The Town and Country Planning (Environmental Impact Assessment) Regulations 2011

SCREENING OPINION EXERCISE: Regulation 5

LOCATION AND DESCRIPTION OF PROPOSED DEVELOPMENT

Proposal: Chesterton Station Interchange

At: Cambridge

Applicant/Agent: Adrian Shepherd, Major Infrastructure Delivery, Cambridgeshire County Council

DATE REQUEST RECEIVED: 2 May 2012

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes/No</th>
<th>Proceed as per EIA application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the application accompanied by an Environmental Statement?</td>
<td>No</td>
<td>Go to Question 1</td>
</tr>
<tr>
<td>1) Is there sufficient information to determine whether EA is required?</td>
<td>REQUEST INFO Date info req: Date info rec: When info rec go to q(2)</td>
<td>Yes Go to question (2)</td>
</tr>
<tr>
<td>2) Is the application a Schedule 1 Project?</td>
<td>No</td>
<td>Go to question (3)</td>
</tr>
<tr>
<td>3) Is the application listed in Schedule 2 to the EA Regs 2011 (as amended) or is any part of the development within a ‘sensitive area’ as defined in EA Regs 2011 (as amended)?</td>
<td>Proceed without EA</td>
<td>Yes Go to question (4)</td>
</tr>
<tr>
<td>4) Does it meet threshold and criteria in Annex A of Circular 02/99?</td>
<td>Go to question (5)</td>
<td>Yes Go to question (5)</td>
</tr>
<tr>
<td>5) Does the proposal have significant environmental effects as set out in Schedule 3 EA Regs 2011 (as amended)?</td>
<td>Proceed without EA</td>
<td>Yes REQUEST EA</td>
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</table>
BACKGROUND
The proposal is to develop a new station and public transport interchange at the existing Chesterton Sidings in north Cambridge. The site is approximately 12 hectares in size and includes land lying within the administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council.

To the north of the proposed site is an industrial area on Cowley Road and former engineering railway depot sidings, on part of which is an active aggregates rail terminal and road stone coating plant. Between the industrial area and the A14 lies Cambridge Waste Water Treatment Works. The eastern boundary is formed by the West Anglia Main Line railway. Beyond there are some residential developments and industrial uses accessed from Fen Road, Chesterton. To the west of the site is the Cambridge Business Park, and to the south is the Nuffield road allotments and the wider residential area of Chesterton.

Chesterton Station Interchange would incorporate a main station building floorspace of approximately 450 square metres incorporating, passenger waiting facilities, toilets, ticket office and amenity space. In addition, two main line platforms and a bay platform are proposed. There would be footbridge providing access from the station building to both of the platforms. A 450 space car park and 1000 space cycle parking area is also proposed. Vehicular access to the station will be gained from an extension from Cowley Road. There will be improved pedestrian and cycle links along Cowley Road, the Busway and from residential areas of Chesterton.

The County Council also intends to connect the Busway from Milton Road to the site along the alignment of the former St Ives Branch Line to connect to the Station Interchange. This would be done under existing powers granted by the Cambridgeshire Guided Busway Order 2005.

SCREENING ASSESSMENT
Schedule 1 (EIA Regulations 2011) – Descriptions of development for which EIA is always required

7(a) Construction of lines for long distance railway traffic and of airports with a basic runway length of 2,100 metres or more

Chesterton Station Interchange is a local proposal which does not fall under the remit of the above Schedule 1 development.
Schedule 2 (EIA Regulations 2011) – Descriptions of development and applicable thresholds and criteria which define schedule 2 development

10. Infrastructure Projects
(c) Construction of intermodal transhipment facilities and of intermodal terminals (unless included in Schedule 1)
Threshold: the area of the development exceeds 0.5 hectares

(d) Construction of railways (unless included in Schedule 1)
Threshold: the area of the works exceed 1 hectare

Chesterton Station Interchange would be an intermodal terminal, albeit for passengers rather than freight, with a development area well in excess of 0.5 hectares. Although the laying of new railway track is minimal the development still falls under the remit of Schedule 2 development.

DETR Circular 02/99 Environmental Impact Assessment
Annex A: Indicative thresholds and criteria for identification of Schedule 2 development requiring EIA

Intermodal transhipment facilities and inter modal terminals
A20. In addition to the physical scale of the development, particular impacts for consideration are increased traffic, noise, emissions to air and water. Developments of more than five hectares are more likely to require EIA.

Construction of roads, railways (including elevated and underground) and tramways
A22. For linear transport schemes, the likelihood of significant effects will generally depend on the estimated emissions, traffic noise and vibration and degree of visual intrusion and impact on the surrounding ecology. EIA is more likely to be required for new development over 2 km in length.

Chesterton Station Interchange exceeds the indicative 5 hectare threshold given for inter modal terminals in Paragraph A20 of Circular 02/99. The construction of the new railway line will not exceed 2 km in length.

Schedule 3 (of 2011 Regulations) – Selection criteria for screening for schedule 2 development

Characteristics of development
The site for the development of Chesterton Station Interchange is approximately 12 hectares, and this clearly exceeds the indicative thresholds given in Schedule 2 of the 2011 EIA Regulations and Circular 02/99 for inter modal terminals, over which an EIA is likely to be required.

Whilst the extension of the Guided Busway to the proposed Station Interchange will be undertaken under separate powers, the cumulative impact of the development of the Station Interchange and the Busway must be considered, including effects on the local area and on the wider transport network in Cambridge.
The effects on the transport network have yet to be quantified, but it is suggested in the screening request that overall the effects will be a positive. However, it is anticipated that the development would cause an increase in car traffic accessing the site from Milton Road and in bus movements along Cowley Road and the Guideway. There would also be a greater numbers of pedestrians and cyclists in the area as they would also seek to use the Station Interchange. In addition, more frequent trains would result in an adverse impact on traffic / pedestrian flows on Fen Road as the barrier down times for the Fen Road level are likely to increase.

Increased traffic flows in the local area (cars, buses and trains) may give rise to increased emissions and affect local air quality. However, this may be counter balanced in the city, particularly around the station, where emissions may reduce as passengers elect to use the new facility at Chesterton rather than the existing station.

There is already some noise, dust emissions and vibration in the area given the operation of the West Anglia Main Line and aggregates railheads. However the location of the Station Interchange is closer than these activities to the residential area of Chesterton and to occupied development in the Fen Road area, which is likely to give rise to amenity issues. Any increase in train movements will also potentially adversely affect local amenity as they pass adjacent residential development in Chesterton.

The proposed development site is on an existing railway sidings area and there is unlikely to be a significant impact on natural resources. The production of waste and the risk of accidents (having regard to the use of substances or technologies) is considered low.

Location of development
The proposed development site has no known links to any sites of international ecological importance (i.e. SAC / SPA), or to any national ecological designations e.g. SSSIs.

However, it is adjacent to a Local Nature Reserve (Bramblefields LNR) which is a site of County importance. Also, a survey undertaken in 2002 found the presence of Jersey Cudweed to the north of the proposed development site, which is a nationally rare protected species.

The main biodiversity interest of the current site is as a location suitable for breeding birds, possibly bats, with habitat suitable for foraging bats, the Common Lizard, Slow Worm and invertebrates.

The archaeological interest of the site has not been fully determined. However, the Cambridge Historic Environment Record records an Anglo-Saxon burial (AH no.2) and a prehistoric cremation burial (AH no.3) within the proposed development area.
Proposals will not adversely affect any of the ‘sensitive areas’ (wetland, coastal zones, mountain and forest areas) listed in the Regulations.

**Characteristics of potential impact**
The potential impacts of the proposed development have been identified above. The development of the Station Interchange (and the cumulative impact of the extension of the Guided Busway) may have significant effects on the local area and the wider transport network of Cambridge.

**Conclusion**
The size of the proposed development clearly exceeds the thresholds for intermodal terminals, above which an EIA would normally be required. It is concluded that the proposed development of Chesterton Station Interchange should be subject to EIA in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, and that an Environmental Statement must accompany any planning application that is submitted in due course.

Signed:

[Signature]

David Atkinson, County Development, Minerals and Waste Planning Manager

Date: 14 May 2012