to climate change as well as green infrastructure provision. In addition, an ecological survey of this site will need to be undertaken and appropriate mitigation measures proposed if required.

Utilise new technologies as they become available to minimise the environmental impacts of transport

We will keep up to date with the latest research and policy on new technologies that may become available to help minimise the environmental impacts of transport. This could include more environmentally-friendly building materials or emissions standards and the use of sustainable drainage systems (SuDs) to help reduce pollution. In addition, we will consider energy efficiency as part of our maintenance practices, new road schemes, new cycle and pedestrian routes and for major scheme proposals such as Chesterton Interchange in order to tackle climate change. We will look to implement such new technologies if effective and financially viable.

Our vision is to ensure that the transport challenges facing Cambridgeshire are fully considered in national and local decision making and that improvements are made to trunk roads and railways in Cambridgeshire in order to get the best for services and infrastructure, and improve quality of life for the people who live, work and travel in Cambridgeshire.

In partnership with our District Councils we will continue to participate in consultations related to transport such as those concerning air quality, climate change, buses, rail and overarching transport policy to ensure that the needs of Cambridgeshire are best represented in national policies and plans.

Cambridge

We continue to progress plans for an interchange at Chesterton, and are strongly supportive of NR’s project to deliver a new island platform at Cambridge station, which should be operational before the end of 2011.
### CS1 Strategic Vision and Objectives for Sustainable Minerals Development

Major infrastructure projects will be facilitated through the supply of mineral. In the case of the future improvements to the A14 (Ellington to Fen Ditton), specific provision will be made through sand and gravel and clay borrowpits close to the scheme. Where essential minerals cannot be supplied from the Plan area e.g. granite, the use of sustainable transport of this material will be encouraged, including railheads. Sustainable transport facilities will be safeguarded through the designation of Transport Safeguarding Areas.

### CS2 Strategic Vision and Objectives for Sustainable Waste Management Development

Any long distance movement of waste should be through sustainable transport means such as rail, and such facilities will be safeguarded through the designation of Transport Zones.

### CS15 The Location of Future Waste Management Facilities

A network of waste management facilities will be developed across Cambridgeshire and Peterborough. The spatial distribution of the network will be guided by the Minerals and Waste Management Key Diagrams and the following factors:

- the need for waste management facilities
- the existing network of waste management sites
| **CS16 Household Recycling Centres** | A network of household recycling facilities easily accessible to local communities will be developed through the Site Specific Proposals Plan. New household recycling centres will be in the following broad locations as shown on the Waste Management Key Diagram:

- Cambridge North

New development will contribute to the provision of household recycling centres. Contributions will be consistent with the RECAP Waste Management Design Guide and additionally the Planning Obligations Implementation Scheme or through the Community Infrastructure Levy in the event that this mechanism supersedes this provision. |

| **CS23 Sustainable Transport of Minerals and Waste** | Sustainable transport of minerals and waste by rail, water, conveyor, and pipelines will be encouraged. New, and enhancement of existing, wharves, railheads and ancillary facilities, and other forms of sustainable transport will be encouraged. Transport Zones will be defined and they will be protected through the designation of Transport Safeguarding Areas.

A new Transport Zone will be located north of Chesterton Sidings, Cambridge which will be identified in the Site Specific Proposals Plan and defined on the Proposals Map.

Transport Safeguarding Areas will be identified in the Site Specific Proposals Plan and defined on the Proposals Map. Within these Areas there will be a presumption against any development that could prejudice the existing or potential use of the protected transport zone for the transport of minerals and/or waste. |

| **CS30 Waste Consultation Areas** | Waste Consultation Areas will be identified in the Core Strategy and Site Specific Proposals Plan and defined on the Proposals Map at locations:

within and around existing waste management facilities that make a significant contribution in managing waste in Cambridgeshire and Peterborough within and around unimplemented permitted waste management sites, allocations and |

- ‘Netwaste Optimal Localities’ for waste management facilities
- new developments (including new settlements / urban extensions)
- employment / previously developed land
- environmental constraints and designations
- existing / planned mineral workings
- site availability
- highway capacity and safety
- the need to minimise the movement of waste
- sensitive receptors

Sites to deliver the network of facilities will be identified through the Core Strategy and Site Specific Proposals Plan.
designated Areas of Search. Development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations.

<table>
<thead>
<tr>
<th>CS31 Waste Water Treatment Works Safeguarding Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste Water Treatment Works Safeguarding Areas will be identified around existing (and allocated) waste water treatment works to prevent the encroachment of sensitive development which would give rise to future amenity issues and impose additional constraints on the operation of the waste water treatment works.</td>
</tr>
<tr>
<td>Waste Water Treatment Works Safeguarding Areas will be identified in the Site Specific Proposals Plan and defined on the Proposals Map, extending 400 metres around existing and proposed works, with a capacity exceeding 2000 population equivalent.</td>
</tr>
<tr>
<td>Within the Safeguarding Areas there is a presumption against allowing development, which would be occupied by people. This would include new buildings or changes of use of buildings to residential, industrial, commercial, sport and recreational uses.</td>
</tr>
<tr>
<td>Where new development is proposed within the Safeguarding Areas involving buildings which would normally be occupied, the application must be accompanied by an odour assessment report. The assessment must consider existing odour emissions of the waste water treatment works at different times of the year and in a range of different weather conditions.</td>
</tr>
<tr>
<td>Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works.</td>
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<table>
<thead>
<tr>
<th>CAMBRIDGESHIRE COUNTY COUNCIL MINERALS AND WASTE SITE SPECIFIC PROPOSALS DPD (FEBRUARY 2012)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SSP W1</strong></td>
</tr>
<tr>
<td>The site specific and Area of Search allocations for waste recycling and recovery facilities are:</td>
</tr>
<tr>
<td>W1F – Cambridge Northern Fringe</td>
</tr>
<tr>
<td>Area of Search – yes</td>
</tr>
<tr>
<td>Household recycling centre – yes</td>
</tr>
<tr>
<td>Inert waste recycling - yes</td>
</tr>
<tr>
<td><strong>Para 4.14</strong></td>
</tr>
</tbody>
</table>
| Where it has not been possible to identify a specific site, an Area of Search has been identified. In such instances it is anticipated that a precise location for a facility will be determined at a later stage, through master planning and / or the planning application process. In each Area of Search (with the exception of Whittlesey) it is essential that a
A waste management facility is accommodated in order to achieve the spatial strategy and objectives set out in the Core Strategy.

**SSP W7**

Waste Water Treatment Works Safeguarding Areas are designated within and around waste water treatment works with a capacity exceeding 2000 population equivalent. The following Waste Water Treatment Works Safeguarding Areas have been identified:

- W7I - Cambridge WWTW - Cambridge City

**SSP W8**

Waste Consultation Areas are designated at locations:

Within and around (250m) existing waste management facilities that make a significant contribution to managing waste in Cambridgeshire and Peterborough. Within and around unimplemented permitted or allocated waste management sites and Areas of Search Development will only be permitted where it is demonstrated that this will not prejudice existing or future waste management operations. The following Waste Consultation Areas have been identified:

- W8N - Cowley Road, Cambridge

**Para. 5.4**

An opportunity has come forward for a new railhead in the Cambridge Northern Fringe. Core Strategy Policy CS23 encourages the provision of new sustainable transport facilities for the transport of minerals and waste. This site is, therefore, allocated. In allocating this site it is recognised that there is an existing railhead just south of the allocated site. The new site could supplement the existing facility, or in the event of the existing facility closing, replace it. It is considered vital to have railhead provision in the Cambridge area, particularly given the growth that is anticipated in the immediate area. This includes the upgrade of the A14 which will require the import of a substantial amount of hard rock by rail.

**SSP T1**

The following area is designated as a Transport Zone:

- T1A - North of Chesterton Sidings, Cambridge

**Para. 5.6**

Core Strategy Policy CS23 makes provision for the identification of Transport Safeguarding Areas to protect the existing or unimplemented, permitted and / or allocated sustainable transport facilities in the Plan area.

**SSP T2**

The following areas are designated as Transport Safeguarding Areas:

- T2C - Cambridge Northern Fringe (Aggregates Railhead)
- T2E - North of Chesterton Sidings, Cambridge
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.

Policy TI/1: Chesterton Rail Station and Interchange

Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.

CAMBRIDGE LOCAL PLAN 2014: PROPOSED SUBMISSION

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.

<table>
<thead>
<tr>
<th>Paragraph 1.3</th>
<th>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 vitally 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.</th>
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<tr>
<th>Proposed Vision (part of)</th>
<th>CNFE will be a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community, and embracing:</th>
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<tbody>
<tr>
<td></td>
<td>• Successful regeneration of the wider area;</td>
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<td></td>
<td>• modern commercial business needs and buildings;</td>
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<td>• sustainable urban living;</td>
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<td></td>
<td>• the proposed new railway station and extension to the Cambridgeshire Guided Busway to create new high quality transport gateway and transform the area;</td>
</tr>
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<td></td>
<td>• opportunities to create a well-connected and vibrant place;</td>
</tr>
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<td></td>
<td>• opportunities to enhance the environmental assets.</td>
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</tbody>
</table>

| Objective 6: Create an accessible, permeable, | K. Create a gateway development that maximises the potential of the proposed new Railway Station and Cambridge Guided Busway as a transport hub. |
| well-connected and well-integrated new neighbourhood |  |
APPENDIX C

SUBMISSION RESPONSE TO CONDITION 8 (ECOLOGY) OF C/05001/13/CC
APPENDIX D

SUBMISSION RESPONSE TO CONDITION 9 (ECOLOGICAL DESIGN STRATEGY) OF C/05001/13/CC
APPENDIX E

SUBMISSION RESPONSE TO CONDITION 11
(CONTAMINATED LAND) OF C/05001/13/CC
APPENDIX F

SUBMISSION RESPONSE TO CONDITION 12
(WATER QUALITY, FLOOD RISK AND DRAINAGE)
OF C/05001/13/CC
APPENDIX G

SUBMISSION RESPONSE TO CONDITION 15
(SURFACE WATER DRAINAGE) OF C/05001/13/CC
APPENDIX H

SUBMISSION RESPONSE TO CONDITION 16 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) OF C/05001/13/CC
APPENDIX I

SUBMISSION RESPONSE TO CONDITION 25
(COWLEY ROAD CYCLE ROUTE) OF C/05001/13/CC